



OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979Y

Web site: <http://members.aol.com/occoquanyc>

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PRYCA Delegate

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703 590-6724

THE DAYMARKER Editor

Tom Coldwell
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Commodore's Comments

I remember the warm day in September, 1995 when PC Tom Coldwell (then the Membership Chair) gave Mike an OYC application and invited us to join. We were boating "newbies" then. We took everything about boating so seriously! Joining a yacht club seemed like fun but we weren't sure. I remember Steve Zimpel's compelling reasoning, "Hey, we just joined too. So what the heck!" That was good enough for us. Little did I know then that four years and two boats later I'd be signing off as OYC Commodore.

The 1999 board began our term with a pretty aggressive set of goals and objectives:

- ! Maintain/increase membership
- ! Establish regular contact with the Past Commodore's Council
- ! Maintain communications with PRYCA
- ! Improve relationships with other Potomac River yacht clubs
- ! Foster continued relationships with favored yacht club marinas
- ! Coordinate the 1st Annual Occoquan River Blessing of the Fleet
- ! Establish and support an OYC Boater Education committee

Today we are 113 members strong. The PC Council's advice and guidance is often sought. Several OYC members serve on the PRYCA board and our PRYCA Delegate, IPC Teresa Sorrenti keeps the lines of communication open. We've gone one better than simply in improving relations with other yacht clubs. In some cases we've actually bonded with

PWYC and FYC participating in OYC events. We continue to enjoy good relations with the various marinas our club members call home as well as our favorite "haunts" (e.g., Alexandria City Marina, Gangplank, etc.). Our 1999 Czar of Education, Dave Moore has developed many educational articles and puzzles for the Daymarker. On May 16th we hosted the Occoquan River Blessing of the Fleet along with PWYC and FYC. By my account, this makes for a pretty successful year. I owe a special thanks to Peggy, Gary, Jay, Gordon, Dave and Jim for working hard and smart to make it all happen.

Other

1999 notables were:
Daymarker
Editor, PC
Tom
Coldwell;
OYC
Webmaster,
Ned Rhodes;
Fleet
Captains,
Steve Zimpel

OYC Board for 2000

Commodore - Peggy Ball

Vice Commodore - Debbie Zimmerman

Rear Commodore - Candy Clevenger

Treasurer - Nabil Dubraque

Secretary - Mary Lynn Snowman

Contest results on Page 6

at Hoffmasters, Bill and Bonnie Fulford at Fairfax Yacht Club, Linda and Lazlo Bozoky at Occoquan Harbour, Steve Donock at Mt. Vernon and Mike Fordham at Prince William; Club Historian Susan Brown; and all of the 1999 Cruise and Event Coordinators.

You've all done a great job. Thanks!

Hearty congratulations to Peggy Ball our new Commodore and her board members: Vice-Commodore, Debbie Zimmerman; Rear Commodore, Candy Clevenger; Treasurer, Nabil Dubraque and Secretary, Mary Lynn Snowman. Knock 'em dead guys!



Vice Commodore's Comments

Peggy Ball

It's here! Plans for the Great OYC Holiday Party and Change of Watch are finalized and ready for you. Make your reservations, pick out your fanciest clothes and be prepared to have a great time with your OYC friends. Yes, we do look different dressed up! Maybe we'll even need name tags.

Karoke is back! Our musical entertainment will include us this year. This is the time to get with your friends and create your own version of the great groups from the past. Or maybe we have a soloist in our midst. You have to be there to find out for sure. Our DJ will have lots for us to choose from and this should be a great addition to the dancing we always enjoy.

New Lower Price! The cost is \$35 per person this year. We want everyone to come join us in thanking all the OYCers who have contributed their time and energy to our fun during 1999. See who walks away with the Bent Prop Award and the Commodore's Cup. Are you getting the impression this an event not to be missed? You are right!

See the flyer in this Daymarker [Page 7] and make your reservations today!

Cheers!

