



The Daymarker

OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

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

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Commodore's Comments

Candy Clevenger

The 2001 OYC Board, Mary Lynn, Andrew, Liz, Nabil and I are very excited about serving as OYC officers this coming year! Yes, that's right, without a hand recount and minus a floor covered with chads, OYC managed to confirm its 2001 Board. We won't even need to

call in the Federal Election Commission-Examination Section to investigate the situation. And presumably no lawsuits have been filed in local courts.

Seriously, the Annual OYC Halloween, Chili Cook Off and General Membership



Leaders for 2001—OYC Board members assembled after their election to office (l. to r.) Rear Commodore Andrew Kalweit, Secretary Liz Kalweit, Commodore Candy Clevenger, Vice Commodore Mary Lynn Snowman, Treasurer Nabil Dubraque.

Meeting was another resounding success. Read Liz's article for all the details. And while Allen and I were unable to participate in this year's Hardy Souls Cruise, I understand that once again quite a number of OYC boaters proved that their souls are hardy.

The 2001 Board has some big shoes to fill and we aim to fill them. Looking back over the list of prior commodores is rather intimidating, they all did such great jobs. As I ponder the upcoming year I think Steve Wexler hit the target when he wrote "being Commodore is somewhat akin to being a grandiose social director—you know sort of like Julie on the Love Boat. So the Fun Barge is being prepared for launch."

Over the next month your board will be exploring new and old events and destinations to give you lots of choices for your boating enjoyment. So put on your thinking caps and bring your calendars to the OYC Planfest January 21st and be prepared to board this year's Fun Barge. Look for more details about our 2001 Planfest in the January Daymarker.

By the time you read this article Santa will have arrived in Occoquan and we will be ready to party the night away at the OYC Holiday Party and Change Of Watch at Fort Belvoir. Next event is the Change of Watch of the Potomac River Yacht Clubs Association to be held this year on January 20th at the Sheraton Crystal City, 1800 Jefferson Davis Highway, Arlington. The cost is \$45.00 a person with a choice of three main courses, prime rib, a chicken dish or salmon. Black Tie is optional. The fun starts at 5:30 PM with a reception, dinner is served at 7:00 PM. If you missed Steve Wexler as MC last year you don't want to miss attending the PYRCA COW this year. Word has it that Steve will be our MC again. Sign up now, see the inside back cover.

While our boats are stored this winter the fun won't stop. We will continue in 2001 with some of the great traditions of previous years, i.e. Sunday Brunch at Fort Belvoir, Sweethearts Getaway and a bowling meet.

Last weekend Allen and I took a drive along the eastern side of the Chesapeake Bay checking out marinas for a 2001 two week summer cruise. We are very excited about some of the marinas and towns we saw along the way. To find out more about a possible Summer 2001 Bay cruise you will just have to attend the January Planfest.

I look forward to seeing you this weekend at the OYC Holiday Party. If we won't be seeing you there, let me take this opportunity to wish each of you a Merry Christmas, Happy Chanukah, and Happy New Year.

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.

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

Welcome new members

Michael P. Clark and Derrick W. Stanley of Fairfax, who keep their 26' Chaparral *Southern C's* at Captain John S. Beach.

And Al and Michelle King of Alexandria, who keep their 21' Regal *Knot Riding* at OHM.

Dues R Due

Yes, folks, it is that time again. Your membership dues are due, and we need the money. So send your check—\$60 family, \$40 individual, or \$30 Associate (no boat) to OYC, PO Box 469, Occoquan, VA 22125. Our treasurer needs some work done on his boat.

The Datemarkers

Birthdays

Bill Dalgetty, 12/03

Craig Dowd, 12/05

Ray Kelly, 12/17

Jesus Christ 12/25

Gordon Cawelti, 12/05

Steve Wellington, 12/15

Mike Troup, 12/20

Jim Johnson, 12/27

Pat Garverick, 12/28

Anniversaries

Doug & Michelle Earhart, 12/09 Ned & Arleen Rhodes, 12/21

Congratulations to Steve and Gail Zimpel, who were married on November 12th.

