



The Daymarker

OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

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Commodore's Comments

Candy Clevenger

We're boating again. The flag raising has been held and the OYC boating season has now officially begun. Most of our boats are back in the water and ready for cruising. Wow, we are now looking like a yacht club.

The weather couldn't have been better for the OYC 18th Annual Flag Raising, celebrating the 2001 boating season. What a glorious start. The flags were raised, the cannon shot was heard, maybe not around the world but certainly along the Occoquan, and OYCers once again proved that they know how to chow down.

What a weekend we had with the Blessing of the Fleet held the following day. Unfortunately the weather wasn't as cooperative. The wind took the water out of the already shallow channel. As a result several boats ran aground requiring assistance from TowBoat/US. I am told by those who were able to participate that once out in the bay everything went like clockwork.

Promise an OYC crowd for Happy Hour and the sun will come out. That's just what happened Saturday, May 19th when Jim Henry of *Going*



Flag haulers—(l. To r.) Al Clevenger, PCs Steve Wexler and Ned Rhodes, Treasurer Nabil Dubraque, PC Teresa Sorrenti. See Liz Kalweit's story on Page 4

Nowhere once again coordinated a get-together at OHM. The rain stopped, the sun came out and so did our members. Even though I had a visit from the flu bug that weekend, Allen and I made it for a short visit. By all appearances everyone was having a good time and once again our members provided plenty of food.



Blessing of the Fleet—The procession begins as the first of 85 boats lines up for the ORMA-sponsored ritual.

The season is now in full swing so it is more important than ever for OYC to set a good example on the river. Fly our burgee proudly while displaying good seamanship and common sense. Your contribution is appreciated.

Welcome to our new members; may this be the first of many enjoyable Daymarkers you receive. Please review the schedule of events found on our website and feel free to contact one of the 2001 Board members if you have any questions. We encourage everyone to participate in as many events as possible, for that is what OYC is all about, enjoying each other's company.

As I write this article my Captain is busy getting *Oasis 2* ready for our cruise down the Potomac Memorial Day weekend to Olverson's on the Yeocomico River.

Unfortunately, *Oasis 2* ran aground and was unable to participate in the Blessing of the Fleet on May 6th. Guess we will have to keep our fingers crossed all summer that no major catastrophes occur. Allen assures me that *Oasis 2* will be ready for a Vessel Safety Check before our Memorial Day Cruise. If you haven't gotten your boat inspected as yet, be sure to read Jim Ball's article on safety and steps to take to get your boat inspected. By all means, be sure to schedule an inspection before the July PRYCA Float-In. Remember, the club arriving with the most boats already displaying vessel inspection stickers will receive points towards the 2001 Float-In Cup.

June promises to be another boating filled month with the upcoming Happy Day at Dave Moore's this weekend, PRYCA Cobb Island Days, June 15-17, and the Easter Seals Cruise for Kids in Washington, June 24. Most events planned during the

summer months require a reservation or confirmation that you plan to attend. Read your Daymarker for announcements of upcoming events and respond quickly.

There's one event that requires no planning ahead and that's a spontaneous raft-up in Belmont Bay or at Mattawoman. Just look for an OYC burgee.

Welcome New Members

Idris and Sabine Grant, Leesburg, who keep their 30' Bayliner *Sure Thing* at Hampton's Landing.

Steven and Susan Thompson, Springfield, who keep their 28' Bayliner *Day Dreamer* at EZ Cruz Marina.

Hal and Heidi Shapiro, Alexandria, who keep their 32' Chris Craft *Sea Breeze* at Hoffmaster's Marina.

