



The Daymarker

OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125
Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979Y
Web site: www.OccoquanYachtClub.org

Commodore

Mary Lynn Snowman
301 869-2885

Vice Commodore

Rick Sorrenti
703 590-6724

Rear Commodore

Alan Gorenstein
703 938-6516

Secretary

Candy Clevenger
703 273-3073

Treasurer

Steve Thompson
703 440-8114

Quartermaster

Susan Thompson
703 440-8114

Membership

Steve Thompson
703 440-8114

Historian

Dana Phan
703 690-2435

PRYCA Delegate

Joe Livingston
703 250 8765.

THE DAYMARKER Editor

Tom Goldwell
Duward Fahrquardt
(unlisted)

OYC Pushing New Member Recruiting Club Elders Reaching Out to “Young Boater” Market



No Holds Barred—OYC’s “old hands” are going to any lengths to recruit new members, shown here offering a prospect attractive incentives such as free dressing rooms and a bag of M&Ms.

Inside...

**Coast Guard and developer vie over river lands,
New Presidential yacht to base in Occoquan**

Introducing...

Happy Glasses

Giving you the friendly look of the real you.

Ordinary sunglasses are a turn-off.

No one can trust you if they can't see your eyes behind those dark, secretive lenses. You look suspicious at best. Some professional photographers will even refuse to take your

picture while you are wearing them. But you can't take them off without suffering those ugly sun grins, making your eyes squinty, like you just tasted the cheap wine often served on OYC boats.

A solution is at hand— *Happy Glasses™*!



Here are authentic photos of two couples before and after getting *Happy Glasses™*. In the lefthand picture they look secretive and distant, almost surly, bent on avoiding human contact (except for the hand on the knee—what's *that* about?). Who could trust these people?

In the right hand picture, these same people have completely changed. With their new *Happy Glasses™* they look friendly, cheerful, lovable and open to human contact (and maybe more knees). And they can leave their glasses on when being photographed, bringing additional happiness even



to photographers and editors of fine yacht club newsletters everywhere.

To get your very own *Happy Glasses™*, contact the OYC Quartermaster today. Get some for the whole family: hey, if your kids wear ordinary sunglasses, can you really trust 'em?

OYC's Fuel Efficient, Low Cost Boating Schedule for 2003:

April 1-30

November 1-30

Commission your boat

Winterize your boat

Smile, Captains. Your photograph may be required ON your boat.

If security-savvy officials get their way, captains and operators of pleasure watercraft will be required to display their photographs on the side of their vessels.

It's true. The proposal is yet another of many security measures being taken these days. The owner/operator of any boat up to 30' in length will have to display 8"x10" color photos on both sides of their boats for immediate viewing so that law enforcement officials can verify whether the operator is indeed the person in the photo.

For boats in excess of 30', the photo size must be 11"x14", and above 40', 16"x20" size, glossy with deckled edge.

In the future the photograph will have to have in addition the captain's name printed in bold letters so that any inspections by officials will be made easier.



Law-abiding boater—This boat displays the owner's photograph in compliance with expected new security requirements. In this configuration, the boat would safely pass security check-points.

If this becomes official, the date for implementation will be July 1. So get ready to smile and look your best this season.

Daymarker Editor Fired !

The OYC Board has voted unanimously to dismiss Tom Coldwell as Daymarker editor, following a tumultuous six and one half years of alleged abuses toward board and club members, marina owners, the boating community in general, and commonly accepted standards of journalism.

Cited in a long list of shortcomings were the volatile editor's nit-picking and insensitive mangling of articles and wanton corrections to punctuation, spelling, grammar, subjunctive pluperfect declensions, participle dangling, split infinitives and copyright violations. Several examples of these would have appeared in last month's Daymarker but for the relentless thrashing of Coldwell's stubby blue pencil.

Other complaints arose from Coldwell's continual harassment of board members for their failures, although rare, to meet his erratic copy deadlines. "This guy would set the deadline for copy at the 20th of the month," said one former board member, "and the very next month change the deadline to 20 days after the *current* month! Can you believe it?"



Closet Yachtsman—In the privacy of his home, Coldwell reportedly dressed up like a yacht captain, yelling nautical terms like "Avast and belay!" "Repel all boarders!" and "Close the little round windows!"

Worst of all, say past board members and a number of upstanding readers, was Coldwell's almost total reliance on his wife to maintain a high literary standard of taste and decorum in what he unashamedly insisted was a "family publication."

