



OCCOQUAN YACHT CLUB

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Baltimore dockscape –Seen from OYC's assigned slips at the Inner Harbor East Marina on July 7; across from *Touch of Fate* (far left) to the next dock, note the nice boat third from right. For another view of the nice boat, see inside.



Commodore's Comments

Janine Fordham

Close... But No Cup

This year's PRYCA Float-In was another blowout event! Attended by over 270 people (over 40 were OYCers!), it's always one of the highlights of summer and 1999 is no exception. I want to thank IPC Teresa Sorrenti and her spousal unit Rick for the awesome job they did as OYC coordinators. This is never an easy task...it's a lot like herding cats... in a rainstorm... blindfolded. Hmm. You know, that's probably a good idea for one of next year's events!

You've probably guessed from the article's title that we didn't reclaim the cup. Not for lack of trying. But the river gods just weren't on our side this year. The Scavenger Hunt was

the usual challenge with the hardest item to find being bubble gum. I tell you, the kids in this club are obviously putting their parents' dental bills above the good of the club! To make things worse, the navigation test was a *bear*! At least that was what I heard. I was too afraid to go over there. The crying and screaming was awful. And that was just the judges! Special thanks to our Education Czar Dave Moore and his partner Debbie Zimmerman for giving it the old college try!

By contrast, the boat building went well. It seemed to have the calming effect that making leather wallets has on mental patients. In fact, some of our recently released members

favorably compared it to that. Speaking of mental, note that for next year we need a boat decorating committee. Most of the boat decorations were over the top this year. One was even designed to look like a swan. Somebody had waaay too much time on their hands. The important thing though was floating ability and ours was very good this year. Piloted by Carrie of *Dream Catcher*, *O-Y-C-U Later II* made it from dock A to B, much to Carrie's relief.

The next event was called Bosun Skills. The objective was to rescue a PRYCA-provided victim from the murky depths of the creek. Rick Sorrenti and I were on point for this. We developed our strategy behind the trash dumpster at the marina. Oh, come on! We weren't drinking... they kept all the teams sequestered back there to prevent us from seeing the strategies used by teams going before us!

Anyway, as soon as the whistle was blown, our plan was to race down the dock, pick up two of the lifesaving tools on the pier (our weapons of choice: a boogie board and a life ring), Rick would then dive into the water on the boogie board and while holding the life ring kick his way (no swimming was allowed) over to the victim, who would then hold onto the life ring with which I would use the attached line to pull the victim in.

Things started to go south when I noticed that not only was I pulling the victim in but Rick didn't seem to be letting go. Undaunted (and being cheered on by the crowd), I pulled both men in to "safety." When Rick reached the dock I could see why he was unable to let go. Wrapped several times around his leg was about half the line I was using to pull the victim in! He was unable to loosen himself because the more I pulled, the tighter the noose became! Needless to say, I immediately asked the judge if I could have credit for a two-fer. His answer was swift and simple, "No."

The final event again this year was the dinghy race. This year's race was to send a male/female team from dock A to dock B to pick up a life vest and return it to dock A. The challenge was that the rowing person is blindfolded and the other person is the coxswain who verbally guides the rowing person to the other side. Our team was Susan Brown and Tom Shank. Despite losing an oar they had the fastest time, 1:19 minutes! Nevertheless, we were ultimately disqualified. The

primary reason: the judge was blind in one eye and he couldn't see out of his other. Made no difference. Only the team with the highest points wins the cup. There is no 2nd place. OYC sends it's official and hearty congratulations to Commodore Brook Davis and National Potomac for their outstanding victory. My heartfelt thanks goes out to TEAM OYC!! We'll get 'em next year!

Upcoming Events

If you haven't signed up for **OYC Two Week Long Cruise II**, you're missing a good time waiting to be had. Contact our Club Historian Susan Brown p.d.q. if you still want to make some part of it!

Date swaps have occurred with the **Summer Cruise to Colonial Beach** (August 21-22) and the **OYC Dinghy Regatta** (August 14-15). If you planned to go to either of these two events (or both!) contact the coordinators Carol Walsh and Mary Lynn Snowman ASAP if you have questions.

Don't forget the official **OYC Holiday** is September 1st. We will descend upon Tim's Rivershore like a bunch of steamed-crab-eating locusts, casting our cares and jobs away for a day. You won't want to miss this one!

The **Labor Day Cruise to Point Lookout** is set for September 4-6. This one fills up fast so don't delay! Contact Debby Zimmerman, 301-292-9893.

Bubba is back, with an attitude! Don't miss this year's **Shrimp/Lobster Feast at Mattawoman Dunes** on September 11-12. The lobster and shrimp will be hot. As a matter of fact, so will the entertainment! Reminder: most of these activities will be adult-oriented (18 and older) both in language content and prizes awarded. Enough said?

See you on the river!

Welcome to our newest members

by Jim Ball, Membership Chairman

Ray Kelly and Cindy Schneider of Annandale, who keep their 28' Regal *Seary Ops II* at OHM. We are up to 101 members strong and growing!

