

Global warming?
Maybe worse!
See Page 3.



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

Candy Clevenger
1-800-WEDDING DEBT

Vice Commodore

Mary Lynn Snowman
STABILIZES RANDY

Rear Commodore

Andrew Kalweit
PICK UP THE ROOM

Secretary

Liz Kalweit
IS NOT A TOY

Treasurer

Nabil Dubraque
1-800-ABSCOND

Quartermasters

Duane & Janet Jeirles
SORRY, RETAIL ONLY

Membership

Randy Snowman
"RENEW NOW OR DIE"

Historian

Susan Von Schaack
WE DON'T REMEMBER

PRYCA Delegate

Joe Livingston
WHASSSSSSUP

THE DAYMARKER Editor

Tom Coldwell
UNLISTED
(This edition only)

Corps of Engineers begins work on Occoquan channel; unique construction method planned



Wider, deeper—Lead engineer lays out course of new Occoquan channel. An advocate of boating since childhood days gunkholing on the Nile, he was quoted as saying, "Let my people go—**FAST!**"

Holy Moses! The Corps of Engineers has announced that not only will they dredge the Occoquan Channel, but they **will widen it to 200 feet and deepen it to 30 feet** so that small cruise ships can reach several of the marinas on the river. This is a first phase dredging program and has led the the river's marina owners to sign agreements with cruise lines for parking and docking. Coupled with the beginning of operations of two fast ferry lines

operating out of those same marinas between Woodbridge and the District this Spring, and 120 new slips at Belmont Bay Harbor, the Occoquan is going to become a busy place.

Things will really get interesting as more tugs and barges also soon begin to ply the Occoquan for the building of the new Route 123 bridge which has been relocated to halfway down river between the current bridge and Prince William Marina. VDOT will build a

new major interchange to connect to the Regional Park on one side and the Town of Occoquan on the other, and all this construction will use barges to haul the materials to support it.

Plans for Occoquan's renovated Seaport sport a **new 150 slip Occoquan Town Marina** and have new alongside transient town docks that stretch all the way from the fall line to just opposite the Regional Park, allowing for cruise ships and large yachts (bigger than Sorrenti's next yacht) to visit.

ORMA (Occoquan River Maritime Association) is now working with the Coast Guard and the Engineers on Phase Two dredging to design three distinct traffic channels out of the Occoquan—one for larger vessels (cruise ships, barges, etc.), one high speed lane for fast ferries and cigarette boats,

and one for normal recreational boaters (if we can find any who are "normal").

The three channel approach will obviate the need to extend the no wake zone, thereby making everyone happy. Due to river traffic increases, however, the Coast Guard is recommending that all boats using the Occoquan be fitted with turn signals and brake lights to enhance safety. ORMA will be offering safety light kits in the near future (they will be available via the OYC Quartermaster along with Militec and Algae-X), and the Coast Guard Auxiliary will be checking for proper operation in this season's vessel safety checks. Of course, with the river dredged, your boat's mud flaps will no longer be needed.

Yachting Podiatrists of America

Serving the well-heeled boater
(Our motto, "This little piggy owns a boat.")

presents the

Third Annual

Blessing of the Feet

Sunday, April 1st

Come ankle out with us in Toehick Bay;
learn the true meaning of "football."



Symbol of the Yachting Podiatrists of America

Water Authority building canal and locks to open Occoquan River to reservoir above dam

Sounds funny, however in the future Occoquan boaters may be able to extend their boating into the vast Occoquan Reservoir! As you drive on Route 123 past the old Lorton prison area that has been cleared and re-fenced, you will see the sign indicating a water treatment facility is under construction. That's true, however there is more being built than just a treatment facility. As part of the engineering plan to treat water from the Occoquan Reservoir for new neighboring areas, the method of collecting the water includes among much pipeline construction a series of three water locks which will be run by the U.S. Army Corps of Engineers.

The three locks will allow for passage of recreational vessels, not to exceed 18 feet in beam, from the existing fall line in the river to the reservoir itself. The locks, to be hydraulically operated, will each raise or lower the vessels

seven feet at each location. The locks are approximately 100 yards apart.

This procedure will take about one hour to go through all three locks and enter/exit the river to the reservoir or return. The service will be free for a trial period but most likely will require some operational revenue from boaters who use the system at a later time.

Spokesman for the Corps, Ivan Towaffle, would not reveal costs of the project or completion date as scheduled but indicated the locks would not be operational until at least 2004.

Now OYC has new points on the river to visit, all the homes fronting the Occoquan Reservoir! Will George and Ginny Frank open their own marina? Watch this space!

Always something new for OYC to look forward to.

De Gustibus Non Disputandum

Some years ago while contemplating life to the rhythm of the copier beneath me, I had an epiphany undiminished in relevance by the boss walking in to collect my project. Life, it revealed, is a simple joyous journey confounded only by our penchant to complicate it. Early forced retirement and some years in this august organization later, the tenets by which I have since lived are unchanged: **Simplify.**

Boating at its simplest is pure catharsis. Yet we complicate it with gadgets, depth sounders and GPS, complicated charts and complicated rules, and who needs it? Boating classes, radars microwaving passing gulls, plotters plotting plots that would make a Medici blush—is this really why you joined the glass-reinforced plastic legions making the weekend pilgrimage to Mattawoman and Tim’s Rivershore?

The answer lies in simplicity. Throw away that depth sounder and tide tables: a simple mark at your waterline should not only tell you what the tide is doing (it works on the dock pilings), but it’s a most effective sounder. When the mark rises, your boat is aground. When it disappears, you are sinking. It’s that simple.

And, as to cooking seagulls, wouldn’t a plain, door-less microwave on your radar arch be cheaper and work more effectively than the radar you never learned to use anyway? Not only that, but it would introduce a certain elan, a redneck-hayseed chic to your vessel. Simplicity!