The Datemarkers

Birthdays

Betty Zaegel, 6/2	William French, 6/5
Randy Snowman, 6/5	David Rolston, 6/8
Steve Bell, 6/8	Myndi Harbin, 6/9
Derrick Stanley, 6/9	Kathy Steele, 6/14
Mary Jo Worcester, 6/15	Steven Thompson, 6/16
Kelley Berta, 6/17	Allen Clevenger, 6/19
Gail Livingston, 6/20	Michelle King, 6/27
Janet Jeirles, 6/29	

Anniversaries

Margaret Goldberger & Rob Grant, 6/4
Mike & Janine Fordham, 6/5
Paul & Maria Koenig, 6/6
Duane & Janet Jeirles, 6/15
Bob & Jan Wilcox, 6/15
Al & Michelle King, 6/17
Tom and Monica Crossan, 6/17
Allen & Candy Clevenger, 6/18
Richard & Patricia Garverick, 6/19
Nabil and Lucy Dubraque, 6/19
Steve & Mary Jo Worcester, 6/21
Bill & Marilynn Dalgetty, 6/22
Bill & Kathy Steele, 6/24

The Daymarker

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Tom Coldwell, PC, Editor; Mary Ann Coldwell, Editor's Editor
Randy Snowman, Circulation

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tcoldwell@cox.rr.com

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



Rear Commodore's Comments

Andrew Kalweit

I never realized before just how much stuff we take on board the boat with us. It seems like there is no end to all the little things that just sort of find their way into the cabinets and all the assorted little nooks and crannies scattered throughout the cabin. It's a truly amazing quantity of stuff. A sister ship of the new *Lizzie Bitz II* (for lack of a better word) stuff.



I found out where all of this stuff was hidden just recently. I had to find it all because it was moving day. Liz(zie) and I have just acquired *Lizzie Bitz II*, a brand new, out of the box Bayliner 2855 Ciera.

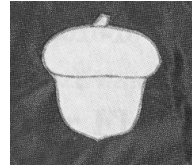
For those of you following along, we had been looking over the winter for a larger boat to replace the original *Lizzie Bitz*. We had been considering Cruisers, Maxum, and Searay products, as well as some of the bigger Bayliner boats. We ended up getting another Bayliner product for a number of reasons, not the least of which was the buying experience itself.

I had spoken with a Cruisers dealer several times over the winter. They make a pretty nice 28-footer with decent space and plenty of power. The salesperson I had worked with was friendly and helpful, but when it came time to talk numbers, my experience with the sales manager at this dealer was reminiscent of the old stories about used car salesmen. As it turned out, this particular chap used to be a used car salesman. That led to the first "I'll get back to you" on my part.

After that experience, I began discussions with another brand dealer. The salesperson I spoke with was very friendly and was genuinely interested in putting me in one of their products. We spoke several times throughout the boat show season and into the spring. He then informed me that he was going to be changing his schedule to part-time, but that he would arrange for one of his associates to work with me on getting the right boat for Liz and me. Wrong! I met with this associate a total of one time, during which he spread gloom and doom all over my hopes and dreams. He wouldn't even agree to take a demo ride until I filled in a credit application, his reasoning being "I don't want you to fall in love with the boat and then not be able to purchase it." Lost Sale Number 2.

All of this led to where I should have started in the first place, the Bayliner establishment where I purchased the original *Lizzie Bitz*. I had been talking about 30-footers with their lead salesman for what seemed to be forever, yet he never lost patience or gave up. He always returned calls promptly and treated me as though I were his best customer. When it turned out that a 30-footer was just a little more than

I felt comfortable with, he was perfectly happy to talk about the next step lower, the 2855. He demonstrated the boat to me on the water, explained all of the features to me, and even allowed as much time at the helm for me as I thought I needed to get a feel for the boat. This is the kind of customer service that was lacking at every other dealer I spoke with, which led up to the magic word: SOLD!



Treasurer's Comments

Nabil Dubraque

The Old Man and the Vessel Safety Check

The old man with the long white beard looked down at the Vessel Examiner, spiffy in a new pair of shorts in spite of the pouring rain now filling his deck shoes.