The Datemarkers

Birthdays

Wendy Holland, 8/1	Rosie Betts, 8/2
Carol Walsh, 8/3	Rick Zimmerman, 8/3
Ttom Reed, 8/5	Karla Donock, 8/6
Mark Smith, 8/6	Sharon Striker, 8/12
Debbie Zimmerman, 8/14	Gary Linck, 8/14
Robert Carmody, 8/15	Elizabeth Kaweit, 8/16
Kevin Kelm, 8/17	Janine Fordham, 8/25
Roiberta Oller, 8/25	Monica Lovell, 8/26
Eugene Brown, 8/29	Scott Shipley, 8/30

Anniversaries

Stephen and Carolyn Stott, 8/10
John and Elaine Robey, 8/13
Tom & Barb Egmore, 8/20
Charles and Vonda Barrow, 8/30

We extend our sincere condolences to Past Commodore Steve Wexler on the loss of his mother Millie Wexler, July 9.

The Daymarker

Published monthly by the Occoquan Yacht Club

Tom Coldwell, PC, Editor
Mary Ann Coldwell, Editor's Editor
Jim Ball, Circulation

News and other materials for publication are welcome from any member of OYC. The deadline for submission of materials to **THE DAYMARKER** is the 20th of each month.

If possible, please submit copy by e-mail to:

coldwell@erols.com.

Fax service is not available. Word-processed copy may be mailed on a 3.5" IBM/MSDOS-compatible diskette to the editor at 10319 Commonwealth Blvd., Fairfax, VA 22032-2613. The preferred format is WordPerfect for Windows or DOS, but we accept Microsoft Word and ASCII text as well. By the 20th of the month.

The editor may be reached by phone ashore, 703-323-1675

Two weeks on the Chesapeake Bay

by Tom Coldwell, cruise coordinator

What a wonderful cruise—just a weekend for some, one week for others, two weeks for still others. Overheated, fragmented, chilled, diverse and rife with unexpectancies—many laughs, great dining and some mechanical anomalies. OYC's season lead-off Bay cruise took 16 boats away from their homeports. The itinerary included, in order, Point Lookout Marina, Annapolis Landing Marina, Inner Harbor East Marina in Baltimore, St. Michaels Harbor Inn and Marina, Spring Cove Marina at Solomons, Coles Point Plantation and home. For the two-week group, there were additional stops (after Baltimore) at Havre de Grace and Osprey Point Marina near Rock Hall.

The cast at various times: *Abominable Snowman*, *Au Contraire*, *Cheers*, *Class Act*, *Dream Weaver*, *Evermoore*, *Going Nowhere* (whom we regrettably lost at Point Lookout due to some heavy mechanical problems), *Guardian Angel*, *Lovin' Life!*, *Lucky Ducks*, *Moonbeam*, *Oasis*, *Razadaz II*, *Sea Duck Too.*, *Shalimar* and *Touch of Fate*.



Happy Hour, Happy Days—The OYC gang gathers under a dock tent in Baltimore. The tent was left over from a July 4th celebration. Cool in the shade!

The cruise coordinator and Mary Ann certainly had a good time despite a transmission failure which kept us in Herrington Harbour South for three nights awaiting repairs—rather speedy repairs under the circumstances, thanks to Mike's Mobile Marine and Dana Taylor from Maryland Transmission. These guys worked miracles for us, and the Herrington Harbour management and staff were hospitable and helpful.

Week One was hot, Week Two was not, too much, anyway. Listen, the fireworks at Annapolis looked cooler than the atmosphere.

We ate out often. One reason is we tried to limit the snack tonnage assembled for happy hours by splitting into Port and Starboard teams, which brought food only on the odd or even-numbered days, respectively.

Those who made the stop seemed to agree that Rock Hall is worth more time than we gave it or that repeat visits are definitely in order. Great marinas, biking, hiking and dining. Havre de Grace was a pleasant new experience, too.

Heat or not, there were no reports of skinny dipping nor of anything particularly scandalous. In fact, to the disappointment of some readers, we were all reasonably well



St Michaels Harbor—The old Hooper Strait Lighthouse overlooks the harbor and the Chesapeake Bay Maritime Museum. —photo by Jim Ball

behaved and still had a bunch of laughs without falling on the floor.

We were pleased to see Jay and Ann Wilmeth out for their first other-destination cruise—to Annapolis—in their new acquisition *Au Contraire*. Jay had said he wanted to rendezvous with us off the West River as we came up the Bay from Point Lookout and that he would listen for us on VHF—so of course we maintained radio silence. Not! The name of their boat, by the way, is taken from some words in their wedding vows.

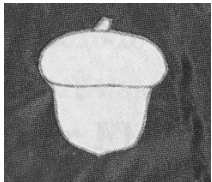


Swim Call—The Linck family—Dani, Nicky, Buoy and Gary—spend a day at the beach in Baltimore.

Lovin' Life! skipper Gary Linck, *Oasis* first mate Candy Clevenger and *Class Act*'s Gordon Cawelti provide their own perspectives elsewhere in these pages.

Some notes of thanks: to Jim and Peggy Ball for their ready assistance in cruise coordination and coming to the aid of and standing by *Shalimar* in her mechanical hour of need; to Al and Jan Hobson for the loan of their vehicle, permitting the Balls and the Coldwells to attend the funeral of Steve Wexler's mother; to Gary Linck for taking on the duty of vice cruise coordinator for the latter half of Week One; and to all of our cruise mates for their support, cooperation and friendship. What good fun we had together!

More Sea Stories and Other Lies from the Recent Bay Cruise



Treasurer's Comments

Gary Linck

This year's first week-long cruise, we started out with a sporty ride down the Potomac River to Point Lookout. Sometimes the river can kick up nice waves near the mouth of the Chesapeake Bay. I was enjoying the ride, but my wife Nicky was about to have another stroke—just kidding!

