



The Daymarker

OCCOQUAN YACHT CLUB

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Commodore's Comments

Candy Clevenger

What a month July 2001 has been. Allen and I spent the first two weeks of July on the Chesapeake Bay with a group of OYC sojourners. Have you ever noticed that when you are getting ready to go away for an extended boating trip there seems to be an added tension in the air between Captain and First Mate? Things like, "Do both of these laundry baskets stay on the boat?" "No, the

square basket stays on the boat the other basket can go to the car." "What did you do with the laundry basket?" "I put both baskets in the car just as you asked." "Are you ready to leave now, do you have everything?" "Yes." Fifteen minutes later. "Could you please stop the boat so I can go down into the cabin, I forgot the chart book, the hand held radio, my cell phone, and my suntan lotion."



Sailboats in the Gutter—Although that may not have been the term used for this PRYCA test of skills, i.e., blowing through soda straws to propel toy sailboats. OYC's Eugene Brown puffs his craft along the left course. PRYCA Float In story on Page 9

Oh, well, we finally got underway and had a great two weeks. Thanks to Nicky Linck for all of her assistance in coordinating this cruise. We had almost perfect weather and the water on the Bay just doesn't get any better. We visited some new marinas this trip and of course went to a few OYC favorites. The company was great so we really enjoyed our fun in the sun. But it eventually had to come to an end. I must say it was great to get back home and open up those gas bills and toss that mound of trash mail. Sleeping in a bed that doesn't rock also has its benefits.

Once home we spent the next week demolishing our master bathroom. We discovered a leak and decided it was time to remodel. Based on the progress we've made thus far this project could take until Thanksgiving. When the weather is this great it's just a little hard to focus on hearth and home.

After much ado OYC finally obtained slips for around 10 boats at the PRYCA Float In. Thanks to Susan Brown and Tom Shank for all of their efforts in coordinating our club's participation in this event. Thanks also to both of them for coming up with creative new ideas to recognize our club members who attended the Float In and for generally insuring that all of our members had a great time. If you attended this event, you already know that Susan gave out OYC "Smiley Kits" for our family. These bags included such items as Snickers bars with a note that said "For when you need a laugh," a bag of peanuts labeled "To get a little nutty," a bag of marbles labeled "To replace those U lose this weekend." While OYC did not bring home the cup this year, it sounded like everyone had a great time and after all that's why we go, to have fun.

The hot muggy days of August are upon us but their are still a number of great OYC events coming up. The second 2001 OYC cruise on the Chesapeake Bay will occur this month. This cruise is coordinated as two one-week cruises so that members can go for just one week or for both weeks. Also, Walt Cheatman is our coordinator for the PRYCA Dog Days of Summer, held in Colonial Beach. And at the end of the month we have our very own Club Holiday coordinated by Gary Linck at Tim's Rivershore.

September, which is normally a great month to be on the water, offers our Labor Day Cruise to Port Kinsale, contact Becky Heinze immediately if you are interested in doing this weekend cruise, the Lobster/Shrimp Feast at the Dunes and another OHM Happy Hour. Last but not least we will close out the month of September with the PRYCA End-of-Summer Party, contact Tom Shank immediately if you are interested in this event.

Are we having fun yet? You bet! As we enjoy our fun in the sun its time to start planning for next year. That's right,

the OYC Nominating Committee is looking for you. The committee has been assembled and will be chaired by IPC Peggy Ball. I highly recommend getting involved in OYC activities and seeing how you can be a part of all of the fun. Being a member of the Board is the best way to get to know people and to get the most from your membership.

We are a volunteer organization and therefore only as good as those who serve. As always, nominations are in order for all offices. At the minimum we will need a new Treasurer, Secretary, Rear Commodore and Vice Commodore. Ever wonder why something was or wasn't done the way you think it should be? Here's your opportunity to make a difference! Don't have time to be on the Board? Well don't be shy, there are lots of other ways to be involved and we will be sure to let you know about them. So increase your level of participation and satisfaction. Come play with us and have some fun.

Welcome New Members

by Randy Snowman

OYC Membership Chairman

Gene and Annette Diotalevi of Alexandria. They keep their 25' Maxum, *Luna Sea*, at the Pilot House. (email - ourfamilyafloat@nd.com)

Jim Hawley and Meimei Tiorow of Bethesda. They keep their 40' Carver, *Lori Ann* at OHM (e-mail - Jim@waltonthomas.com)

Michael and Diane Bailey Alexandria. They keep their 33' Chris Craft, *Forever Eileen*, at Hoffmasters (e-mail - Bailey@his.com)

Jon Irwin and Debbie Lord of Woodbridge. They keep their 19' Bayliner, *Come About*, at OHM (email - jonirwin@home.net)

James P. and Clare Tierney of Fairfax. They keep their 26' Chris Craft, *C Amore*, at Hoffmaster's Marina (e-mail - Tierney@erols.com)

Happy Boating!