New Boat

Congratulations to John and Beckie Heinze on the purchase their 34' Silverton sedan cruiser to be named *Great Escape*, now wintering at Herrington Harbor pending arrival in Occoquan in the Spring.



Vice Commodore's Comments

Mary Lynn Snowman

This is one of my favorite times of the year.

It used to be because it's Christmas. I love to look at the lights and I really enjoy the hustle and the bustle of the season. Positively my favorite day of the year is Christmas Eve. I actually enjoy going to the mall and shopping the day before Christmas. It's the atmosphere. It's the anticipation. Ahhh, and it's the anticipation of next year's boating season that has me looking forward to this time of the year for another reason.

We have a lot of fun things planned for you and you need to get out your calendar and mark them down. I'm not kidding, go and get your 2001 calendar and while you are at it grab a pen or pencil on the way. Are you ready? Let's get marking.

Planfest, January 21

Mark your calendar for Sunday, January 21st, from 2-5 p.m. It's our January Plan Fest. (No football games scheduled for this day so come on down.) We actually take a look into the future and plan the next year. You have the opportunity to sign up for a cruise or two (or sign up for all of them if you want) and/or volunteer to coordinate an event. Not sure you can do it? You won't be alone in your endeavor so come on and join the fun.

Next on your calendar you want to pen in the dates of February ?? (Uh oh, now I have to go get a calendar.) Okay, pen in the dates of Friday, February 16th thru Monday, February 19th. It's our annual "land" cruise to Ocean City. Peggy Ball is planning this event. Rumor has it she is reserving rooms at the only place in the city that allows your four legged friends. This event was a blast last year and re-runs are usually just as much fun. Keep your eyes tuned in to the Daymarker or your e-mail for more information.

One of the most treasured annual events for the yacht club is the Sunday brunch at the Fort Belvoir Officers Club (I think). Wherever (or whatever) it is it is sure to be a nice time. Jeans and sweats are not allowed. Randy and I learned this the hard way. We showed up one time in jeans and we drove away in jeans. If your not sure what to wear just ask our lovely hostess Susan Brown. Mark this event for the first Sunday in March. And if it's not the brunch that's the first Sunday in March it will be the annual bowling party.

That's right, folks, some of our OYCers have other talents than those that are required for boating. Last year we had a great turnout and some fun at the same time. It's just another excuse to get with our friends and eat. We're checking with the bowling alleys to find the best time for all. (Sorry, no four legged friends allowed at this event.) Not into bowling? Join us anyway for some bowling alley food (great stuff) and cheer on your favorite person or team. Please stay tuned to your Daymarker for more information in the future months.

I almost forgot this one and it's a big one! It you're not going to the Inaugural festivities this year plan to join us at the PRYCA Change of Watch on Saturday, January 20th. Food, dancing and I'm sure some type of entertainment will be brought to you. Please look elsewhere in these pages for more information.

Looking forward to seeing you at our own Change of Watch this Saturday night.



Rear Commodore's Comments

Andrew Kalweit

I have come to the conclusion that the first boat purchase one makes is the easiest. This is because first-time boat owners like Liz and me didn't know anything about boats except that they seemed to be a really good way to have fun on a sunny summer weekend. Plus, it was easier to get to than the beach.

After our first season on the water, we made the mistake of going to the United States Power Boat Show in Annapolis, the boat show to go to if you are even thinking about upgrading your vessel. They have everything from 9-foot inflatables (handy for a quick trip to the ship's store **the where?** from your anchorage), to 70+ foot mega-fishing "sport" yachts for serious off-shore fishermen. From within this range, one is expected to narrow down the choices of the "right boat for you" to hopefully two or three boats.

