



# The Daymarker

**OCCOQUAN YACHT CLUB**

**P.O. Box 469, Occoquan, VA 22125**

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

**Web site: <http://www.OccoquanYachtClub.org>**



**Commodore**  
**Peggy Ball**  
703 569-2159

**Vice Commodore**  
**Debby Zimmerman**  
301 292-9893

**Rear Commodore**  
**Candy Clevenger**  
703 273-3073

**Secretary**  
**Marylynn Snowman**  
301 869-2885

**Treasurer**  
**Nabil Dubraque**  
703 791-3755

**Quartermasters**  
**Duane & Janet Jeirles**  
703 430-7282

**Membership**  
**Jim Ball**  
703 569-2159

**Historian**  
**Susan Von Schaack**  
703 339-6404

**PRYCA Delegate**  
**Jay Wilmeth**  
703 968-9760

**THE DAYMARKER**  
**Editor**  
**Tom Coldwell**  
703 323-1675



## Commodore's Comments

### Peggy Ball

Sighted: Elderly statesman piloting large PWC with terrorized passenger hanging on for dear life. Last seen jumping wakes and racing large power boats. Who was this unmasked man imitating a water borne version of the Little Old Lady from Pasadena? Could this be the mild mannered editor of our [never] Award Winning Daymarker? Is he able to leap tall wakes while remotely navigating a Zimpel? Isn't it always the quiet ones who surprise you?

Who would have thought the Dog Days party in Colonial Beach would bring the need for sweaters at the dinner dance? Could we have better boating weather? I am in heaven with these wonderful cooler days and nights. The heat of August seemed to show up and then leave in a hurry. Too bad, I can't say I miss it. I hope the coming fall months give us lots of opportunity to raft out and enjoy it.

A big THANKS to our August coordinators. We had OYCers on week long cruises, a PRYCA party and of course, our fantastic Dinghy Race. And what about those brave souls who made up our eight teams of

racers? You had to be there! Next time you see Arleen Rhodes and Cookie Zimpel, ask them how they got extra points for directing their husbands at docking a dinghy in a slip. Photos on our web page.

Speaking of our web page, a hearty thanks



to Ned Rhodes and Lizzie Kalweit for their outstanding continued development of the OYC web page. If you haven't been there lately, take a fresh look.

Still have an itch to party left? What do I have to say for you not to miss the best party of the Fall? It will have OYC and a host of other PRYCA clubs. It is hosted by the partying bunch of Tantallon Yacht Club. It will be at the wonderful Ft. Washington Marina. There will be a chance to compete at fun events. Oh yes, there will be food, music and lots of silliness. Still not convinced? Please check out Debby Zimmerman's article. This is always the party not to miss. Maybe Ann Wilmeth will even repeat her winning entry in the Hog Calling Contest! Now do I have your attention?

Now on a serious note, I really want to thank all of you who sent in your comments on the no wake issue. The consensus seems to support the need for an eye to safety and not be driven by just convenience. Sadly, many had a story of seeing smaller boats almost swamped as they are passed by other boats in the crowded channel beyond the current no wake zone. It has been suggested by some of our members and also Prince William Yacht Club that we support ORMA in working for dual no wake zones. That would mean a shorter no wake for weekdays and those trips after work but a longer ride on the crowded river on weekends and holidays. Don't know how that would work, but it surely warrants discussion and research. The ORMA article gives more detail and they will continue to ask for our input as the issue is worked.

I hope to see you on the River. Plan to join us at some of these great Fall Boating Events.

Cheers!

## Websites we know and love

Occoquan Yacht Club: <http://www.OccoquanYachtClub.org>

Ned Rhodes and Liz Kalweit, Webmasters

Potomac River Yacht Clubs Association:

<http://www.PotomacRiverYachtClubs.org>

Ned Rhodes, Webmaster

Occoquan River Maritime Association::

**New:** <http://www.ormaweb.org> Jim Ball, Webmaster

and Chesapeake Bay Yacht Clubs Association:

<http://www.cbyca.org>

## The Daymarker

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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 20<sup>th</sup> 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

## The Datemarkers Birthdays

Margaret Goldberger 9/5

Bronwyn Ziegler 9/8

Rudy Zimpel 9/10

Tom Egmore 9/13

Mindy Spaid 9/15

Leo Smith 9/16

Steve Donock 9/25

Marcelle McCarthy 9/8

Ralph Burner 9/10

Mitch Mutnick 9/13

George Frank 9/13

Steve Zimpel 9/15

Rob Grant 9/18

Bob Zaegel 9/26

### Anniversaries

Jay & Ann Wilmeth 9/2

Allen & Lynanne Jorsey 9/5

Bob & Betsey Navalenko 9/11

Gary & Mindy Spaid 9/12

Jim & Brenda Johnson 9/16

Stephen & Alexandria West 9/16

Tim & Beth Chaffin 9/18

Martin & Rosie Betts 9/28

Gary & Carol Walsh 9/30

## Welcome new members, new boat

Allen and Lynanne Jorsey of Springfield, who keep their 33' ChrisCraft *False Alarm* at Hoffmasters.