The Datemarkers

Birthdays

Charles Barrow, 8/1	Wendy Holland, 8/1
Rosie Betts, 8/2	Rick Zimmerman, 8/3
Sue Sholar, 8/3	Andrew Kalweit, 8/7
Richard Michael, 8/11	Sharon Striker, 8/12
Gary Linck, 8/14	Debby Zimmerman, 8/14
Robert W. Carmody, Jr., 8/15	Elizabeth Kalweit, 8/16
Kevin Kelm, 8/17	Debbie Lord, 8/19
Lisa Bell, 8/19	Gene Diotalevi, 8/23
Janine Fordham, 8/25	Mike Hollingsworth, 8/26
Monica Lovell, 8/26	Eugene Brown, 8/29
Ann Shipley, 8/30	Derrick Stanley, 8/31

Anniversaries

Hal & Heidi Shapiro, 8/3	Rich & Becky Wellhouse, 8/6
Michael & Diane Bailey, 8/7	Mel & Karen Ray, 8/7
Chris & Mary Jo Webster, 8/8	John & Elaine Robey, 8/13
David & Brenda Chladek, 8/19	Tom & Barb Egmore, 8/20
Steve & Lisa Bell, 8/28	Charles & Vonda Barrow, 8/30
Walter & Susan Cheatham, 8/30	

The Daymarker

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Vice Commodore

Mary Lynn Snowman

Going to the Mattawoman Dunes is something you have to do once in your life. I'll never forget my first trip to the dunes. It's kind of like driving to Tim's in your car. A winding pathway that you're just never sure you're going to get to where it is you want to go. And all of sudden you're there.

It's not a place I recommend taking a large boat but I do recommend the trip. I'm too chicken to go in my 40-footer but there are those who have told me that it's not a problem. If you have a large boat, I suggest you take your dinghy first and make your own decision.

The dunes are located in the Mattawoman Creek—way back up that creek. Beyond where you will see many boats rafted together you can find the dunes. And the water in front of the dunes is deep. Don't step off your swim platform and think you can walk to shore. You'll soon find yourself swimming in water above your head.

The path to the dunes is a waterway that winds itself around a lot of marshlands. There are fallen down bridges or docks (it's been a long time since I've been there) and other various things to look at on the trip. Wildlife is abundant! The channel is deep and sometimes narrow but it is definitely worth the time to go.

Don't want to try this adventure alone? Then join OYC at the Shrimp and Lobster Feast in September. Be sure to read Ann and Scott Shipley's article in this Daymarker for more details on the Shrimp and Lobster Feast.



Treasurer's Comments

Nabil Dubraque

Summer Reading

Sweet summer breezes gently rock your vessel as you settle in for a good read. Two books, adventure novels I've recently read, fit the bill for mindless but entertaining summer fare. The first, *Wake of the Perdido Star*, is a first collaboration by Gene Hackman of *French Connection* fame and a marine archeologist by the name of Daniel Lenihan, a swashbuckling picaresque yarn in the tradition of Wilbur Smith's *Typhoon*. Set in 1805, it carries well the flavor of the period and the feel of salt air and wet decks. Some parts seem formula, there is the required typhoon, and the baddies are from Central Casting, but the overall work is a fun summer read.

The other is *China Sea*. This latest of David Poyer's novels of the modern Navy required a little initial willing suspension of disbelief (the Navy is fighting pirates supported by factions in the Chinese government), but delivers a taut, well-crafted adventure. Curiously, after reading the novel I discovered that my leap of acceptance need not have been difficult: according to the July 9, 2001 *Lloyd's List*, U.S. Coast Guard personnel are training southeast Asian navies in anti-piracy techniques to combat a growing problem. Piracy has risen to 469 incidents in 2000, up 56% from 1999, and four times the 1991 level, with the highest concentration in the heavily-traveled Malacca straits. Yo ho ho and a bottle of rum.

Happy reading.



It was a dark and stormy marina—Bay cruiser Gordon Cawelti captured this storm assembling over OYC boats tied up in Herrington Harbor North on the second night of the two week voyage.



.Rear Commodore

Andrew Kalweit

The air is warm. The water is warm.

The sun is definitely warm. It must be summer on the Potomac. And I've made some particularly interesting observations as we have gone into the height of the boating season this year. Along with the increased volume of boat traffic on the river, I've also noticed that attention to boating safety goes down in direct proportion to the rise in the temperature as we reach mid-summer.

This was really brought home to Liz and me the weekend of Cobb Island Days. As we relaxed aboard *Lizzie Bitz II* late Saturday afternoon after a day of exploring Cobb Island I happened to switch on the VHF to listen to the latest weather forecast from "Mr. Accent," the voice of the National Weather Service. Before I could switch over to the weather channel, I heard urgent radio exchanges between USCG Activities Baltimore and another vessel regarding a boat on the rocks and taking on water in the vicinity of Nanjemoy Creek on the Potomac. I listened more intently after seeing the DNR Police boat and the Cobb Island VFD Rescue boat both heading up Neale Sound at full speed, followed in short order by the TowBoat/US Cobb Island, also in a big hurry.

The vessel the Coast Guard was talking with was acting as a relay station for the grounded boat, as they reported the occupants of the boat in distress did not know how to call a Mayday.

I didn't hear too much more radio traffic about this incident after the DNR and rescue boats arrived on the scene. So Liz and I had a leisurely dinner and thought nothing more of the incident that night.