Hardy Souls Cruise—Change 2

by Mary Jo Worcester, Retired Person
Cruise Coordinator

We're back to the original date, November 5-7 for the Hardy Souls Cruise—thanks to a scheduling foul-up at our destination, Alexandria City Marina. The marina had us down for November 5-7, but failed to record our request for a date change to November 11-14. They had and have another group of boats previously scheduled for November 11-14, and

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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

regrettably they cannot accommodate both groups unless there are some wholesale cancellations. So, your cruise coordinator has been busy on the phone lining up the cruise for November 5-6. This is a big inconvenience for everyone, but let's try to make the best of it. Just another reason why they call it "Hardy Souls."

Questions? Call me, 494-2383

The Datemarkers, New Members and... OYCTRIVIA

from Jim Ball, Membership Chairman

The Datemarkers

Birthdays

Katherine Corley, 11/2	Cookie Zimpel, 11/5
Ann Wilmeth, 11/6	Paula Bailey, 11/9
Tim Chaffin, 11/15	Paula Wexler, 11/16
Clara French, 11/16	Monica Lovell, 11/19
Dodie Cawelti, 11/28	Bonnie Breneman, 11/29
Ira Lazarus, 11/30	

Anniversaries

Greg & Susan Wilson, 11/2
Ted & Ilona Zsirai, 11/7
Frank & Wendy Holland, 11/8
Gary & Nicky Linck, 11/14
Ralph & Anna Burner, 11/21
Tom & Judy Hemmingway, 11/22
Kevin & Kristie Kelm, 11/26

Welcome new Millennium members

Rudy and Cookie Zimpel, of Montclair VA, who keep their 501 Chris Craft *Cocolobo* at Hoffmasters.

Mike and Cindy Hollingsworth, of Springfield, VA, who keep their 28' Chris Craft *Priorities* at Hoffmasters.

Tony and Kelley Berta, of Alexandria, VA, who keep their 35' Cruisers, *Bay Tripper* at OHM.

Greg and Susan Wilson of Fairfax Station, who keep their newly acquired 33' Chris Craft *Sea Venture* at Hoffmasters. Also, happy anniversary to them on Tuesday, Nov 2nd!

And finally, Dolores "Pookie" Schubert, of Washington, DC, who keeps *SHEAR MADNESS* at the Kennedy Center.

OYCTRIVIA

We have 112 members. If we put all of our 101 boats end-to-end they would stretch for over half a nautical mile. The average boat length is 33.28 feet.

The brands we choose:

Chris Craft, 27; Sea Ray, 11; Bayliners, 10; Maxums, 9; Carver, 6; Cruisers, 5; Regal, 5; Silverton, 3; Pacemakers, 2; other, 30

From where we cruise:

OHM, 22; FYC, 19; Hoffmasters, 18; PWM, 7; Pilot House, 6; Hampton's Landing, 4; Spring Cove, 4





Cheathams' new boat? When this excursion boat visited Occoquan Harbour Marina, we imagined how things would look if Susan and her husband traded up.



Secretary's Comments

Gordon Cawelti

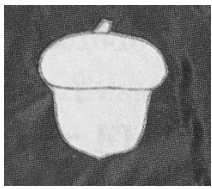
As the leaves begin to drop, and a crisp October morning brings new meaning to the term "chill out," you begin to realize that fall is upon us. You know if the boating season is really coming to an end if...

- your first thoughts in the morning turn to anti-freeze rather than replenishing the Coors Lite stock on your boat.
- you already have most of the lats and longs for waypoints on the astonishing cruise you are planning to lead to New Bern, NC in June 2K.
- you think about keeping your boat in the water all winter but worry about having to go down to your marina on a -5 degree morning in February to paddle around your boat in your dinghy to keep the water moving.
- you find yourself fantasizing about peddling your 35' *Snail's Pace* and buying a 40' *Zoom Zoom*.
- you see Ned Rhodes nosing around the Annapolis boat show on a sparkling fall day seeking but one more piece of marine technology with which to dazzle OYC newcomers.
- you find yourself trying to decide whether to have your boat shrink-wrapped or putting on the blow away covers yourself.
- you look to see how busy the golf courses are.