"Yo," he said, for though he was Jewish, he was also slightly dyslexic, and the commotion on deck was throwing him off his stride. "After all this you're still gonna flunk me?"

"Sorry, guy," Tim replied, torrents flowing off his Coast Guard Auxiliary cap and directly into his shoes. Noah shuffled wearily from one foot to the other.

"Marine Sanitation Devices? You know how much poop just one of these guys can produce? In an hour? In a day?"

As if to prove his point, a nearby hippo did one of those twirly, territory marking things with its tail that it had learned the other night watching a cable channel when nothing else was on, and most of the other animals applauded. The elephant and the zebra did not.

The elephant, just having joined the Screen Actors Guild, was in a huff at working for peanuts after having been conscripted as the vessel's "Sound Producing Device." Tim and Noah had taken turns pulling its tail, producing one second and four-to-six second blasts, stopping only when Dumbo threatened a flatulent blast of indeterminate length not specified in the NAVRULES.

The zebra, on the other hand, was giving the performance of its life, its method acting aided both by flashbacks of Animal Kingdom and by the lioness munching on its gut (its ok, kids, no animals were really hurt in the production of this article).

"And what about my Navigation Lights?" Noah asked.

"You gotta replace them."

"But you stepped on and squashed the ##\$@# things!" said Noah, pointing to the crushed firefly remains gracing Tim's size elevens.

"Sorry," said Tim, wiping the miniature glowing carcasses on something furry, while its duplicate hungrily eyed his leg. "Thought they were roaches."

"Yo," said Noah again, "What we do in the name of boating safety."

Remember, folks, the club at the Float-In with the most VSCs wins a zebra steak for forty six, so make arrangements to get your decal soon. And don't forget to check out Jim Ball's article on the subject elsewhere in this Daymarker.

And, yes, we are still solvent.



Secretary's Comments

Liz Kalweit

Summertime's here, and officially so later this month. New boaters and old salts are all buoyed up on the same energy—winter's a dim memory, it's time to get out and go boating! I'm with you. But this time of year always reminds me of two important lessons I learned the hard way about summertime heat exposure, and a sad memory about water safety. I'm using this space this month to share my experience; maybe there's something here you can learn from, too.

Heat Safety—Keep Your Cool

News You Can Use for the Cobb Island Days Cruise. Cobb Island is a delightful place to visit, but there is very little shade for pedestrians and boaters. Want to tour the island on foot? Go for it, but take along a cold bottle of water to drink, wear lightweight, light-colored clothes, sunglasses, a hat and plenty of sunscreen.

Important Lesson One: I learned about heat exhaustion during a Red Cross First Aid training class. I never expected to experience it firsthand, especially on a breezy, cool day in June, but I did. For information on coping with summertime heat safely, visit

<http://www.redcross.org/services/disaster/keepsafe/heat.html>

Heat Safety—Keep Your Canine Cool

Bringing Fido? Dogs can suffer from heat exhaustion, too. Invest in a portable nylon, drawstring water bowl for your dog, save the longer walks for the evening, and always watch your pet for signs of heat-related illness and/or injury.

Important Lesson Two: Hot pavement can burn the pads on a dog's feet; this is especially true for younger dogs. Some canine-prescription medications heighten sensitivity to sunlight, and can lead to an allergic reaction severe enough to require emergency medical treatment. For information on protecting your dog from the heat, visit

<http://www.eclipse.net/~bobaloo/htstroke.htm>

Water Safety--Think Smart, Play Smart

If you don't know how to swim, now is the time to learn. Contact your local Red Cross chapter or YMCA for lessons. If you expect to share your boat with non-swimmers (your landlocked cousins visiting for the Fourth of July, say), insist that they wear lifejackets. Know what to do if they fall overboard. If you're sharing your jet ski, kayak, canoe, dinghy, or small boat with someone who's inexperienced on the water, brief them on what to do if you should capsize. Always let someone know where you're going, and when he or she should expect you to return.