A lot of good that did: everyone knows that the Daymarker, a so-called "family publication," cannot be found on legitimate news stands anywhere in the local area. Moreover, the newsletter is said to be displayed on an Internet website which is unprotected from access by young children.

In an act of charity so typical of the gentle leadership which defines it, the current board has given Coldwell another chance, permitting him to edit the May and June issues of the newsletter.

"If he hasn't cleaned up his act by then," said Commodore Mary Lynn Snowman, "he's outta here."

Still, the editor, true to his reputation as a cantankerous, ink-stained wretch, got in the last word. The copy deadlines for probably his last issues, he said, "are April 20th for the May issue, and I haven't decided for June."

Your Wake Is Now on Camera!

Owing to the current budget crisis in Fairfax County, officials have come up with a substitute for Occoquan boaters' beloved Fairfax Marine Patrol. The County Board of Supervisors has decided to take the technology used in the cameras that can catch violators running red traffic lights in their cars and apply it to boating on the Occoquan.

Cameras—dubbed “Steve & Steve-Cams”—will be positioned at various points on the Occoquan River no-wake zone that will identify a vessel if it is going over the posted speed limit as well as recognizing a wake's presence. A violator's boat will be identified and, after the film is developed at K-Mart, the owner will receive a citation and tell-tale photo through the mail.

Something like this is long overdue, say the local authorities. Too many boaters are guilty of being impatient with the long no-wake zone from the town of Occoquan to the point just past Belmont Bay Harbor Marina. The problem is expected to worsen if the county goes through with plans to scrub the marine patrol. Budget experts estimate, however, that the annual cost of film and maintaining waterproof cameras will exceed that of the patrol itself.

In the event the county completely removes law enforcement personal from river patrols, county Board



Shame, shame—This OYC boater was caught on camera while entering his slip.

Supervisors have agreed to take turns picking up the film for processing. To help out, the Daymarker staff has agreed to publish pictures of all OYC boats caught in the act.

Another alternative which was considered by the county and then discarded was to have the marine patrol operate only between the hours of 1:00 a.m. and 4:00 a.m., Tuesdays through Thursday, a period planners felt would have the lightest boat traffic and hence need for safety enforcement. But the supervisors settled on the camera scheme instead.

New Presidential yacht to be based in Occoquan

The White House has announced that a new Presidential yacht will soon be commissioned and based in Occoquan, considered a safe distance from the high value targets of the nation's capital. An Administration spokesman said that the vessel has yet to be identified but that the Secret Service has set sights on a 57-foot Carver Motoryacht as the ideal choice for Presidential duties. Intelligence sources have disclosed that such a yacht is now under construction in Pulaski, Wisc., and is due to arrive in Occoquan this spring, at which time it will be seized “in the interests of national security.”

“This procedure saves the government a whole lot of time on bidding, contract negotiations and outfitting. We'll just take the boat,” the official said. “We know that the owner will be proud to know he has made this small sacrifice for his President and all of America.” The owner will receive a custom framed certificate of appreciation.

The Presidential yacht will be based temporarily at Occoquan Harbour Marina until a permanent berth is established at the new Belmont Bay Coast Guard Station. While at Occoquan Harbour Marina, the yacht will be open daily for free public tours and complementary glasses of the

White House stock of Merlot. Pets will be allowed on the tour.

A source at Occoquan Harbour Marina did say a new yacht was arriving this spring and that he was sure it would fit, despite the Captain's thoughts to the contrary.

New plans in the offing for Fairfax County's Belmont Bay

Ivan Towaffle, a public affairs spokesman for the newly created Department of Homeland Security confirmed that the Agency was in the middle of a bidding war for the acquisition of Belmont Bay.

With the infusion of funding for the new department, and an increased emphasis on security in the Washington, DC region, plans are currently being developed to locate a new deep water Coast Guard Station on the shores of the bay. The

base will be the home port for two new 225-foot Aegis Class cutters armed with surface to air missiles and recently developed shallow water depth charges. The official stated that the cutters were being armed to allow the Coast Guard to perform their recently redefined mission of terrorist bashing as part of the new Department. Along those lines it was reported that newly created Coast Guard Hot Pursuit/Special Weapons Unit Training Facility will also be located at Belmont Bay.

