



The Daymarker

OCOQUAN YACHT CLUB

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Commodore's Comments

Mary Lynn Snowman

In case you haven't heard the news yet, Randy and I have purchased *Emerald Lady*. Her name will change sometime before you read this article to *Abominable Snowman*. It will not be the IV and the little creature will not be displayed on the stern of the boat. You can hail us on the radio by *Snowman* since Abominable seems to be such a mouthful to say.

There is a story behind our purchase of the *Emerald Lady* and renaming of her *Abominable Snowman*. The name came from Randy's dad. Decades ago Randy used to race cars. (You'll have to ask Randy what kind of racing he did because I can never remember the name and it was before my time. Don't get me wrong, I love racing and if we weren't boating I would encourage Randy to get back into racing. In fact, if my kids want to go into racing I would support that. I can safely say that racing is a sport that all of my family enjoys as well. I just prefer boating.) Anyway, when Randy was trying to think of a name for his car he asked his dad for a suggestion. His dad suggested *Abominable Snowman* and it just carried over into boating. Over the years though we have noticed that to say Abominable Snowman three times is quite a mouthful so we are changing our hailing name. Also, *Snowman* will now be the prominent name on the stern. AND, at my insistence, we are adding the port of call.

The decision to purchase *Emerald Lady* happened almost seven years ago. Randy has been in love with the boat since the first day he saw it. One day while he and his dad were at the marina he told his dad that someday he would own that boat. Randy watched in awe as Steve Zimpel worked on the boat. Any time he could help Steve with

the changes on the boat Randy was there to help. Steve had this uncanny way of making everything seem possible. He took ugly and made it look beautiful just like he took impending death and made it livable.

Steve was an inspiration to our boating life. Just when Randy and I had given up on boating it



Discovery!—Randy Snowman was surprised to find this handy access to the main engine room deep inside his recently purchased 70' motor yacht *Emerald Lady*.

was Steve who called us and told us to “get out the Soundings.” He had just found the *Abominable Snowman III*. It was Steve and his brother Rudy who built the swim platform for our boat. It was Steve who inspired Randy to take on the large project of repainting our boat. If Steve could do it, we could, too. Randy said, “Mary Lynn, doesn’t Steve’s boat look great since they painted it?” Well, yeah, but that doesn’t mean that I want to paint ours. But we did and I even took a few days off of work to repaint the window frames because the first coat didn’t go on right.

Thinking (well, maybe hoping) that we would have *Abominable Snowman III* for many more years to come Randy and I started the long project of refurbishing an old boat. Fortunately *Emerald Lady* became available before we got too far into the interior of the boat.

Purchasing *Emerald Lady* took some “aligning of the stars” to make it happen but there was never any doubt that we wanted it to happen. Our future plans (2009) included purchasing a boat large enough to live on. We were not prepared for it to happen this soon in our lives. We have had to make different plans but with the emotional support of friends, family and Hoffmaster’s, we have been able to make it happen.

Most of the stuff that I was hauling around in the back of my car a month ago did not go on to *Emerald Lady*. We purchased new stuff; therefore, I now have old stuff in my house and still in my car that I need to get rid of. Let me know if you need some stuff (one man’s junk is another man’s treasure). See you on the water!

OYC Official Holiday, August 21

Don’t forget OYCs Official Holiday is

Wednesday, August 21. Make plans now to be sick, I mean to take the day off, and join us for fun at Tim’s Rivershore. We’ll meet around noon (for those of you who can get off work) and party till the cows come home (for those of you who have to work all day... or own cows).

—MLS



Fourth of July—OYC celebrants assert their independence by depending on one another for food and drink at Gangplank Marina.