I always find a few things to say to help calm the first mate in a scary situation. Some good examples are: We could swim to shore from here; I think it is getting smoother, just as a wave hits everyone in the boat!; and my favorite, If we go a little faster we can jump some of these waves and it won't feel so rough. Well, we made it to Point Lookout and everyone survived the first day of the cruise.

Dani had a run-in with the local boys at Point Lookout and ran into another bike and got a flat tire. I tripped on a doormat near the bathrooms and ripped my toes open. This is the vacation we have been waiting for all winter and we are going to have fun.

The next day we headed to Annapolis. Nicky and Dani were a bit nervous about the ride out into the Bay. They listened to weather reports several times and waited to hear radio transmissions from other OYC members on the radio. I think *Guardian Angel* was the first one to leave but he was on a mission from God. We had a nice run up the Bay and saw a large shark-like looking thing thrashing around near Point No Point lighthouse.

Annapolis had better fireworks than D.C. this year and we are all sticking to that story. Buoy and I found P&W Seafood next to the marina and enjoyed a dozen large, hot crabs for lunch and a nice three-pound rockfish for dinner. Nicky and Dani played in the pool all day while I was feeding my face—just *Lovin' Life!*

July 5th we cruised into Baltimore. It was a short ride but a bit choppy with all of the large boats exiting Baltimore after the 4th. It was about a hundred and five degrees and we decided to inflate the OYC community pool to stay cool.

After two hot days in Baltimore it was off to St. Michaels with a pool and the rest of the two-week OYers were off to somewhere up the Bay. Tom Coldwell volunteered me to be Vice Coordinator in training and I assumed the task at hand. We were the second boat to arrive in St Michaels and made the most of coordinating Fuzzy Navel's and Peach Daiquiri's for all of the first week long OYCers I demanded that everyone bring food for happy hour and quickly abolished the odd and even happy hour rule. Everyone just ignored any other suggestions that I had. Dani fell of the dock during happy hour and scared everyone, luckily she was wearing her life jacket and was not injured.

Next we cruised to Solomons Island and hooked up with the local OYCers of Solomons Island. We all enjoyed a great happy hour, nice barbecue, shopping, and the Tiki Bar experience. *Lovin' Life!* decided to stay an extra day in Solomons Island and head back up river to St Michaels to



Buoy bites editor Tom Coldwell for being in his pool and for not publishing his article titled "Getting to know new OYC members by sniffing butts."

Photo by Gary Linck

meet up with the second group for an extra day of vacation and to enjoy the excellent weather we were having. We met the rest of the club to their surprise and explained that we were suppose to be in St. Michaels according to the agenda. We enjoyed the stories of the days we missed on the two-week cruise and enjoyed a nice dinner with everyone. Did I mention we got ice cream in St. Michaels finally before 9:00 p.m.

The next day we headed up the Eastern Bay to Kent Narrows to drop of the boat for some warranty service work at Warehouse Creek Yacht Sales. Dave Moore had left his car at Bay Bridge Marina and was nice enough to lend us his car for the ride home. Thanks again Dave for the use of the car and I think you need new ball joints on the drivers side!

I would like to thank Mary Ann and Tom Coldwell for coordinating the cruise, and thanks to everyone for such a great time!

Shopping, shopping, shopping. First bay cruise of 1999 is a huge success.

by Candy Clevenger, *Oasis*

The first OYC Bay Cruise of 1999 was a huge success—and a wonderful two week shopping trip. I am sure that my husband expected that we were going on a relaxing boat cruise to some new ports of call. No doubt he had visions of lazing around the pool most of the day with maybe a little sight seeing. And of course we did do some of those things between shopping trips.

With the wonderful ports of call we visited, the temptation to shop could not be resisted. Most OYC members are most likely familiar with the great shopping in Annapolis and Baltimore's Inner Harbor. But while in Baltimore, have you checked out the shopping and the restaurants in Fell's Point? Just ask Mike Troup of *Guardian Angel* about the great antique stores located in Fell's Point. There was a leather store going out of business in Baltimore's Inner Harbor shopping district and a number of our OYC members picked up some great bargains. However, if you really don't need it, is it really a bargain?

On to Havre de Grace, which is not only the home of the

Concord Point Lighthouse, it also has some great shopping. I particularly enjoyed the antique shops in Havre de Grace but then the marina gift shop wasn't bad either. Word has it that the manager had to restock her shelves after the OYC group arrived.

I was told that Rock Hall didn't have much to offer in the way of shops but if you are ever there don't forget to check out the shops in Oyster Cove. There are several unique little local artist shops and a very nice gift shop along with what else? An antique shop!

St. Michaels is always great for shopping and when there, my Captain and I always stop by the Captains Wheel for another lighthouse reproduction to add to my collection. A few OYC members discovered the lighthouse charms sold at the Museum Store.

Not to be forgotten, Solomons also has wonderful shopping. However, by the time we got to Spring Cove Marina in Solomons, some of us were having a little trouble finding extra room to store all of those necessary purchases.

I won't mention all of the little things we learned along the way on this trip. Like how jellyfish can stop your air conditioner from running or that when you install a new VHF radio antenna you shouldn't shorten the wire that comes with the antenna. Will just leave those stories for someone else.