In addition to the traditional Coast Guard responsibilities of search and rescue and boating safety, the unit will perform river blockade and search and destroy missions. The official also noted the abundance of local river traffic on which the training center could practice.

Feds, Land Developer Square Off

Oh-oh, it appears that the government's plan to develop the Belmont Bay has run into a problem. A local developer had recently purchased the entire bay area, including land adjacent to the bay. Although he did not want to be identified at this point the developer did reveal his intentions for the area.

With land being at a premium, he plans to construct a dike across the front of the bay and drain it. He anticipates building a gated residential community and golf course, similar to what is currently under development across the river in Prince William County. The community, planned to court the wealthy, will have a marina with a slip for each of the anticipated 80 single-family homes. In addition to the 36-hole golf course and country club with Olympic-sized indoor heated pool and grass tennis courts, a heliport is planned for transporting executives to and from Washington.

Work had already commenced, evidenced by the recent building of breakwaters just west of the bay, in preparation for construction of the dike. When asked about the government's plans he replied, "Possession is nine-tenths of the law."

More Nautical Terms Defined

(from Alan Gorenstein's fractured nautical dictionary)

ABOARD – As in let's go onto the boat. More appropriately a piece of lumber that may be used to repair your boat.

BILGE – This is a storage area in the bottom of the boat for all the things you dropped and cannot find. It usually includes a bit of water, a few drops of oil and a lots of grease and grime. Retrieval of items is a real adventure.

BRIDGE – Something you cross to get to the other side of a body of water when you do not have a boat. Can also be a used by sailors for removing the mast of their sailing vessel.

CAPSIZE – Something that shouldn't happen except when you are asked when you go to buy a hat or baseball cap.



OYC of Yesteryear—Two OYC members rest after an exuberant round of the ever-intriguing game of "Capture the Thong."

DOCK – A medical professional. I am not sure why this term shows up in my nautical dictionary.

FISHING BOAT GUNWALE – (pronounced "GUN-nel")

The part of a boat nearest the side needed to support one's belly while one is engaged in the practice of heaving.

Okay, no more bad definitions.

HATCH – From personal experience a hatch is like a mousetrap. It will often close down on your head or hand without warning. It is also an opening for admitting water to your boat.

NO WAKE ZONE – An area in the Occoquan and other rivers in which you are prohibited from waking people who may be sleeping.

BOW – See last month's Daymarker

STERN – The flat back end of your boat, included so that you have a place to paint the name of your boat. This does not apply to Hans Christian and similar boats because they have points at both ends and you don't want to risk sounding incompetent when trying to determine which is which.

Last Definition – **OVERBOARD** – A term describing the final resting place for anything expensive or hard to replace that was dropped while on board a boat.

Cawelti's Top 10 Reasons You Should Cruise With OYC in 2003

- ☐ You will have a chance to meet and make new friends with fellow OYCers who are as good as it gets!
- ☐ If you sign up for the right cruise you will see the leadership skills of Commodore Mary Lynn Snowman (leadership = helping other people understand what they ought to want)
- ☐ You will learn new collaboration skills between Captain and First Mate even if such subservience by the First Mate might be difficult for him to take.
- ☐ All of your navigation skills and high tech equipment can be put to test as you cruise to exotic destinations in and around the majestic Chesapeake Bay.
- ☐ Some of the most beautiful sunrises and sunsets in the world will be yours to view from your own back door.
- ☐ You haven't lived until you've attend an OYC happy hour - some of the stories you will hear are actually true.
- ☐ Having people along on a cruise who know everything about the technology of boating can be of great value when an impeller goes bad, or your air conditioning gets plugged up with jelly fish, or a bilge pump quits working.
- ☐ And of course you will always find out what new stuff you absolutely must have from the boat stuff stores.
- ☐ You will find that there is apparently an infinite number of ways that crab cakes can be prepared, and they are all good.
- ☐ While on a cruise you can forget about mowing the lawn, cleaning house, and the other mundane chores you left back home.

Attention, Fisherman

Any of you OYC boaters who also like to fish will love this one. This spring from April 1 to June 1, there is a fishing contest (or tournament if you wish) that is special to the Occoquan Yacht Club. The Potomac Fishing Gear and Fin Club has tagged twenty large mouth bass with tags that read "OYC winner if caught" along with an ID number and will offer prizes to you if you are a lucky person catching one of these fish. The twenty fish are all 14"-16" in size and are being released at a secret location on the Occoquan River the last week in March.