Bilge fume detectors should pose no issue for those of you with dogs, and should send those without scurrying to the pound to adopt one. Borrowing a page from early coal mining days, we simply keep our dog in our bilge. The walrus-with-a-hairball hacking sound is not only much more audible over engine knock than the croaking West Virginia canary, but you also get to establish that special bond with your pet as you perform mouth to mouth. For those mechanically inclined, this last is called *periodic maintenance*.

Further, as congested as our waterways have become, why bother with charts, horns, and rules of the road? What greater contribution to the carnival atmosphere can you make than to gird your vessel’s girth with fenders in colorful live rubber, bumper car style? Women have done this for years! No more need for air horns on your forty footer: the squeak of rubber on rubber will quickly alert you to the proximity of one of your chums in plenty of time to moon them.

Alas, some will opt for tradition over simplicity. In the words of my boss as I wiped the copier glass clean, “De gustibus non disputandum.” No accounting for taste. And, after perusing my analysis with its direct simplicity of statement, he further added, “Semper ubi sub ubi.” Always wear underwear.

The author is a club member of some years standing whose well found vessel may be seen aground in mid channel on the Occoquan not far from Conrad Island.



This month’s guest editor

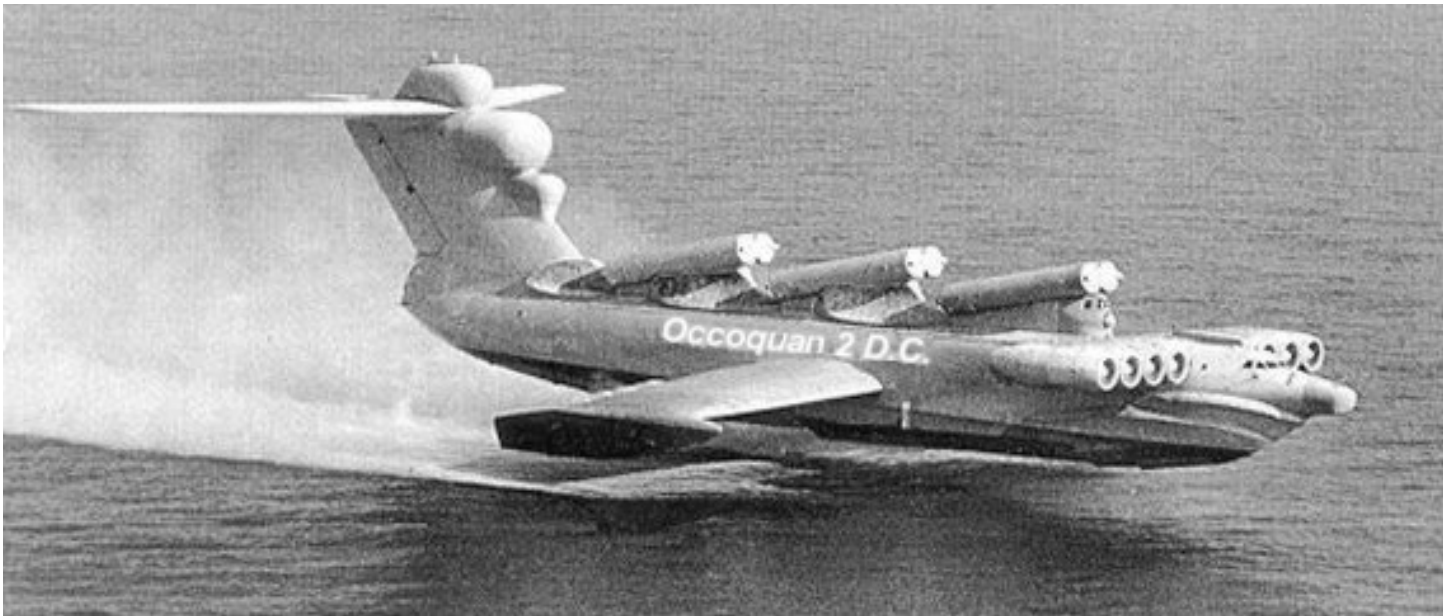
Late breaking news; forget stuff you read on previous page

Reservoir dam collapses during lock and canal project



Bad morning on the river—However, the flash flood from the broken dam quickly receded and stores opened on time.

Ultra-Fast River Commuting to Link Occoquan and D.C.



Coming soon to the Potomac—The 25-mile commute in this eight-engine, 200-passenger amphibious craft will take less than four minutes from Occoquan, terminating at Hains Point and scattering over a twelve block area of Georgetown and parts of Chevy Chase. The one-way daily trip will cost only \$300, includes complimentary snack, beverage, and search and rescue.

News from all over and under



Sorrenti Trades Up—In keeping with his past tradition of a new boat every 12-24 months, Rick Sorrenti has done it again, folks. Using the entrepreneurial skill he's demonstrated so frequently in the past, this canny trader struck a deal with Carnival Cruise Lines (motto: "We'll put the screws to you.") to take his Carver and an undisclosed amount of cash for the former Carnival *Princess*. Readers may remember this vessel being in the news last summer when it caught fire and sank in the Caribbean. Rick has chosen an appropriate name for his new boat.

! WPC (Way Past Commodore) Ron Tilmon has fully recovered from some posterior discomfort resulting from a recent fall from a ladder. He was repairing a roof and, as his ladder was too short to reach the desired height, he had placed its base in the bucket of a Bobcat front end loader. He stated that while his attention was diverted elsewhere, a co-worker released the brake lock and when RWPC (Really Way Past Commodore) Tilmon re-climbed the ladder, the machine rolled backwards causing him to fall and land on his butt. Unfortunately, later in the day he tripped over something else and fell on his butt again. Needless to say, the second event was doubly painful. The injury resulted in his only being able to put one buttock on a barstool at a time. At the time, this situation led to a rash of off-color jokes down at the local Tiki Bar; however, Tilmon reports that he has fully recovered and can now comfortably place both cheeks on a [wide] stool.

