



The Daymarker

OCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

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Commodore's Comments

Candy Clevenger

Where did this summer go? It seems as though we just got back from the two week cruise in July, but that took place over a month ago. And the Labor Day Cruise to Port Kinsale is upon us.

Has the *Oasis II* been missing on the Occoquan? Well, she's spent the month of August in her slip at Hoffmaster's. You may recall from last month's Daymarker that the day after Allen and I returned from vacation we started remodeling our master bath. Just a little project. Well, what can I say? You just can't remodel the master bath without remodeling the master bedroom as well. And since we're

painting the ceilings and woodwork in the master bath and master bedroom white to match what was done downstairs last summer, of course a painter did the downstairs, you just have to change the antique brass hardware on all of the doors and windows and all of the cream-colored outlets and electrical switches. And then of course if we are doing all of this to the master bedroom and bath, well, you just have to do the same to all of the other rooms upstairs. So the project that we thought would only take a few weeks goes on and on.

What about the bathroom you ask? Well, it's finally about halfway done. My captain assures me that if I would just shorten the

"honey do" list we could be back on the water boating. Thank goodness this is the dog days of summer. Every weekend as we look at the task before us we boost our morale by saying come September we will be on the water again.

With all of the traffic we are experiencing on the Occoquan this summer it never hurts to be reminded of a few safety items. First and foremost is tugboat and barge traffic on the river. We should constantly remind our fellow boaters and ourselves that *the tugs have the right of way*, particularly in a narrow channel. They are restricted in their ability to maneuver (even if they do have excellent visibility) with or without barges attached.

They cannot change direction nor alter speed quickly, and cannot get out of our way. Please defer to these hard-working seamen who are simply trying to make a living and are not out for an afternoon cruise.

To really do it properly and show them what OYC is all about, call the tug on Channel 16 (or the Bridge-to-Bridge Channel, 13) when you are in his path and tell him that you will be moving out of his way or that you will be overtaking or whatever on the port or starboard side. Your leadership will be spontaneous and catch on quickly. These simple courtesies will help make the Occoquan and Potomac safer and more enjoyable for us all.

The other item is safety at the fuel dock.

So if the boss says
the office party will
be December 1st,
tell the boss you
have *other plans!*

With all of the traffic on the Occoquan, it's hard not to be rushed when there is a line of boats waiting to get to the fuel dock. Just keep in mind, should there be an explosion because of not properly ventilating the boat, they won't need their tank full anyway. When at any fuel dock, be certain all cigarettes are extinguished. Prior to taking on fuel, be sure that cabin windows (ports) and doors (hatches) are closed. And, of course, try hard not to overfill the tank(s). After loading fuel, open the windows (ports) and doors (hatches) and turn on the bilge blower and let the blower run at least five (5) minutes to rid the bilge area of any fumes. One of the best gas-fume sensors is your nose—use it!

Coming up

There are still lots of events on the schedule for this year. The PRYCA End of Summer Party, the Lobster/Shrimp Feast at Mattawoman Dunes, Columbus Day Weekend Cruise, just to name a few. And Fall is a great time of year to spend the night rafted up. Please be sure to watch your email for details.

The Annual General Membership meeting and election of 2002 officers will take place at Fairfax Yacht Club, Saturday, October 27th at 2:00-5:00 p.m. We will be voting on proposed changes to the OYC bylaws. The proposed changes will be posted soon for your review on the OYC Website

Remember, anyone who is interested in running for office next year should contact our Nominating Committee chaired by IPC Peggy Ball, jball@erols.com, telephone 757-253-9897, or her able assistants Dave Moore, evermoorex@aol.com, telephone 703 494-0651, or Ann Wilmeth, jwilmeth@erols.com, telephone 703 968-9760. Nominations must be set and be published in accordance with our bylaws.

Looking way ahead, November will bring us our annual Hardy Souls Cruise to Alexandria (we hope). Check out coordinator Ned Rhodes report in this Daymarker.

It's not too early to mark your calendars for our annual Holiday Party, Saturday evening December 1, at the Fort Belvoir Community Center. The evening will feature a cocktail hour and fabulous buffet dinner followed by dancing to tunes spun by DeeJay Peggy Cassel. Details will be forthcoming. So if the boss says the office party will be December 1st, tell the boss you have other plans!

