

The Daymarker

OCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979Y

Web site: <http://www.OccoquanYachtClub.org>



Commodore's Comments

Mary Lynn Snowman

I will admit that remembering names is not one of my strong points. And I stay away from getting involved with politics as much as I can. Put those two together with the fact that I am from Maryland and I completely blew it on my introduction of Michelle McQuigg, Virginia State Delegate from the 11th Congressional District. We appreciate the time that she took from her schedule to come down to Occoquan Harbour Marina and participate in the OYC Flag Raising Ceremony on Sunday, May 5. We were also honored to have the Fairfax County Marine Patrol, the Potomac Marine-Boat U.S. and the Coast Guard Auxiliary with us that day. Thanks again for sharing the day with us.

Speaking of sharing...several issues ago I shared with you the experiences I had had with the anchor on our boat. It definitely caused problems within the crew of the *Abominable Snowman*, so a new one was purchased and it has now been used. I am happy to report that Randy and I have successfully used the anchor TWICE and in both instances the anchor set on the first try. First Mates, if you are having trouble with your anchor setting you may need to consider investing in another anchor.

While I'm still in the sharing mode, let me share with you another boating experience. Randy and I recently were out on the Occoquan River enjoying a beautiful day of boating. When returning to port we came upon a smaller boat fishing near the channel. As it is our responsibility we slowed down so that our wake did not cause the smaller craft to toss about. However, the boat coming in the opposite direction did not slow down causing this fishing boat to toss about. As painful as it is for me to write this I know I must. As boaters it is our responsibility and obligation to be courteous to ALL boaters/swimmers/skiers/

divers/fisherman —whoever or whatever—on the water. Even if they are sitting in the middle of a channel you are not to cause injury to a person or a boat. The owner of the boat causing the wake can be held responsible for any damage. No wake means No waves. Please observe and practice safety on the water.

OYC has many activities for you to share in, as you will see in the season schedule appearing on the membership roster included in this Daymarker. Come on over, or down, or across or wherever we may be.

Let me close by expressing on behalf of OYC our deepest sympathy for the family of Steve Zimpel, who passed away on May 7 after a long battle with cancer. A tribute to Steve appears inside.



Flag Raising—Hoisting the colors and firing a gun salute at Occoquan Harbour Marina heralded OYC's new season.

Commodore

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301 869-2885

Vice Commodore

Rick Sorrenti
703 590-6724

Rear Commodore

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Secretary

Eugene Brown
703 815-5891

Treasurer

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THE DAYMARKER Editor

Tom Coldwell
703 323-1675

The Datemarkers

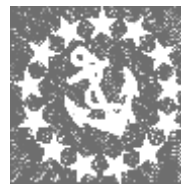
Birthdays

Betty Zaegel 6/2
Randy Snowman 6/5
Robert Bassam 6/15
Steven Thompson 6/16
Walter Kraus 6/21

William French 6/5
Steve Bell 6/8
Mary Jo Worcester 6/15
Allen Clevenger 6/19
Janet Jeirles 6/29

Anniversaries

Rob & Margaret Grant 6/4
Mike & Janine Fordham 6/5
Paul & Maria Koenig 6/6
Bob & Jan Wilcox 6/15
Duane & Janet Jeirles 6/15
Tom & Monica Crosson 6/17
Allen & Candy Clevenger 6/18
Nabil and Lucy Dubraque 6/19
Richard & Patricia Garverick 6/19
Joe & Gail Livingston 6/20
Steve & Mary Jo Worcester 6/21
Bill & Marilyn Dalgerty 6/22
Bill & Peggy Johnson 6/22



Vice Commodore

Rick Sorrenti

It's Time?

Who was it who said it was boating season? Most of us have been ready for over a month and last week, we have *frost*? The annual dinghy regatta, hosted by Hoffmasters, was too cold to get more than 15 or so folks out to party? Peggy Castle was shocked! And who was it who said we were going to have a raft-up after the event in Mattawoman? When Randy Snowman was asked what time, the words coming from that man's mouth can't be printed. But all this aside, we did have the dinghy regatta; let the pictures tell the story. I am so proud of how Teresa has mastered the dinghy race intricacies. Even with the cold, a few OYCers managed to hang out on the docks Saturday night and Sunday. Nothing's better than good company, good movies n' your boat.