Along with being a 2003 member in good standing in OYC, you need to possess a valid Virginia fresh water fishing license. If you catch one of these fish, remove the tag from the fish and take a picture of the fish along with the tag. Releasing the fish would be the good sportsman thing to do.

Mail the tag to FISHING CONTEST, PO Box 4463, Woodbridge, VA 22194.

Prizes will include fishing gear and cash prizes to the first five winners.

Come on now, you may have something to brag about here...take it...hook, line and sinker.



Formal, Official Portrait—OYC's 2003 board, l.-r., Alan Gorenstein, Mary Lynn Snowman, Steve Thompson, Candy Clevenger and Rick Sorrenti. Big sissies.



Commodore' Comments

Mary Lynn Snowman

This year the winter has seemed so long and yet it's the same length of time every year. Spring is finally here and it's time to spend the weekends on the water. I'm really looking forward to being on the water again. Something about the flowing of the water that refreshes the mind and the soul. It may even be better than a "Calgon take me away" bath.

The Occoquan Yacht Club has a busy season ahead and many of the cruise coordinators are coming up with some creative ideas for fun at the events. You won't want to miss anything so check out the upcoming events and let the cruise coordinators know you're interested in attending.

Many of you may want your voice to be heard at the upcoming public hearings on April 7, 8, and 9. The Fairfax Board of Supervisors is holding public hearings on these dates in April regarding the budget, one tiny but important piece of which involves cutting the Fairfax County Marine Patrol. You need to sign up if you have a desire to speak about this important part of their program and the importance it is to the safety of the boating community. (Sign up by calling the clerk's office, 703 324-3151. The hearings begin at 7:30 each evening. Speakers are allotted three minutes. Anyone may speak; you don't have to be a resident of Fairfax County.)

If it hadn't been for the Fairfax County Marine Patrol one of our own members may still be floating somewhere in the Potomac River. Thanks guys, for saving Ann! (Ann, could you please remember this year that it's *on* the water not *in* the water.)

A couple of other important dates – The OYC Flag Raising Ceremony on Saturday, May 3, 2003, at the Occoquan Harbour Marina and the Blessing of the Fleet on Saturday, May 10, 2003. More information will be sure to follow so stay tuned to your Daymarker and your e-mail.

Last but not least I have to share with you something that caught my eye and I just had to share it with my husband as well. The other day I picked up a boating magazine in the waiting room of a doctor's office. I was just skimming the pages when this picture caught my eye. It was a gentleman dressed in a nice suit eating and enjoying Sushi. I know that my husband does not enjoy Sushi and will not eat it BUT if it's served the way this Sushi was being served he may just learn to like the dish—the food dish, that is, I'm sure he liked the dish serving it.

The Sushi that this gentleman was eating was served on the body of a live human female. I kid you not. The lady was lying down on the table and her breasts were covered with sea shells and her lower body had material draped pleasingly around the hips and across the table. Sorry guys, you could see nothing but it sure left a lot for your imagination. Various Sushi was placed about her torso, and legs and the gentleman was using chop sticks to pick up the Sushi. Evidently this has become a fad and is spreading worldwide. Touching the "server" is not allowed.

Of course my husband was pleased with the picture and did admit that yes, just maybe, he could learn to like Sushi especially if it's served like this. As of the date of the ad in the magazine I was reading, this way of serving Sushi had not

made it to America.

As always, hope to see you on the water—soon!

The Datemarkers

Birthdays

Joanne Butler 4/4	Donald Carlson 4/5
Dianne Carlson 4/11	Tony Mirando 4/15
Susan Cheatham 4/19	Paula Wexler 4/19
Richard Garverick 4/22	Peggy Ball 4/23
Louis Schell 4/25	Joan White 4/27
Laslo Bozoky 4/27	Arleen Rhodes 4/29

Anniversaries

Bill & Marri Jo Gamble 4/3
William & Clara French 4/5
Robert & Joanna Bassam 4/9
Randy & Mary Lynn Snowman 4/10
Eric & Nancy Henry 4/12
Andrew & Elizabeth Kalwait 4/20
Huy & Dana Phan 4/29

If the above information is incorrect or you were left out then you haven't responded to the Membership Chair's email request to verify membership data. If you haven't received an email and wish to verify your information then call Membership Chairman Steve Thompson, 703 440-8114.