! While visiting Miami recently, my daughter took me on a tour of South Beach. I wanted to see for myself whether its reputation for less restrained behavior was deserved. Sadly, on the evening I was there, it appeared to be no more outrageous than the standard OYC party and I was left with the feeling "been there, done that." There was one interesting occurrence. At the time, I was wearing an OYC ball cap. A scarcely clad young thing saw the hat, stopped me, and asked me if I knew Laslo Bozoky. Wow! OYC has its own celebrity. Laslo, you rascal!

Steve Zimpel's next remodeling project



Emerald Lady II ?—Fresh from his successful five-year restoration of his 62- to 70-foot (depending on who's counting) Pacemaker motoryacht, Steve Zimpel acquired this beauty—formerly *Never Again II*—at the Miami Boat Show. “All it needs is some paint and some minor tweaking,” says Zimpel. While undergoing renovation the yacht is available for charter—and at attractive prices.

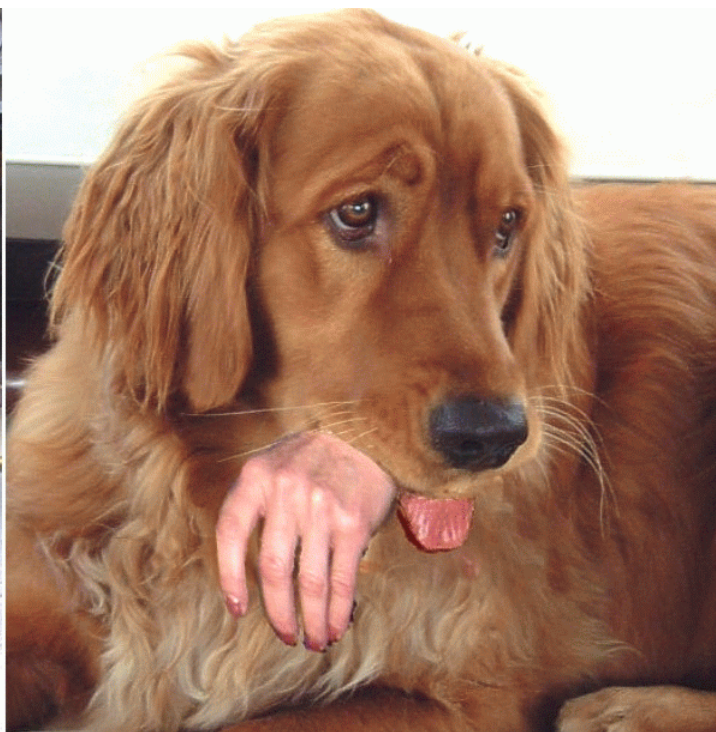
Wanted: OYC Fleet Captains

Volunteer positions. Preferred skills: understand knot-tying plus information system interfaces, protocols and topology; pump-out operation and macro-economics. Non-Euclidian geometry, neurosurgery and wine corkage a plus. Prefer knowledge of Fortran, Cobol, DOS 2.1, Donkey Kong and Tivoli, but must understand women and the meaning of “is.” Requires strong leadership skills, ability to work under pressure and water. Phone calls only to Commodore's private line, 1-900 HI-SAILOR.

A true animal rights activist

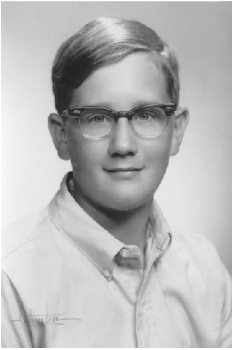
Ned Rhodes: always willing to give his dog a free ride and a helping hand

On his recent visit to Wilmington, NC, on the occasion of his father's 80th birthday, Ned Rhodes takes Abby on a tour of the downtown area. Nice hat, Ned, but you really need a hair cut! What's that gesture you're making? And good grief, buy your dog a proper bone!



Boating Philosophies

by Little Neddy Rhodes, age 10
Introduction to Grown-Up Philosophy
Arlington Elementary School



Most of what I have learned in life, I have learned while on a boat. In fact, it may be the only real education I have received [Suspensions confirmed]. As I grow older, I have come to see the wisdom of the little things that one observes while boating. As I have participated in Club events with Dad, the following individuals have shared their philosophies with me, even at my young and tender age.

Steve Wexler—You can get more done with a smile and a gun than with just the gun alone.

Gary Linck—The best substitute for experience is being sixteen years old.

Glenn Burnett [who is too cheap to join the club as an Associate and thinks he can leech off of us just because Ned lets him sleep on his boat]—Who do you have to know around here to get a drink? [We rest our case.]

Laslo Bozoky—I find I don't pay any attention to them, in fact, I don't even ignore them.

Walt Cheatham—If you never take the boat out, nothing breaks.

That [Very Nice] Mr. Coldwell—There is too much wind in my slip today. I am retired, I will go out tomorrow while you are at work funding my Social Security checks.

Commodore Candy—If you don't make a total commitment to whatever you are doing, then you start looking to bail out the first time the boat starts leaking. It's tough enough getting that boat to shore with everybody rowing, let alone when a guy stands up and puts on his life jacket.

Randy Snowman—Taking a lesson from putting stabilizers on my boat, when I go partying ashore I wear curb feelers on my sleeves.

Arleen Rhodes—After drinking Bombay gin, most husbands look better, mine just acts stupid.

Jim Ball—I have a lot of issues, and so do you.