With the guarantee that summer will get here for the PRYCA Float-In, July 12-14 we have *Nextasea*, *Walt's on Water*, *Splash Dance*, *Sea Duck Too*, *Miss Vivian*, *Seadated*, *Day Dreamer*, and *Impulse* signed up. With the limited number of slips available, we have a waiting list for boats BUT we do need your attendance. On Saturday, competitions include scavenger hunt, navigation/safety test, bos'n skills (ring toss) and dinghy race. Points will also be awarded for boats with 2002 Vessel Safety Checks completed. No excuse for not getting max points for this event. Saturday night is party time, with Peggy Castle and catered dinner under the big top. We need your help, even without your boat. Please join us so you can help bring the PRYCA Cup back to OYC. Contact me before I contact you!

See ya on the river.

Welcome New Members

Pat O'Kane of Alexandria. He keeps his Catalina berthed at OHM.

Clete and Lin Shultz of Woodbridge. They keep their Maxum, *Freedom*, berthed at OHM.

Russell and Katie Magnuson of Alexandria. They will be bringing their boat from Blue Hill, ME in June.

Huy and Dana Phan of Fairfax Station. They have their Cruisers, *Dana Lyn*, berthed at Hoffmasters.

Michael and Susan Dugan of Alexandria. Their Chaparral, *Deo Gratias*, is berthed at Hoffmasters.

Bill and Peggy Johnson of Alexandria. Have their Chris Craft, *Time Away*, berthed at Hoffmasters.

Welcome to you all.

2002 OYC Membership Roster

Enclosed in this Daymarker is your 2002 OYC Membership Roster. We put two copies on a single sheet, so you can neatly cut or tear it in half and have a copy for home and a copy for your boat.

—Randy Snowman
OYC Membership Chairman
Abominable Snowman III

Daymarker (again) spotted in Chesapeake Bay Magazine

Chesapeake Bay magazine ran a nice article in April on the Daymarker's April issues, then followed it up in the June magazine with a little item reporting this year's "Cheapskate Bay" April Fools send-up. See the Channel 9 column in the June Chesapeake Bay Magazine.

On the Internet

Occoquan Yacht Club:

<http://www.OccoquanYachtClub.org>

Potomac River Yacht Clubs Association:

<http://www.PotomacRiverYachtClubs.org>

Occoquan River Maritime Association::

<http://www.ormaweb.org>

Web space donated by Software Systems Group

Ned Rhodes, President and CEO

Arleen Rhodes, Angel in Residence

and Chesapeake Bay Yacht Clubs Association:

<http://www.cbyca.org>

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.net (NEW ADDRESS)

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



Rear Commodore

Ann Shipley

“I’m coming out so you better get this party started!”

With the official opening of the season announced by Mary Lynn at the flag raising, we are now supposed to be well ensconced on our boats, floating aimlessly down the Occoquan, doing what we do best—searching for the next PARTY so we can eat, drink and escape the real world!

We had a great turn-out of party animals for the big boom. And y’all brought such purtty, yummy stuff. Maybe I should stop sending you recipes and you should start sending them to me. The man of the hour this year was Nabil with his totally awesome pictures of the Colonial Beach Marina fire and the story of the Dubraque escape on their boat. Sue’s Ship’s Store (try saying that 10 times real fast) did a brisk business selling all that neat OYC stuff that none of us can possibly live without. Of course, we will all be dressed alike this year, but then, that takes away the problem of what to wear and makes it easier to find one another. Sue, I’m thinking you might consider arm bands which read “If found, please return me to _____ (boat name).” Could be valuable as the season goes

on and would probably be a big money maker. So a big THANKS to everybody who helped put the Flag Raising event together and to all who came to make it such a fun time.