- you wonder that since the white chocolate mousse cake produced a big yawn at the Columbus Day pot luck, what **WILL** it take to impress OYCers.
- you take that last ride down the Potomac to Pt. Lookout enjoying nature's beautiful fall colors and the serenity of it all.



Dodie and Gordon Cawelti recently enjoyed a cruise on this lake at the foot of the 14,000 ft. Maroon Bells Mtn. near Aspen, Colorado. Fortunately, *Class Act* has the technology that kicks it into hydrofoil mode when in the shallow trout streams they traversed to get there.



Treasurer's Comments

Gary Linck

This is my last Daymarker article that I have to write as an officer and Treasurer of the Occoquan Yacht Club. I have to admit I think this year's board did a pretty excellent job, if I do say so myself! Thanks to the outstanding leadership of this year's Commodore, Janine Washington, it was a year to remember for OYC. We had some most excellent raft-ups, even some raft-ups with Fresh Baked Cookies thanks to Mary Lynn and Randy's dependable generator (GOT MILK); our own Official OYC Holiday; two extra-long week longs on the Bay; a Cruisers Yacht party with 85 awesome boats and 350 people for 3 days (see www.wcys.com); cool dips in the pool in Baltimore with Tom Coldwell; some beautiful extra long weekends; fresh crabs in the Occoquan; three fake ducks for my dog Buoy; a few rum and cokes for Lazlo - (5:00 medicine for Ms. Commodora's); a midnight swim with *Seadated*; several award winning OYC photographs—some are even 3D this year, Ned; a hundred and twelve fun OYC members and still growing strong; over \$1,300.00 more in the bank than last year at this time and I still have my job this week working from home, boat or hot tub, and a broken shoulder!

Did I for mention that we still have the Halloween party coming with the famous pull my finger Chili cook-off, deserts contest, and costume contest? BOO! Want to see something really scary? How about my wife Nicky and Mary Lynn Snowman organizing this event. Okay, if that doesn't scare you how about the Treasurer with \$1,300 more dollars than last year to spend on this event before I leave office. BOO! Well, this party is always a great event and I hope all of the members will attend and help vote in the new board for the year 2000. BOO! WHO! ☺ If anyone needs any creative suggestions for costumes this year I have several great ideas to share at no additional cost to the yacht club. Don't forget to try and vote for my new Viagra Chili this year; it's sure to be a hit and it will keep you going!

I would like to make some last minute suggestions for the new board and some new things we could look forward to in the year 2000 with the Occoquan Yacht Club.

1. More Great New Members; how about 200 total next year.
2. More Official OYC Holidays; how about at least one a month
3. OYC Sponsored Bus Trips to the Annapolis boat show next year (I'll drive the bus)
4. Mandatory OYC Raft ups
5. Instant Virtual Boating Raft-ups during the week over the Internet with OYCers (coming soon thanks to 21stcenturygrafix.com)
6. A New 4450 Cruisers Yacht for Rick Sorrenti.
7. Enough water in the channel to get out of the Occoquan so we don't have to build a club house
8. A cell phone like Steve Zimpel's that gives you GPS way points and Directions
9. Board Members that get their articles in on time THE

20th OF THE MONTH so Tom Coldwell can get his naps in the afternoon. [ZZZZZZzzzzzz z zz z z— Ed.]

10. *Lovin' Life* !

A Special Thanks to Bob Barron for his unselfish effort and dedication in judging the Bikini contest at Tim's Rivershore Restaurant this year.



Rear Commodore' Comments

Jay Wilmeth

Several members have asked about the history of the Lyman boat—you know the lap strake or clinker-built (board-on-board) ones like I have. Notwithstanding the ribbing and the jokes I endure about my little jewel, there is a rather interesting history of the Lyman.

Bernard Lyman founded the Lyman Boat Works in Cleveland, Ohio in 1875. Each boat was individually designed and custom built for the fishermen and those who worked around the southern shores of Lake Erie. It was basically a work boat that had sufficient room for the family to enjoy as well. In the early 1930s the firm moved to Sandusky on the lake where it operated continuously until it closed its doors in late 70s. Lake Erie provided a convenient all-weather testing ground that had (according to local lore) unique wave patterns because of its shallow depth. I will vouch for the fact that the boats are very stable in rough water.