Sad Memory: Don't think anything will ever happen to you? My Dad used to say the same thing. An accomplished waterman, he drowned in a canoeing accident 33 years ago today. For information on water safety, visit

<http://www.redcross.org/atlanta/press/watersafety.htm>
Enjoy the Chesapeake and the summer—safely—for everyone's sake.



18th Annual Flag Raising

by Liz Kalweit

OYCers turned out in full force at the Occoquan Harbour Marina on Saturday, May 5, to celebrate the beginning of the 2001 boating season at our 18th Annual Flag Raising. As the Star Spangled Banner played, past commodores Steve Wexler, Ned Rhodes, and Teresa Sorrenti raised the American flag, the Virginia Commonwealth flag, and the OYC flag.

As the final notes of the National Anthem faded, the resounding BOOM of the cannon—thanks, Rick Sorrenti!—echoed across the marina, startling everyone and everything. The ceremony was followed with a cookout by the water.

Commodore Candy Clevenger thanked Congressman Tom Davis, State Delegate Michele McQuigg and Occoquan Mayor Pat Conway for joining us. As Jim Ball said, we are gratified by their heightened attention to local boating and maritime interests.

A special thanks goes to Dick Lynn for offering OHM grounds for the club's use. And thanks to Andrew Kalweit, Dave Moore, and Ned Rhodes for flipping those burgers and dogs; to those who brought so many delicious side dishes and desserts to share; to the kind volunteers who helped with setting up and cleaning up; and to Mother Nature, for blessing us with perfect weather.

Last call—it's this weekend:

Happy Day at Dave Moore's

Last month's Daymarker told of the good time to be had at Dave Moore's place on Occoquan Bay on June 2nd. Please check your May issue for details. If you are reading this and still wish to attend, please call Dave at 703-494-0651.

It's a come by water or by land OYC event Saturday afternoon with drinks, burgers and dogs, snacks provided and a bring a side dish to share. Games, fun and all throughout the day with main eating time around 4:00 p.m. Tide schedule for that day is good and directions given by calling Dave or reading the May issue.

CBYCA and Safety News

by Jim Ball

CBYCA Delegate and U.S. Coast Guard Auxiliary

Since we boat in Maryland waters, it is important to note that Maryland is in the process of passing a bill requiring wearing of PFDs by children under seven. Chesapeake Bay Yacht Clubs Association has supported this bill.

Proper wearing of the inflatable life vests

Boaters need to know that the inflatable life jacket is designed to be worn loosely around the waist to allow room for expansion when it is inflated. A tightly worn inflatable vest could cause the boater harm and contribute to his/her death if it became excessively restrictive as it is inflated while in the water. Try this test for yourself at dockside by inflating a tightly worn vest.

Over the Side

On another note, for those with children (of all ages), remember it is extremely dangerous as well as against the law for anyone to ride on the bow or side of the boat with legs dangling over the side while underway.

Threshold of Property Damage for Reports of Accidents Raised

The Coast Guard has raised the threshold of property damage for reports of accidents involving recreational vessels when damage to vessels and other property totals \$2,000 or more in any one accident or when a collision occurs involving two or more vessels.

Revision to Federal Blood Alcohol Concentration (BAC) Standard

The Coast Guard is revising the Federal Blood Alcohol Concentration (BAC) standard under which a recreational vessel operator would be considered operating while "intoxicated." For recreational vessel operators, the final rule lowers the current Federal BAC threshold from .10 BAC to .08 BAC. This change is appropriate because boating accident statistics show that alcohol use remains a significant cause of recreational boating deaths.

Get that VSC!

Finally, remember to get a Vessel Safety Check (VSC) by the Coast Guard Auxiliary or Power Squadron before you venture forth too far this season. Requirements for a VSC can be viewed at <http://www.cgaux.org/cgauxweb/public/pubframe.htm>.