That said, here is your next installment of “What Should I Take to the Party?”: **Annie’s Crab Stuff**

- 4 (3-ounce) packages cream cheese, softened
- 1 small onion, chopped
- 2 tablespoons butter, softened
- 1 Tablespoon Worcestershire sauce
- ¾ cup chili sauce
- 1 – 1½ tablespoons prepared horseradish
- ½ pound fresh lump crabmeat, drained (I like more, though)

Fresh parsley sprigs

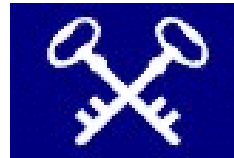
Place first 5 ingredients in a food processor, cover (I always forget that part—not a good idea) and process until smooth. Shape cheese mixture into a 1 inch thick circle on a platter. Combine chili sauce and horseradish; pour over cheese round. Top with crabmeat, and garnish with parsley. Serve with crackers. (I like wheat thins with this one). All Done.

Now wasn’t that easy?

So I’m thinking, whatcha gonna bring me to eat at the raft up at Fairview Beach on June 1? I know Tim’s II is supposed to be open by then, but come on, guys, we can’t stay in there 24/7!



Galley ashore—Randy Snowman and Scott Shipley cooked for the flag raising picnic.



Quartermaster Comments

Sue Thompson

OYC’s Flag Raising was an outstanding opportunity for members to browse and buy all kinds of items with the club’s logo. My thanks to Beckie Heinze for helping with the Quartermaster sales. Without her I surely would have been drowning in a sea of folks wanting to buy all of our great OYC items. *Day Dreamer* will be stocked with a variety of OYC Goodies (albeit small amounts) should you need anything throughout the boating season. Of course, if it isn’t on the boat it can be pulled from stock and arrangements can be made for delivery. Thanks for all your support!



Good gear—At the flag raising, Beckie Heinze, l., assists Quartermaster Sue Thompson in moving OYC’s plentiful stock of club merchandise.



Treasurer's Comments

Steve Thompson

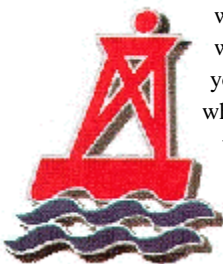
When you are talking to a prospective member and they ask, "What does membership in OYC get you," do you know the answer?

A good question deserves a good answer. And those OYC'ers that have been around for a while, and even some boaters that aren't in the club, have a really good response; PAR-TY! Yes, it has been said around the river that OYCers know how to party; but that isn't all the club is good for. Believe it or not, you get a lot more. When you started reading this newsletter where did you start? With Mary Lynn's article, right? Well, take another look at that front page. What do you see? Well, there's the name of the newsletter and its volume number, the club's address and a bunch of names and phone numbers of some crazy people that you might say were dumb enough to say, "well, if asked, I'll do it." There's two more lines in every issue, "Member: PRYCA, CBYCA, Boat/U.S. Accord # GA80979Y" and the address of the club's web site.

I won't bore you with a page and a half of what each of these things get you. But I will say that without the PRYCA there would be a lot less partying going on, like at Cobb Island Days, the Float-in, and the End-of-Summer Party, to name a few. I have been to several of these events and can attest to, and have on more than one occasion actually helped to validate, the reputation the OYC has garnered.

Now it may not seem logical that a yacht club on the Occoquan would be a member of the Chesapeake Bay Yacht Club Association but it's true (see what happens when a bunch of crazy people volunteer. But you're to blame just as much because those volunteers had to be elected by you, the member.) I think I'll save this subject for a more in-depth article later in the season.

Now comes the part that you should be very interested in reading. OYC has a Cooperating Group Accord with BoatU.S. And through this accord, which your club has aggressively negotiated, you can receive a BoatU.S. membership at a whopping 50 percent discount. All you have to do is mention the Accord number when joining, or renewing your membership. Of course this discount only applies to the cost of the basic membership. Give them a call at 1-800-395-2628, or pick up a brochure at the Quartermaster's table at the next club event, to find out more about what membership benefits you will receive.



Boat U.S.

But if you don't do anything else, please check out your club's web site. If you have a question about what OYC is or what we're doing this is the first place you should go. There are also pages with photos from past events, copies of your favorite Daymarker, a list of scheduled activities and who you should contact if you want to participate, and links to many other great boating web sites. (If you think the pictures in the paper Daymarker are good, try the color versions on the web;

they are absolutely fantastic.)