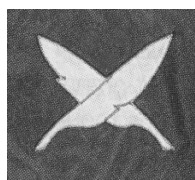
Harbor moves—Captain Jay Wilmeth maneuvers *Au Contraire* toward the docks at Annapolis Landing Marina on the July 4th weekend, while First Mate Ann gets ready to handle lines on the bow. No, wait, that's not Ann, it's, it's Randy Snowman! Oh, gosh, what a mistake. We're in trouble now. And what is Randy doing on Jay's boat anyhow? Why'd I ever take this job?

Slips for Sale

...at Fairfax Yacht Club: E-13, 40 foot covered slip, \$31,000; D-18, 40 foot open slip, \$21,000. Please call Richard Ziegler at (703)590-4632 or (703)220-2500



Jess was a good dog, friend to us all. We'll miss her.



Secretary's Comments

Gordon Cawelti

Top Five Reasons Why the 80 Other OYC Boats Shoulda Been on the July Cruises

The week- and two week-long cruises headed by Tom and Mary Ann Coldwell in July were terrific events that all members would have enjoyed. The heat wave did not phase our enthusiasm for expert navigation, good seafood, and social events each day. Here are main reasons everyone else should have been along:

- ! You could have dined at one of the best German restaurants on the eastern seaboard while in Baltimore where chilled strawberry soup was a great appetizer, *und die schnitzel war zehr gut*.
- ! You probably would have learned something about your boat's technology as I did when Dave Moore noticed I had no water coming out of my starboard engine as I egressed the dock at St. Michaels. Thanks to crack technician Randy Snowman a repair was made on the spot and I learned to henceforth change impellers every other year.
- ! You could have cruised up and down "ego alley" in the Annapolis harbor along with a lot of other jerks anxious to strut their stuff, and while there, enjoyed crab cakes at the brand new Phillip's restaurant nearby.
- ! Late breaking news and photos were available each morning thanks to cruise coordinator Coldwell and his hi tech digital camera, computer and printer.
- ! And you could have just savored the Bay in all its might and glory in cruising from place to place, and then tried to describe this grandeur to your club members at the evening social hour.

The cruise also gave me the chance to try out my new GPS which I found is more accurate than my former navigation system which was "hope that next buoy is somewhere in the vicinity of the route I think I am following."

Hotdog! it's one week earlier

New Date for Dinghy Regatta Raft-up 1999

by Mary Lynn Snowman

We're moving up one week: the Dinghy Regatta and Raft-up previously scheduled for August 21-22 is now August 14-15, at Mattawoman, of course—no change there.

There will be more information via e-mail. But for now, just mark your calendar's for Saturday, August 14th, around noon (but we won't start until around 3:00). Please RSVP to the Snowman's via e-mail (Randys@Ex-pressnet.com) or via the phone 301-869-2885.

Don't forget to get those oaring muscles into shape. If you think it's so easy come on out and show us how easy it is. Hope to see you there!



Rear Commodore's Comments

Jay Wilmeth

"No Pressure"

Many of us relatively new boaters can benefit periodically from continued education whether it comes from personal "at sea" or on-the-job adventures; the advice and counsel of our more experienced club members; or through selected readings and research. To that end, I found interesting reading the nautical "Rules of Thumb" in the Navy's Small Boat Handler's manual while researching same in a local library recently.

Many of you, I would say most of you, are familiar with the majority of these rules of thumb. I would bet, however, that each of us will learn a thing or two from the following. Did you know that:

In the middle latitudes, barometric pressure at or above 30.50 is considered high while at or below 29.50 is considered low.

Continually decreasing pressure predicts foul weather.

Sudden drops in barometric pressure ($> .04$ inches per hour) indicate the coming of heavy winds.

Steady barometers promise fair weather.

Slowly but consistently rising pressure and temperatures indicate that the weather is beginning to stabilize.

A rapid rise in pressure, however, foretells unsettled weather.

A halo around the sun or the moon indicates the approach of rainy weather within 24-hours.

Whether it is a warm or cold front, a drop in pressure will precede its passage. Every front is, in itself, a low-pressure area.

There! Is there anyone among us that can honestly say that they knew all of the above? If so, you write next month's article!

OYC's favorite websites:

Occoquan Yacht Club:

<http://members.aol.com/occoquanyc>, Ned Rhodes,
Webmaster

Jim Ball's boating website:

[http://www.geocities.com/ResearchTriangle/System/
3240/Boat.html](http://www.geocities.com/ResearchTriangle/System/3240/Boat.html)

Potomac River Yacht Clubs Association:

<http://members.aol.com/prycanews/>, Ned Rhodes,
Webmaster

Chesapeake Bay Yacht Clubs Association:

<http://www.cbyca.org>

Re-mark your calendars: Dates switched for Colonial Beach Cruise, Dinghy Regatta

by Carol Walsh

Due to a minor mix-up in scheduling, OYC is switching the dates for the Dinghy Regatta and the weekend cruise to Colonial Beach. The coordinators, of course, remain the same. The new dates are:

August 14-15 Dinghy Regatta Raft Up (Mary Lynn Snowman) 703-869-2885

August 21-22 Colonial Beach Summer Cruise (Carol & Gary Walsh) 703-425-7699

As in the past, the Colonial Beach weekend will include the Hawaiian Luau and Hot Rod Run.

My thanks to Mary Lynn Snowman for her cooperation and support on this last minute but necessary change to everyone's plans.

The updated information for the Colonial Beach Summer Cruise is as follows:

Time and place: August 21-22, Colonial Beach Yacht Center

Arrival time: When you get there.