Congratulations to Tony Mirando and Tom Shank on their new 501 ChrisCraft, *Miss Vivian*, hailing from Gangplank Marina. Or as Tony Mirando (AMIRANDODC@aol.com) reports:

"Tom Shank and I would like to officially inform you all that we have sold *Amazing Grace*. We were very sad and we will miss her. On the other hand we are now the proud owners of a 1988 501 Chris Craft. Her name is *Miss Vivian*. As in *Miss Vivian* from the movie 'Pretty Woman.' As the quote went 'Yo Vive Babe.'

"We picked her up in South Carolina in the first week of August; and spent two weeks bringing her back. (See *Neddy Rhodes' full report in these pages*—Ed.) We are going to keep her at the Gangplank in Washington, DC. So if any one wants to rent out our covered slip at the Fairfax Yacht Club, please contact either Tom or me, 202 625-4488.

"Safe boating to all!"



### Vice Commodore's Comments

**Debby Zimmerman**

Have you gotten your orders and checks into the Shipleys for the Lobster/Shrimp Fest at Mattawoman dunes September 9-10? Better hurry. Deadline for orders is the 5<sup>th</sup>.

### Maryland Shore Updates.....

Tantallon Yacht Club's PRYCA End of Summer Party at Fort Washington Marina is coming up fast. Get ready for another fabulous weekend of fun and frolic. Practice your watermelon seed spitting! Warm up your vocal cords for the hog calling and yodeling contest! Breakout your wildest and craziest hat. It is a party! Ted and Ilona are coordinating before they go out of town so get those reservations in fast if you have not done so already. [See Page 11.]

## The two happiest days in a boaters life.....

They say that the two happiest days in a boaters life are the day you buy your boat and the day you sell it. Well, I am not so sure. I know I was estatic the day we brought the Razadaz II home but I definitely did not have the same feelings two weeks ago when we put her back on the market. It is one of the hardest things I've done in a while. I kind of hope she does not sell too fast. I'm not really ready to say goodbye but it's got to be done. Time to move on. Rick and I have both been so busy this year we haven't been able to give

her the love she deserves and I have to admit we are beginning the search for her replacement (not too loud, she might hear you). I learned the last time that being a two-boat owner is definitely not a happy day in a boater's life. As a matter of fact it can be down right miserable. We are enjoying our final voyages on her whenever we get the chance and will always treasure the memories. At least until we find the next one and start making new ones.

*Razadaz II* standing by on 16, 68 and 72

## Route 123 Bridge Plans Unveiled

This design for a new Route 123 Bridge over the Occoquan proposed by the Virginia Department of Transportation incorporates recommendations made by the Occoquan River Maritime Association (ORMA) to the Town of Occoquan regarding the required height and width of the river channel. These considerations, along with the town's insistence on an aesthetic bridge that incorporated a number of requirements, resulted in this design.

Views here are looking north on Route 123.

The sound wall, shown in blue is still a controversial item..

**For an alternate design, proposed by Rusty Girder, the Daymarker's architectural critic, see Page 6.**





## Rear Commodore' Comments

**Candy Clevenger**

### **Eight Blind Mice, Eight Blind Mice, see how they row, see how they row??**

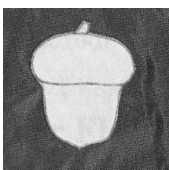
The 2000 OYC Dinghy Regatta was held Saturday, August 19th at OHM. Fortunately the weather cooperated this year and the regatta was held as planned. A contingent of OYCers gathered around noon to share refreshments and catch up on the latest boating stories.

At around 1:00 p.m. eight teams of two each tenacious OYC competitors (one blindfolded oarsman and one coxswain to shout out directions) vied for the coveted first place spot. Strict race rules were delivered to all. Actually only two rules were established for the teams. The oarsman had to keep the blindfold on and each team was to circle the mooring buoy once before returning to shore. The team with the best time would be the winner.

A strict code of honor was observed by all. Advice was offered by the spectators but not necessarily responded to by those who participated. There was some pushing off from pilings, some arm nudging, and a lot of hand signaling to the blindfolded—figure that one out. Everyone had a great time either participating or cheering for his or her fellow members as they rowed feverishly in the heat of competition.

After an hour and a half of intense competition, the team of Sorrenti directed by Past Commodore Teresa, won first place. Andrew and Liz Kalweit captured a close second place. Some great prizes were awarded to all of our good sports including directional cocktail napkins to Rudy Noori who, with Molly Zimpel as his navigator, successfully completed the most twists and turns.

Just so we wouldn't miss out on a beautiful day to go shopping, our OYC quartermasters, Jan and Duane Jeirles, set up shop and exhibited many of our latest club items. What a day. Great company, good food, beautiful boating weather, and shopping to boot. How could you ask for more?



## Treasurer's Comments

**Nabil Dubraque**

### **Le Bougette**

Ages ago financial documents sent for the perusal and approval of the French king were delivered by his ministers in a red lather satchel, one would imagine ornate in appearance. It was called a bougette, diminutive of bouge, which meant a leather bag or wallet. It is from these origins that we get the modern word budget. The satchel was sealed in red tape, from whence we get another common usage. And which leads us to a short discourse on how we spend our monies.