To arrange for a Coast Guard Auxiliary VSC, in our area of Northern Virginia, contact Dave Gamble, gamble@cox.rr.com. (If you are at Hoffmasters, contact me at jball@erols.com).

OYC's Newest Boat Dog



Meet Kelsey, Duane and Jan Jeirles' new puppy. She's a Golden Retriever, energetic, playful, with butter-soft fur, seen here at 10 weeks old. Liz Kalweit photo.

Slip Swap—What a concept!

by Johnny Martin, new OYC member

Are you interested in a week or two in the Colonial Beach area? Want to be close to Point Lookout or fish the lower Potomac (below the Route 301 bridge) for Croaker, Spot or Blues? Want to just relax away from the city life and visit Colonial Beach, Cobb Island, the Ingleside Winery, or Washington's or Lee's birth place?

Well here's your chance. I have a covered slip (with power) at Stepps Harborview Marina (<http://www.stepsharborview.com/>) south of Colonial Beach on Route 3 and would like to swap a week or two in June or July (during the 1-2 week OYC cruise would be perfect) for a slip in the Woodbridge area. My marina is in a sheltered cove and includes a full service marina, pool, and shower facility.

If interested, send me an e-mail, martin1jam@cox.rr.com.

ORMA Update May 2001

by Jim Ball, Coordinator

Occoquan River Maritime Association

Despite low tide and winds which kept some mariners away, the Blessing of the Fleet was a success—thanks to the efforts of many OYCers, especially John Robey, Mike Czop, Ed Sledzonia, Dave Moore, Tom and Mary Ann Coldwell, Rudy and Cookie Zimpel. Once again, we had outstanding support from two flotillas of the Coast Guard Auxiliary, Fairfax and Prince William County public safety vessels, Potomac Marine, and the participation of the rivers' three clubs—Prince William, Fairfax and Occoquan Yacht Clubs—in planning and conducting the event. Some 85 vessels were blessed by Retired Navy Chaplains Russ Gunter and Jim Moran, and the Washington Post published a half page article and photos of the event the next day.

On the downside, at least four vessels went aground when they strayed too far to the green side of the Occoquan off of Fairfax Yacht Club. The markers there are deceptive, so do not assume that the channel goes where it does not. This is a continuing issue and complicated because the Corps has the responsibility for dredging, but the Coast Guard has the responsibility for marking.

Of course, a major temporal (vs spiritual) benefit of the Blessing is getting our elected officials together on the VIP boat to point out to them our continuing problems with low water. It could not have been planned better for them to see the boats getting towed off of ground when we were coming back into the river. They will continue to help us push the dredging issue with the Corps.

The No Wake Zone extension is also proceeding and has been approved in Prince William County and is pending in Fairfax County. As of now, Belmont Harbour Marina has put out No Wake signs, and they should be observed. Unfortunately, some boaters are choosing to ignore them, and when responsible boaters slow down before they get to Belmont coming in, they are almost rammed by those who do not choose to slow down. We have been advised by Belmont Harbor that they anticipate being able to have the new No Wake signs up in early June. For now, please observe the new "unofficial" No Wake zone and do not come up on plane until you are past the marina going out, and come off plane in time that your wake does not wash the docks on the way in—about 100 yards before the marina at a minimum.

The Corps of Engineers, after all this time, recently sent a letter to Prince William County Supervisor Ruth Griggs, stating: "The project conditions survey performed in June 2000 indicates that adequate channel depths exist within the authorized Federal Channel and the Channel does not require dredging. Other portions of the creek may require dredging, however, such work may not be within the authority granted us by the existing project authorization. We will be performing another condition survey of the Federal Channel during the month of May 2001. We will send you a copy of the new survey when it is completed... If the survey indicates that the channel needs maintenance dredging, we will request that Prince William County identify a suitable placement site for the dredged material."