Welcome back to returned members Idris and Sabine Grant, Potomac Falls, who keep their Maxum at EZCruz Marina.

Financial Statement

October 6, 2002 to March 20, 2003

Income

Dues Collected	2,855.00
50/50 Raffles	106.50
Quartermaster Sales	2,227.82
Club Events	4,204.00
Total Income	9,393.32

Expenses

Administrative Costs	
Bank Charges	22.00
Other (Gifts, Supplies, Etc.)	220.58
Dues Paid PRYCA, CBYCA and ORMA	253.50
Daymarker	898.48
Quartermaster Purchases	2,210.22
Club Events:	
General Membership	213.01
Holiday Party	4,553.28
Planfest	700.00
Other Events	2,304.01
Total Expenses	11,375.08
Prior Balance Oct 06, 2002	\$4,085.81
Total Income Vs. Expenses	\$-1,981.76
Current Account Balance	\$2,104.05

Steve Thompson, Treasurer



Vice Commodore

Rick Sorrenti

Da Boating Season is Here

All of you have been itching for boating season to begin. Well, a few of us have already had our first boating experience for 2003. You will find articles and pictures covering the delivery of Sue and Steve Thompson's new boat from North Carolina to OHM. Ned Rhodes and I had the honor of crewing for Sue and Steve and more than likely a few words on the experience will be forthcoming, but I wanted to pass along some of my thoughts on my first experience with the ICW.

Beautiful countryside, narrow channels, beware of the Neuse River and Pamlico Sound and never mention Helen Keller at the helm. The only downside was after three days of great cruising, a log jumped out in front of the person at the helm, on the Occoquan River, and resulted in the boat now being on blocks for prop repair. (BOAT=Break Out Another Thousand). All kidding aside, thanks to Sue, Steve and Ned for making this a great trip and experience! I can't wait to make the trip aboard *Sea Duck Too*.

So it's time to begin some serious boating and scheduling. I hope you enjoyed the General Membership Meeting and photo contest last weekend. The large turnout indicated your need to be on a boat. Linda and Laslo Bozoky need you to contact them for the Early Bird Cruise on April 26-27th to Gangplank Marina. I have heard that Linda and Laslo have some kind of special event planned for Saturday night. The Board will be hosting our annual Flag Raising at OHM on May 3rd. OYC provides the hamburgers, hot dogs and drinks. You provide a covered dish to share. And I provide the cannon!

May 10th is the Occoquan River Blessing of the Fleet, beginning at 11:00 AM. OYC will be providing the "blessing boat", which will carry the Navy chaplain. This event will more than likely have 60 to 80 boats from the Occoquan. All you need to do is be on your boat, monitor channel 68 and join the flotilla as we proceed to Belmont Bay to be blessed. History has shown that no boat blessed has ever experienced receiving the Bent Prop Award from the OYC. Keep that in mind as you look at your calendar and ponder your participation.

In this issue is the sign up form for the Memorial Day Cruise to White Point on May 24 – 26th. It's a rare occasion that we have the number of slips at White Point that we were able to reserve this year. Confirmation will be first come and the form needs to be accompanied by a \$40 deposit. White Point is located on the Yeocomico River, just south of Coles Point. This spotless marina and yacht club has a pool, grills and the location is great for biking as well. For those confirmed, I will be sending additional information on this weekend destination and plan of events.

Finally, April is Safe Boating Month. Many of you may be aware that the Fairfax Marine Patrol is in jeopardy of being eliminated, due to budget constraints in Fairfax County. If this occurs, we will have no full time law enforcement on our waters. The Board is actively participating in voicing your

concerns over this possible action but if this occurs we urge each of you to think safety first! You will hear more on this subject in the coming weeks.

Sea Duck Too back to 16.



Rear Commodore

Alan Gorenstein

As I consider an idea or two for the *Daymarker* I am delighted to see a few signs of Spring. Yes, on March 10, I saw a few tulips peeking out of the frozen earth and an indication that the snow will one day all melt. I know that by the time you receive your Daymarker signs of Spring and soon Summer will be with all of us.

On the schedule of events for 2003 one of the early season activities on the Occoquan is the May 10 Blessing Of The Fleet (a week following OYC's flag raising). Of course, as I think about the fleet gathering for a blessing of safety an old story comes to mind. Although Anne tells me she has heard the story more than once, I cannot resist the temptation to repeat Hymn No 365. If you have already enjoyed this story please forgive me for retelling the sermon.