Welcome New Members

Tom and Christine Fitzgerald, Fairfax, who keep their 32' Chris Craft *Christine* at Hoffmasters.

Dr. Walter R. Sobie and Janet Sobie, Alexandria, who keep their 28' Wellcraft at Time N' Tide.

Mark and Toya Evans, Potomac Falls, who keep their 26' Bayliner *Keepin' it Real* at OHM.

The Datemarkers

BIRTHDAYS

Mary Jo Webster, 9/1
Hal Shapiro, 9/4
Idris Grant, 9/6
Ralph Burner, 9/10
Tom Egmore, 9/13
Steve Zimpel, 9/15

Cynthia Shams, 9/3
Rob Grant, 9/5
Johnny Martin, 9/7
Rudy Zimpel, 9/10
Mitchell Mutnick, 9/13
Shahin Hodge, 9/17

Bob Zaegel, 9/26

ANNIVERSARIES

Jay & Ann Wilmeth, 9/2
Allen & Lynanne Jorsey, 9/5
Bob & Betsey Nalevanko, 9/11
Jim & Brenda Johnson, 9/16
Timothy & Beth Chaffin, 9/18
Larry & Ruth Ann Sooby, 9/18
Martin & Rosie Betts, 9/28



Vice Commodore

Mary Lynn Snowman

Wow! It's hard for me to believe that the summer vacation is almost gone. *The Abominable Snowman* spent seven weeks in Annapolis this summer. Three weeks for repairs and four weeks for fun! Randy, the kids, our friends and I enjoyed Annapolis so much that we plan to do it again next year. But it's also nice to be back on the Occoquan.

One would expect that when you lose a transmission while on vacation that your vacation would be ruined. Not so for our family. I will admit that for a few days I wasn't sure whether I would ever own a boat again because my captain was ready to throw in the keys. However, after some rest and relaxation things soon turned around and we started enjoying our vacation.

If you are going to have engine trouble the best place to have it is in the marina and not out on the water. Although the marina that we were at didn't have a full service area they were able to get us a mechanic to work on the boat the day after the 4th of July. They cleaned up the mess and we were able to use the boat for living quarters for the rest of the vacation. With two pools, a beach, and a dinghy we were set (well, of course we had a car, too).

It wasn't long until Randy and I realized that we sort of liked being at one marina and not hopping around to a lot of others. Friends and family joined us on a couple of occasions for some fun times. Randy was able to sand the pulpit and varnish it. And together we built and covered a new bench for the lower helm. All in all, not a bad vacation. Just not the one we had planned.

We missed not being with the rest of the cruisers but this year my oldest daughter joined us and was able to spend most of the vacation with us. My parents were able to come down and spend a couple of nights with us as well. So instead of being with the club we were with more of our family.

The Daymarker

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

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

Enjoying Annapolis and not wanting to leave the area, Randy made arrangements at another marina for us to spend an additional month. Again, friends and family joined us on the weekends for some fun times. I commuted several days back and forth between work, home and the boat. On the days that it rained we found projects to do on the boat. So if you come by you'll see some enhancements on *the Abominable Snowman*. One of which is an overhauled transmission.

And speaking of projects... Randy is/was ready to have our vessel safety inspected and we were down to the last of the list—which is 4-inch letters for the port of call. We stopped at several boat stores and asked but it seems the only place we can get them are at shops that do special lettering. So we're still looking but we're one step closer to that safety inspection.



.Rear Commodore

Andrew Kalweit

“You're pointing. What are you pointing at?”

That's what went through my mind last Saturday morning at Hampton's Landing Marina. I had just parked the car and as I walked from the parking lot to the dock, I saw that Liz was standing on the dock behind the boat, mouth agape, pointing wildly at something. “What?” I called. “She's back! *Lizzie Bitz* is back!” was the reply.

Sure enough, there she was, tied snugly back in her slip at Hampton's, two months to the day after her grounding in June. We spotted her late in the day in Mattawoman Creek, and again as we crossed the river back to Neabsco Creek. We heard on the radio “*Lizzie Bitz II*, this is *Lizzie Bitz*, over. We'd like to tell you a story after we're all back in the marina.” I replied that we were all ears.