Carol Henry—Shop, shop shop, I'll *never* drop.

Ed Rhodes—The situation is ripe for mis-information.

Abby Rhodes—Another day, another swim.

The Daymarker

Published monthly by the Occoquan Yacht Club
Tom Coldwell, PC, Editor; Mary Ann Coldwell, Editor's Editor
Randy Snowman, Circulation

The deadline for submission of materials to **THE DAYMARKER** is the 20th of each month. If possible, please submit copy by e-mail to:

tcoldwell@cox.rr.com

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

Top 10 Tech Support Questions at www.OccoquanYachtClub.org

10. I can't spell OcockJuan Yacht Club, can we change the name?
9. The Web Master looks hot. Can I get his phone number?
8. Why do Prince William Yacht Club and Boat Sales members leave their fenders hanging out?
7. I never go to Club events. Why isn't there a picture of me on the web site?
6. Are there any good crab houses on the Potomac River?
5. Why do dog's feet smell like corn chips?
4. Web site? When did the club get a web site? No one told me.
3. Since I don't read the Daymarker in the first place, why is it posted on the web site?
2. Why is Rhodes a cruise coordinator again this year? He does crappy cruises, except for the skinny dipping!
1. What's the deadline for submission of articles to the Daymarker again? It seems to change every month.

Revised schedule for April

- | | |
|----------|--|
| April 1 | Week-long cruise to Hoffmaster's |
| April 2 | Remove wallpaper from Carol Henry's foyer. |
| April 3 | Underway Fender Exposition at Prince William Yacht Club |
| April 4 | Coast Guard Auxiliary "Spay Your Dog Day" |
| April 5 | Lingerie contest—slip holders only (or half-slip holders) |
| April 6 | Belmont Bay Harbor Silt-In |
| April 7 | River closed while Corps of Engineers repaints lines in no-passing zones |
| April 8 | Hearings begin on Immediate Past Commodore's list of pardons |
| April 9 | Rich Ziegler reduces price of his boat, meaning six more weeks of winter |
| April 10 | Opening Round of Grandfather Memory Contest |
| April 11 | Overnight cruise to Wichita, KS |
| April 12 | Opening Round of Grandfather Memory Contest |
| April 13 | Dave Moore's annual haircut |
| April 14 | Bob Wilcox establishes own time zone |
| April 15 | Pay income taxes and sell boat (one thing leads to another) |
| April 16 | Publish announcements about Opening Round of Grandfather Memory Contest |



Commodore's Comments

Candy Clevenger

We had another great St. Patrick's Day Party/General Membership Meeting. Thanks to all who helped the Board set up the Kingstown Community Center and to those who stayed and helped us clean up after the party. A special appreciation to all OYC members for bringing so much great food to share with the many attendees. The 2001 event and cruise sign-up sheets were out for all to peruse. By the end of the meeting most sign up sheets were full of names. If you were unable to be at the meeting and you want to attend an upcoming cruise, call the cruise coordinator right away to have your name and boat included. The 2001 Events Schedule which includes the name of the coordinator and the phone number at which they can be reached is posted on the OYC website. I mentioned at the January Planfest that many marinas will have limited space this summer limiting the number of boats that we can involve in an OYC cruise. The July two week cruise on the Chesapeake Bay is already full. Gangplank Marina for July 4th informs us that they will not make any commitment for slips until the last minute, based on permanent slip holders and longer period reservations. So if you are interested in a cruise, call now—don't wait.

Big events coming up

April promises to be another month of great OYC events. Gary Linck is once again planning to spoof us all with an April Fools Day party at Tim's Rivershore. And Laslo and Linda Bozoky are taking us to GangPlank Marina for the Early Bird Cruise, April 27-28.

The formal opening of the OYC boating season will be on May 5th at Occoquan Harbour Marina behind Gecko's Waterfront Restaurant. The OYC burgee will be raised along with Old Glory, which will remain on display throughout the boating season. The flag, raising, including the National Anthem and firing of the OYC cannon by none other than our own Rick Sorrenti will open OYC's eighteenth year of service to its members. OYC will provide hamburgers, hot dogs, condiments and liquid refreshments. Members should bring side dishes---a casserole, veggies, salads or a dessert to share. Plan on being at OHM by noon. Watch your mail for a reminder post card with more details. Also, your board needs volunteers to help set up and clean up after the party.

Next day, May 6th, we'll all take part in the Third Annual Occoquan Blessing of the Fleet. Check out the article elsewhere in these pages. Let me just say here that I strongly encourage you to participate in this event.

The Occoquan will see more traffic this year than ever before. Obviously safe navigation is a must. A good knowledge of, and strict compliance with, the rules of the road are required. The "rule of good seamanship" and "general prudential rule," which both equate to "use common sense" are very important. Remember that large boats may take several boat lengths to stop or turn and may not be able to avoid smaller craft, especially in our narrow channel. Think out each maneuver ahead, evaluate pros and cons, and then proceed safely.

Please mind your wakes

I encourage all of you to continue to provide leadership-by-good example. Fly your burgee proudly and remind others that we welcome them as prospective OYC members. Observe the no wake zone and even then please watch your wake, especially in the narrow channel out to Occoquan Bay. Large wakes are hazardous to the environment as well as other boaters. Repeated high wakes can and will erode the shoreline and fill in the channel, which will have a negative effect on us all.

Taken a safety course?

Remember that the District of Columbia requires boaters to have taken a safe boating class. For course times and locations in the District call 202-727-4582. In the State of Maryland boaters born on or after July 1, 1972 must have taken a safe boating class. For course times and locations in the State of Maryland call 410-974-2040. The Commonwealth of Virginia requires dealers, marine sales personnel, and personal watercraft users to take safe boating classes. For course times and locations call 804-367-1125. For U.S. Power Squadron Classes call 888-367-8777.