We continue to receive reports of groundings and damage. Prince William Yacht Club reported four boats hit in

the channel between markers 8 and 10 in the past several weeks. Several of our members have similarly damaged props recently. Guess the Corps definition of "adequate depth" must be for canoes.

A Labor Day To Remember

by Rebecca Heinze, Cruise Coordinator

I have not enjoyed a four year tenure as a Board member and never faithfully written an article per month for the Daymarker. For those of you mathematically challenged, that's zero (0) articles. Peggy Ball did not invite John and me to join them aboard *Cheers* for the Labor Day Cruise, but she did volunteer me to "help her" coordinate this cruise. And just where is she now, I ask you!

When I was told I needed to have an article in the Daymarker regarding "my" cruise, I thought, I can do this because I will just use the article Steve Wexler used last year. Alas, I am computer challenged and was not able to pull up the article from the web. (My fault entirely, O Great Webmaster.) But Steve was nice enough to rerun his article in the May Daymarker. So I thought we could just reprint it this month without all those ugly mark-outs.

Where: Port Kinsale Marina in the Yeocomico River.

When: Saturday September 1, through Monday, September 3.

What: The 2001 OYC Labor Day Cruise.

Schedule: Saturday night cocktail party on the pool deck (heavy hors d'oeuvres) Sunday night cocktail party on the pool deck (light hors d'oeuvres) followed by dinner with the gang at the Moorings. Monday morning: Communal brunch at a site to be selected.

Unfortunately this is where my article must take a serious turn from Steve's. At the time of this writing I can not find the list of those who have signed up. I would bet good money it will turn up before the cruise but do you really want to take that chance?

See the attached reservation slip which requests certain important data. Please fill it out QUICKLY and return it to me QUICKLY so that I can let the marina know QUICKLY who, how many, when, etc. Or send the same information in an email to me, jbheinze@aol.com.

OYC 2001 Labor Day Cruise

Boat Name: _____

Boat Occupants: _____

Number of nights _____ Boat Length _____ Beam _____

Power Required (check one):

one 30 amp. _____ two 30 amp. _____ one 50 amp. _____

Estimate of number attending dinner: _____

Mail this coupon (or e-mail information from it) to:

Rebecca Heinze 7699 Lavenham Landing, Alexandria VA 22315. E-mail: jbheinze@aol.com, fax: 703-924-9172

Easter Seals Cruise for Kids

Mark your calendars and hold the date for the 2001 Easter Seals Cruise for Kids at the Capital Yacht Club in Washington, DC. This year's Potomac River cruise will take place on Sunday, June 24, 2001.

Easter Seals Cruise for Kids is a chance for children with profound disabilities such as cerebral palsy, muscular dystrophy, or Down's Syndrome to experience a day of fun and excitement, boating with their families. Boat owners volunteer their yachts to host a family, and on cruise day form a flotilla to cruise the Potomac River.

The cruise will start and end at the Capital Yacht Club. Volunteer orientation starts at 8:00 a.m. and boarding starts at around 8:30-9:00 a.m. The cruise will end by noon with a captain's picnic at the Capital Yacht Club. There is no registration/entry fee. Boat owners receive commemorative t-shirts as a gift for participating.

If you're unable to participate in this cruise, there is also a Solomon's Island cruise set for Sunday, July 29th.

For registration forms for either the Cruise or the Duck Derby, contact Mary Lynn Snowman at 301-869-2885. For more information on the Cruise and the Duck Derby, contact Easter Seals representative Stephanie DeAbreu at 1-800-886-3771, extension 105.

PRYCA Float-In—OYC Version

by Susan E. von Schaack-Brown, OYC's coordinator

This is a distress call for all you "wait until the last minute" OYC members. If you haven't registered for the annual PRYCA Float-In at Fort Washington Marina July 20-22, you better fill in the registration form below and send it with your check, like, *now*.