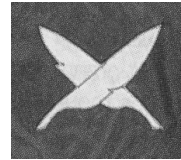
We had an uneventful return to Neabsco Creek on Sunday (along the way I pointed out to Liz the channel marker where the boat had gone aground the previous day, Marker 8 at the mouth of Nanjemoy Creek)—uneventful, that is, until we pulled into Hampton's Landing to face a group of gawking marina regulars.

When we asked what was up with the funny looks, we were told by several people, Terry Hill included, that they thought we had run aground in *Lizzie Bitz II*. It seems that the people who had purchased *Lizzie Bitz I*, which was still carrying her original name on the transom, were the ones who had run aground, and all anyone at the marina knew was that the name *Lizzie Bitz* was on the boat. Talk about creepy feelings.

Lizzie Bitz I's owners, who thankfully were uninjured, had said they knew quite a lot about boating, having had a boat at Smith Mountain Lake for several years and, as a result, approached boating on the river with a carefree attitude. In the end, they offered a graphic example of what can happen when simple navigational rules are ignored. At this writing, the word is that they are now the owners of a *totaled* boat after owning her for just *four weeks*.

I am just amazed at times that you can't drive a \$300 car without a license, but you can legally hop aboard a \$400,000 boat and blast your way down river without so much as an inkling of what you are doing. Boating safety is much more than just remembering to run the blower before starting or

knowing what a no-wake zone is. It is a huge responsibility that involves all boaters. Learning the rules of the road, operational etiquette, basic navigation skills, and taking an approved safety course are essential things that any boater should do before turning the key and casting off. These things make the time on the water that we enjoy so much safer for everyone. And we are the ones who need to help make safe boating happen, whether it's through active participation in education efforts or simply by mentoring those who are new to boating.



Secretary's Comments

Liz Kalweit

When seen through the eyes of a child, boating is a wondrous thing.

Early this summer, Andrew and I participated in the Easter Seals Cruise for Kids, a cruise for families with mentally and/or physically challenged children. On a sunny Sunday morning, we queued up outside the Capital Yacht Club, and waved at our fellow cruisers setting forth with bright yellow Easter Seals burgees flying from their radio antennas. And we waved. And waved. All those little arms pumping so joyously! The enthusiasm was contagious.

Emergency personnel helped a family of four board *Lizzie Bitz II*—a single mom, with two young sons and a daughter. One son was wheelchair-bound with cerebral palsy. The kids were practically vibrating with excitement; their mom was looking forward to the rare chance to simply relax.

Leaving the channel, we passed the fireboat that was spraying fountains of water high into the air. The kids took turns tooting the horn in appreciation, and in return—at Captain Andrew's request—the fireboat turned itself into a jaw-dropping spectacle of flashing lights and wailing sirens.

We cruised down past Old Town, with the kids bouncing up and down, faces in the wind, roaring with laughter when we jumped wakes. Wakes can be fun; I'd forgotten. In the no wake zone, they busily explored the boat, starting with the head. "Wow! I gotta try that!"

Heading back up the river to the Key Bridge, we waved at one of the President's helicopters, and the pilot waved back at us. The President's pilot!

Andrew let the kids take turns steering. The little girl hung back, so her brother took the helm. "I can do this; I play video games," he informed us. He navigated competently and with intense concentration. His sister took a turn, responding to Andrew's suggestions by smiling brightly, nodding and saying confidently, "I know what I'm doing," over and over, as she zigzagged down the river. From his wheelchair, their brother watched and laughed and waved his arms, signaling his enjoyment.

We returned to the Capital Yacht Club for the Captain's Picnic, and a clown entertained the children with face painting, balloon animals, storytelling and songs.

The Easter Seals Cruise gave us a wonderful opportunity to share our love of boating with others. And by experiencing it through a child's eyes, we rediscovered what drew us to boating in the first place—the wonder.

Gassing Up—Safely, or Expeditiously?

by Jim Ball

On our recent cruise around the Bay and its tributaries we visited some eight marinas. One quiet Tuesday morning around 9 o'clock, I radioed ahead to a marina that I was coming in for fuel. They replied that they would have someone at the gas dock when I arrived. Well, not quite. I tied up myself and was later greeted by the attendant who was carrying a black metal box with the words "TIPS" on it in 3-inch white vinyl letters. He told me that I needed to move the boat up so that we could fuel both tanks at the same time so he could "get me out of there" faster. (There were no other boats around then, or the whole time I was there). Since I knew the amount I wanted in each tank, and he was there to monitor one pump while I did the other, I thought things would be fine. We moved the boat up, and he handed me a nozzle from a pump with two hoses and said something like "this is the master hose." I wasn't sure what he meant, but I set the nozzle to medium fill rate on the starboard side and kept an eye on it while I went back to check the pump. To my surprise, there was only one gauge on the pump that was busily filling both my tanks.

I asked, "there's only one guage on that pump"? To which he replied "yes." I followed with, "How do I know how much fuel is going into each tank?" He said, "You just take the total and divide by two." (DUH!) Yeah, as I notice he is filling at maximum fill rate on his side and I am at medium setting on the other. I said, "That won't work, I need to know how much is going in each tank so I don't overfill and spill. Don't you have a lot of spills with this setup?" He replied "no, we don't." Then he thoughtfully said "some people turn on their generators so they can watch the gauges." I said, with a touch of understatement, "not a good idea to put power on the boat while refueling." He replied that "most people don't care."