Our income, mostly from dues, with a very thin sliver from fund-raisers such as fifty-fifty raffles, is spent on club activities with income and expense tallying closely, so we are neither making money as a club nor finding ourselves in the

red. Our largest single expense (and well worth every penny) is the printing cost of this publication, at about 25% of our annual expenses. We spent about 5% on dues to organizations such as the PRYCA and the CBYCA, and another 5% for space rental for some of our activities. The remainder goes to the numerous events you have enjoyed during the course of the year, including Planfest and the Holiday Party and the October Meeting and the Flag Raising and the Dinghy Regatta just held, to name some.

Which means that if you haven't been coming to these events you've been missing out on a lot of great times with neat folks who share your love of boating and of having a good time. See you there.



## Secretary's Comments

**Mary Lynn Snowman**

**It's in the Wave** We all learned at an early age how to wave. Wave to Mommy, wave bye-bye to Daddy, wave to the doggy, wave to your whatever, wave, wave, wave. And the whole time we were waving we had silly little grins on our faces. Don't believe me? Get out those photos and long time ago movies and see what I'm talking about. We were smiling.

If you live in the country or a rural town you keep up that wonderful tradition of waving. Move to the city, and, oops, all of a sudden you have forgotten how to wave. Or are we just too busy to wave?

I know I just forget. Got my mind on something else. I'll be driving along in the Jeep and all the other Jeep owners are giving me "the" hand signal (not quite a wave but the hand is moving) and I'm beyond them when I remember that it's just the "sign" of the Jeep owner to another Jeep owner.

If you drive a school bus for Fairfax County you are asked to wave at your fellow school bus drivers when you see them driving by. Why? Because driving a school bus can sometimes be stressful and a wave from another driver can (sometimes) put a smile on your face. (Or a silly little grin.)

So the other day we're on the Occoquan River and we are heading over to Mattawoman for a raft-up. We are in that endless "no wake" zone (soon to be extended). I was tired and I really didn't want to go, but it was a beautiful day and someone had talked us into going. I was not in the mood to wave and I was not smiling. When all of a sudden I noticed people are waving. I mean people are waving. It's no longer the captain waving to the captain. It's the whole boat waving at us. Randy is waving, I'm not. The dog is waving her tail, I'm definitely not waving. Lots of people are waving at us.

The music is on and as I mentioned it's a beautiful day and pretty soon we go by a boat full of kids who are waving. So I wave. And then I wave at the next boat. And pretty soon I'm waving at all the boats and I keep waving until everyone in the boat is waving back. And then I notice that I have that silly little grin on my face.

And now I'm thinking—just how many people can I wave to today? How many more can I wave to when they extend the "no wake" zone? That's something to look forward to! Maybe it won't be so bad when they extend the zone. We'll have all the time in the world. We'll have more people to wave to and more people to put a silly grin on their face.

## News from ORMA

### No Wake Zone Extension Looms; Dredging Bill in Senate

by Jim Ball, Coordinator

Occoquan River Maritime Association

Due to the impending opening of the Belmont Bay Marina, ORMA sent out a request to all supporting members and yacht clubs for comment on the extension of the No Wake Zone. The marina is planning on opening by October. They are currently taking reservations for slips (703-497-0890), thus this issue will be upon us before long. The Chairman of the Prince William County Board of Supervisors is waiting for ORMA's recommendation on extending the no wake zone.

The issue is one of convenience versus safety. With another 120 boats from this marina using the Occoquan channel, the waters in the outer channel will be even more crowded and the possibility of an accident from effects high speed passage and of large wakes of big boats on smaller craft and sailboats in the narrow channel is heightened. Contrasting this with the time that it takes to get out of the Occoquan to the river with an extended no wake zone will not make an extension popular to some boaters.

The feedback ORMA is receiving from the yacht clubs favors an extension of the no wake past Conrad Islands to marker 6 at the entrance to Belmont Bay, but only on weekends and holidays. On weekdays, the no wake would start approximately 100 yards out from where it is now at the Belmont Bay marina entrance. We are continuing to study the issue and would like to receive comments from anyone.

The \$1M appropriation for dredging was passed by the House, thanks to the support of the Mayor of Occoquan, the supervisors of Prince William and Fairfax Counties, and the sponsorship of Congressman Tom Davis and work of his staff. The Energy and Water Bill, which contains the appropriation, also has apparently passed the Senate Appropriations Committee and is waiting for a full Senate floor vote at this time, but to date I have not been able to determine exactly what is in that bill. There is no prediction as to whether any dredging can take place as early as this

Winter, but if the bill passes soon, we will try to get the Corps of Engineers moving on it. Several have suggested widening the channel, but it is mandated to be 100 ft wide and that is all that the Corps is obligated to do by a law passed over a century ago.