The years prior to World War II were basically a custom boat building era in which each new boat was constructed individually. After the war, new and efficient production techniques to produce volume were developed. These techniques, as well as new and improved building materials, made possible production line building at Lyman as well as at other wooden boat building facilities.

Mr. Charles Kinter purchased the company in 1973 and changed it over to fiberglass production, meeting with little success. He was bent on cleaning out the existing factory buildings and accumulating all the molds, jigs, drawings, and archival material so that they could be burned. Fortunately a fellow from central Ohio purchased basically all that Kinter had earmarked for destruction. While the company is no longer in business, the parts, plans, brochures and seemingly outdated information can still be obtained through this valuable source.

I guess I'm hooked by the romance of the wooden boat. The smells, the ride, the sounds, the termites all keep me enthused. The funny thing is, I know that each of you is secretly drawn to a well-preserved wooden classic. Plus, they're fun to talk about.

Another view of Hurricane Floyd

This was written by a Navy chief petty officer aboard the aircraft carrier USS John F. Kennedy that sortied from Jacksonville because of Hurricane Floyd. I'm going to keep this on file, and read it whenever I start reminiscing about the "good old days" at sea—none of which, I am thankful to say, were anything like what follows.

Well, as for Hurricane Floyd....We got underway too late. That's all there is to it. All of the other ships left Monday night but by delaying until Tuesday morning we managed to head straight into the teeth of Hurricane Floyd, which was still at Category Five at that point. I have been going to sea for over 17 years now and have been in two other hurricanes and the North Atlantic in winter. I have never, ever, seen the likes of this storm.

Our forecastle (the forward part of the ship where the anchor and chains are kept) is 60 feet above waterline. It flooded with about two feet of seawater. Think about that—swells over six stories high, breaking on the bow hard enough to drive water up the hawsepipe (the tube that the anchor chain runs through) Yikes! We could not lower the aircraft elevators because they would have been submerged at scope.

So, after a day and a half of 20 degree rolls we finally break out in front of the storm. But wait...we receive a maritime distress call from a tug boat. A quick fix on the coordinates shows that the tug is dead north of the eye, 400 miles from Jacksonville and the storm is heading north at 15 knots, still Category Five!

We turn around and head back into the hurricane. The ship continues to sustain 20 degree rolls, not bad for a frigate but horrendous for an 80,000 ton aircraft carrier. The wind is blowing so hard that conversation is impossible on the bridge without shouting. It sounds like the crowd at Veterans Stadium at full roar after an Eagles interception! A periodic staccato "Bang" announces the departure of one of our lifeboats, carried away with a wave. Everywhere throughout the ship, paper, trash, clothes, books, tools, copiers, computers, binders, bookcases, furniture and thousands of bits of unidentifiable debris is bouncing from one side of the ship to the other, with an ugly, broken-pendulum, irregularity.

After a day of steaming headlong into 140 knot winds we arrive at the spot where the tug went down. Incredibly the crew has escaped into a lifeboat and was able to communicate with the ship. Miraculously, the wind dies down, if you call 70 knots "dying down" and we are able to maneuver the ship so the island provides a lee for the helos to launch. Of course, the minute they lift off they are back into 70 knot winds. Somehow they get to the lifeboat and lift the three survivors

out. Happy to be alive, the crew makes it back onto the ship.

Only one problem: what about the rest of the crew? HUH??? Yup, it seems as though the crew was *eight* men, three made it into the lifeboat but five were stranded on the barge they were towing. Now we have to guess set and drift on a low-lying unpowered barge drifting with the winds and seas for an indefinite period of time. Oh, and by now the wind has picked back up to over 120 knots.

I have got to give credit to advanced technology. A barge in that hurricane would have an incredibly small signal-to-noise ratio, impossible for regular radar to pick out. Suffice it to say, we were able to find them. Once again, into winds which make it hard to stand on the flight deck, let alone go flying, two helos take off. This time the rescue swimmers have to go into the water to harness the survivors. Picture that, 60 foot swells translate into 30 foot waves. You are swimming with three-story buildings of water crashing all around you. Really a truly heroic rescue for the survivors.