The Datemarkers

Birthdays

Rosie Betts 8/2
 Vincent Kelly 8/5
 Joanne Bassam 8/8
 Gary Linck 8/14
 Elizabeth Kalweit 8/16
 Nancy Sorkin 8/17
 Clete Shultz 8/20
 Janine Fordham 8/25
 Bob Cohencious 8/28
 Huy Phan 8/29
 Sue Sholar 8/31

Rick Zimmerman 8/3
 Andrew Kalweit 8/7
 Sharon Striker 8/12
 Debby Zimmerman 8/14
 Kevin Kelm 8/17
 Lisa Bell 8/19
 David Frank 8/21
 Henry Lovell 8/26
 Eugene Brown 8/29
 Ann Shipley 8/30

Anniversaries

Larry & Dana Lotspeich 8/4
 Rich & Becky Wellhouse 8/6
 Michael & Diane Bailey 8/7
 Chris & Mary Jo Webster 8/8
 Tom & Barb Egmore 8/20
 Jim & Donnie Cruse Bell 8/27
 Steve & Lisa Bell 8/28
 Walter & Susan Cheatham 8/30

Welcome New Members

Vincent and Stacie Kelly of Clifton. They keep their Chris Craft, *Leprechaun III*, berthed at Hoffmaster’s.

Claudia Fanes and Stuart Claggett of Springfield. They keep their Wellcraft, *Bonnie ZBlue*, berthed at John S. Beach Marina.

Robert and Nancy Sorkin of Arlington. They keep their Grand Banks, *Intuition*, berthed at OHM.

—Randy Snowman

OYC Membership Chairman

The Daymarker

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Vice Commodore

Rick Sorrenti

Do You Have Life Jackets Aboard? These are the words that a boater isn't very pleased to hear when talking on the radio to the Coast Guard. It all started on July 3rd as the OYC was heading north to Gangplank Marina to begin the July 4th celebrations.

North of Ft. Washington, *Sea Duck Too's* captain was awakened, I mean interrupted to hear the call for assistance. The hailing vessel's captain had been alerted to an overheat warning on one engine. Thinking that the engine had overheated and since we were so close to Gangplank, why couldn't the vessel proceed on one engine?

When advised to shut down the engine, the overheated captain replied loud and clear, "I believe I see smoke coming from the engine room!" The response was, "Do not open the engine room hatch!"

The Coast Guard, while monitoring the situation, broke in to advise. "Vessel with possible fire on board, can you drop anchor?"

Yes, came the response.

"Please describe your vessel, and number of persons on board."

"Two persons on board, 34 foot blue and white aft cabin vessel." and "I have dropped anchor."

Then came the real question. "Do you have life jackets on board?" Yes, came the response.

"We advise that you leave your vessel at this time."

While all of this was happening there were two vessels in route to the site. *Twice Is Nice* arrived on the scene first and retrieved the two wet and scared mariners from the water. Once on the scene, *Sea Duck Too* and *Erdnuss* watched as four Fire and Rescue, Fairfax County and DC Harbor police boats arrived along with two Tow Boat US vessels, all converged on the scene. A U.S. Park Service helicopter hovering at 50-feet or so broke the silence ... watching to ensure this wasn't a cover for a more deadly terrorist plot.

After another ten minutes, it was determined that no fire was on board the vessel and that it was to be towed back to the Occoquan.

You are probably asking yourself, what's the point of this story. Well, there are a few to be made.

Through all of this, the captain and passenger on the stricken vessel remained cool and calm. Acting extremely professional and competent, the captain did what was necessary to protect them from a possible horrible scene. (The vessel is gas powered and the potential was there for a major disruption to the weekend and your bod.) The vessel was well equipped and safety gear was usable and readily available. For those of us who witnessed this event, all feel that the captain should be congratulated for a job well done. For Bob Barron on board *Twice Is Nice*, thanks for your professionalism and assistance. So our hats are off to Ann Shipley and Reggie (Ann's life long friend) on board *Nextsea* for a job well done!