### New Web Page for ORMA

Finally we are delighted to announce that ORMA has a new web site at [www.ormaweb.org](http://www.ormaweb.org). Thanks to the generosity of Ned Rhodes, Software Systems Group, who is providing free space on his company's server and the exceptional web talents of Lizzie Kalweit, our webmistress, the web site has a new look, lots of photos, and information—some of which is a little dated, but that we will be updating soon. Thanks to Ned and Lizzie for the excellent contribution to the Occoquan Community!

### Power Squadron Offers Fall Courses

United States Power Squadrons are teaching Basic Boating Courses again this fall. The classes generally start at 7:00 PM and run one night a week for 8 weeks. Students learn safe boat handling, seamanship, rules of the road, charts and aids to navigation, engine trouble-shooting, needed equipment, boat trailering, and other topics of interest to sailors, powerboaters and PWC operators. For information call 703-758-4442 or the number indicated for each location below Sept. 18 (Mon) 7:00 pm, Francis Scott Key Int. School, 6402 Franconia Rd., Springfield. Register



**Dream Bridge for the Occoquan**—Why not go for the best? Sure, VDOT has come up with a reasonable solution (see Page 3), but where is the zest, the panaché, élan and oeuvre? The Daymarker's architectural critic, boldly going where no one has gone before, proposes this alternative.

by phone with Fairfax Recreation Dept. 703-222-4664  
Sept. 19 (Tues) 7:00 pm, South Lakes High School, 11450 South Lakes Dr., Reston. Register by phone with Fairfax Recreation Dept. 703-222-4664  
Sept. 21 (Thurs) 7:00 pm, Robinson High School, 5035 Sideburn Rd., Fairfax. Register by phone with Fairfax Recreation Dept. 703-222-4664  
Sept. 25 (Mon) 7:00 pm, Thomas Jefferson Middle School Arlington Community Center, 3501 South Second St., Arlington. Register with Arlington Co. Parks Dept. 703-228-4747  
Oct. 3 (Tues) 7:00 pm, McLean Community Center, 1234 Ingleside Ave., McLean. Register with Community Center 703-790-0123

# Hurricane Season: What to Expect, Learn to Prepare

## 2000 Atlantic Basin Hurricane Forecast

Information obtained through March 2000 from Dr. William M. Gray, Colorado State University, indicates that the Atlantic hurricane season in 2000 is likely to be less active than the four recent very busy years of 1995, 1996, 1998 and 1999. However, total activity is expected to exceed the long term average and should notably be more active than the mean for the recent period of 1970 through 1994. Gray estimates that 2000 will bring about 7 hurricanes (average is 5.7), 11 named storms (average is 9.3), 55 named storm days (average is 47), 25 hurricane days (average is 24), 3 intense (category 3-4-5) hurricanes (average is 2.2), 6 intense hurricane days (average is 4.7) and a Hurricane Destruction Potential (HDP) of 85 (average is 71). Collectively, net tropical cyclone activity in year 2000 is expected to be about 125 percent of the long term average.

## Names for this Year's Hurricanes

Alberto—all gone  
Beryl—outta here  
Chris—has been  
**Debby—now at a  
latitude near you**  
Ernesto—loser

Florence  
Gordon  
Helene  
Isaac  
Joyce  
Keith

## Get Your Free Copy of the BoatU.S. Hurricane Brochure

Don't be caught scrambling around for information when the next hurricane comes to a neighborhood near you--prepare ahead of time! Take advantage of over two decades of observations of major storm damage by the BoatU.S. Catastrophe (CAT) Team. This guide includes information on securing the boat ashore vs. afloat, finding hurricane holes, anchoring and mooring techniques, chafe protection, theft prevention, and all the other details you won't have time to research, including what to do after the storm to help get you back on the water sooner.

Jump on the Internet to <http://www.boatus.com/news/swhurreq.htm> to enter your request for the brochure, which will reach you by mail in about a week.

Leslie  
Michael  
Nadine  
Oscar  
Patty  
Rafael

Sandy  
Tony  
Valerie  
William

**Additional names as needed:** Peggy, Debby II, Candy, Mary-Lynn, Nabil, Jay, Laslo, Anton, Abby, Corky, Ralph, etc.

## How I Spent My Summer Vacation - Day 1

by Little Neddy Rhodes

Instead of going to summer camp, Dad signed us up for a week-long cruise from Myrtle Beach, SC, to Washington DC. The only problem was that the week-long cruise was going to take 3 days and we would be helping Tony and Tom bring their new (to them) Chris Craft 501 up the Intracoastal Waterway. Dad and I spent weeks gathering important stuff to ship down to the boat in preparation for the trip, including a handheld GPS, navigation software, ten charts of the Waterway, one Waterway cruising guide and his laptop.

Tony and Tom left with a U-Haul packed with "stuff" and said we will meet you at the boat in a few days. A few days later (10 to be exact), Dad and I showed up in Myrtle Beach and found our way to the boat. It seems that South Carolina is in a different time zone than we are. Stuff that should take an hour takes a day, and so Tom and Tony had a little waiting to do as they replaced the risers on the engines. Tom and Tony spent the idle time replacing all the carpeting, buying new furniture and cleaning the boat. It looked fabulous, as you can see from the "before" (at right) and "after" (next page) pictures.