In spite of all the rumors and stories about all the things that her new owners had done wrong, there were many things that they had also done right after running hard aground off Nanjemoy Creek on a murky day this past June. One great factor in their not getting seriously hurt was the fact that they were cruising at only around 20 knots because of reduced visibility instead of the usual 26-28 knots at which I had routinely cruised *Lizzie Bitz* while we had her. So stopping in 1-2 boat lengths at that speed would have been equivalent to suddenly stomping on the brakes in a car.

Lizzie Bitz's new owners also had the presence of mind to put on life jackets immediately after making sure they were unhurt and the boat was not in immediate danger of sinking. They then contacted the Coast Guard. They weren't sure of their location, but other boats came to their aid and helped the Coast Guard and rescue boats find them. And *Lizzie Bitz's* owners even warned off other boats trying to come in close to pick them up, not wanting anyone else to share their fate.

Her owners described the grounding as one of the most frightening experiences they have ever gone through, but they said it also taught them several important lessons. First and foremost, always be aware of where you are and what markers, landmarks or other identifying features are around you. Secondly, don't take shortcuts out of a channel: it's not worth the risk. In this case, *Lizzie Bitz's* owners said that they went from 22 feet of water under the boat to 2 feet in less than

3 seconds, a distance of less than 90 feet at 20 knots. And last, don't panic. Although they thought about it, *Lizzie Bitz's* owners did not jump off the boat once they realized that they were in fact not sinking, that help was close at hand, and the bilge pumps were doing their darndest to keep the river out of the boat.

Lizzie Bitz spent 12 hours on the foundation of the old lighthouse at Nanjemoy Creek, impaled on a rather large, from her owner's description, angle iron that had been lying just below the surface of the water. She underwent some major repairs over the last two months but now is as good as new.

Lizzie Bitz's owners, I think, have a new respect for the responsibilities involved in boating safely on a large body of water like the Potomac. They bought a new detailed chart cartridge for the GPS aboard their boat, have signed up for the USCG Safe Boating Course and have vowed, no matter what they may change the name of their boat to, never to remove the 4-leaf clover from the transom.



Secretary's Comments

Liz Kalweit

You're hot. She's hot. He's hot. There's a great song by Buster Poindexter called, “Hot Hot Hot.” It's a perfect New Year's Eve song—think conga lines and confetti. It's a perfect hot-summer-evening dance tune, too. Did you know that Buster also goes by the name David Johansen? He performed with the New York Dolls in the Studio 54 disco years. In addition to his work as a musician, he's also an interesting character actor. You might have seen him with Mick Jagger in “FreeJack,” with Richard Dreyfuss in “Let it Ride,” with Bill Murray in “Scrooged,” and/or with Michelle Pfeiffer in “Married to the Mob.”

These little known and completely useless facts about Buster bubbled up when we anchored in Mattawoman Creek on a brainlessly lazy, hazy day so typical of August, when it was too hot to think new thoughts, and old thoughts about stuff I didn't even know that I knew came to life and wouldn't leave.

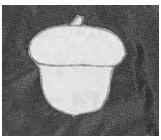
In August, the rare light breeze on the creek provides occasional, blessed relief; more often, it just carries the stink of a nearby deceased catfish. The air seems to suck the life out of itself. We sweat, the dog pants and whines, and the flies bite.

Then we fire up the generator, crank the air conditioning, take cool showers, drink cool drinks, eat cool food, and try to think cool thoughts. In other words, we recreate home.

Home. An idyllic oasis that seems far away from stifling humidity and oppressive late afternoon thundershowers. Home, far away from the drone of pesky jet skis and mosquitoes. Home, where the nearest neighbor can't overhear our conversations, as opposed to those strangers in bass boats who tend to silently drift a little too close to us sometimes. Home.

You know, as the hottest days of the summer wind down, I think I'll enjoy my weekends right here, at home.

What a cool idea.



Surf's Up!

Teak surfing, the avant garde sport of body surfing while hanging onto a (presumably) teak swim platform has finally become widespread enough to merit a Coast Guard alert. This activity, performed a scant few feet above the vessel's rotating propeller, is conducted sans benefit of life jacket while the engine pumps carbon monoxide into the participant's bloodstream. Life jackets are impractical. As vessel and surfer speed increases not only will they detach, but so will most topographic features such as bathing suits, body hair, and physical characteristics traditionally helpful to a coroner performing his duties. Though I imagine the sport to be, from a Darwinian sense, severely self-limiting, the Coast Guard Public Affairs Office still found it necessary to issue a release dated August 2nd which said, in part, "...the United States Coast Guard advises boaters not to 'Teak Surf.'"