All rejoiced as Ann and Reggie drove up and joined us at

Gangplank for the evening of food, drink, fireworks and a recap of the events of the day on the river. After this start to the weekend, everyone was ready to relax. Jillian's mother was up from South Carolina and only had one question for us. "Is this a typical outing for OYC?"

One last safety tip. All have heard the advice, "Always wear shoes on the dock." Sunday morning as we were leaving Gangplank, this captain's small toe came in contact with one of those permanently mounted cleats on the dock. Boy, does that hurt!

Our thanks go to Tony and Tom, who once again worked miracles to make this a great OYC outing.

See ya on the river. *Sea Duck Too* back to 16.



Rear Commodore

Ann Shipley

I have to start off here with a huge heartfelt thanks to Linda and Laslo Bozoky for taking in my friend Reg and me when we had our boating fiasco on the Fourth of July. And to Rick and Teresa Sorrenti for taking me in at the Float-In since I was still homeless! And yes, boating fans, their boat is beautiful! I had to promise Rick that he could tell the story so I assume you have read his report.

Shrimp Feast is fast approaching and as of this writing, we are trying to get in touch with Tim to see if we can have our raft up and use the beach at Tim's II in Fairview Beach. That would offer the larger boats the accessibility that the Dunes in Mattawoman cannot. And it's A LOT cleaner!

Once again we will offer steamed shrimp. You just let me know how many pounds you want. And we'll have corn on the cob to make it a great cookout. Y'all bring along a dish to share and we will truly have a feast. I should have a price on the shrimp soon which I will send out via e-mail.

The dates are September 14-15 and as those of you who have experienced this summer fling before can attest, it's a wonderful party and a great way to spend an evening with your boating friends. If you know that you will be coming out to play, just drop me an e-mail at afship7@netscape.net to let me know how many little shrimpies you can eat!

With shrimp in mind, here is this month's cooking corner:

DELTA DUNKIN' SAUCE

- 1 cup mayonnaise
- 2 tablespoons lemon juice
- ½ cup vegetable oil
- ¼ cup catsup
- ¼ cup chili sauce
- 1 teaspoon paprika
- 1 teaspoon pepper
- 1 teaspoon prepared mustard
- 1 teaspoon Worcestershire sauce
- Dash of hot sauce
- 2 cloves garlic, minced
- 1 small onion, grated

Combine all ingredients; cover and chill. I promise it will tickle your taste buds!

See ya in the river! That is, *ON* the river.



Treasurer's Comments

Steve Thompson

What I Learned On My Summer Vacation

For a kid, summer vacation is the time between the end of one school year and the beginning of the next. But for the working class adult, the term "summer vacation" means any period of time (preferable at least one week in length) where you can get away from work and enjoy yourself. (Even then some people bring their work with them, right, Candy?) Well, for me, summer vacation was the last week in June. So, I would like to provide you with a few of the lessons I learned. Don't stop reading now or you're going to miss out on some really neat stuff.

But first I have to introduce the players and game plan. The players were Al and Candy Clevenger aboard *Oasis II*; former OYC member Rudy Noori and Barbara Luken aboard *Soul Mate*; Joe and Gail Livingston in *Gail Lynn II* with guests Mike and Cindy Hollingsworth, and Sue and me aboard *Day Dreamer*. The game plan was a trip to Tides on the Rappahannock with a stop at Coles Point on the way down and stops at Windmill Point and Coles Point on the way back.

So, here's what I learned:

1. When Al says, "We better walk faster," WALK FASTER!
2. When you look at the water behind your boat and the wave approaching is higher then your transom, ADD MORE RPMs.
3. You can win at Dominoes AND be under the influence of alcohol at the same time.
4. DON'T FORGET TO BRING THE CHARCOAL LIGHTER FLUID!
5. If things seem a little dull, try playing a game of "Let's See How Many Drinks We Can Spill."
6. The height of a wave is directly proportional to the angle at which it is seen, or, the closer you are the bigger they appear. (Next time I'm bringing a ruler.)
7. NEVER get on your hands and knees to help line up a croquet shot.
8. You can have FUN on a golf course no matter your skill, even with a group of ten.
9. The Referee makes the rules and is ALWAYS impartial. Really.
10. Eh, eh, and eh get the extra domino.
11. If a stranger puts a watermelon on your table and walks away, eat it before he comes back.
12. The Dog Days of

Summer sometimes comes earlier then August, and may stick around for a Long Time.