Upon arriving at the boat, we were first introduced to Jack, who worked for Chester, who is his cat. Needless to say, he became Chester as we liked that name better. Chester/Jack was going to ride with us from Myrtle Beach to the first bridge on the Waterway and so we made arrangements to have him meet us at 7:00 a.m. sharp, Washington time, not South



South Carolina time. Surprisingly, he showed up at 7:00 a.m. and we were off.

The plan was that he would ride with us to the Sunset Beach Pontoon Bridge (the only pontoon bridge on the Waterway) and that as it opened, he would just jump off the boat. Say what? “Oh, yeah, I do it all the time.” So off we go with Tony driving and Chester crawling around the engine room

taking temperatures and checking things. Before you know it, we arrive at Sunset Beach and our docking captain (Tom) takes over to drop off Chester. The pontoon bridge operator yells at us and we get back at him by taking his picture. And yes, the bridge (below) is really on a pontoon boat.

So now we are on our own. Only half the gauges work and the other half read incorrectly, but we are going anyway.



Dad said it reminded him of his cruises with Steve Zimpel. Tom makes his first of killer breakfasts (eggs over medium, sausage, toast and juice) and we eat underway. We make the Cape Fear River around 10:30 and have to lead a trawler through the correct channel since he appears to have forgotten that the red and the green reversed themselves in the river.

Now, the main reason Dad was invited on this trip was to provide expert navigation and advice gleaned from all his travels up (once) and down (once) the ICW. His ability to

correctly follow the channel was severely tested and he and Tony had a “discussion” as to where the hell exactly Snow's Cut really was. The chart proved to be correct on this point, as Tony acknowledged (below) and we merrily made our way up the Cut to Wrightsville Beach.

We had arranged for Grandpa Ed and Cousin John to meet us by Whaler and this they did and gave us a proper escort up to the Wrightsville Beach Bridge. Unfortunately



the warp drive was disabled, and so we arrived 10 minutes too late for the hourly opening. This gave us an opportunity to stop at the Dockside for a quick visit, lunch and discussion of Gore's running mate. At 10 minutes to one, we were back on the boat, waiting in line for the opening and Tom has taken over. Just as the bridge opens, a smaller boat slides past us, filled with happy people talking away, doing a slow mosey. Tom yells out, “Come on, let's move it!” and jams the throttles—the only testy moment on the trip.

Figure Eight Island bridge is next which shows 20 feet clearance. We argue with the bridge operator as to how much clearance we need and he reluctantly opens the bridge for us and indicates as we pass through that we would have had two feet clearance. We decide to do a slow cruise up to the Surf City Bridge (where it's two to one) again due to problems with the warp drive. We cannot travel the required 17 miles in 30 minutes to make the opening on the hour. Bonding begins.

Onslow Beach is the next bridge, which is listed as “on demand” but in reality is on the half-hour. The range at Lejeune is not active and we finally are able to spend lots of time on plane as our wake is not disturbing the sea grass or boats on lifts.

Our stop for the night is Morehead City/Beaufort, a mere 12-hour day of cruising. Dinner is trigger fish (firm and mild) and we listen to the female singer from the top of *Miss Vivian*. We still appear to be on South Carolina time as her “short” breaks between sets last for 25 minutes.

*Next installment: Dolphins, more killer breakfasts, and rubber gloves.*



*Miss Vivian at Beaufort, NC*

## The Impromptu Weeklong Trip

by Barb Egmore,  
Assistant Cruise Coordinator *Extraordinaire*

Because many could not sign up for Susan's two-week-long trip, two Captains got their heads together (Sea Duck II and Morning Mist) and decided to plan a new week long. The schedule would be Olverson's, Tides Lodge, Windmill Point and Coles Point. Tom took care of all reservations. Attendees were Sea Duck II, Going Nowhere, Empty Pockets, *Miss Vivian* (Tony & Tom's new 501 Chris Craft) who joined us mid-trip and Morning Mist. We were joined for our 1st night by the Captain and First Mate on Kitt II who were on the way home from a "single boat" week long.

Two dogs also accompanied us on our trip—Corky and Shorty. We all met Shorty at Olverson's. Tom noticed Corky and Shorty as they caught each other's gaze. After that, we witnessed another apparent canine ritual. Tom quickly, said "Boy, I'm glad we don't have to greet like that."

We couldn't say enough about our first trip ever to Olverson's. There's a separate dock just for transients. Fred Olverson was extremely hospitable. He greeted us on Saturday and advised us that early in the morning, we would awake to a giant pot of coffee right behind our boats. He also offered to bring a grill down to the end of the dock. We, however, chose to grill at the covered

picnic table area. Tom advised everyone of the boat on the end of the dock who got caught Friday night in 60-70 MPH winds. He lost an engine and a bimini. I said "Good thing there weren't any women on board." Someone asked why, to which Janine quickly quipped "Because their lives are of more importance than men's" (way to go, Janine). Don't you know men always have to have the last to say? Tom followed up with, "Yes, the captain has enough to worry about!" (hinting that we women are wimps or what, Tom??) Well, little did we know that women weren't really that wimpy, when I tell you of our later excursions on the Rappahannock.