Hawaiian Luau: August 21, 6:00- 9:00 p.m. at the Dockside Restaurant (The Banquet Room). Cost: \$17.95 Adult \$5.95 Children under 12

I will need to know if you are going to come for dinner.

Menu: Roast Pig, Hawaiian Flank Steak, Pineapple Chicken, Broiled Mahi Mahi, Coconut Chicken Skewers, Pacific Rim Shrimp & Pasta Salad, Maui Quiche, Hawaiian Cole Slaw, Green Beans Mauna Loa, Ginger Rice, Hawaiian Bread with Dip, Tropical Fruit Salad & Coconut Cream Pie.

Speciality Drinks: Mai-Tai, Hawaiian Orange Blossom, Blue Hawaiian

Band: Hula Monster Band (\$3.00 Cover Charge) beginning at 8 PM under the tent.

Plus: Prizes for costumes, hula hooping and hula dancing contests!

Hot Rod Run: Saturday & Sunday (both days) Live Band & Lots of Fun . Reda & Kyle (Marina Owners) said they will supply a shuttle. This year Gary and I will not have boat...I think. We will be staying at another location on land and we also will try to supply rides to the Rod Run.

Bikes: Out of Commission this year

Transient Rate: \$1.00 per foot with \$2.00 for 30 amp and \$4.00 for 50 amp. (Gary and I will be calling for boat specs and other info needed this week). *No deposit required.*

If you plan to go to Colonial Beach for this cruise weekend, please email us at gwalsh1@erols.com and provide the following information. Name of Boat, Length, Beam, Power Requirements and your telephone number. We also need to know how many of you will be coming to dinner (adults and children)

Find Your Way with an Analog Watch

If you are lost in the Northern Hemisphere, simply point the hour hand of your watch at the sun. During standard time, the point halfway between the hour hand and the number 12 is—roughly—south. Approximate north is directly opposite. During daylight savings time, use the 11 instead of the 12. Although lost there many times, we could not make this work inside Potomac Mills.

Technology matters from Jim and Ned...



Nice boat gets hosed—literally. The 40' diesel-powered Jersey sportfisher sank the day after the photo on Page 1 was taken. Cause: The dock water hose was left connected and under pressure, and an interior fresh water fitting failed. The boat was afloat at 2:00 a.m.; by 4:00 a.m. she had sunk. The boat was refloated the same day and towed away for (extensive) repair. Ironically, twice during the rest of the Bay cruise, interior hose fittings on the cruise coordinator's own boat parted while connected to dock water, soaking one carpet with spray and allowing enough flow to activate the bilge pumps. Moral: don't depart from your boat with dock water hoses connected and under pressure. And check your hose clamps, too.

Got that Sinking Feeling? Act Now!

by Jim Ball, OYC Technologist

Waking up and finding a 40 ft Sportfish sunk in the slip on the next dock in Baltimore has given pause to those of us who were on the two week cruise. Did you ever have a nightmare about getting up from the bunk and putting your feet down on a cold wet carpet, then noticing that you are up to your ankles in the briny deep? What about cruising merrily down the river and noticing that the boat is getting more and more sluggish, then opening the hatch to find you're goin' down, bubba!

For the low price of \$39.95, Boat/US offers a wired-in Rule 12 volt alarm that uses a standard float switch and an alarm that mounts on the helm (Item 160554, page 448). Our friends at West Marine offer the same item for \$37.48 (Model 296311, page 332).

Now this is good if you can hear the alarm on the bridge or outside to alert the dockmaster or one of your OYC friends to save the day. But I don't think I would hear it in the cabin. The alternative—for a low, low, low price of \$12.97, you can get a 9v battery-powered water alarm at your friendly Home Depot (it does not say "Boat" on it). It is in the sump pump department and is called the Basement Watchdog Water Alarm, Model BWD-HWA. It says it will sound for up to three days and that a 9v battery will last for 2-4 years.

The wire is only six feet long,, but no problem, just cut and splice it to whatever length you need to run it from bilge to cabin or bridge. For that price you can have two or three, making sure that one is inside where it will wake you up, and another is outside where it can be heard while you are running and by folks in the marina when you are docked. I

plan to put mine rather prominently on the aft deck bulkhead and label it "Bilge Alarm" with my phone number so if someone hears it and comes to investigate, they will know what to do. So there you have it—several options to help you sleep better at night, on or off the boat, and to worry less underway.

It is not always the impeller

Ned W. Rhodes

Was the Fourth of July hot enough for you? It was for me and that forms the backdrop for my story. Before going up to Washington to watch the fireworks, I fired off the generator to make sure that everything was working correctly. I noticed that the water outflow of the generator exhaust was not what I thought it should be. But, it appeared to be adequate for cooling and seemed to increase when I took the load off the generator. I had replaced the water pump impellers on the engines the year before and I had purchased two generator impellers in preparation for replacing them this year. I figured that the impeller was going bad and I would replace it when we got home.

Off we go to DC to sit in 100 degree heat. We did use the generator to keep the cabin cool, but I became increasingly uncomfortable with the way that the generator was sounding. The water flow was just not right and I was sure it was the impeller. Just to make certain there was no other problem, I went below and checked the inline strainer. It was clean.