The season is upon us. Allen and I go down every weekend now to Hoffmaster's just itching to remove all the winter grime from the *Oasis 2* and crank her engines. We need to get rid of these winter blues and get out on the water. Allen has been so bored he replaced the stereo speakers in our radar arch, which did need to be replaced and added an amplifier to the stereo, which he says we really needed. If nice weather doesn't come soon there's no telling what we might decide our boat needs replacing next.

Welcome to new members

OYC welcomes Johnny and Cynthia Martin of Fairfax. They keep their boat, *Splash Dance*, in Colonial Beach.

Tom and Monica Crossan, who keep the 38' ChrisCraft *Monica Leigh* at Hoffmasters.

The Datemarkers

Birthdays

Janis Hobson, 4/2	Donald Carlson, 4/5
Nancy Miller, 4/6	Diane Carlson, 4/11
Michelle Earhart, 4/13	Karen Ray, 4/14
Tony Mirando, 4/15	Steve Wexler, 4/19
Laurie Dahl, 4/19	Susan Cheatham, 4/19
Richard Garverick, 4/22	Peggy Ball, 4/23
Randy Rouse, 4/25	Laslo Bozoky, 4/27
Joan R. White, 4/27	Arleen Rhodes, 4/29

Anniversaries

William & Clara French, 4/5
Randy & Mary Lynn Snowman, 4/10
Tony & Kelley Berta, 4/12
Andrew & Elizabeth Kalweit, 4/20

April Fool's Day Party at Tim's

Come any time—by boat, plane, car or bike to Tim's Rivershore Restaurant for OYC's 2nd or 3rd Annual April Fool's Day party, Sunday, April 1st. Bring your own cash. RSVP to Gary Linck, 494-7028, or just show up.



Vice Commodore's Comments

Mary Lynn Snowman

During the 1960s my oldest brother Dennis built a racing boat. He built this boat in his spare time. He was just 16, delivered the newspaper as well as had a trapping line. He was a smartie! Made straight A's, president of the Spanish Honor Society, sang in the Glee Club, was a member of the marching band, and much more. He was my idol, my big brother. He could do no wrong! But there was one thing he couldn't do and I just didn't quite understand—until recently. He couldn't get his boat to float!

This boat took up most of the sunroom. It was the first thing you saw when you entered our house. I also remember the hours that my brother spent fiberglassing the boat. The hours he would spend sanding (I don't recall a power sander) and smoothing, only to put a new coat of epoxy and fiberglass on the next night. The epoxy smell permeated throughout the house for months.

I wasn't around for the launching of the boat. I'm not quite sure how far my brother got out into the Ohio river. All I know is that Dennis had to turn around and wasn't able to finish in the race because the boat had a leak.

Then three years later my parents moved that boat (along with everything else but the kitchen sink) from Ohio to Virginia. By then my other brother Duane had decided that he wanted the boat. My mother, being a much wiser woman by this time, insisted that the sanding and whatever else needed to be done be done outside. Duane spent most of the summer trying to get that boat fixed. He, too, was unable to fix the hole and launch the boat. Somewhere down through time that boat disappeared from our yard.

Never to be outdone by either of my brothers, one of my most recent projects was...you guessed it, fiberglassing. Fortunately for me it did not involve keeping the boat afloat. I only had to put in a shelf for the new air conditioners for our boat. After finding the right mix (if you would just follow directions on the cans) and getting all of the supplies together, I was ready.

The job was slow and the place was cramped. (Ever since I rolled my Jeep close quarters are not my favorite places to be.) I slowly wiggled my way between the engine and the side of the boat with epoxy in one hand and a brush in the other. After a few deep breaths I was ready. I slapped that epoxy on that fiberglass just as fast as I could. I couldn't wait to get out. It was just too close for comfort for me. But much to my dismay the fiberglass had a mind of its own. It kept getting caught on my brush and then I couldn't get it off the brush. The epoxy kept bubbling up no matter how much I smoothed it down. Both the fiberglass and the epoxy put up quite a fight but I won. Or did I? Maybe next week's paint job would cover up my imperfections. That too involved another trip to four stores.

This time getting between the engine and the side of the boat was harder. I just couldn't get the breathing under control nor could I get my mind set for close quarters. Therefore, Randy had to do a lot of the painting from topside of the engine. Not easily done. However, between the two of

us we managed to get the job done.

The new fiberglassed board sits ready for the air conditioner units. Meanwhile, while ten projects are already on our "to do" list, Randy is thinking of the next project for us to do to improve the looks of the boat. It just never seems to end. Maybe it's time to get the help of my brothers. Then maybe again, it's not... my boat floats!



Rear Commodore's Comments

Andrew Kalweit

Well, we did it again. Despite the relentless, rapid advancement of time, Liz and I managed to get everything together enough that, by the time you read this, *Lizzie Bitz* should be gently tugging at her dock lines, nestled comfortably in her slip for another season on the water.

Sure, there are lots of little things that need to be done, like polishing railings, cleaning everything in sight, putting all the safety gear aboard. And don't forget all the other stuff that we just can't cruise without. But all these things can be accomplished while gently rocking with a beer in one hand, a cleaning rag in the other, and maybe some Buffett playing softly in the background. Changes in Attitudes, indeed.

I did manage to get nearly all of my off-season projects on *Lizzie Bitz* completed over the winter, despite the unusually cold weather we had to endure this year, along with some other setbacks along the way. A new, longer swim ladder was the top priority this year, and it was definitely a two-person project, one of whom, ideally, would be an orangutang. I think they put these ladders on at the factory before they put the hull and topside together. New galley cabinet doors are (allegedly) days away. A dockside water inlet is currently under discussion while it gets accustomed to resting in my toolbox. And radar, an autopilot, TnT lift and stabilizers lurk on the horizon. Well, not really. We had to draw the line somewhere. The stabilizer fins were bigger than the outdrive, plus we already have an autopilot—me.