Janine told us of the origins of various sayings, one of which was how "big shot" came about. I took these words from the book she was reading. "Since we have few roads in the colonies, most of the travel is done by water. Visitors enter cities by way of the harbor, which is, naturally, where the protective cannons are positioned. Somewhere along the way, someone got the noble idea of shooting off the cannons

when someone of importance arrived. People ushered into town in this fashion have become known as 'big shots.'" (We even learned some history on our cruise thanks to Janine.)

I don't have a record of the next comment made, but I do have the response from Rick. "I'd rather shoot something big than be a wimp and shoot something small." As we were all enjoying our happy hour and opening bottles of wine, Teresa made some comment about one of Tom's tools in her wine bottle. The truth was that her wine cork became shredded, Tom quickly jumped on *Morning Mist*, and returned with a tool that removed the cork pieces.

On Sunday morning, we left for Tides Lodge. NOAA's weather report was pretty humdrum. Two foot waves on the Bay. But as we continued down the Bay, things went

downhill. Waves were 4 – 5 feet. We were taking water on the bridge, getting soaked because we had the "glass" up not expecting bad weather. We were pitching and rolling so badly, that we couldn't put the glass back down and had to suffer through the trip (soaked to the bone) until we turned off at Windmill Point to head to Tides. Shorty was so upset per Ted and Ilona that he didn't want to get back on the boat once he got off. We stayed at Tides for three nights.



*Empty Pockets*—The Zsirai's new Silverton at Windmill Point Marina

Tom and I inquired about grills. They obliged by bringing down a huge grill, enough for 10 people to grill. Also, now we found one can get two free bags of ice per day and if one cares to walk up the hill to the front desk, a free Richmond newspaper. One disadvantage, however, was that it was hard to find places where our cell phone worked. (It didn't work on the boat.)

On Monday night, we held Happy Hour in the pavilion (next to the salt water pool). Ilona was on her way from boat to us or us to boat and twisted her ankle rather badly. She later found out that it was broken (had she determined this while still at Tides she might be part owner of the Inn). This was due to the areas along the dock where they had underground water pipes buried. They didn't properly fill in with stones (per Mr. Construction, Tom). They had little flags along the way (similar to the ones you see when Chem Lawn has visited your yard), but if you didn't pay attention, it was easy to do what Ilona did. She, unfortunately, had to have one

of her sons come down, pick her up and take her home so she could see her doctor. Her other son, Mark, who was visiting from Michigan, decided to remain and help dad navigate the rest of the journey.

At Windmill Point, I got another lesson in just listening to the Captain (not dock hands) when arriving at the dock. (I tend to forget about that sometimes). Not very many dock hands know as much as our Captains do about docking and tying up a boat. We suffered through some power problems and some cable t.v. problems where the cable didn't work. But the tradeoffs were a nice pool, we were all together (sans *Miss Vivian*), a restaurant where the food was great and the prices ranged from \$7 for something light like fish and chips to \$18 for an entrée. Everyone enjoyed what he or she had. We also got one free margarita ticket per adult on the boat. (We think they forgot the tequila, however. Or maybe OYC makes strong drinks??) We also had a fantastic happy hour. Mark helped dad prepare shrimp on ice, Teresa had this fabulous olive dip with small breads and Carol had an excellent salsa that we couldn't get enough of.

On Thursday, Tom Shank, Tony Mirando and Navigator Ned Rhodes arrived aboard *Miss Vivian* on their voyage from North Carolina, having left Norfolk in the morning. They talked of a boat fueling up ahead of them at Norfolk. This boat apparently got most of the diesel. When *Miss Vivian's* turn came, there was only enough fuel left to fill one side, hence they listed. To their dismay, that boat also took their slip at Windmill Point, the one Tom had picked out for them. They ended up some distance from all of us. We learned that the third night slip was free, plus weather Friday didn't look promising, so we all agreed to stay Friday night and leave for Coles Point on Saturday morning. Ned calls Arleen at home to tell her of the change in plans. She had plans to come to Coles Point with *Saint 'N Sinner* who had yet to get a slip so, we did not know whether we were going to see her.

On Friday, some of us made it to the free continental breakfast. At night, after dinner, all were invited to see the

*Miss Vivian*. Champagne was provided by our gracious hosts. After that, we downed almost all of the chocolate cake that I brought as part of the celebration. Tom and Tony really outdid themselves with the decorating. The salon looked like a page out of "House Beautiful"!

We're then off to Coles Point Saturday morning. We left at 7:30 a.m.; others later. Was the Bay rough? You bet it was. *Morning Mist* encountered 4-5 foot waves with a couple of sixes thrown in for good measure. We had to put the "glass" down in 10-15 knot winds. Tom had to stop and turn the boat aft to the wind so we could accomplish this feat. We didn't want to get soaked again with water into the bridge as we did when we came south on the Bay, but we took 4 to 5 good blasts in the face before we got the "glass" down. We were soaked once more. It was so rough that later we learned our microwave would not function (how could one boat without a microwave?). One more repair item on Tom's list. Ted's son Mark said he was supposed to be at Kings Dominion that day but the ride up the Bay was every bit as thrilling.