And the most important thing that I learned (actually this one was just a reaffirmation) was: Laughter makes life all the more worth living. To this end I would like to thank my fellow cruise mates with providing me with the stimulus that induced literally hours of laughter interspersed throughout the trip.

As for the first twelve items, if you don't quite understand them, all I have to say is that you had to be there. Hopefully the next time, whether it is a week-long cruise or just a weekender, you'll be able to see for yourself. For specifics, I guess you'll just have to listen to the stories to be told by my cruise mates.

Here are a couple other items about the trip that may interest you. If you are ever in the lower Rappahannock I recommend pulling in to the Tides Lodge. The service is great with a free paper delivered to your slip every morning, a nice cold bag of ice provided every day, and a good supply of towels for use with showering or going to the pool.

There is a small but very nice town, Irvington, about a quarter mile from the entrance of Tides Inn. Here you will find seven or eight small stores where you can buy most anything, except boating equipment and supplies. And there is a very small convenience store at the Texaco station with the bare essentials if you need to supplement your ship's stores. However, Captains beware; I discovered that some First Mates have spent almost an entire day in the shops. A corollary can be drawn between the time spent in Irvington and the amount of currency expended to the time you spend cruising the Potomac and the amount of fuel expended.

Further up the road, about five miles, is the town of Kilmarnock. You can get there via a shuttle from the Tides Inn, which departs every day at 2:00 p.m. I'm told that there aren't as many stores as there used to be, and I can believe it as I only looked in three stores. However, for those with drastically reduced food supplies, there is a good-sized grocery store.

Well, that was my summer vacation; and my homework assignment is now done. Now I'm off to my next OYC adventure; hope to see you there.



At Tides Lodge—*Oasis 2*, *Day Dreamer*, *Soul Mate*, *Gail Lynn II* and some stuck-up wind-sucking rag-hauler blow-bote [just kidding] all slipped together in a friendly few days of boating fellowship.



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The (Working) Impeller is Your Friend

by Ned W. Rhodes

After a blistering Fourth of July, the crew of *Impulse* headed down to Cobb Island for a three day weekend. The boat was running well and we had a great time riding our bikes, eating at Captain John's and cooking out. It was a very low-key weekend. We left Cobb Island for home around 2:00 p.m. on Sunday and as we were half way between Cobb Island and the 301 bridge, Arleen and I both noticed that the starboard engine had started to sound "throaty." I then noticed that the temperature gauge was starting to climb, and I knew we had a problem.

We came off of plane and I check the strainer, the through-hull, we backed up and we restarted the engine, all to no avail. There was not enough water coming out of that engine and we were basically hosed, big time. I figured that I had three options: duck into a nearby marina (Cobb Island, Aqualand or Port Tobacco), call for a tow, or run home on one engine. My reverse track on the GPS indicated a seven hour trip at the six knots which I was comfortable making on one engine, and I did not like the marina options since I would have to call on someone to come get us and then hassle with coming back down with parts to fix the problem. So, we opted

for a long (but pleasant) trip home.

The seven hour trip gave me time to look through the log book to figure out the last time I had changed out the impellers on the engines. It turns out the last time was in 1998 and so I had obviously waited too long. We called Tom Coldwell to let him know the situation and that we were okay and sat back for our ride. I will tell you the lessons learned from this experience.