We've actually had a very busy off-season. Liz and I both serving on the OYC Board this year has definitely helped keep me out of trouble and it has helped us meet many more members than we had previously known.

The fun started in October with our election to the Board. I felt like a total novice at first, but with Candy's guidance (and a little cajoling) I am starting to feel more like a Rear Commodore and less like that guy who needs to do that stuff.

The main event happened in December. The annual OYC Holiday Party and Change-of-Watch was to be our coming-out as members of the 2001 OYC Board. Official nametags and everything! We had a great time being introduced to everyone in attendance as the OYC Board for 2001.

Then came the Planfest in January, when we got to pitch all the ideas that came up at earlier meetings to the whole membership. And you all signed up enthusiastically for so many neat trips, be they two weeks long, or two days long! It was great to see such enthusiasm for the Club, and even better to meet some of the newer members of OYC and talk boats and boating on a cold January afternoon.

February brought us to Ocean City for our annual Valentine's Land Cruise. Alas, I was crewless that weekend, as other commitments kept my Best Mate home. So it was just Abbey and me. But we had a good time hanging out with the 20-odd other members who decided they needed to be near an unfrozen body of water for a couple of days.

March brought out the Irish in a good crew that showed up at Kingstowne for the March Membership Meeting/St. Patrick's Day Party. I started feeling more comfortable with the role of Rear Commodore and things seemed to go pretty smoothly. I really appreciated the help of everyone who showed up a little early to help set up for the meeting.

And that brings us into April and, hopefully, some real boating weather at last. It's time to stop talking about boating and start *doing* some boating.



Secretary's Comments

Liz Kalweit

Could this be the world's hottest, sexiest job? Well, no, but now that I have your attention, I've enjoyed being secretary for OYC thus far. It's my first secretarial job, so to speak, and I kind of like it. I've been thinking about this as my plans for the next few years begin to take shape.

Minutes. I am a minutes-taking fiend, just ask anyone on the board. I like documenting things. There's just something about following a process from start to finish that I enjoy.

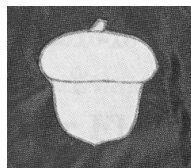
For example, I had a 1980 Oldsmobile Cutlass Supreme, with a V-8 engine. She was truly a tank. I whimpered with fear whenever I had to parallel-park her in the District. Parking garages? Fuggedaboutit. We gave her a facelift—new vinyl, chrome, and paint—shortly before I turned her in for a sportier, compact car (fickle, yup, that's me). I documented every step of her makeover, taking picture after picture, saving receipts. She was a beauty. She's still on the road, turning heads.

When we bought our first home, we took pictures of it being built. The first picture is of me standing in an empty field, wearing a heavy winter coat, holding a bunch of pink balloons. The pictures show the house taking shape, week by week. We ended up canceling the contract (they forgot to tell us about the basketball court they were building on the property line), and having another home built in the same neighborhood. I admit, I didn't take any pictures the second time around; it was just too anticlimactic. So, now I have a set of pictures of someone else's house being built, true.

Correspondence. I can't remember the last time I wrote a letter, tucked it into an envelope, and mailed it. E-mail has really taken over. I like preparing correspondence for the club, on letterhead, dropping it in the mailbox. It's so... quaint.

Writing. Do you like writing? Besides correspondence, I write this monthly column for the Daymarker. My name in print, how neat. Oh, and I have a zippy little nametag, and a cool looking secretary's burgee. What's not to like about being secretary?

But soon I'll be moving on to take on other challenges. I will miss being secretary, but I'm glad to have had the opportunity to serve the club. Could it be the job for you?



Treasurer's Comments

Nabil Dubraque

Thanks to the following ladies for their continued support: *Meri Lucy, Martha Jane, Sea Woof, Southern C's, Walt's on Water, Class Act, Morning Mist, Co-motion, Kitt 2, Going Nowhere, Hot Schatz, Kristie II, Moon River, The Golden Years, Shalimar, Oasis 2, Gail Lynn II, French's Riviera, Moon Beam, Snarlin' Marlin, Sassafras, Sand Castle, Ez Commute, Three G's, Miss Vivian, Irish Tide, Evermoore, Half Speed, Bandit, Fruitcakes' Beachhouse, To "Di" For, , Anna Marie, Alexander's Dream, Slo Coasta, Impulse, Bay Tripper, My Girl, Seadated II, Nightshift, Cyroc, Nextasea, Dory, Time Away, Abominable Snowman III, Cavu, Sea Duck Too, Touch of Fate, Per Diem, River Dancer, T&T, Not So Far, Bella Donna, False Alarm, Rude Awakening, Lizzie Bitz, Triple Trouble, Nemesis, Empty Pockets, Knot Riding, Sanctuary, Erdnuss, Au Contraire, Cheers, Saint 'N Sinner, Vaya Con Dios, Lovin' Life!, Raz-a-daz II, Cocolobo, Splash Dance and Empty Pockets.*

We look forward to hearing from the rest soon .

Easter Seals Cruise For Kids

Calling ALL Captains. This year's Easter Seals Cruise for Kids in Washington will be Sunday, June 24th from the Capital Yacht Club. Volunteer orientation starts at 8:00 a.m. and boarding starts around 9:00 a.m.. More information regarding this derby and the Easter Seals Cruise will be in next month's Daymarker (didn't make it for this month's deadline).

If you would like more information you can contact Stephanie at 301-931-8700.