This is what Liz and I were faced with this Fall when we decided, after two seasons with our first boat, *Lizzie Bitz*, that

we were ready to move up to a larger boat. *Lizzie Bitz* is a 26-foot express cruiser. She's been a perfect first boat for us, great for weekend trips, but we'd like more cabin space for longer trips, and we'd like a heavier boat for comfort in bigger waters.

Once we decided to trade up, we had to agree on the type of boat we were really interested in. Did we want an aft-cabin with a fly bridge? A convertible with a cockpit? Should we stay with the express cruiser style of our current boat? Gas or diesel? New or used? And the big question: How big? One thing we did agree on was that a generator would be useful for those times when we want to anchor out overnight.

After spending hours at the boat show, we made some decisions. We concluded that we would look for a boat in the 30-34 foot range. We'll stick with the express cruiser style because of the cockpit space available for sunning, stretching out, and entertaining guests. We like the extra speed that's usually offered by this design over others. We also moved the generator from the "nice to have" column to the "must have" column. My co-captain has also informed me that either an electric or Vacuflush head is also a must; hand-pumping will no longer be tolerated.

So these are the parameters we will be working within as we search for our second boat. It's hard to believe that this started, as Liz put it, with my 40th birthday mid-life crisis purchase. But we have thoroughly enjoyed every minute of boat ownership since that fateful day in August 1999, when we took delivery of *Lizzie Bitz*. Together, we have learned a great deal about the river running through our backyard and we've had great fun meeting like-minded boaters through OYC. I've learned a lot about the Potomac River and a lot about boating from OYC members. It's an honor to serve on your board this year.

Recalls R US

by Jim Ball, Operations Staff Officer

Occoquan Flotilla 14-6, U.S. Coast Guard Auxiliary

To make it easier for marine manufacturers to let boat owners know about mandated defect recalls and to increase the number of boat owners who are notified about them, Boat US has launched the Boat US National Recall Alert Registry, the first of its kind in the nation. Often warranty information doesn't get back to the manufacturer or the boats are sold and no notification is sent covering the transfer of ownership and names and addresses of the new owners. The Internet web site: www.BoatUS.com/recall allows owners to register their boats in the database for notification if and when a recall occurs on their particular vessel. The data-base will be privacy protected.

The Coast Guard maintains an entire recall database at the web address www.uscgboating.org.

Websites of Distinction

Occoquan Yacht Club:

<http://www.OccoquanYachtClub.org>

Potomac River Yacht Clubs Association:

<http://www.PotomacRiverYachtClubs.org>

Occoquan River Maritime Association::

<http://www.ormaweb.org>

Chesapeake Bay Yacht Clubs Association:

<http://www.cbyca.org>

Oh, You Hardy Souls!

by Mary Jo Worcester and (parenthetically) Steve

As that well-known American philosopher said “It ain’t over ‘til it’s over.” Well, it’s over. And if you weren’t there, you weren’t there. What’s more... your loss was one great time. So eat your heart out! Let that be a lesson to you, make your reservation early next year or else!! If you don’t, I’m telling your mother!

As I started to say before **(you ticked me off)**, the last cruise of the OYC season, best known as the Hardy Soul’s Cruise, took place November 3rd-5th. I must be truthful **(which is a rarity for this newsletter)** and say we didn’t need to be “hardy” this year. The weather was glorious all three days. Twelve boats participated this year—*Saint ‘N Sinner*; Andy and Liz Kalweit in *Lizzy Bits*; Ned and Arleen Rhodes and friends Glenn and Carol Burnett in *Impulse*; Linda and Lazlo Bozoky in *Hot Schatz*; Rick and Teresa Sorrenti in *Sea Duck Too*; Scott, Ann, Harmony and Mayan Shipley in *NextaSea*; Mike and Cindy Hollingsworth in *Time Away*; Ralph and Anna Burner in *Anna Marie*; Kevin and Kristie Kelm in *Kristie II*; Lynanne and Alan Jorsey in *False Alarm*, with friends Jerry and Judy Thompson in *Freedom*, and Richard and Audrey Puckett in *Rock ‘N Robin*.