Our Flotilla began arriving at Coles about 11:30. *Saint 'N Sinner* had managed to secure a slip and was already there. The Coldwells were also there to greet us. They were on their way back from Richmond, via land yacht. We had happy hour that evening on *Miss Vivian*. We all then went to dinner at Coles Point's restaurant. Food was very good, but service was very slow (1½ hours to get served).

We departed on Sunday and encountered some rain on the Potomac, although we couldn't complain about the waves. There was a small craft warning from 9 a.m. to 12 noon for Md., Chesapeake Bay and tributaries including lightning and heavy winds. Fortunately, it missed us all.

It was a great trip as far as accommodations. In addition, the small size of the group gave us plenty of time to interact with each other. It built a lot of camaraderie among us. It was the Chesapeake that was unforgiving. But, everyone got home safe and sound. That's what really counts.

#### CRUISE SURVEY

Should have brought:	Dramamine, a bigger boat, bilge pumps, a complete grill
Should have left at home:	My grill, all of Teresa's clothes, jackets
Glad we left at home:	Tony's four dogs
Glad we brought:	Ned Rhodes
Best run:	Tides to Windmill Point (the shortest leg! 38 minutes)
Worst run:	Windmill Point to Coles Point
Worst weatherman:	NOAA (The Mechanical Voice – Mr. "1 to 2s")
Most asked questions:	Why? What time is happy hour? Did you pick up a tablecloth last night?
Best sunset:	Coles Point
The best welcoming:	Fred Olverson and Windmill Point Bill
Most scared pet:	Shorty
Worst storm:	Tides (at dock 5:30 p.m.)
Biggest lie:	The 41-foot boat that sank on the Rappahannock; the severed hand seen in the water. (What was not a lie was the Dept. of Fish and Game who lost a vessel to a pound net during their search)
Best quote:	It wasn't as bad as <i>The Perfect Storm</i> , Oh S..! Here comes another one over the bow. I was supposed to go to King's Dominion, but I didn't miss a thing.
Most athletic couple:	Carol and Laura
Best shopping place:	Kilmarnock

**Lovin' Life!'s 2<sup>nd</sup> Annual OYC Holiday  
Wednesday, August 30<sup>th</sup>, 2000.**

**Tim's Rivershore Restaurant 11:00- to ??**

That's right it is time once again to take that Floating holiday, with the only yacht club with it's own Official Power Boaters Holiday!

Come enjoy the day eating Hot Steamed Crabs, Shrimp, Tim's Daily Specials, Ice Cold Drinks, and enjoy the boat day in the middle of the week with good friends.

Enjoy your Official OYC Holiday Now! You will thank me in four months when you find that you have extra vacation time to **use or lose**. ☹ You will find yourself looking out the window to find it raining and snowing thinking about your boat being winterized and sitting up on blocks!

**P.S.** After all of the weekends we have had with rain this year, do you really need an excuse to enjoy another great boat day in the middle of the week with family and friends?

Please RSVP to Nicky or Gary Linck at 703-494-7028 or e-mail [nicky.linck@matcomcorp.com](mailto:nicky.linck@matcomcorp.com) or [gary.linck@dynccorp.com](mailto:gary.linck@dynccorp.com) **Or Just Show Up!**

**Last Call for Dunes Survivor 2000 Shrimp & Lobster Feast**

Not exactly the last call, since those of us who are decision challenged can always mosey up to the Mattawoman Dunes on September 9th and join in on the festivities (see your July 2000 Daymarker for details). But the deadline for ordering shrimp and lobster is upon us. Make sure your order reaches Survivor coordinatress Annie Bananie by Tuesday, the 5th of September.

To place your shrimp and/or lobster order, please send the attached Dunes Survivor! form (or a facsimile thereof) with a check for the number of pounds (\$8.00 per pound for shrimp) plus number of lobsters desired (\$13.00 per lobster, approx. weight 1.6 pounds), payable to:

Ann Shipley  
5100 Concordia Street  
Fairfax, VA 22032

Questions? Call Ann or Scott Shipley at (703) 425-6053.

*clip or copy and mail (with check)*

Yes, I could be a Dunes Survivor! I will be very hungry and so I will want:

\_\_\_ pounds of shrimp @ \$8.00 per lb = \$ \_\_\_\_\_

\_\_\_ lobsters (1.6 lb approx.) @ \$13.00 ea. = \$ \_\_\_\_\_

Total enclosed \$ \_\_\_\_\_

Name: \_\_\_\_\_

Boat: \_\_\_\_\_

Phone: \_\_\_\_\_

**Columbus Discovers the Gangplank**

An invitation from Cruise Coordinator, Barb Egmore

Phone: (703) 256-8442, e-mail: [morningmish2o@aol.com](mailto:morningmish2o@aol.com)

The Columbus Day OYC cruise will again be to Gangplank Marina on the waterfront at Washington Channel. A limited number of slips are reserved for Saturday and Sunday nights, October 7-8. I've been told that no boats over 40 feet can be accommodated. I will continue to negotiate on this, but can't promise anything.