Those of you arriving on Friday are encouraged to bring along a light snack for sharing during our cocktail hour and possibly something to grill if your bellies are not filled by the plentiful goodies. And get ready to participate in the new-this-year boat blowing contest. On Friday, all boats will receive a special complimentary gift from OYC upon arrival at the "Blow-Sail Boat Races."

Saturday will be a very fun-filled and an enthusiastic day

as OYC returns to bring home the bacon. Oh, I mean cup, Candy. There will be five events ranging from a Scavenger Hunt, Navigation & Safety test, Bosun Skills (grown up version of the Ring Toss), Boat Safety Checks, and Dinghy Race.

Please note, I will not accept any registration form or money from boats not meeting the "Boat Safety Check." Let me explain myself. I am a schoolteacher! I EXPECT 100%! This is an easy "A," guys. We have numerous members who can perform these checks at one of the next boating functions or directly at your dock. If we arrive with 100%, it gives us 5, count them five, points. It must be a "current VSC decal in its proper place" and not some computer generated facsimile from you tech junkies.

Co-coordinator Tom Shank and I would like to have volunteers call prior to the actual date for the other activities. We don't want to run around bribing you with fictitious gifts of fame and fortune. I will tell you that it is a boatload of fun, forgive the pun, and the club is really supportive.

If you haven't heard enough to convince you and your companions to attend the Float-In, just come for the "Dinner, Awards, Prizes and Dancing" between 1900-2400. Just imagine 5 hours of BS (that's for Big Ship) boating stories. It is absolutely a weekend not to miss and we still have Sunday, when caterers arrive once again to provide a filling and beautiful buffet from 0900-1130. When you arrive bright eyed and bushy tailed with hugs for Tom or me, a last departing gift will be presented.

So, you get the same old story about "this is not an event to be missed." Call me. I have pictures. And we can only anticipate this year to be the "best ever" as our OYC family of caretakers, team members, and gardeners gather to represent the best of the PRYCA. This is just a hint of your special daily gift packages.

Get your registration forms in. I will be meeting with our treasurer on 15 June to secure a check from OYC to send to PRYCA. I only want to get this in early so our slip assignments are within walking distance of each other and we don't have to rely on the metro for transportation. Strength in numbers. If you can't make up your mind by my cut off, I can still register you but can't guarantee waterfront property in Arizona!

PRYCA Float-In—Register now, fill in and send this form *and your check (payable to OYC)*

to Susan Von Schaack Brown, 6117 Fox Run, Fairfax Station, VA 22030

Captain name and guests (for name tags) : _____

Address _____ Phone: _____

Boat name: _____ Length _____ Beam _____ Power Requirement 1-30 _____ 2-30 _____ 1-50 _____

Arrival Date _____ Departure Date _____ Total number of nights _____

Registration fees: For the people: Number of adults X \$44 plus number of children 7 to 12 years of age X \$22. For the boat: Length of boat X \$1.00 plus \$3.00 for each 30 amp cord or \$6.00 for a 50 amp cord. Take this times the number of nights you're staying.

People cost:

attending of Adults X \$44 = _____ PLUS # of Children attending X \$22 = _____ EQUALS \$ _____

Boat cost:

Length in feet X \$1.00 _____ PLUS electric cost (\$3 or \$6) = \$ _____ per night X No. of nights EQUALS \$ _____

Enclose check for this total cost: \$ _____

Inside...

**It's party time at Dave's—this weekend, but
you had better call him now,**

We flagged, blessed and happy houred,

New dog in town,

**New boat for board member(s), and it's not
the Treasurer,**

**Haven't you signed up for the PRYCA Float-
In yet?**

**June 2
Happy Day
(and Night?)
at Dave Moore's
494-0651**

**June 24
Easter Seals
Cruise for Kids
Mary Lynn
Snowman
301 869-2885**

**June 30
Fireworks at
Tim's Rivershore**

**July 4
Fireworks in D.C.
Tony Mirando
202 625-4488**



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

Change Service Requested