Well, to end this story before it gets even longer; we returned home on Friday. The ship is beat to crap. Twenty lifeboats have been carried away. The motor whaleboat resembles a couple of broken jet skis. Various bits and pieces have broken off elsewhere around the ship. The end result of which is an extra week at home before we deployed.

Jacksonville survived Floyd with a little flooding and some trees down (too damned many palm trees here anyway). We didn't even lose power at the house.



The Atlantic Ocean, Sept. 14, 1999 — As seen from the bridge of USS John F. Kennedy (CV 67), waves crash over the bow as the ship navigates heavy seas caused by Hurricane Floyd. The flight deck is about 64 feet above water level. Sixty-four feet is higher than *Courchevel* is long.

A Happy OYC Halloween

by Candy Clevenger
Event Coordinator

OYC held its annual Halloween Party with Chili Cook-off, Dessert Contest and General Membership meeting last Saturday (October 30) at Fairfax Yacht Club. The weather was great, and the food was even better.



A three judge panel of illustrious OYC captains Al Hobson, Ned Rhodes, and Rick Sorrenti awarded first prize for the Potowmack Chili concocted by Nabil Dubraque. Nabil claims

he used the following recipe:

1 eye of newt (Gingrich)	1 bunch hydrilla
1 bucket bottom mud	2 pounds minced eel
1 bulb water lily	pinch of mosquito larva
prop wash	2 gull feathers.

Second and third place chili winners were Tom Shank's mother and retiring treasurer Gary Linck (*Viagra Chili—Keeps You Going and Going*). Many thanks go to Ann Shipley, Pat Steele, and Terri Lee Dowd for their entries in the Dessert Contest. Ann won for the prettiest dessert while Pat Steele won for her All American Apple Pie and Terri Lee with the lucky number 13 won for her delicious brownies.

Resourceful OYC members devised a number of unique costumes. Judges Susan Brown, Arleen Rhodes, and Bert Oller awarded prizes for the Best Duo, Most Original, Creepiest, and Cutest. Best Duo went to Dr. Rick and Nurse Teresa Sorrenti. The Great Pumpkin, Pat Steele, won most original. OYC's own stealth ghosts Jan and Al Hobson won for Creepiest. I don't know about being creepy but they did have a way of sneaking up on everyone. And last but not least, there was a three way tie for Cutest. Our fabulously beautiful model, Dani Linck, our adorable tiger Alicia Brooks, niece of Janine Washington, and all pro Redskin player Kevin McCarthy.

Dodie and Gordon Cawelti won the free membership for next year, and Walt Cheatham won a \$25 gift certificate donated by West Marine.

And for the shoppers in the group, our OYC Quartermasters Jan and Duane Jeirles unveiled the new OYC lightweight jacket. If you haven't ordered yours yet, don't wait; these will make great Christmas gifts. Rick Sorrenti displayed our OYC doormat for sale. Again, order now for Christmas.

Thanks to all of our great OYC members, lots of delectable food and many laughs were enjoyed by all.

Santa Cruise to Occoquan

by Walt Cheatham, Santa's helper

Come help the OYC accompany Santa from OHM to Occoquan again this year following the appropriate snacks, libations and festivities on OHM "C" dock starting a little before 11 AM on Saturday Nov 27 (the Saturday after Thanksgiving). Bring some goodies, bring a boat, and prepare to blast off at 11:40 for downtown Occoquan with Santa aiming to arrive promptly at noon.



All potential skippers please call coordinator Walt Cheatham, 243-2340, so he can make sure we have a flotilla available. Bring your snacks and libations to share and make sure your horns work. See you there. Ho Ho Ho!

**Mark your calendars:
PRYCA Change of Watch
dinner-dance, January 29,
in Alexandria. Details and
reservation form in next
month's Daymarker.**



Impulse renamed—After months under pressure from neighboring slipholders at OHM, Captain Ned agreed to a name change which would be "more appropriate to existing circumstances."