Recent boating fatalities revealed that carbon monoxide (CO) emitted from a vessel's exhaust resulted in CO poisoning and the death of teak surfers. "Teak Surfing" places the individual in position directly exposed to the CO in the engine's exhaust. This may result in a loss of coherent responses and even death. In addition, "Teak Surfing" dangerously exposes the individual to a possible propeller injury, and since it is done without a life jacket [PFD], it significantly increases the probability of drowning. Therefore, the Coast Guard stresses, "Teak Surfing" is a very dangerous activity and advises boaters not to participate in it.

I find the Coast Guard precipitous in its condemnation, perhaps reflecting a case of "teak envy" in ignoring the desires of an ever-growing boating population seeking new directions for its avocation. Who knows, teak surfing may someday become an Olympic sport. Imagine (if you can) our world-class contestants, scarred, naked, and hairless, jerking to the rhythm of their misfiring synapses on their way to the awards stand. New dances to old tunes (Zombie Jamboree comes to mind) may arise, and the X-Games may find new directions.

And the beat goes on.

Your club needs you now

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 me at jball@erols.com, telephone 757-253-9897, or Dave Moore, evermoorex@aol.com, telephone 703 494-0651, or Ann Wilmeth, jwilmeth@erols.com, telephone 703 968-9760.

Remember, ask not what your club can do for you, but what you can do for your club!

**Occoquan Dredging:
Dropped for Now,
But the Plot Thickens**

compiled from reports by Jim Ball

Coordinator, Occoquan River Maritime Association

One week after representatives from the Army Corps of Engineers met with local officials to discuss the Corps' previously announced findings that dredging of the Occoquan Channel is not necessary, those same local officials gathered to plot a longer term strategy.

Fairfax County Supervisor Elaine McConnell hosted the August 7th meeting to hear out the Corps of Engineers on their no-dredge decision. Representatives of Congressman Tom Davis' staff and ORMA members including Occoquan Mayor Pat Conway, ORMA founder Jim Ball, representatives of Vulcan Materials Corp, CYBCA, OYC, PWYC, Potomac Marine; and other agencies including VDOT and the Fairfax County Marine Patrol attended the meeting.

Congressman Tom Davis' staff hosted the second meeting, August 14th, an outgrowth of which is the following draft compiled by Congressman Davis' staffer Mike May to summarize the Occoquan dredging saga and outlook:

- ! In 1999, the community requested and Tom Davis' office secured \$1 million dredging for maintenance dredging of the existing federally mandated channel on the Occoquan River.
- ! The Corps of Engineers has determined that these federal funds are not required to maintain the existing mandated federal channel of 6 feet deep and 100 and 150 foot wide.
- ! The corps has expressed a willingness to work with the Coast Guard to move the existing channel markers to comply with the federal mandate and increase safety on the Occoquan.
- ! This action will help mitigate some existing safety problems for recreational boaters such as grounding; however, boating traffic will continue to increase and present additional problems.
- ! Based on this information, as well as the long term economic revitalization of the Port of Occoquan and other commercial interests, it has been determined that a new federally mandated channel with a depth of 9 feet and a greater width in various locations is necessary.
- ! The Original Funds designated for maintenance dredging on the Occoquan River will remain in tact until October 1, 2001, the new fiscal year. After the new fiscal year begins, the corps does have the right to redirect those funds to a new project within the Baltimore District (VA, MD, DE, PA, DC).
- ! Subsequent to the realization that maintenance dredging would not satisfy the long-term problems on the Occoquan, the community has submitted a new channel design and Congressman Davis is working to secure the language and funds necessary to implement the new design beginning this winter.
- ! As part of that effort, Congressman Davis will attempt to redirect the existing funds from the old project, which currently amount to approximately \$ 700,000, to the new project. The \$ 300,000 that has been spent was used to study the feasibility of the maintenance-dredging project.

While this project has been deemed unnecessary, the data collected can be used to “jump-start” the studies for the new project that will be conducted this winter.