Okay, so I was nervously forced to turn on my ignitions to monitor my gages as the tanks filled; of course, I was no where near the starboard fill nozzle while I was on the bridge. It was filling slower, so I was watching the attendants filling of the port tank. The gauge never made it all the way full before, guess what, he spilled. I asked him to cut off the pump, leaving me with one overfilled tank of nice cold gasoline, and another not as full as I wanted it. I told him that now I had to go burn off gas in the port tank, or else if I took it to the slip that the heat would almost surely cause expansion and another spill in the marina.

I finally asked him if he owned a boat. He said, "Yes, a sailboat." I went below and switched my fuel feed to the port tank, paid him, said thanks and left to idle around the area for a while to burn off fuel. The TIPS box got ignored.

Let's review fueling safety. Before you shut down, you should estimate from your gauges, if they are at all accurate, how much fuel you need to almost fill the tank. Then back off a few gallons. Shut down all electrical systems, including the blower(s) and close all hatches and doors. Get any passengers off the boat. Before you open the fuel fill, touch the fuel nozzle to the metal portion of the ring or cap to be sure you discharge any static electricity to the boat's grounding system. Then open and begin fueling. Maryland marinas are not permitted to have set levers on the pump handles, so depending on your boat, you are usually forced to pose in an awkward position to fuel, or, as most people do, jam the pump handle with something to keep it on (Thereby defeating the purpose of the Maryland law which would have better left alone the automatic cutoff feature on the pump). This is not a good practice, but when fueling can take 10-15 minutes with some of the slower pumps, it is sometimes physically challenging to hold the nozzle that long in an awkward position.

You need to have a fuel gauge for each tank you are filling. If you do, then about 10 gallons before it gets to your conservative estimate of "almost full" then get down and take charge of the nozzle and listen to the filling to be sure it doesn't overfill. Have someone else watch the pump so you can cut off when you get to your estimated goal. I have followed this practice for years, and with this boat have never spilled before.

When you are done, make sure the O-ring seals on your fuel cap receptacles are good to keep water out. You might want to replace them if you haven't done so in a few years. Turn on the blower and let it run for 3-4 minutes before starting up. Don't be pressured to leave the dock.

Well that's it. Except one final reminder. When you are listening to make sure you do not overfill your tank, try not to breathe too many fumes or you may wind up owning a sailboat and being a fuel dock attendant.



"Radar Man"—In this accidental alignment of man and machinery, Randy Snowman strides the decks of his boat while waiting and waiting and waiting for repairs to his transmission.

Call for Candidates

by IPC Peggy Ball, Nominating Committee Chair

Need more friends? Need more life to your life? Want to improve your mental health? Well, have I got a deal for you. Join the OYC Board and enhance your boating experience beyond belief. Well, I can't really promise to solve all your problems, but I can testify that this is the one true way to get the most fun from your boating. Contact Peggy Ball, jball@erols.com, or Dave Moore, evermoorex@aol.com, for details. Remember, ask not what your club can do for you, but what you can do for your club!

OYC 2001 July Cruise of the Chesapeake Bay

by Nicky Linck, cruise co-coordinator



July Bay Cruise Week 1—A few of the gang partying at Chesapeake Harbor near Annapolis.

What a fabulous two week cruise! We could not have asked for better weather, seas or company. These were the cruisers: *Lovin' Life!*, Gary, Nicky, Danielle and Buoy Linck; *Day Dreamer*, Sue and Bob Thompson; *Great Escape*, Becky and John Heinz; *Abominable Snowman*, Randy, Mary Lynn, (little) Randy, Amy, Megan, and Skipper Snowman with friend Steve; *Oasis*, Candy and Al Clevenger; *Class Act*, Gordon and Dodie Cawelti; *Cheers*, Peggy and Jim Ball; *Sea Duck Too*, Rick, Teresa and Corky Sorrenti; *Shalimar*, Tom and Mary Ann Coldwell; *Touch of Fate*, Duane, Jane and Kelsy Jeirles; *Oracle*, Mitch, Jane, Sarah Mutnick with friend Erin; *Sanctuary*, Bob, Jan and Ralph Wilcox.

Our cruise began on Saturday, June 30. Eleven of the twelve boats headed down the Potomac River to Pt. Lookout Marina; the twelfth, *Sanctuary*, joined us later in Annapolis. The river was smooth, just the way I like it. Everyone arrived safe and sound. We enjoyed a dip in the green pool and a tasty cookout overlooking the river and talked about what lay ahead, a wonderful two weeks on the Chesapeake Bay.

Early Sunday morning we headed to Herrington Harbour North. The wind was picking up so we wanted to get around Pt. Lookout as soon as we could. The seas smoothed out as we went passed the Patuxent River—at least that's what we told ourselves! Again, all made it safe and sound. Herrington Harbour North is a large marina, very much like Herrington Harbour South. They were very nice and very

accommodating. Once in the slip, *Lovin' Life!* noticed that the aft bilge was running about every 20 minutes. Upon further investigation, we discovered a leak. After a brief discussion, we decided to head to Kent Island the next day to have the boat and leak checked. We would catch up with everyone in Annapolis.