So, the next time you read your Daymarker cover-to-cover, don't forget to check out the small print.

Easter Seals Cruise for Kids, June 23

It may be a little late for Easter but there's an Easter Seals Cruise for Kids that you won't want to miss. The date is June 23rd. The place is the Capital Yacht Club. What exactly is the Easter Seal Cruise? Well, it's all about kids. But these kids are special because when they smile you can't help but smile right back.

Liz and Andrew Kalweit participated in this event last season. In talking with them I discovered they had a great time. To find out more information on this event, call 800-886-3771. I read a PRYCA newsletter that said you could also contact Paul Malloy at somersville42@hotmail.com. I wouldn't recommend just showing up. You may find that there is no place for you in the planned activities. This recently occurred to me when I just so happened to be in the D.C. channel when the Blessing of the Fleet was taking place. Everything here was planned to a T where each boat had its place in the line and cutting in was frowned upon.

So, please make that call. It's one I'm sure you will never forget.

Dinghy Regatta Images—1



Blind Ambition—Al and Candy Clevenger shove off in an ill-fated attempt to grab the Dinghy Regatta championship by rowing around a buoy 75-feet away. Al wore the blindfold while Candy told him where to go. They returned several hours later.

Thinking about the marina fire

by Nabil Dubraque

The 38' Pacemaker, when it exploded, sounded not much different than the shelling Dahlgren had been doing all morning so, with the two of us below working and reading, Lucy and I paid it little heed. Five or so minutes later I went topside to retrieve a tool and saw the angry column of smoke punctuated by red balls of exploding fuel marching towards us. A quick look down the covered sheds leading to our open section of dock confirmed the speed of the fire. The flames were marching in quick-time to the beat of exploding tanks, the explosions channeled by the sturdy tin and timber roof and by the strong and unpredicted winds to the next vessels in line. *Meri Lucy* was all buttoned up, and it took us perhaps three minutes to get underway. On being warned by a couple of good Samaritans in a skiff that the fuel storage tanks for the gas and diesel pumps were next to the travel lift dock, we abandoned our original plans to tie up there and opted to go up Monroe Bay to safe haven. So fast was the fire that by the time we had the smaller covered shed to port, these had also become fully engulfed, set aflame by vessels which had burned through their lines and were now propelled by the high winds. Going through a river of smoke and heat for perhaps thirty seconds, and keeping an eye out for the burning vessels now crossing our course, we made our way upwind of the marina and to safety.

In retrospect, the experience raises some thoughts about the fair use of the recreational bombs we love so dearly. At this writing, these come to mind:

- Ill-maintained, neglected vessels can be more than an eyesore, and may under the proper circumstances result in devastating liability exposure to their owners.
- Fire is highly unpredictable: this fire took less than ten minutes to travel not only the huge length of covered shed, but surprised us by reaching the smaller and more distant shed by the time we reached it.
- It is unlikely that firefighting equipment found on most docks, the occasional extinguisher set in a pretty case every so many meters, can be a match for a fuel-driven fire. The marina owner and several employees, who saw the initial explosion, rushed in with extinguishers only to be driven quickly out.
- I suspect metal-roofed covered sheds may channel explosions along their axes, more so than canvas-roofed sheds where the much of force of the blast may be directed upward. The few boats that were cut loose and saved by the two men in the small skiff were not under cover but at our open dock
- Look over your surroundings and develop an evacuation plan. Poke around your marina, and learn all you can about it. In our short tenure at CBYC, we had never had reason to walk about the storage area by the travel lift, and had no idea that the gasoline and diesel storage tanks were there, and may well have unwittingly tied up next to them. That they survived the fire was mostly a quirk of wind direction.
- Training and sound routine are important. In an emergency you tend not to act, but to react, and good habits could save your life. Lucy automatically put on her

inflatable PFD, as she always does before getting on the bow, and without prompting was calmly handling lines, hanging them up as though we were just out for a short cruise. I did not put on a PFD, though under these circumstances I should have, since this unfortunately was not my habit. I did, however, automatically turn on the blower before starting the engine, and it occurred to me, after carefully hanging up my power cord on its hook on the piling, that I'd be much better off taking it on board. Unfortunately, the knife I needed to cut the two ties securing it was where I had been working down below, and the cord remains today on its scorched piling.