- ! Assuming a new channel design is included in the FY '02 Budget, the corps will conduct a NEPA (National Environmental Protection Act) study this winter, as required by federal law.
- ! By January or February of 2002, an approximate cost estimate for the new project will be available. Early estimates range from \$ 1-5 million.
- ! There is an 80/20 Federal/Other Cost Share requirement associated with the project; however, this is flexible. For example, half of the non-federal funds (other) can be covered by “in kind” contributions. These can include such things as a dumping location for the dredge spoil, land swaps etc. The additional 10% can be covered by the localities, the state or a combination thereof, and can also include private funds.
- ! In the meantime, Congressman Davis' office is continuing to maintain an open line of communication with the localities, citizens, interested parties, the corps, and the coast guard regarding this matter. Please feel free to contact Mr. Michael May, in the congressman's Prince William office, at 703-590-4599 with any further questions or concerns.

The Corps' finding, initially announced by letter on June 21st, stated that “the survey performed in May 2001 indicates that adequate channel depths exist within and immediately adjacent to the authorized Federal Channel. We will be working with the Coast Guard and local navigation interests to realign the channel to mark the deeper water. The project, therefore, does not require dredging at this time.”

Corps' spokesmen at the August 7th meeting indicated that they did not consider the needs of recreational boaters, only commercial operations were a reason for maintenance dredging.

Corps representatives reiterated that they are obligated to maintain only to the Congressionally mandate of 100 to 150 feet wide and 6 feet deep. Their soundings showed that the channel needs to be realigned (re-marked) so that vessels will not encounter shallow areas now in the marked channel.

The Corps took recommendations from ORMA members regarding relocation of the navigational aids and the addition of more navigational aids to help remark the channel.

The Corps presented the group with an alternative means to address the Occoquan Channel problems. The Small Navigation Project provisions of the Rivers and Harbors Act of 1960 provides for funding of special projects that would permit the channel to be realigned and dredged deeper. They provided local officials with a sample application for this, and Congressman Davis' staff member Barnaby Harkins indicated that his office would move forward with this effort. Fairfax and Prince William Counties and the Town of Occoquan are expected support this initiative with a letter. If this effort goes well, the Corps indicated that after the authorization by Congress, they would take approximately one year to study the request. If the request was accepted, it would probably take another year or two before the actual dredging took place, remembering that dredging can only be done in winter months.

The bottom line is that recreational boaters will continue to have to be extremely cautious at low tide in the channel. The other factor is avoiding the commercial barge traffic and not being in the narrow part of the channel when the barge traffic is present. At ORMA's request, Salisbury Towing has agreed to ensure that all Capt Tom captains issue a Security call on Channel 16 whenever their tug is entering or leaving the Occoquan Channel.

Are You Hardy?

by Ned W. Rhodes, Cruise Coordinator

It is never too early to start thinking about the Hardy Souls Cruise scheduled for Veterans Day weekend November 9-12 in Old Town Alexandria. This weekend is only for those truly hardy souls in the yacht club. We have had feast, famine, pestilence, scurvy, rain, snow, sun and PMS and that was even before we reached the Wilson Bridge!

The way I see it, based upon the club's performance during Memorial Day Weekend, there are only three boats deemed hardy enough for this cruise and they are the Sorrentis, Rhodes and Jeirles. At least they went somewhere for Memorial Day Weekend and endured many hardships, so, by default, they are automagically signed up for slips for the Hardy Souls Cruise. Those of you other boats who consider yourselves worthy need to **submit the following information to me at rhodesn@softsysgrp.com:**

Your name; boat name; boat length (real LOA, not what you tell your marina); boat beam (so we know if we can squeeze you in); power requirements: (single/twin 15/30/50/100); number of nights (duh); arrival day (Friday, Saturday, etc.); Certificates of Hardiness for Cruise Coordinator (in denominations of \$20 and above); and a short essay listing your hardy qualifications (so we can weed out the weak).

Now, just to be clear, here is a complete list of everything that is nailed down for sure about this cruise:

☞ NOTHING! ☞

That's right, *NOTHING!* We never know if we will get slips or how many. In fact, last year we even changed the date so that we could get slips. We go through this every year and so Deke has recommended that I come to him in early October with a list of participants and he will “see what he can do.” I recommend that you contact me with your information ASAP.

Here is a list of what we have planned if we get slips.