For reasons that would make a good topic of another article on anchoring etiquette, we wound up coming back the same evening of the fireworks, navigating by GPS, spotlight and photographic memory. The next morning, I decided to change out the generator impeller and fix the problem. The old impeller that I took out did not look that bad, but I replaced it anyway and fired up the generator. Basically the same little piddle of water was the result. Ok, now what could it be?

I closed the through-hull and removed the strainer once again. It was still clean. I then opened the through hull, expecting a boat-load (bad pun) of water to gush in, but it was a trickle. Now, I get it, I have a blockage somewhere! I removed the hose from the through hull and blew into it and was rewarded with a big nothing. No bubbles, just back pressure. Upon removing the hose from the intake side of the strainer, I was able to see the problem. A small stick, the size of the intake hose, was lodged in the 90 degree elbow of the strainer, effectively blocking off all water flow. If the stick had actually made the turn into the strainer, I am sure it would have done a great job of catching it, but the fact was that the stick was too long and could not fit around the 90 degree bend.

The generator is working just great now that I have an new impeller and a clean hose. Hey, this is boating—things are never easy but always interesting.

More technology, next page...

The Shaft— To Get or Not to Get, That is the Question.

by Jim Ball

Hearing of Walt Cheatham's recent misadventure with dropping a shaft in the middle of the Potomac, I think that the advice that I wrote in an article almost a year ago bears repeating. This first hand knowledge came to me when I attempted to back down out of a slip at Tides Lodge last August in the then-brand new to me *Cheers*, as we were departing to run north to avoid an unpleasant meeting with Hurricane Bonnie. As they say "Stuff" always happens at the worst time. We learned two things by this experience.

First, shafts are not welded to the coupling on the back of your inboard engine. They are tightly fitted and held there by a shaft key and two set screws. If the set screws get loose, every time you go in and out of gear, the shaft wears the brass key and grinds down the heads of the screws until one fine day (when the hurricane is approaching) it just slips out and goes swirling out the stuffing box, permitting the propeller to meet the rudder in a confrontation where they both lose. If it gets really bad, the prop knocks the rudder off and keeps going with the shaft to the bottom of the briny deep leaving a good size hole in the bottom of your boat where the stuffing box now resembles old faithful going off. Your bilge pump cannot keep up with that (as Walt can probably attest).

Anyway, that's the first lesson—check the setscrews and any shaft play. You can put a piece of colored tape on the shaft at the stuffing box that will give you a visual indication that the shaft might be slipping. Also, you can put a hose clamp around the back side of the coupling to keep the key from slipping out if it gets worn. If you see little brass chips in the bilge under the coupling, you know there is some looseness there

Second lesson—and I was lucky here. The placement of your zincs on your shafts is not a matter of wherever it might

look good. It is very important that you put those zincs about an inch away from the strut on your shaft so that if the shaft decides to go south, it can only go an inch south before the zinc stops it. As I said, I was lucky last year when mine let go, because the zinc stopped it about 1/8 of an inch from the strut and prevented the prop from eating the rudder.

So, there you have it. Check your shaft play, set screws, put a hose clamp over the keyway aft of your coupling, and the next time the boat is out of the water, check to see that your shaft zincs are properly located to keep you from glug-glugville.

Renovation and condominium planned for Tantallon Marina

by Commodore Tom Andrews, Tantallon Yacht Club

By now, many of you have heard rumors or received announcements that Tantallon Yacht Club plans to buy Tantallon Marina, renovate it and sell condominium slips there. A preliminary announcement of this program was made at the PRYCA Commodore's night in April 1999. A purchase agreement for Tantallon Yacht Club to buy the marina was signed on June 15, and reservations are now being taken to buy slips as the docks are renovated.

A limited number of slips are being offered to members of PRYCA clubs at a very special price. Slips will be assigned on a first-come, first-served basis and only a limited number are available at discounted prices, and only until August 15 or until allocated slips are reserved.

Most of you know the great activities and club house at Tantallon. If you are interested in a newly-renovated slip in the most protected and attractive marina on the upper Potomac, you need to make your reservation without delay.

For further information, contact any member of Tantallon Yacht Club, call the club at 301-292-3349 to leave a message, or contact Tom Andrews at 301-567-5137, Lin Sheffield at 703-370-4331, or Bud Clark at 703-7870-7135.

Occoquan Yacht Club's 1999 Schedule of Events

Including names and phone numbers of event coordinators

Events subject to change, consult future editions of The Daymarker for updates.

July 31-Aug 15	OYC Two Week Long Cruise II	Susan Brown, 339-6404, & Tom Shank, 202-625-4488
Aug 14-15	(NEW DATE) Dinghy Regatta Raft Up	Randy & Mary Lynn Snowman, (301) 869-2885
Aug 21-22	(NEW DATE) Summer Cruise - Colonial Beach	Carol Walsh, 425-7699
Sep 1	OYC Official Holiday - Tim's River Shore	Gary Linck, 494-7028
Sep 4-6	Labor Day Cruise - Pt. Lookout	Rick & Debby Zimmerman, 301-292-9893
Sep 11-12	Lobster/Shrimp Feast - Mattawoman	Mike Fordham, 590-3653
Sep 17-19	PRYCA End Of Summer Party	Teresa Sorrenti, 590-6724
Oct 9-11	Columbus Day Cruise - Gangplank & Arena Stage	John & Kathy Corley, 532-5429
Oct 14-17	Annapolis Power Boat Show	Warren Buffet, Bill Gates & The Donald
Oct 30	Membership Meeting, Chili & Dessert Contest, Halloween Party-Fairfax Yacht Club	Candy Clevenger, 273-3073, Nicky Linck, 494-7028, & Mary Lynn Snowman, (301) 869-2885
Nov 6-7	Hardy Souls Cruise - Alexandria	Mary Jo Worcester, 494-2383
Nov 27	Santa Cruise	Walt Cheatham, 243-2430
Dec 11	(NEW DATE!) Holiday Party & Change of Watch - Ft. Belvoir	Peggy Ball, 569-2159