The marina will be rebuilt, though it's too early to tell when. The Colonial Yacht Club, which co-sponsors the Dog Days of August, has lost about half its vessels. The pollution booms still surround the charred docks, and greasy debris laps the shoreline while cranes on barges and ashore lift and deposit wreckage into containers for hauling away, an ignominious end for many fine vessels. But no one was hurt, not physically anyway.

What's Wrong with this Picture?



That Sinking Feeling—Dock hands, including Carla Lynn, handing a white bucket to Ned Rhodes, boarded this *Marinette* and saved it from sinking. One loose hose was the culprit.

by Ned W. Rhodes

No, it is not the fact that I appear to be working on someone else's boat rather than drinking wine on my own. Look at the swim platform. This boat is *sinking*! So what the hell am I doing on board? It turns out I am helping to bail water. This is what I learned from the experience:

1. One needs to have working bilge pumps.
2. A bilge alarm for high water is good to have.
3. A young person with a strong back is good to have in the bilge of a sinking boat.
4. One should double clamp your all hoses in the bilge, especially the one from the through hull to the generator.
5. When water starts coming in, close all through hulls first, then look for other places water could be getting in.
6. A bilge pump has a hard time keeping up when water is entering your boat through a 2 inch hose.
7. It is nice to have friends to help you in time of need.

Dinghy Regatta Images—II



Dinghy Regatta Winners—Past Commodore Candy Clevenger, r., presents prizes to the 2002 Dinghy Regatta winning teams, l. to r., Joan Hicks and Dana Phan, Rick and Teresa Sorrenti, Susan and Steve Thompson. The event was held on a chilly May 18 at Hoffmaster's Marina. A model boat race tournament was also staged, but the batteries (of the boats) gave out before the event was completed.



"Go right, Rick, RIGHT. No, left, LEFT!"—In the quest for a dinghy regatta victory, a determined Teresa guides her blindfolded crewman on the way back to Hoffmaster's dock.

Significant Milestones in Boating: Your Kid Finishes College



Rick Sorrenti's daughter Jillian waits in line at the Clemson snack bar to get her diploma after a storm washed out more elaborate commencement exercises. At right, snack bar invaders dig out their diplomas from boxes left behind by fleeing faculty members. With tuition payments now past, Sorrenti will probably buy a bigger boat.

Remembering Steve Zimpel

He would make some outrageous claim or explanation and add, “That’s my story and I’m sticking to it.” — always said in jest, in a self-effacing manner. But it says a lot about the way Steve Zimpel lived. No matter the adversity, no matter the challenge, he stuck to it, pressing on regardless.

I saw this from the perspective of a boater, especially in his continuing crusade to restore a quarter-century old yacht, *Emerald Lady*. Construction hurdles and remodeling setbacks befell him, one after another, but never for long. He prevailed. Time after time. He just never gave up.

Steve is a legend among boaters on the Occoquan. Even if they weren’t lucky enough to know him, word of his adventures got around. That was easy to happen because much of what he did was help others. Fix this or fix that, dropping his own chores and coming over to help.

He was a big help to the very concept of big. For example, he convinced Mary Ann and me that we needed a bigger boat when we least suspected we needed a bigger boat. And in our case and with several others I’m aware of, he started a veritable chain reaction of bigger boats on the Occoquan. In fact, boat length inflation didn’t really begin until he brought that big 62-foot Pacemaker up the river and we all thought he could probably get his own zipcode.

It’s no secret about his numerous occupational skills: developer, entrepreneur, venture capitalist, master builder, craftsman, mechanic and artist. A real perfectionist—but, in truth, never always perfect, especially in the little things, happenings that added to his legend. Like docking in Alexandria thinking his generator ran all night when in fact it was a main engine. Like launching after overhaul, firing up the engines, setting into forward gear and gushing *backwards*

because that’s the way he put the props on. There were countless little episodes like these, but Steve was always the first to report them. And no one seemed to enjoy the joke on himself more than he did.