1. Change out your impellers every two years.
2. We learned that we are not ready for a trawler and its six knot cruise speed.
3. You should have the phone number of fellow boaters on your dock so that you can report in if there is a problem.
4. You use significantly less fuel at six knots using one engine
5. At six knots you can easily steer a boat in a straight line only using one engine
6. There are a lot of trees between the 301 bridge and the Occoquan



Replacing the impeller—Master mechanic Rhodes is seen cursing and fuming while looking for his socket wrench.



No wonder the mimosas were lumpy—The water pump housing containing *Impulse's* disintegrated impeller, which caused the starboard engine and its owner to overheat.

Lower Bay Cruise to Tides Inn

by Joe Livingston, Cruise Coordinator

Cruising was “run the river-bay, wait for *Gail Lynn II*.”
Playing golf was “hit the ball and drag Joe.”

Never mind that the OYC flotilla (as listed in Treasurer Steve Thompson’s article) over the last week of June had a great time and several memorable experiences.

The crew of *Gail Lynn II* is planning a re-play for the last week of June 2003. Come join us!

We were joined by Cindy and Mike's friends Tamy and



Jolly Boaters—During their visit to Tides, Joe Livingston and Mike Hollingsworth seem real happy about the prospect of down-sizing to smaller craft.

Tom Dunkelberger on *Marine Dream* out of Hampton Roads. We welcomed them aboard at Monday's social hour and they graciously responded with a super moon lit cruise on the Rappahannock River. Thank you, Tamy and Tom.

The Cruise Plan went well with eight hot and sunny days punctuated by a little rain and wind at night. We did by-pass the Windmill Point overnight due to forecast five foot seas on the bay for Friday, our planned return to the Potomac, now made a day earlier. Distance traveled on the trip was approximately 232 miles.

The players came up with a pretty good mix of scheduled activities, but scheduled times were not in concrete and the players were not always the same. Those who played golf found the Golden Eagle and Tartan courses fun and in good shape with the Golden Eagle a little pricey, that is until (at least Joe) noted the prices at the Spa. Our ladies, however, seemed to agree that the full body this, and the facial that, and something with the toes,

and so on, was fantastic. And for the record, our ladies did look good.

Speaking of good, picture four couples playing golf and all on the same hole. We had one “formal” dinner seated in a private room at the Inn for a special and fun evening. We had ribs, crabs and lasagna one night, light fare another and steak and burger picnics at least twice. And just in case Vice Commodore Sorrenti is keeping count, serious happy hours were held on nine of the eight days out. It's reported the Captain of *Gail Lynn II* lost count after winning croquet with partner Captain Al.

So that is about it. The players all hit the mark and all other OYCers missed out. The Tides Inn, a Chesapeake Tradition, is a first rate resort and improving with on going renovations and changes. Next year a yacht cruise aboard the *Miss Ann* or some tennis is a must, but that is what we said last year.

Hardy Souls Cruise, Nov. 1-3

by Ned W. Rhodes, Cruise Coordinator

Please read this carefully. Due to the fact that some large boats had already reserved all the big slips for the weekend of the Hardy Souls cruise to Old Town, I have had to change the date of that cruise to be the weekend of November 1-3. I have reserved as many slips as come available that I will assign on a first come, first served basis.

It is never too early to sign up and so all I need is your name, your boat name, power requirements and arrival and departure dates. I start to work with the dockmaster toward the beginning of October and we rarely know how many slips we will have until the week before the cruise.

Early morning dog walks to fascinating places are being planned as well as scavenger hunts, cocktail parties and general jovial interaction. Let me know if you are a Hardy Soul.



Das Danmark—Und das Vilson Gebridge made a pretty sight on the July 4th weekend.

Another successful PRYCA Float-In, even without your boat



PRYCA Drive-In—There weren't as many slips available as in previous years, so yacht clubbers were encouraged to come by car. In the competitions, OYC won the Jump Start Relay and the Spare Tire Toss.