Monday, July 2nd found *Lovin' Life!* headed to Kent Island and Warehouse Creek Yacht Sales, while the rest of the group headed to Chesapeake Harbour Marina in Annapolis. The seas were "athletic"—our new successor phrase to "sporty." I think it describes the Bay on a windy day just perfectly.

I stayed in touch with Commodore Candy throughout the day, finally letting her know we were in search of a hotel that would take dogs. The boat would not be ready until Tuesday. Sadder news came from Candy when she told me that *Snowman* had lost a transmission. NOT good news. Randy and Mary Lynn can probably write a book about the Annapolis area and Chesapeake Harbour Marina. They spent the rest of the two week cruise there waiting to have the transmission fixed. We missed them on the remainder of the trip, but at least we got our blender back before we left them stranded in the most expensive marina on our trip.

Chesapeake Harbour Marina is a beautiful facility surrounded by condos; you've seen the place advertised in boating magazines and cruising guides. One of two pools is on the beach with a spectacular view of the Chesapeake Bay

and the Chesapeake Bay Bridge. John Glen keeps his motor yacht there, *Seniram* (Marines spelled backwards). It is a quick taxi ride, either by land or water, to the town of Annapolis. Unfortunately, July 4th it rained and rained and rained, so we saw no fireworks. We had a great time anyway.

On July 5th, the group split and the one-weekers headed for Solomons Island and the two weekers headed for Baltimore, a great city for shopping and eating. The trip was great, very smooth water. The highlight of the Baltimore trip was seeing the Orioles play at Camden Yards. Even though the Orioles lost, we saw them hit two home runs back to back. It was thrilling for me to see Cal Ripken, knowing that he will retire after this season.

Our next stop was north up the Bay to the Sassafras River and Skipjack Cove Marina. We all had a great trip up, but at one point there were so many boats it reminded us of I-95 South during rush hour. Once we made the turn into the Sassafras, it was beautiful. The marina is about 30 minutes up river. It was a relaxing stay. There is a small town, Galena, about 1 mile and a half from the marina where there is a small grocery store and several antique shops. Gary Linck and Al Clevenger fished off the dock and you should have seen the one that got away.

From the Sassafras we headed back down the Bay to St. Michaels, everyone's favorite port of call! There is lots of shopping and eating and ice cream and a store dedicated to Jimmy Buffet. What more could you want! Bob Wilcox took the entire group on an early evening cruise up the Miles River. (Actually, Candy and Al had to stay back; Al hit his head and sustained a very bad cut.) The homes are gorgeous! It was a beautiful cruise. Thanks Bob and Jan!

Our last stop was Spring Cove Marina in Solomons Island. Spring Cove is a fabulous marina with wonderful surroundings, great facilities, a fully stocked ship store and gift shop. Several of us took a trip up the Patuxent River to St. Leonard's Creek to take a peek at Vera's White Sands. It is something to see! Vera's home is a small castle and very impressive. The marina and restaurant could use a little work.

I can honestly say that this trip was one of the best. Great destinations, great weather, great water and great company. We had a BALL! Danielle had crab cakes and Shirley Temple's for every meal and every location. She says, without a doubt, that the best crab cakes were at Bo Brooks in Baltimore. Buoy swam everyday; he even had his first jellyfish sting at St. Michael's. Many, many thanks to all who were there. A special thanks to Candy Clevenger for her unsurpassed organizational skills and her friendship!