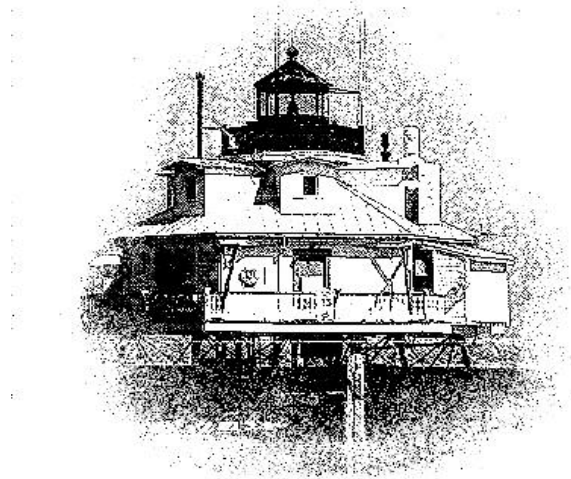
OYC Boat Names as of July 22, 1999

Keep this guide on your boat. When you spot a boat's name, you can find the names of the crew

Report changes to Jim Ball, Membership Chairman, 569-2159, jball@erols.com

ABOMINABLE SNOWMAN III,
Mary Lynn & Randy Snowman
ALEXANDER'S DREAM, Eugene & Susan Brown
ALL SYSTEMS GO, Stephen & Carolyn Stott
AMAZING GRACE, Tom Shank and Tony Mirando
ANNA MARIE, Ralph & Anna Burner
AU CONTRAIRE, Jay & Ann Wilmeth
BANDIT, Russell Barnes
BOSSIN' NOVA, Keith & Teri Carr
CC & WATER, Craig & Terrie Dowd
CC & WATER, Tom & Betty Reed
CHECK SIX, David and Sandra Rolston
CHEERS, Jim & Peggy Ball
CLASS ACT, Gordon & Dodie Cawelti
COPY CAT, Kathy Novak & Roger Menking
COURCHEVEL, Steve & Kathy Zimpel
CRACKER JACK 29, George & Gail Dalferes
CRAZY HORSE, Michelle Foster & David Williams
DEALMAKER, Richard & Bronwyn Ziegler
DOWN THE HATCH, Gary & Carol Walsh
DREAM CATCHER, Ann & Scott Shipley
DREAM WEAVER, Theodore & Ilona Zsirai
EL VIENTO III, Frank & Wendy Holland
EVERMOORE, Dave & Carol Moore
EXCELIN', David & Lisa Von Colln
EZ COMMUTE, Richard & Patricia Garverick
FOR NIENTE, Karen Gongloff & Mark Smith
FRENCH'S RIVIERA, William & Clara French
GOING NOWHERE, James & Carol Henry
GUARDIAN ANGEL, Michael Troup
HALF SPEED, Mitchell & Jane Mutnick
HANKY PANKY, Monica & Henry Lovell
HARMONY, John & Mary Cunney
HEMINGWAY'S B & B, Tom & Judie Hemingway
HOT SCHATZ, Laslo & Linda Bozoky
IMPULSE, Ned & Arleen Rhodes
KITT 2, Mike & Janine Fordham
KMARK, Kevin & Marcelle McCarthy
KNIGHTSBRIDGE II, Bill & Roberta Oller
KRISTIE II, Kevin & Kristie Kelm
LAST RESORT, Steve & Karla Donock
LEE ANNE II, Robert and Nancy Miller
LITTLE BOAT, Joel & Paula Bailey
LIZZIE BITZ, Andrew and Elizabeth Kalweit
LOOPHOLE, David Wilks
LOVIN' LIFE!, Gary & Nicky Linck
LUCKY DUCKS, Alfred & Janis Hobson
MARTHA JANE, Ed & Martha Jane Dodd
MERI LUCY, Nabil and Lucy Dubraque
MINNETONKA MAIDEN, Roger & Laurie Dahl
MOON BEAM, Sandy Mriscin & John Ludwig
MOON RIVER, Bill & Marilyn Dalgetty
MORNING MIST, Tom & Barb Egmores
MUTANTS ON THE BOUNTY, Timothy & Beth Chaffin
MY TURN, Jon Morrow
NEMESIS, Charles & Vonda Barrow
NO NAME, Stephen & Alexandria West