Steve and I left OHM around 10:00 a.m. on Friday. The ride up to Alexandria was beautiful. Steve had an office “off-site” onboard *Saint ‘N Sinner* Friday afternoon and I played galley slave. **(Not true....She never touched an oar!)** *Impulse*, *Sea Duck Too* and *Anna Marie* also arrived later on Friday. There was an impromptu happy hour aboard *Impulse* **(there’s just something so-o-o appealing about good company and smelly dog)** and we were joined by Steve Donock **(no, Donock was not the smelly dog)** and Carl and Janeal Way. **(The low point of the evening resulted from Carl’s ambivalence regarding the forthcoming election. Actually, I’m joking. Carl very matter-of-factly stated his opinions—all 137 of them. The high point of the evening was that Donock did not stay for dinner.)**

The rest of the OYCers arrived throughout Saturday. Those of us who had arrived early spent most of the day doing what, you ask? Shopping, of course. The Captains were very disappointed to find out that their favorite “watering hole,” the George Washington Tavern in the Sea Port Inn, had closed its doors. Not to say that they didn’t find somewhere else to disappear—anything to get out of following the

women from shop to shop, thank heavens! **(Yeah, we few...**



Safely moored—OYC crews huddled with their vessels (and their boats), braving the snow, ice and high winds that didn’t lash the Alexandria City Docks during the club’s annual Hardy Souls Cruise.

we band of drinkers). Gary, Dani and Nicky Linck also dropped by to visit during the afternoon. **(Gary said he is cutting down on fuel costs by only having one working engine.)**

Steve and I hosted happy hour onboard *Saint ‘N Sinner* Saturday evening. We were also joined by land cruisers Tony Miranda, Tom **(OYC’s Grand Old Man)** [*Listen, Worcester, your time is coming; if you’d ever stop dipping your hair, we’d be able to afford black cars again.*—Ed.] and Mary Ann Coldwell, John Corley, Dave Moore, Rudy Noori, Ed Sledziona and Mike Czop. Actually, there could have been more of our membership there. It got dark early and there were so many folks on board, who could tell?

Good food, fine wine **(and other stuff)** and great conversations followed. **(She must have been on some other boat.)** Up to this point, the club was represented by refined, dignified OYC members. **(She definitely was on some other boat!)** Need I say, it was all down hill after 6:00 p.m.! **(Yeah... and Glenn has the pictures to prove it!)** I have no idea what time people began to depart, but about 25 or more of us ended up at Chadwicks. AND, I won’t tell why, but somehow Glenn and Carol became separated, with Glenn at a table with Linda, Mike and Cindy and Lazlo with Carol, Arleen, Steve and me. And where was Ned, you ask? Pouting, sulking, in a “mood,” back on *Impulse*. **(Ask him why. We heard from an un-named but usually reliable source that we missed a hilarious non-explanation from Glenn as to why he didn’t sit with Carol at dinner. Unfortunately,**

he took no pictures of this.)



Hardy First Mates—Carol Burnett, Linda Bozoky and Arleen Rhodes celebrate a great weekend in Alexandria

Sunday was another beautiful day, although a bit windy. **(Mary Jo told me to lay off the blackbean dip the night before).** A few members left early **(because of me)**; many of us had a late breakfast at Bull Feathers **(Rick was not able to stick his brother-in-law with the check this year)**, and we began our trip back to the Occoquan around 2:30 p.m.