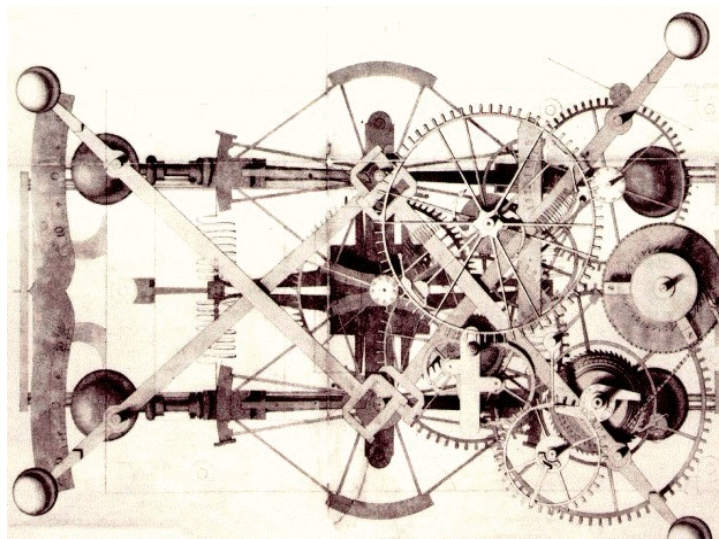


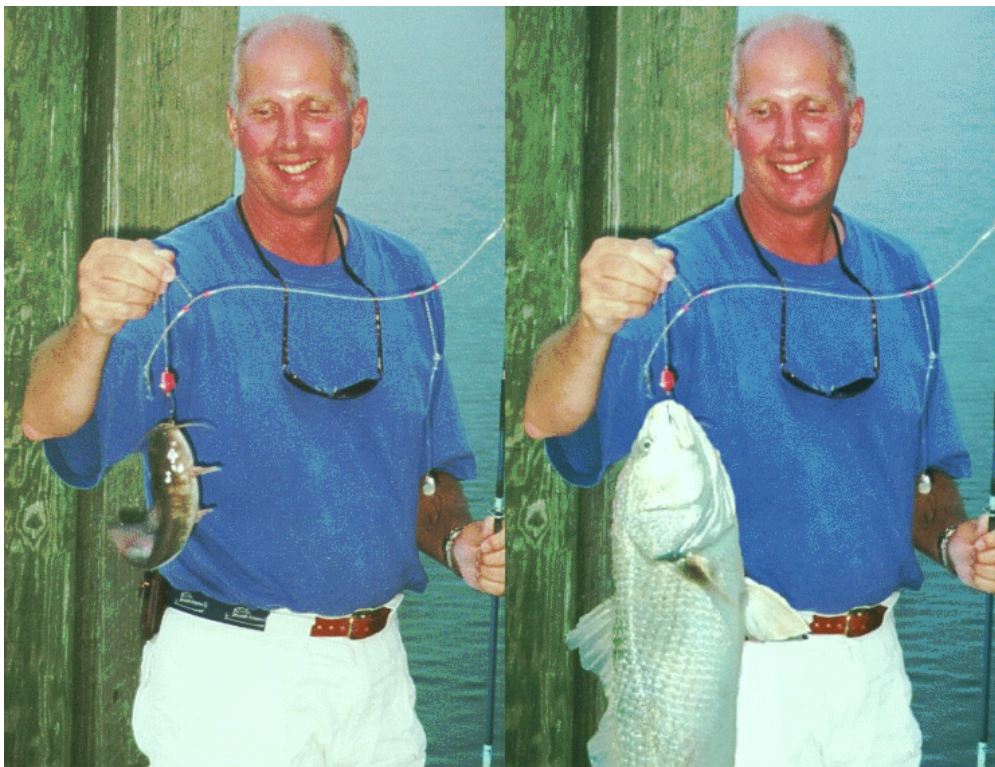
Picnic Time at Solomons Island—The gang gathered on the Spring Cove grounds for a cookout and plenary session planning the next day's activities, including a sunset cruise up Pax River.

July Bay Cruise Mystery Quiz

Multiple choice question: What is the object depicted below? Is it:

- Class Act's* VHF radio
- Oasis 2's* salon hatch safety lifter
- Great Escape's* steering mechanism
- Touch of Fate's* dog cage
- Lovin Life's* bilge pump
- Abominable Snowman's* transmission
- Sanctuary's* starter solenoid
- Oracle's* teenager curfew timer
- Cheers'* depth sounder
- Day Dreamer's* speedometer
- Sea Duck Too's* knots to miles per hour converter
- Shalimar's* shore power connection.
- All of the above.





Allen Clevenger's Excellent Adventure
—At Skipjack Cove Marina, Big Al hauled in this beauty but let it go under the fisherman's traditional "Catch, Snap and Retouch" program.

Dog Days at Colonial Beach

by Walt Cheatham, cruise coordinator

Six OYCers are confirmed for Dog Days of August weekend, August 24-25, at Colonial Beach, and there is still a good chance you can get in on the action if you move fast. Join the Cheathams, Dubraques, Meginleys, Sorrentis, Thompsons, and Websters for the wine tasting at Ingleside followed by the big pig roast at Colonial Yacht Club and dancing to a live band on the beach at the former home of clandestine gambling by Virginians who walked out on piers over Maryland waters and legally pulled one armed bandits till the cows came home. Next month, I'll diagram that sentence.

Seriously, when I was growing up in rural Virginia in the 50's, I remember the Richmond Times Dispatch railing against such legal decadence going on all up and down the Potomac—even at piers on Freestone Point, Neabsco Creek, owned by the family now running the Pilot House Restaurant, Hampton's Landing, and Potomac Marine/Towing/Canvas. You can still see the pilings off Freestone, and the Pilot House Restaurant foundation is allegedly the bottom of one of the original floating "casinos." But the epicenter was Colonial Beach, and that is where we are going for Dog Days. Couple that with a trip to Steve Wexler's favorite wine tasting den, and how can you pass it up?

Give me a quick phone call (703-243-2430) or e-mail CheathamWalt@home.com, and I'll see if they can squeeze one more boat into the only reservation list I have ever heard of that supposedly closes out in mid June for a late August event.

PS: It's a PRYCA-sponsored event, which equates to an open bar for an hour Saturday night.

OYC website hosts discussion groups

Our esteemed Webmessenger Ned Rhodes has added an interesting new feature to the club's website, www.OccoquanYachtClub.org, a discussion forum, which right now carries five subject areas.

All OYC members are welcome and encouraged to post comments and check back to see what reactions come as a result. This could be an avenue for some interesting discussions. The discussions are just getting started; maybe you can help stir things up.

OYC Events and Cruises —Discuss OYC events and cruises (past and upcoming) (5 messages)

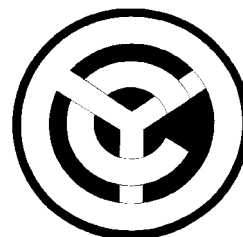
Favorite Boating Destinations —Where do you like to visit while boating (3 messages)

Maintenance —Discussion on how to maintain your boat (4 messages)

The Daymarker —Comments on the Daymarker newsletter (3 messages)

The Website —Comments on the Website (4 messages)

If you would like to add a new topic, please tell Ned, rhodesn@softsysgrp.com.