With great enthusiasm and temperance the minister was contemplating the words he might speak to the boaters as they prepared for a season of great weather and fun times. And he said with great passion:

"If I had all the beer in the world, I'd take it and throw it in the water. And if I had all the wine in the world, I'd take it and throw it in the river too." And then, finally, he said, with tremendous emphasis, "If I had all the whiskey in the world, I'd take it and throw it into the river." Worn out from contemplating the disposal of liquids which he had enjoyed for so long, he finally sat down. As he did, the song leader stood and announced with a pleasant smile, and for our closing song, let us sing Hymn No. 365: "Shall We Gather At The River."

Plan on gathering with us on May 3 for the OYC flag raising at OHM and again on May 10 for the Blessing Of The Fleet. Nice weather and an opportunity to renew our on-the-water friendships with other OYCers should make for a very wonderful start to our 2003 boating season. More information on the event will be forthcoming in the *Daymarker*.

Another Idea:

Although the season of shoveling snow, watching Blockbuster movies and contemplating another loss by the Redskins, Wizards and Capitals will soon be behind us, an activity which I have enjoyed is reading a few boating adventure books. Yes, the winter may be an ideal time to sit and read. But, so are the other seasons as we relax on our boats.

Recently, I was gripped by "*Fatal Storm: The Inside Story Of The Tragic Sydney-Hobart Race*" by Rob Mundle. Like the recently viewed America's Cup Races in New Zealand in which the Team NZ lost their mast, boom and spinnaker in

less than 20 mph gusts, "*Fatal Storm: ...*" is an account of the annual 630 mile race from Sidney, Australia to Hobart, Tanzania that takes place every Christmas Day.

The race on Boxing Day 1998 had 115 yachts with crews committed to sailing a treacherous course as stormy weather approached the South Atlantic. Although there had been warnings of a low-pressure storm, a lack of effective computer models and the determination to conduct the race resulted in one of the worst sailing disasters in history. Gale-force winds that soon reached hurricane force whipped up 60-foot waves and sent 25-ton yachts "spearing into midair," then "plunging down into the trough ... like repeatedly launching a truck off a 30-foot ramp and awaiting the crash." Crews abandoned their boats, five boats sank, seven sailors died and over 50 were

rescued by helicopter crews that flew under impossible conditions and became the real heroes and heroines in this story. Rob Mundle does an incredible job of painting a picture of the sailors and their personalities while relating an on-the-water nightmare. Stories of bravery, folly and endurance as ocean-going yachts and their crews fight to survive a race in near impossible conditions makes for great reading.

So, if you are searching the library for a book or two to read on the dock or while at anchor, consider *Fatal Storm: The Inside Story Of The Tragic Sydney-Hobart Race*. As an alternative, you may also wish to read *Coming Back Alive* by Spike Walker or Neil Hanson's wonderful books *The Custom Of The Sea* and *Goldfinders*. These are other great stories I have enjoyed these past few months.



Treasurer

Steve Thompson

It's true, you learn something new every day.

Some of you may be aware that I recently brought my new boat, *Forever Dreamin'*, up from the Neuse River in North Carolina. To say that it was a learning experience would probably be the understatement of the year. Let me tell you just a little bit about the trip. To assist me in this endeavor I enlisted the assistance of Ned Rhodes (Navigator) and Rick Sorrenti (Captain at Large). (Actually they were jumping up and down with their hands in the air saying "take me, take me!") And what good cruising Captain wouldn't jump at the opportunity to cruise the ICW.) Not knowing too much about these dubious characters I reluctantly acquiesced (take that to mean I needed all the help I could get). To round out the crew I needed a really good First Mate to help out Captain Steve. The search was long and arduous but Sue, a little reluctant to put up with my tirades, finally agreed.

After a long drive Thursday night and a good night's sleep on board, and after next morning hearing the marina's dock master say, "You're going to do WHAT?" we got underway.