1. Opportunities to discuss previous Hardy Souls Cruises with the Worcesters
2. Dinner at Landini Brothers wearing shorts [Landini Brothers wear shorts?]
3. Cocktail parties on the dock, one boat or multiple boats
4. Scavenger hunt involving the bars in Old Town
5. Scavenger hunt involving the shops in Old Town
6. Ghost tour (around Old Town, not Cheatham's boat)
7. Yelling at the various dogs on all the boats
8. 8am walk with Abby to visit the District Boundary Stone #1 at Jones Point
9. 8am walk with Abby to visit the “Drooler” sculpture and the Coal Yard

An august August cruise

by Tony Mirando, Cruise Coordinator

The August cruise was a great success. The two weeks were split into two groups, with the first week going south and the second week going north. The first week cruise included Tony Mirando and Tom Shank in *Miss Vivian*, Jack and Robin Ryan in *Seadated II*, Eugene and Susan Brown in *Alexander's Dream*, and Scott and Ann Shipley in *Nextsea*

What a crew this was, we were never bored! The cruise started off with a long trip to Windmill Point, and of course the bay was a little sporty, but we all made it their safe and sound. There may have been a few green faces, but they were quickly brought back to normal with a few drinks and great conversation.

Bill and his crew over at Windmill Point were just great as usual. Susan and Tom did do a lot of biking into town; I was too lazy, as were the rest of the group. We ate out a few nights and we even bought a barbecue and cooked out a few nights. Jack and Scott drove an hour to get the grill and some other necessary supplies, liquor and water, etc. We could have used the ground to fry our food, but you all know how the women can be, they needed to have the food cooked on a grill.

There wasn't any YaYaYa going on this time but we still made an impression with the marina. Then we left Windmill Point and headed off on our long one-hour cruise to Tides. What can I say about Tides, it was great. They have three pools, and we used every one of them, the heat wave continued. Their restaurant was fabulous and Jack and Eugene even played golf. At Tides, going into town was a lot easier, and even I went bike riding. Overall, even though Tides has been sold to new owners, it was still nice.

From Tides we cruised back to the Potomac bound for Coles Point Plantation. Going to Coles was eventful; the bay as usual was sporty, but do-able. Unfortunately there were a few boats with issues. We needed a boat psychiatrist. Unfortunately, the Brown's lost an engine and had to leave their boat behind. Except for that sad event, the rest of the weekend was fantastic. Coles had a wedding planned while we were there and the bride to be was kissing a couple OYC members the night before. I don't tell secrets, but you would be very surprised.

We all ate at the restaurant that Saturday night even though there had not been electricity most of the day. They had a lot to offer on the menu "seafood platter." We all had the seafood platter special. It was a great dinner; our sister clubs Tantallon Yacht Club and Fort Washington Yacht Club were there. Now picture this crew, it was a sight, now mind you this was all going on while a wedding was going on right outside the restaurant. The wedding was taking place as a horrific storm was brewing. It



August cruisers party ashore—From left, Glenn and Jan Brodie, Carol and Jim Henry, Tom Shank, Tony Mirando, Janine and Mike Fordham.

was the fastest "I do's" I ever witnessed.

As the weekend came to a close the first week boaters left and the second week-long boaters who joined us on Saturday went on with us to St. Michaels Harbour Inn and Marina. *Miss Vivian* was joined by Jim and Carol Henry in *Going Nowhere*, Glenn and Jan Brodie in *In No Hurry*, and Mike and Janine Fordham in *Kitt 2*.

The trip from Coles to St. Michael's on the bay was again sporty, but do-able. We all made it there safe and sound. *In No Hurry* was definitely in no hurry. After the Brodie's horrible trip down the river a couple of days prior, they decided to follow *Miss Vivian* to St. Michaels. Needless to say their trip was a lot better, they threw us a line and we pulled them the whole way there. No, not really, but you would have thought so by how close they were behind us. Glenn was so close they used my GPS to navigate with.

St. Michaels was great, relaxing and fun. We even all went out to dinner with Jim's sister-in-law who lives in town. The town has a lot of stores to shop, and Glenn and Jan took advantage of that, as well as Mike and Janine. Jim and Carol didn't spend too much money there, but then Carol slept half the day away, except when I had to start my engines early one morning. Boy she didn't like that, but once I told her she didn't need any more beauty sleep, she was pretty enough, she was happy again; boy, some people will believe anything!