Commodore Candy Clevenger
and the 2001 Board
Occoquan Yacht Club
cordially invite OYC members
and their guests to the
18th Annual Flag Raising
Inaugurating and Celebrating
The 2001 Boating Season
1200 Saturday, May 5, 2001
Occoquan Harbour Marina

OYC will provide hamburgers, hot dogs,
condiments and liquid refreshments. Members
should bring side dishes---a casserole, veggies,
salads or a dessert to share.

Please arrive at OHM by noon.

What newly retired folks do

by Steve Worcester, Retired Person

Mary Jo and I recently completed our first ever visit to the Miami Boat Show. It took us three and a half weeks, due mainly to the weather channel, frequent detours, and answering the question "Do you feel like you're retired yet?" four hundred and seventy two times. In case anyone is interested...No, I don't feel like I'm retired yet. I feel like I'm on a very long vacation tending to an extensive honey-do list.

Since January 1, I've spent two weeks doing remodeling on a daughter's town house in Arlington, and another four moving to our new home in Wilmington, NC. I've unpacked boxes; completed another remodeling project that involved lowering the kitchen floor in our new house $\frac{3}{4}$ of an inch so MJ could have her damned Mexican tile installed; traveled to High Point, NC, to buy new furniture; dealt with a number of tradesmen (plumbers, furnace repair guys, locksmiths, phone company guys, delivery men from various suppliers); got Southern Bell to make the phone lines work; got new cell phones (Verizon covers the entire east coast except for Wilmington, NC); etc.

You get my drift? Then, one month after we get here to North Carolina, we pack up and go to Florida. Why?... BECAUSE I NEEDED A VACATION FROM BEING RETIRED. Yeah, yeah, I know, you've got some cheese for my whine.

Anyway, the Miami show was big. But let me put that in context. Picture the Annapolis in-water boat show. One week-end is sail and the next is power, all at the city dock, right? Well, in Miami an entire marina is devoted to power, a second entire marina to sail, and a third to brokerage boats. In Annapolis they put the booths in two big circus tents.

Down in Miami, the entire convention center is devoted to both boats and booths. That convention center is at least as big the Washington, DC convention center, and I suspect it's bigger. They had boats up to 55' in there also. In addition, there is a three- to four-acre parking lot behind the center that contained large tents with more booths, boats, and large items like travel lifts, tuna towers, etc. You can easily spend three days there without crossing your own path. We found the bus schedule between locations to be frequent and reliable. I'd do it again.

The weather channel was a treat. Every morning I'd check the weather in DC and NC and nearly every morning it was nasty. The day after the boat show closed we headed for Key West for a couple days. The best day of the trip was February 22. It's 11:30 AM, 82 degrees and sunny, I'm sitting at the hotel pool bar overlooking a harbor full of sailboats, a Bloody Mary in front of me, and on the TV the weather channel guy is broadcasting from Alexandria, VA, in the sleet and snow, wearing his parka and mukluks. When I finished laughing I immediately went in and extended our stay a couple more days.

As to the detours, they principally involved stops along the way, some planned and unplanned. One stop was in Savannah to visit relatives and some places I wasted time in 14 years ago. Another was to Ft Myers where we spent two weeks playing golf, sitting on the beach, and sleeping late. Lastly, we visited OYC members Herb and Jackie Saunders in Stuart, FL. They have a great house on the ICW with a backyard dock they share with several neighbors. An

interesting note is that after Herb had the dock built, the eco-police found a 40 square foot patch of sea grass that is on Florida's endangered species list. As a result, Herb and his neighbors had to install additional pilings from the ends of the T to the sea wall to block access to the backside of the dock where the grass is. There was a manatee inside the pilings one morning and I wondered what the eco-police would do if the manatee ate all the sea grass. Probably levy a fine on Herb.

Anyway, great trip. It's good to be back home and in three weeks, I'll be back in Virginia getting *Saint 'n Sinner* back in the water. How did I ever have time to work?

Early Bird Cruise to Gangplank Marina, April 28.-29

by Cruise Coordinator Laslo Bozoky.

Spring finally has arrived.! So we don't have any more excuses not to go to our boats and work on all the things we planned to take care of during the long winter. Andrew is not the only one who "didn't scratch the surface on the long list of things to do!" But there is plenty of time left until April 28th to get our boats ready for the first cruise.

Like last year, we are going to Gangplank Marina in D.C..This is an easy cruise and a good way to get warmed up for the season's upcoming fun events and for new members to meet some of us. Here's the plan:

Saturday, April 28—afternoon arrival at Gangplank Marina in Washington Channel (Beckie Heinze, you should bring the Exxon Road Map since it shows Main Ave. in more detailed than the Mobil Map.)

Welcome gathering and Happy Hour on the Dock.

8.00 p.m.—Dinner, Buffet at Phillips Restaurant. Great selection of Seafood, plus Italian dishes, beef, ham, turkey, etc., and of course, a great Dessert Station.

After dinner you are on your own but don't worry, this is a fun group and someone always comes up with a great idea how to spend the rest of the night. OYCers don't go to bed at 10.00! [The lucky ones do.]

Sunday, April 29—Breakfast at 10.00 a.m. on the dock. Coffee and donuts provided by *Hot Schatz*.

Departure for home—whenever.

Gangplank Marina Fees: \$1.00 per foot.\$5.00 for electricity per day. No deposit required . Power supply is 50 AMP *only* and the marina usually has only one or two splitters for rent, so bring your own!

Phillips Restaurant Buffet price is \$ 29.99 per person, including gratuity, coffee, tea, iced tea, Pepsi, based on a minimum of 20 guests reserved. Children between 5-10 years old pay \$14.99 each.

I need a check for dinner by the 20th of April made payable to Laslo Bozoky and mailed to 4307 Marquis Pl., Woodbridge, VA 22192.