Although there was a strong wind, the trip was much better than expected. Ned actually used both engines, trying to catch up with us! **(Fat lot of good it did him, plus he totally botched his docking at OHM. What a rookie!! I hope Glenn got pictures of that.)** For some of us, the party continued on *Impulse*. We cleaned Arleen out of food, ate all of our leftovers, and Dr. Lazlo provided some medicinal comfort in the form of Schnaps and Grappa. Even though it got dark and cold, no one wanted the day to end. BUT, all good things do come to an end. Winterizing is now in our thoughts **(nightmares?)**. And foremost in my thoughts is that this will probably be my last “Hardy Souls Cruise.” I have coordinated this event for about ten years and it has always been a great way to end the boating season. I know Ned will do a great job next year **(Yeah, like his Memorial Day cruises).**

Little Winterizing Tips

by Jim Ball (reprinted from previous years)

Well, it's inevitable, it is time to protect the boat systems against the onslaught of winter. Winterizing is a chore we don't like for a lot of reasons, but winterize we must—unless you want to keep heat on all winter and take a chance of an ice storm and a power failure for long enough to get into trouble.

Winterizing primarily means displacing any water anywhere in your boat's systems that can freeze and protecting those mechanical contrivances from corrosion during their long winter's nap. With water systems, you either have to drain it, blow it out with compressed air, or displace it with antifreeze and sometimes all three. Do the heads, the water system, the A/C system, and the raw water systems to your engines and genset. If you want to make it easy in the future, put T-fittings on your intakes with a plug so you can easily attach the antifreeze line from your winterizing bucket*. Don't forget to shut off your seacocks and take the turkey baster with a piece of tubing to suck out the water down to the seacock on all of your thru-hull intakes and displace it with non-toxic antifreeze, too. Around here

the pink stuff which will take you to -50F should suffice. Drain your potable water tank and put some non-toxic antifreeze in it. Drain the hot water tank and wire the breaker for the water heater to the off position. Same for the air conditioning breaker once you've winterized that system. Safety wire will save you burnt out water heater elements and pumps if you, or somebody else, accidentally hits a breaker over the winter.

The other thing it means is that your engines and genset are going to be sitting and trying to rust for a number of months in a hostile environment, and that your fuel is going to try to turn to jelly and varnish in your tanks and in your lines. So that means making sure you don't forget to use a fuel stabilizer and run it through your engines and genset before you flush coolant systems out with non-toxic antifreeze and fog them down.

Your engine needs to sit all winter with fresh oil, not contaminated oil, so change the oil and filters, and add some Militec to keep the innards from corroding*. Once you've fogged the engines and shut them down, take the backfire flame arresters off to take them home to clean, and cover the carburetors with plastic bags to keep the moisture out. Try to get as much bilge water out as you can, then add either antifreeze to it or put some rock salt in it near the bilge pumps so they don't freeze solid.

Finally, decide if you are taking your canvas down and how to cover the boat. If it's on land, that's one thing, but if you leave it in the water, you need to be able to go aboard and check things. Remember that snow gets heavy, and you may need to brace your cover with wood ribs to keep the weight of the snow from tearing it. Also take stock of how low your boat is in the water and how close any thru hulls on the side are to the water line. If you have some which are only a few inches above the water line, you should consider plugging them to prevent water from entering if the snow load sinks the boat down to the thru-hull level. Remember for each 4 inches of snow, your boat will sink about 1 inch deeper in the water*. If we get a real blizzard, you could have immersed thru-hulls that freeze and crack, and when they thaw, you start taking on water. Top off your batteries with distilled water and make sure you charge them regularly during the winter.

Well, that's a real summary of stuff that I have had in a number of articles in the past; If you want to read any of those past

articles indicate
d by the
little
asterisk
* above,
just e-mail
me—jball@erols.com—and I'll send you a copy.



The Perfect Rescue—Noshing on tofu and brie aboard their *Class Act* while trolling for barracuda on the West Coast, Dodie and Gordon Cawelti picked up an SOS from the *Queen Mary*. The intrepid duo were glad to respond by towing her out of a gunkhole with no loss of life.