OYC enjoys another PRYCA Float-In

by Susan VonSchaack Brown, OYC co-coordinator

Only five days were left and just four of our boats had confirmed slips. On Monday afternoon, I received a call that our waiting list people had just lucked out. I was jumping for joy and couldn't wait to notify all those people who held out and were willing to raft out in Swan Creek if necessary. And believe it or not, our final boat was contacted at eleven o'clock later on in the week with a last opening. It had been a stressful couple of weeks but it appeared as though things were finally falling in to place.

The majority of boats, *Alexander's Dream*, *Nextasea*, *SeaWoof*, *Walt's on Water*, *Day Dreamer*, *Sea Duck Too*, *Miss Vivian*, *Plane To Sea*, *Lizzie Bitz II*, and *Erdruss*, arrived on Friday to enjoy a night of grilling and prepping for the events the following day. Jim and Carol Henry from *Going Nowhere* joined us for a visit. After dinner, the only group left under the big tent was yours truly, OYC.

On Saturday, Susan and Walt Cheatham, Eugene Brown and Scott Shipley headed up the registration tables at 0800. A special thank you to these early risers for pitching in to represent OYC. They helped sign in crews from *Impulse*, *Empty Pockets*, *Hot Schatz*, and *Seadated II*. Our Commodore Candy arrived to help prepare the place settings for our OYC family. In addition, the crew on *Miss Vivian*, Dominick and Christy Mirando, participated in the "arts and crafts" project of the day.



Dinghy race goes dingy—OYC's team, Eugene Brown and Ann Shipley successfully transited the race course but ended at the wrong stop.

I did not have the opportunity to attend any of the seminars but, heard some great reports. Our group joined together to do a terrific job on the scavenger hunt. The most impressive was the original idea of a "copy of Salty Dog." Ask those who attended. The navigation and safety test was bottled by Teresa Sorrenti, Scott Shipley, Ned Rhodes and Andrew Kalweit. These four gave it their best but National Potomac YC really kicked butt. I think we need to add a copy of the book used for the questions to our ship's store—the perfect Christmas gift. Mike Czop and I tried our hand at the bo'sn skills. We were quite pleased with our results. Eugene Brown and Anne Shipley volunteered their efforts at the dinghy race. Needless to say, OYC did not walk away with the cup this year. We danced the night away after dining and awarding of prizes.

Sunday morning greeted us to a breakfast buffet and many sore individuals. The fun didn't end after we finished. Many of the boats headed to Mattawoman for a couple of hours of swimming and continued partying. We were joined by *Evermoore* and *Kitt 2*. The day turned out to be spectacular, and as the sun set down for the night, the remaining four boats headed for home. All in all, it was another terrific OYC event.

Up next the PRYCA End of Summer Party, September 22-23. Watch your e-mail for more information.



Scavenger hunters check in their treasures.

OYC's 4th Annual Official Holiday Wednesday, August 29

by Gary Linck, *Lovin' Life!*

It's that time, again! Mark your calendars and be sure to attend the 4th Annual Official OYC Holiday, high noon until midnight, Wednesday, August 29 at Tim's Rivershore Restaurant. You must call in sick in order to attend or be retired and skip your afternoon nap, Jack Ryan.

This year we have some extra special things planned. Scott Shipley has agreed to buy the first round of drinks and the first three bushels of crabs. Laslo Bozoky will be giving rides on his jet ski while wearing a neon green thong! Eugene Brown will be handing out information on the new gas-extending formula provided by Dave Moore. And speaking of Dave, everyone is invited back to his house for a midnight skinny dip in the hot tub.

If you miss this event you will miss a wonderful, fun time. RSVP to Gary Linck at 703-494-7028. If you miss this event you will have just spent another boring day at work.

Details on the new OYC clubhouse coming soon; e-mail Jim Ball or Rick Sorrenti.



Occoquan Yacht Club's 2001 Schedule of Events

Including names and telephone numbers of volunteer coordinators.

Events subject to change; watch for updates via e-mail or in The Daymarker.

August 4-19	2 nd OYC Two Week Cruise on the Chesapeake Bay	Tony Mirando, 202 625-4488
August 25-26	PRYCA Dog Days of Summer—Colonial Beach	Walt Cheatham, 243-2430
August 29	OYC Official Holiday—Tim's River Shore	Gary Linck, 494-7028
September 2-3	Labor Day Cruise—Port Kinsale on the Yeocomico	Beckie Heinz, 924-9365, & Peggy Ball, 757 253-9897
September 8-9	Lobster/Shrimp Feast—Mattawoman Dunes	Scott & Ann Shipley, 425-6053
September 15	Happy Hour at OHM	Rick Sorrenti, 590-6724
September 22-23	PRYCA End-of-Summer Party	Susan Brown, 815-5891, & Tom Shank, 202 625-4488
October 6-8	Columbus Day Cruise—Gangplank & Taste of DC	John & Kathy Corley, 532-5429
October 11-14	Annapolis Power Boat Show	Donald Trump & Bill Gates, 1-800-BIG-BUCKS
October 27	Halloween Party/Membership Meeting (evening)—Kingstown Community Center	
November 9-12	Hardy Souls Cruise to Alexandria	Ned Rhodes, 741-0861
November 24	Santa Cruise to Occoquan	Walt Cheatham, 243-2430
December 1	Holiday Party & Change of Watch—Fort Belvoir	
January 19, 2002	2002 Planfest	
February 3, 2002	OYC Brunch—Fort Belvoir Officers Club	

Questions about an event? Call the listed coordinator.