Please respond A.S.A.P , EVEN IF YOU SIGNED UP AT THE PLAN FEST for this event since Gangplank has few slips available due to an increase in the number of permanent slip holders. I need an exact count on the number of boats and boat length and beam..

Contact me by e-mail: hotschatz2@aol.com or leave amessage at 703-590-8440.

Looking forward to see you at Gangplank!

Fuel saving “astounding” with experimental product; OYCers may participate in tests

Dave Moore was selected by a national research firm last year to try a boating product for a season and to record all of his findings. He agreed to total anonymity and secrecy and still cannot reveal the product name, however he is so excited about the results he obtained using the product. Are you ready for this? How would you like to reduce your gallons per hour of fuel consumption on your boat by forty-five percent? Amazing but true.

Dave's *Evermoore's* Crusader 350s normally consume 17-18 gallons per hour. Last year his boat burned a mere 9.5 gallons per hour using this experimental product. He says that the formula added to your fuel tank produces more power (like an octane boost) than the straight gasoline and yet is consumed more slowly.

The product was tested by 1,000 boaters at a national level and the results now being processed will be available this spring for feasibility of mass production. There is always a snag when good news like this emerges and that is the oil company powers that be, who obviously wish this item to never hit the media or consumer for fear of lost revenue. The ingredients of the product are certainly a top secret and Dave says he cannot reveal some knowledge he has but he did say the product, a bluish colored liquid smells like an herbal shampoo. Approximately two ounces are added for each 50 gallons of fuel. Cost, should it ever hit the market, is likely about \$15.00-\$20.00 per 16-ounce bottle, which is an item we all can afford.

Now even better news

The research will continue this boating season and Dave has offered Occoquan Yacht Club members a chance to participate as he did last year. He was told by his contact that a total of 25 boats can be tested this year in this region and he can organize the list of prospective ‘testers’ but final selection will be done by the company officials based on engine type, size, etc. Only gasoline engines are available for testing. All material is supplied free but a thorough recording of time, use etc. must be kept. Diesel fuel apparently is not compatible with the product to date. If you are interested in participating in this marvelous program (it should fill up fast) please contact Dave Moore by April 16. Best to do so by e-mail and Dave will mail you a questionnaire to fill out and return. The actual testing will commence approximately May 1. Those selected must also not reveal they are using the product until the test year is complete. Details will be given later. Contact Dave Moore, Evermoorex@aol.com

Where can we meet?

The Club Board is asking for your help in finding a place for our general membership meetings. We need to be able to handle around 80 members and would prefer to provide our own food and/or beverages.

Know of a place? Please let us know. Remember that our meetings are generally off-season and may be of interest to places seeking to introduce their facilities to new people.

Please respond to your Commodore at alclev@hotmail.com

Occoquan Blessing of the Fleet set for Sunday, May 6

More than a hundred recreational boats are expected to cruise into Occoquan Bay to take part in the area's third annual Blessing of the Fleet, 11:00 a.m. to 2:00 p.m., Sunday, May 6. The Occoquan River Maritime Association (ORMA) is sponsoring the event, coordinating the efforts of the Prince William, Fairfax and Occoquan Yacht Clubs, with support from the Coast Guard Auxiliary and Fairfax and Prince William County public safety agencies.

The blessing is open to all boats in the area, drawing from a fleet of some 1,500 boats on the Occoquan River and hundreds more in the neighboring Neabsco, Dogue and Mattawoman creeks. A procession of 114 boats participated in last year's event.

A Navy chaplain will invoke a blessing on each boat as it passes near the chaplain's flagship vessel, this year provided by Fairfax Yacht Club.

ORMA was established in 1999 to coordinate activities of businesses and boaters relating to navigation, commercial and recreational use of the river, environmental preservation, safety and education. In addition to coordinating the annual Blessing of the Fleet, ORMA has played a leadership role in securing \$1-million in federal funding for dredging of hazardous portions of the Occoquan channel and in the Town of Occoquan's successful bid to obtain a \$100-thousand grant for construction of transient docking for recreational boating.

Membership News

Randy Snowman volunteers as Membership Chairman

Swell guy, Vice Commodore spouse and long-time member of Occoquan Yacht Club Randy Snowman has volunteered to serve as Membership Chairman, stepping in for Rick Michael, who leaves the post to attend to pressing new business interests. Commodore Candy Clevenger has extended the club's thanks to Rick for his service and to Randy for signing on.

Randy has hit the decks running, first stop, getting membership renewals from all those who have not yet made their manners with the treasurer. In fact, Randy sweetly says:

“If there's an asterisk (★) on your mailing label, your OYC days are numbered—unless...”

This is the last call, bubba. And the May Daymarker is your last issue. If you have not renewed your membership (you can tell, if there's an asterisk on your mailing label), please renew now. Hey, there's a great season of fun ahead, and you won't want to miss a thing. Treasurer Nabil will gladly accept your check—\$60 for Family membership, \$40 for Individual, \$30 for Associate (no boat). Send check payable to OYC to OYC, P.O. Box 469, Occoquan, VA 22125

Inside...

**Ah, it's April 1st, when even dredging
can be a religious experience,**

**Coming soon: canal and locks to the
Occoquan Reservoir, high speed
commuter service on the Potomac,**

Two old boaters get two new boats,

**If there's an asterisk on your mailing
label, you must renew now or we'll
re-format your hard drive.**

**April 1
April Fool's Day
Party at Tim's,
ask Gary Linck,
Fool Coordinator,
494-7028**

**April 14
Tax Day Party?
Share your 1040**

**April 28-29
Early Bird Cruise
Laslo Bozoky
590-8440**

**May 5
Flag Raising at OHM
Be there at Noon**

**May 6
Third Annual
Blessing of the
Fleet**



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

Change Service Requested