Secretary's Comments

Liz Kalweit

Fall is my favorite season. I love the crisp cool mornings, the stillness of the river, and the way OYCers squeeze every minute we can out of the boating season, with so many end-of-the-year land- and water-based events to participate in. For example, the Fall 2000 Membership Meeting was held at the beautiful Kingstowne Community Center in Alexandria, on Saturday, October 28. OYCers turned out on a beautiful afternoon for the contests—chili cookoff, dessert, and costumes—and a short meeting to elect the 2001 Board.

Jim Ball, Meagan Camden, and Rick Zimmerman judged the mouth-watering chili dishes. First prize went to Candy and Alan Clevenger for their beery delicious three-meat chili recipe. Second prize was awarded to Bonnie and Bill Fulford for their delightful eggplant and tomato-based vegetarian chili. Cindy and Mike Hollingsworth picked up third prize for their tasty contribution. A few participants also brought fixin's, fresh corn muffins, and rolls to round out a hearty lunch for us.

After such a feast, who could think about dessert? Well, Mary Ann Coldwell, Dave Moore and I could! We were the judges for the dessert contest. Ed Sledziona's and Mike Czop's light and beautiful fruit torte was the first-place winner. Second prize went to Beckie Heinze for her dark and decadent chocolate brownies with vanilla ice cream. Third prize went to Linda Bozoky for her oatmeal-chocolate-chip cookies.

Allen and Lynanne Jorsey were voted the best duo in the costume contest, and our other winners were Luci Dubraque with her deceased minks, Dani Linck as Miss America, and Nikki Cavaleri.

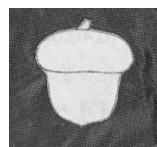
If you blinked, you might have missed the "official business" part of the afternoon. Tom Coldwell introduced the 2001 Board nominees, Commodore Clevenger, Vice Commodore Snowman, Rear Commodore Kalweit, Secretary Kalweit, and Treasurer Dubraque.

Big thanks to all who baked, cooked, wore costumes, and otherwise participated! The turnout for the Membership Meeting was rather low, which I attributed to the fact that it was a beautiful day to do what we OYCers love to do—GO BOATING. But I also suspect that Kingstowne sounded like it was too far away for some OYCers to get to. Did you know that it's only a 15-minute drive from Occoquan? From our home in Sterling, Virginia (we live about eight miles from the Dulles Airport), it was a mere 35-minutes away. And for those of you who just need to be near water, there's even a very pretty view of the large pond that's right behind the center.

OYC Webmaster Ned Rhodes posted pictures from the Membership Meeting (and by the time you read this, from the Hardy Souls Cruise, and Santa Cruise) on the website. Check them out, and see who participated!

Speaking of participation, there are lots of ways to get involved with your boat club. Write articles and take some pictures for the Daymarker and for the website; coordinate an event; sign up for an event; cheer on your fellow OYCers at the Float-in, Dinghy Regatta, and End-of-Summer Party.

A final word about participation—I am looking forward to serving on your board as secretary this year. Thank you for this opportunity!



Treasurer's Comments

Nabil Dubraque

Donald's Troosers

History is a great teacher. Two examples follow.

Chunky Matilda jumps up and down on the dock, calling, "Bye, Billy, give 'em hell," as William the Bastard, well dressed in warm clothing provided by Matilda, sails off to conquer England. That, with his expected success, she would now be introduced to the social set as "Mrs. Conqueror" rather than "Mrs. Bastard" no doubt lends added enthusiasm to her bounce. The warm clothing protects William from the cold easterly wind and the channel spray flying over his drakkar's bow.

And, at a later time, disgusted British Redcoats watch as pink-bootied Scotts moon them from across the river. This they had just forded by hiking their kilts over their heads, emerging on the far bank pink-cheeked but dry-clothed and little the worse for wear. The accouterments of British military sartorial splendor preclude speedy pursuit, even were their legendary reserve to permit it. A consequence was the banning of kilts for a couple of centuries, and the replacement of "Scotland the Brave" with "Donald, Where's Your Troosers."