Official PRYCA photo, courtesy of Ned Rhodes.

by Steve Thompson, collector of the checks
and (damned fine) coordinator by default

Well, its come and gone, and for those of you who missed it, well, you really missed it. And for those of you who didn't, I'm sure you all had another great OYC weekend. What am I talking about is the Float-In at Fort Washington, sponsored by the Potomac River Yacht Clubs Association.

Everyone who wanted a slip got one. For a while, and up to just about the last minute, who would get a slip was questionable. But I would like to personally thank all those that attended for their patience.

The Float-In started Friday evening with most of the boats arriving and getting settled in. We even had the whole Martin family, on *Splash Dance*, out of Colonial Beach in attendance. It was their first trip as an OYC club member. (They said that they enjoyed the trip and hopefully will be able to find the time for future OYC events.) *Miss Vivian* arrived early Saturday with *Impulse* arriving just in time for the start of the PRYCA Cup events. Other boats in attendance were *Emerald Lady*, *Sea Duck Too*, *Walt's on Water*, and *Day Dreamer*. Ann and her daughter Myan from *Nextasea* were also in attendance, sans boat, which had a minor engine problem the week before (see Rick Sorrenti's report)..

The Cup, this year, consisted of five events, the scavenger hunt, a navigational skills test, the life ring toss, a dinghy race, and Vessel Safety Check tally. OYC put forth their best efforts. In the scavenger hunt we got 48 out of 50 items (I forgot to bring my water rifle on this trip). OYC, represented by Ned Rhodes and myself, also scored up with the top in the navigational skills test, we were just a bit slower. (I promise Ned, I really am going to take that speed-reading course.) Randy Snowman and Susan Cheatham were superb in the ring toss with their pinpoint accuracy. But I think the judges secretly moved the target further out when Susan came up to bat. And Rick and Teresa Sorrenti, our OYC Dinghy Race champions, tried valiantly to bring home the gold. But I heard a rumor that some of the other clubs had been having weekly dinghy practices and thus bringing in some super low times. It was a little difficult competing with clubs that had so many boats in attendance. So, needless to say, we didn't quite make it to the top. On the other hand, I believe everyone had a great time and that is what we were there for.

That evening there was plenty of dancing with the almost

obligatory OYCA theme song. The DJ was great, as usual, and it was fun trying to learn how to dance the "Booty Call." I guess this last item will be a continuing work in progress.

But all good things must come to an end. And Mother Nature helped out in that respect with rain Sunday morning. After a nice breakfast it was back to home port.

See ya on the water.

Really, really last call for the Labor Day weekend cruise

At press time Cruise Coordinator Beckie Heinze reports that she's about out of slips for the weekend cruise to Coles Point Plantation, August 30-September 2. But just in case space is left, give her a call, 703 924-9365, or email her at bjheinze@aol.com. No promises, but if you're in luck she will want to know:

1. Name of Captain and number of crew members
2. Your Boat Name
3. Size of boat (LOA, beam, and draft)
4. Electric needs (30 amp 50 amp 260amp whatever)
5. Day you will arrive and number of days you will stay.
6. Your phone and email

This a guaranteed good time cruise, more's the better if you came along. Give her a call.

On the Internet

Occoquan Yacht Club: www.OccoquanYachtClub.org

Potomac River Yacht Clubs Association:

www.PotomacRiverYachtClubs.org

Occoquan River Maritime Association::

www.ormaweb.org

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Inside . . .

The Commodore has a new boat,

A huge supply of August birthdays; ah,
December, a month of giving and receiving,

OYC's very own rescue at sea,

What Steve and Joe learned at Tides, and
when Ned counted trees,

And OYC's new approach to slip-starved
PRYCA Float-Ins.

August 2-3
Cruise to
Olverson's.
(Probably closed
out, but try
Rick Sorrenti,
703 590-6274)

August 21
Official OYC
Holiday at Tim's

August 30
Labor Day
Weekend Cruise
to Coles Point
Beckie Heinze
703 924-9365



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