OASIS, Allen & Candy Clevenger
OFF THE WALLS, Jim & Dawn Weber
PANACEA, Doug and Michelle Earhart
PARAMOUR, Donald & Diana Uber
PAT & RAY, Ray & Pat Steele
POTOMAC PRINCESS, Peter & Lisa Kuzma
PROVIDENCE, George & Ginny Frank
RAZ-A-DAZ II, Rick & Debby Zimmerman
REALITY, Jim & Doreen Keating
RHAPSODY II, Ira and Ellen Lazarus
RIVER DANCER, Jack & Sharon Striker
ROCK'N ROBIN, Richard & Audrey Puckett
RUDE AWAKENING, Hattie Hall & Bill Walker
SAINT 'N SINNER, Steve & Mary Jo Worcester
SANCTUARY, Bob & Jan Wilcox
SASSAFRASS, William & Bonnie Fulford
SEA BRAT, Bonnie Breneman
SEA DUCK TOO, Rick & Teresa Sorrenti
SEADATED II, Jack & Robin Ryan
SEAQUESTER, Sharon Bae and Bill Miller
SEARY OPS II, Cindy Schneider & Ray Kelly
SHALIMAR, Tom & Mary Ann Coldwell
SKYLLA IV, Les & Pauline Thomas
SLO COASTA, Martin & Rosie Betts
SNARLIN' MARLIN, Robert W. and Jan Carmody, Jr.
SOURCER-R, Leo Smith
STARGAZER, Sean & Dannette McGurk
THE GOLDEN RULE, John & Katherine Corley
THE RENKEN, Myndi Harbin
TO "DI" FOR, Donald & Diane Carlson
TOUCH OF FATE, Duane & Janet Jeirles
TWICE IS NICE, Bob Barron
VIA CON DIOS, Bob & Betty Zaegel
WALT'S ON WATER, Walter & Susan Cheatham



Thomas Point Lighthouse

Believe it or not, the time is drawing near **OYC Labor Day Cruise Update**

by Debby Zimmerman, Cruise Coordinator

Now is the time to get those deposits in for our Labor Day weekend cruise.

Where ? Point Lookout Marina
When ? September 4-6, 1999
Who ? YOU and your crew
How Much? \$1.00 per foot
\$4.00 per 30 AMP electric
\$8.00 per 50 amp electric

I am trying to finalize reservations by August 12th (I leave for a week long cruise on the 14th). Reservations received after the 12th will be added to the original group once I return—if space is available.

Since no athletically inclined individual has yet to volunteer to lead us in a sportsman-like competition, I leave it up to your imagination. Remember this is a family outing.

Scheduled events

Saturday evening

Cocktails at the pool with a cookout to follow. Several grills are available. Bring something to grill and a dish to share.

Sunday evening....

Light appetizers and cocktails on the dock.

8:00 p.m. Dinner at Spinnakers Restaurant with your choice of several entrees.

(Additional info will be sent to all members via email once everything is finalized.)

Questions and/or comments?

Please email me, Debby Zimmerman, razadazii@aol.com or call me in the evening at 301-292-9893.

Sign up now

Please fill out the reservation form below and send with a \$10.00 per night deposit (check payable to Debby Zimmerman) to me at 12604 La Grange Court, Fort Washington, MD 20744.

Clip and mail (with check)

Captain _____

Number of persons aboard _____

Vessel Name _____

Length _____ Beam _____

Electric required: (50 amp service is limited. Please note if you can use either 50 or 2-30)

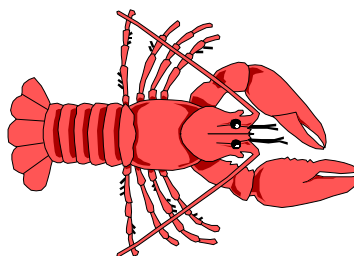
30 amp _____ 2-30 amp _____ 50 amp _____

Arrival Date and approx. time _____
(check in after 1:00pm)

Departure Date _____

Lobster-and-shrimp boat comes to Mattawoman Creek.

by Mike Fordham, recently married cruise coordinator



On September 11, the OYC shrimp/lobster boat (aka *KITT 2*) arrives at the Dunes for the 10th Annual OYC Shrimp Feast. Since Janine and I are still in our post-Jamacia trance we will attempt to bring a little of the hedonistic lifestyle to

the Dunes. The theme will be "The Battle of the Sexes" as the women go head-to-head with the men (no pun intended) in a Scavenger Hunt, a game of Dirty Minds (where the clues are dirty but the answer is clean) and a Bottle Ring Toss Game. Note: These games are for mature audiences only (that means the Scavenger Hunt will begin after Ned and the other young'ns go to sleep). We'll throw in a few good jokes, some Reggae music and prizes. So be there or be square.

As with every year, there will be the traditional bon fire and the steaming of shrimp, plus—new this year—we'll be cooking lobsters. Oh, and if we beg Tim Chaffin maybe he'll do his 'pose' for us. (If you know Tim, it won't take much prompting!) Please remember to bring a side dish, firewood, small tables, chairs, marshmallows, and skewers for the marshmallows.

To place your shrimp or lobster order please send the attached Shrimp/Lobster Reservation form and a check for the number of pounds needed at \$8.00 per pound for shrimp or \$14.00 per lobster (approximate lobster weight 1 ½ lbs.) payable to:

Mike Fordham
15544 Travailer Ct
Woodbridge, VA 22193-1017

Your order needs to be received by Tuesday, September 7th. (Remember to mail early since Monday is Labor Day) We will use the \$8.00 per lb shrimp price but we will negotiate the best price. If the cost is less you will receive a refund. If the price is more you'll need to pay the difference on the 11th.

Clip and mail (with check)

Yes, I want to be a hedonist. I will be attending the OYC Shrimp/Lobster Feast and I want:

_____ pounds of shrimp @ \$8.00 = \$ _____

_____ 1 ½ lb lobster @ \$14.00 each = \$ _____

Total enclosed \$ _____

Name _____

Boat Name _____

Phone # _____