On Saturday night, Capital Yacht Club has graciously permitted us to use their clubhouse for our potluck happy hour at 6 p.m. **Sunday is theater night** (\$40 orchestra tickets reduced 30% to \$28--Sun. only). A block of tickets will be purchased for the evening showing of *The Great White Hope* at the Arena Stage (debuted at the Arena Stage 30 years ago and eventually garnered a Pulitzer Prize). The Stage is across from the marina. No need to worry about taking a Metro or cab. If I don't receive the minimum number of ticket orders, the theatre event will be canceled.

The play is of race discrimination involving a charismatic boxer Jack Jefferson. He wins the world heavyweight title belt after beating a white champion in 1908. The nation is paralyzed from shock, then anger, hostility and resentment. He also finds himself enraptured in a passionate love affair with a white woman, a factor that rocks the very foundation of society during that period. Ticket sales are final and will be given based on first checks I receive.

The dock master advises me there is a party barge with grills should you chose to cook your own food (sometimes tastes much better, much cheaper, no restaurant wait time, and no reservations to worry about.) The drawback—first mates have to do some food preparation for non-grill items, and most (or maybe all?) of the clean up.

What could I say to surpass all of the above? You're probably one of the lucky ones who on Monday, can sleep in, get up and have a leisurely coffee, etc. on the back deck, bridge or on the dock, thinking of those driving or taking public transportation to work.

**What you need to provide now to get your name on the list**

boat name, boat length and beam, power requirements

**To be assured of theater tickets**, send a check payable to Barbara Egmore **by September 7** (\$28 per ticket), and I will purchase the tickets. Tickets will be released based on order of checks I receive. My address: 7499 Covent Wood Court, Annandale, VA 22003-5731.

Come on, commit yourself, your first mate and fortunate guests and let me hear from you!

**Review your e-mail for Gary Linck's top ten excuses, scams or other ploys to get the day off this Wednesday, August 30<sup>th</sup> for the Gary's annual OYC holiday at Tim's Rivershore.**

# 2000 PRYCA/Tantallon Yacht Club End of Summer Hoedown

**September 22-24, 2000  
at Fort Washington Marina**

**Friday**  
Boats arrive  
Pot Luck Dinner

**Saturday**  
Club Competitions  
Catered buffet Dinner  
Dancing under the tent

**Sunday**  
Continental Breakfast  
Vessels depart

\$35.00 per person  
\$.75 a foot for your vessel

**Competition Events**  
Watermelon Seed Spitting  
Hog Calling  
Tug of War  
Canoe Races  
and much more.....

Contact Ted and Ilona Zsirai now and send in a check  
and reservation form!

Reservation Deadline — September 10, 2000



Coordinators until 9/10/00: Ted and Ilona Zsirai 703-476-6717, Email: [ilonarealtor@erols.com](mailto:ilonarealtor@erols.com).  
Zsirais will be away after 9/10/00, so please mail your check and registration directly to:  
Della Fleury, 900 Swan Creek Rd, Fort Washington, MD, 20744. Phone 301-292-0840.)

## Tantallon Yacht Club and PRYCA End of Summer Party Registration

Vessel Name \_\_\_\_\_ Club: Occoquan Yacht Club

Length \_\_\_\_\_ Beam \_\_\_\_\_ Electric Service Required 30 amp \_\_\_\_\_ 50 amp \_\_\_\_\_

Captain \_\_\_\_\_

Crew (for name tags) \_\_\_\_\_

Arrival Date \_\_\_\_\_ (Friday, September 22 or Saturday, September 23) Number of Nights \_\_\_\_\_

Registration fees: Number in party: \_\_\_\_\_ X \$35.00 = \$ \_\_\_\_\_

Slip fees: Boat length in feet \_\_\_\_\_ X \$.75 X \_\_\_\_\_ Nights = \$ \_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

Please make checks payable to Tantallon Yacht Club (TYC)

***Inside . . .***

**Quick, jump to Page 10 to read about the  
Official OYC Holiday at Tim's which is  
actually happening last month, Wednesday,  
August 30<sup>th</sup>, but the word gets to you just in  
time thanks to our fast printer and your even  
faster postal carrier,**

**Hurricane season again,**

**First photos of Route 123 bridge design—and  
The Daymarker's better idea,**

**Tall stories from some long cruises on the ICW  
and the Bay,**

**Sign-ups for coming events.**

**August 30  
OYC Holiday at Tim's  
Rivershore  
Gary Linck  
494-7028**

**September 2-4  
Labor Day Weekend  
Cruise to Olverson's  
Too late to sign up?  
Call Teresa Sorrenti,  
590-6724**

**September 9-10  
Shrimp & Lobster  
at the Dunes  
Scott Shipley  
425-6053**

**September 22-24  
PRYCA End Of  
Summer Party  
Ted Zsarai, 476-6717**

**October 7-8  
Columbus Day  
weekend at the  
Gangplank  
Barb Egmore  
256-8442**



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

**Change Service Requested**