Temptation Dunes (Shrimp & Lobster Feast!), September 8-9

by Annie and Scotty, Event Coordinators

In keeping with our unslakable thirst for reality-based programming, OYC is pleased to offer "Temptation Dunes," *a.k.a.* the Shrimp and Lobster Feast. Coming to a secluded river near you, coordinators Ann and Scott Shipley DARE you to brave the Upper Mattawoman for this annual OYC pre-equinox ritual.

You must cross the Jorsey-Memorial footbridge (stay to the left, ... no, your other left). Better yet, hug the wall when you cross over the footbridge. High tide is expected at about 11:00 a.m. on Saturday the 8th and noon on Sunday the 9th. *Nextasea* will be there about noon on Saturday, and we'll start boiling corn about 5:00 p.m.

Plan ahead. This is really an outback primitive camping trip—no docks, no hookups, no marina facilities, just a major raft up overnight on a sandy beach in the middle of a swamp (no roads, no newspapers or doughnuts at the marina store). Shrimp & Lobster Feast veterans know how to survive in this wilderness (BYO indoor plumbing, coffee service, we've seen some amazing stuff).

Nextasea makes it with a 3-foot draft (at high tide), so why not you? This year's excitement is heightened by last year's great lobster escape (read about Max in the Daymarker, Oct 2000). We've heard stories of creatures in the Dunes Lagoon (what kind of creatures, you ask?). Bring your stories and marshmallows and as much wood as you can carry for the campfire. Don't forget you might wanna sit down on

something. And if you don't wanna get wet, the most important appliance will be a reliable means to reach shore.

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

Ann Shipley, 5100 Concordia St, Fairfax, VA 22032

Your order needs to be received by Tuesday, September 4th. Remember to mail early because Monday is Labor Day. We will negotiate the best price. If the cost is less you will receive a refund. If the cost is more then you will need to pay the difference on the 9th. Call Ann (afship7@netscape.net) or Scott (sshipey@gmu.edu) at (703) 425 6053 for more information. In case of severe weather, we'll distribute (and probably consume) the shrimps and lobsters at FYC.

clip or copy and mail (with check)

Yes, I am Tempted! I will be very hungry and so I will want:

___ pounds of shrimp @ \$8.00 per lb \$_____

___ lobsters (1.6 lb approx.) @ \$13. ea \$_____

Total enclosed \$_____

Name: _____

Boat: _____

Phone: _____

Columbus Day Weekend Cruise to Gangplank Marina, October 6-8

by John Corley, cruise coordinator
and Captain, *The Golden Years*

Don't miss this BIG event; sign up today and plan to PARTY! Here's the schedule:

Saturday, October 6:

Happy Hour at Capitol Yacht Club	5:30 PM
"The Capitol Steps," Ronald Reagan Building	7:30 PM
Dinner, Occidental Grill or Red Sage	10:00 PM

Sunday, October 7:

Complimentary Breakfast, <i>The Golden Years</i>	9:00 AM
Lunch, The Taste of Washington	Noon 'Til?
Happy Hour Afloat @ the Wall, Georgetown	5:30 PM
Dinner, Mezzanine Level, Sequoia Restaurant	8:00 PM
Moonlight Cruise, Georgetown to Gangplank	11:00 PM

Monday, October 8:

Continental Breakfast, <i>The Golden Years</i>	10:00 AM
Depart for Home Port	Afternoon

Shore power: only 50-amp service available.

Bring a splitter for 30-amp service.

Dock Charge: \$1.00 per foot + \$5.00 each electric connection per night.

Complete coupon below and mail with payment for theater tickets (payable to John Corley, Jr.) by September 10 to: John J. Corley, Jr., 4700 Little Falls Road, Arlington, Virginia 22207.

I'm ready to PARTY; please make reservations for me and my guests for the BIG Columbus Day/Fall Cruise as follows:

Captain & First Mate: _____

Guests: _____

Vessel Name: _____ Length: _____ Beam: _____

Number of theater tickets: _____ @ \$31.50 each
Total enclosed for theater tickets: \$_____

Number of Dinner Reservations:
Saturday _____ Sunday _____

Inside...

**True or almost true accounts of the July
cruise to the Bay,**

**One last chance for maybe one last boat to
celebrate Dog Days at Colonial Beach,**

PRYCA Float In a success, i.e., we got in,

Safe fueling when gas attendants are fools,

**Sign-ups for the Shrimp & Lobster Feast
and Columbus Day Weekend in D.C.**

**August 4
Second cruise
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**September 2-3
Labor Weekend at
Port Kinsale
Beckie Heinz
924-9365**



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

Change Service Requested