He took great pride in and loved his boating. Mary Ann and I cruised with Steve, Gail, Gary, Rudy, Cookie and Molly into Annapolis a couple summers ago while they were on their way to New England. Steve cruised right into the narrow channel at the city docks known as Ego Alley. Brought the yacht to the very end, did two gentle 360-degree turns, and to the astonishment of the dockmaster and tourists assembled on the dock, he landed *Emerald Lady* in the tiniest space you could imagine. It was downright... cool. But as our crew went ashore for dinner and we passed groups of pedestrians, Steve would exclaim within earshot, “Did you see that guy bring that big boat into the City Dock?” It was all we could do to keep him from stopping people on the street.

Steve was immensely serious about everything he attempted, but somehow without taking himself too seriously.

Focused? You bet.

Boundless energy? Where did it come from?

Indomitable spirit? Without question.

And always an arbiter of style and great taste.

Sense of humor? Yes, that most especially, always fresh and lively, giving and receiving well in the constant battle of wits and the witless.

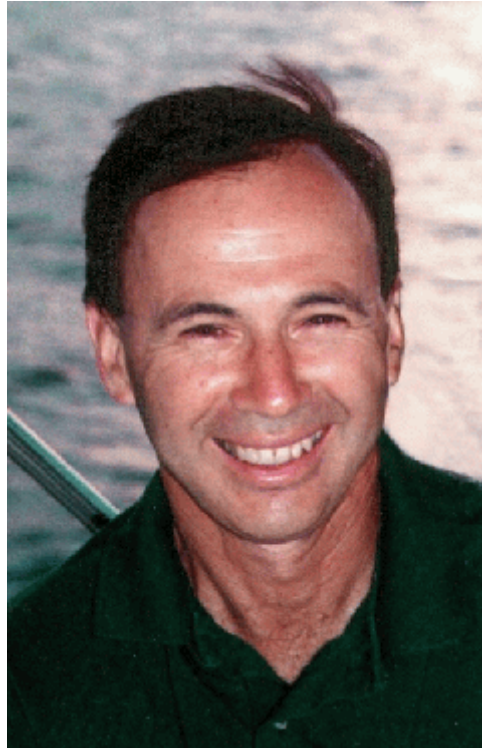
Occoquan Yacht Club was proud to have Steve as a member. Of that group, many of us were blessed in having him as a friend. Steve had this remarkable gift of making you feel like you were important to him, and it was not an act, you were important to him.

Someone, unknown to us, has written “Some people come into our lives and quickly go. Some people move our souls to dance. They awaken us to new understanding with the passing whisper of their wisdom. Some people make the sky more beautiful to gaze upon. They stay in our lives for a while, leave footprints on our hearts, and we are never, ever the same.”

I do miss him.

“That’s my story and I’m sticking to it.”

—TC



Stephen M. Zimpel
September 15, 1945–May 7, 2002



Motor Yacht For Sale —*Emerald Lady*, 1975 Pacemaker, asking \$350,000. Contact Gail Zimpel, 703 623-2600.

Last call, THIS weekend...

June 1st Raft-up at Fairview Beach and Tim's II

OYC's esteemed Membership Chairman Randy Snowman, captain of the fully stabilized *Abominable Snowman*, flagship of our beloved Commodore, is coordinating this weekend's raft-up at Fairview Beach. Boasting a sandy bottom and sufficient depths to accommodate deep draft vessels, the beach is down river 12.5 miles past the power lines and just past Aquia Creek on the Virginia side.

This is a favorite anchorage for boaters patronizing the restaurant ashore, which is now under new ownership of Tim's Rivershore; new name: Tim's II. *Abominable Snowman* will cruise to Fairview Friday night—a bold attempt “to get a good spot for all of us”—and will stay Saturday night, too.

You can stay for a night, or make it an easy one-day round trip. The *Abominables* will be monitoring Channel 16 and watching for you to come tie up alongside.

June 1
Fairview Raft-Up
Randy Snowman
301 869-2885

June 22-30
Lower Bay Cruise
Joe Livingston
703 250-8765

June 29
Fireworks at
Tim's Rivershore

July 4-5
Fourth of July
at Gangplank
Tony Mirando
202 488-1545

July 5-20
Upper Bay Cruise
Dani Linck
703 494-7028



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