From St. Mike's, we went to Solomon's Island, what a great trip down the bay. The bay was perfect, no waves, and just as smooth as a baby's butt! We all had a great time there; we cooked out most nights and enjoyed one another's company. (Well, that's if you were lucky enough to get invited to Jim and Carol's after-dinner party. Carol told Tom and me she was going to bed, and then several hours later everyone was on the back of their boat—everyone but Tom and me. One would wonder if they like us, huh?) Solomon's Island is a great place as well, not as much shopping, but it has the greatest gourmet super market.

From Solomon's we went back to Coles Point Plantation for the weekend, and what a great ride on the bay again, it was perfect. From Coles we all headed back up the Potomac to our simple lives once again

**Last Call for "Dunes Temptation"
(Shrimp & Lobster Feast),
September 8-9 at the Dunes**

Not sure your pride and joy is going to make it to the Dunes? We have been overwhelmed by Shrimp and Lobster orders this year; so just where will we put all those boats? The weather forecast is awesome, the tides are favorable, so send or call in those orders for shrimp (\$8 per pound) and lobster (\$13 each). See the August Daymarker for details. **We need to place all orders by September 4th**, so give us a call, peck out an email, drop off a snail mail. As always, there are no dock fees for the Dunes, so you can always show up if you're decision-challenged or don't trust weathermen (hmpff!)

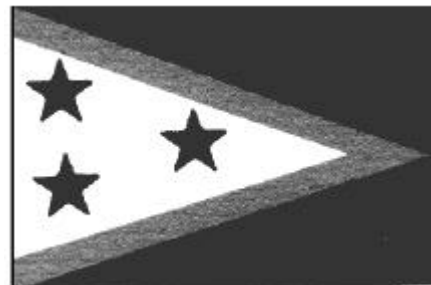
Since absolutely no one has subscribed as of the September Daymarker editor's deadline, and since OYC usually gives coordinators a few buckos to buy a few supplies and trinkets (legal tender on the Potomac), IF absolutely no one signs up you can probably join us at Tim's the Dunes just because it's a very nice weekend. Hail *Nextasea* after 10:00 a.m. on the 8th to find out what's happening.

For more information or counseling about Temptation Dunes 2001 (choose your theme: "Max Returns to the Dunes Lagoon," or "Miss Vivian: Up the Creek without a Paddle," or "Alexander's Dreaming of a New Starboard Engine," or "Missing Linck: Danni's Cool Adventure to Llanfairpwllgwyngyll"), contact Annie Banannie, aka Ann Shipley at (703) 425 6053, afship7@netscape.net, or go postal to 5100 Concordia Street, Fairfax, VA 22032.

**PRYCA End of Summer Party,
September 14-16**

by Tom Shank, cruise coordinator

The PRYCA End of the Summer Party at Fort Washington Marina is set for September 14-16, not September 22-23 previously listed in the OYC calendar.



The cost is \$40.00 per person and then \$1.00 per foot for your boat and power hook-ups and additional \$1.50 for 30 amp and \$3.00 for 50 amp per day.

If you are interested a check needs to be sent and made out to OYC and mailed to Tom Shank 510 "N" St., SW; Unit N527; Washington, DC 20024. They have **limited** slips. Also it would be a good idea to call Tom first and leave him a message that you're sending a check. Phone (202) 488-1545. Or you may call Susan Brown (703) 815-5891.

Columbus Day Weekend Cruise to Washington, 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...

What? Another two-week cruise adventure
on the Chesapeake Bay,

It's September, the best of boating begins,

Shrimp (and lobster) boats am comin'. . .
to the Dunes, dude,

Another PRYCA event, but you must act
now, bubba,

The October 27 general membership
meeting is definitely at Fairfax Yacht
Club, 2:00-5:00 p.m.

**September 1-2
Labor Weekend at
Port Kinsale
Beckie Heinz
924-9365**

**September 8- 9
Lobster/Shrimp
Feast at
Mattawoman Dunes
Scott & Ann Shipley
425-6053**

**September 14-16
PRYCA End of
Summer Party at
Fort Washington
Marina
Tom Shank
202 488-1545**

**October 6-8
Columbus Day
Weekend Cruise to
Gangplank Marina
John & Kathy
Corley
532-5429**



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

Change Service Requested