The cold-shriveled point to all this is avoiding hypothermia, a quickly debilitating condition made much quicker in wet conditions. Heat will transfer about twenty five times faster in water than in air of equivalent temperature. Exactly how much faster depends on body mass (fat people *do* have more insulation), upon clothing which can act as insulation keeping a warm layer of water next to the body and reducing heat loss, and general physical condition. Falling overboard, or intentionally entering the water to service something, isn't the only way to invite trouble: a bit of rain, a bit of spray, even clothing that may hold sweat while rowing or paddling can do it. While we will likely see remarkably warm days late into fall and winter, water temperature will remain consistently cool. At 60 degrees, survival time is only one to six hours, with exhaustion and loss of consciousness occurring long before then.

A missing piece of the Bayeux Tapestry reportedly recorded William's emergency cold weather procedures. Aside from warm clothing, avoiding getting wet, and ensuring a ready means of re-boarding if in the water, it describes the fetal curl and the limbs-to-body stances as means of reducing heat loss. For more than one person in the water, it also describes the Group or Norman Huddle to conserve body heat (and to get to know one another better). It was later adopted by the NFL as a means of staying warm on the field during late winter games and, with time, lore developed that through it play strategy was imparted to the players. Sadly, at least in the case of the Redskins, results show this to be pure myth. A major problem for the Normans was that they had yet to invent PFDs, a real bummer when you consider how much armor they wore.

So if you intend to venture out for a late cruise, please pay your dues first.



OYC members are cordially invited...

**Potomac River Yacht Clubs Association
2001 Change of Watch Dinner-Dance**

Saturday, January 20, 2001

Place: Sheraton Crystal City, 1800 Jefferson Davis Highway,
Intersection of 18th and Eads Street, Arlington, Virginia. Phone 703 486-1111

Program: Cocktails: 5:30 pm - 6:45 pm
Dinner: 6:45 pm - 8:00 pm
Change of Watch: 8:00 pm - 8:30 pm
Music & Dancing: 8:30 pm - Midnight

Dress: Winter Uniform or Business Suit (Black Tie Optional)

Cost: \$45.00 per person - cash bar

Parking: Complimentary

Hotel Reservations: Call the Sheraton, 703 486-1111, and ask for the "PRYCA rate."

Mail your reservation coupon (below) and check (payable to PRYCA) to OYC's Delegate, Jay Wilmeth, 13560 Northbourne Drive, Centreville, VA 20120 *or* mail to: Steve Wexler, PRYCA Treasurer, 8230 Leesburg Pike, Suite 610, Vienna, VA 22182.

Change of Watch reservations must be received by January 4th. Cancellations after January 15 are subject to full fare.

Please make your reservations now and join the fun!

Dinner Registration—Occoquan Yacht Club

Name: _____

Guest(s): _____

Yacht Club: Occoquan Yacht Club

Dinner selections: #prime rib: _____ #chicken: _____ #salmon: _____

Check enclosed payable to PRYCA for number in party X \$45.00 = \$_____

Inside . . .

Winding up a grand year, messages from the
new Board,

Contest results—Chili, dessert, costumery,

Hardy Souls report with two points of view;

And . . .

Merry Christmas, Happy Chanukah to *all*;

And a very **HAPPY NEW YEAR** to OYCers with
duly renewed (i.e., checks didn't bounce)
memberships for 2001.

December 2
Change of
Watch
Holiday Party at
Fort Belvoir

January 1
The *real*
Millennium
begins

January 20
Combined
Presidential
Inauguration
and
PRYCA Change
of Watch Party
Jay Wilmeth
703 968-9760

January 21
OYC Planfest for
the 2001
Boating Season
Mary Lynn
Snowman
301 869-2885



Occoquan Yacht Club
P.O. Box 469
Occoquan, VA 22125

Change Service Requested