Well, we found out that, yes, local knowledge is good knowledge because the waves were a good three feet and we barely made it halfway to where we planned. The Alligator River Marina was for all intents and purposes closed. But we got gas and tied up for the night. The next day was beautiful and we were doing great, time wise; that is until we got to the train bridge that Ned said was always raised. After an hour of doing circles in the channel we finally got past the bridge, eventually pulling in to Windmill Point just after the sun set. Day three we were out in the Chesapeake again and then up the Potomac. Remarkably enough the weather was great, that is, until right after the 301 bridge. Here we met a side effect of all that snow melting; an onslaught of debris which included, among other things, tires (still mounted to rims – we couldn't tell if there was a vehicle connected to the other side) and railroad ties. All was fine until within five minutes of home when something finally hit the port side prop, as

evidenced by one heck of a cavitation at any speed above idle.

Forever Dreamin' and crew finally made it to the dock and into the slip, with a little help from Captain Ned. But now she is sitting high and dry, the cost of bringing her home mounting day by day. So. . . Things I learned on this trip:

1. BOAT – Break Out Another Thousand
2. Four eyes aren't necessarily as good as two, Ned's and mine versus Eagle-eye Rick's
3. It's easier to turn quickly to the right (starboard) then to the left (port) – at least for me
4. A 36 foot boat can jump a 7 foot wake without a mutiny from the crew (more or less)
5. If on the ICW, bring along a train schedule in addition to charts
6. Just 'cause you're out of gas doesn't mean you're out of gas
7. Just because it's open during boating season doesn't mean it's open year round



The New Bern Crew—Safely home at OHM, Rick Sorrenti, Sue Thompson, Ned Rhodes and Steve Thompson.

8. The Captain needs to keep the crew happy, even the First Mate's cold toes

9. New props are expensive

But I also learned a lot more about boaters and folks associated with boating. Where else would someone loan perfect strangers their car so they could drive miles away to eat dinner. How many people would jump up from a nap and drive over to the marina to lend a boater a wrench, then drive back to get a hammer, and later put up a fuss when offered a little cash for his troubles. When everything for miles around is closed showing a little kindness can result in others going the extra mile to return that same kindness. Wouldn't it be great if this same "boaters" attitude was commonly found on the highways in and around DC? Just call me "*Forever Dreamin*".

And now... the First Mate's version

by Sue Thompson, *Forever Dreamin*'

First off let me tell you about the participants: Captain Ned (knows the route?), Captain Rick (knows Carvers?) Captain Steve (knows our boat and how to handle me?) and of course the most important one of all me, First Mate Sue. (The Captain may make all the important decisions but the First Mate decides which ones are important.)

As just about everyone knows, and I'm sure are tired of hearing about, we bought a new boat in December. It was located on the Neuse River in North Carolina, a short five-hour car ride. My Captain couldn't wait to get her in our waters and had proposed to bring her up at the end of January. Well, as we all know Mother Nature didn't cooperate so the date was pushed back to the end of February. Again Mother Nature intervened and the date slid to the first weekend in March.

So on a Thursday afternoon we set off by car to bring home *Forever Dreamin*'. The car ride was uneventful and all were pleased to arrive at the marina, especially the guest Captains after they found out that Steve had just had eye surgery the day before. (And they thought that all that weaving on the way down was just to get around slower traffic.) We went to sleep with dreams of sunny skies and fair winds. Boy, were we wrong, we woke up to rain and a nice (?) Nor'Easter. But the Three Captains agreed we should go for it. I'm thinking that maybe they should take a refresher course in weather and boat dynamics because I overheard the dockmaster say, "What, are they nuts?"

Thus our day began, it was rough but I've experienced worse (remember, a 28-foot boat tends to bounce on top of the waves where something a little bigger tends to go thru them). I went up on the bridge after preparing and cleaning up breakfast (I know you're surprised to hear that the First Mate did these chores) only to find our bridge looking like a war room with electronic this and that and charts everywhere. Why is it that when on a boat you need two GPS systems, radar, a computer tracking

program running on a laptop, a compass, a depth sounder, and navigation charts; but in a car all you need is a road map?

I decided this was more than I could handle so below I went and did some really important First Mate stuff like reading a Nora Roberts book (a favorite author of Captain Ned's I'm told), preparing lunch (I even prepared lunch for the Captains Three), and doing anything else I could think of to avoid the bridge.

At Alligator River Marina we made a decision that it would be prudent to get gas (I wonder why) and later that it might be a good idea to wait out the wind. The marina was essentially closed but Rick (or Ned) used his powers of persuasion to get us a car to go for a wonderful dinner in Nags Head. Here we met the President Pro Tem of the North Carolina Senate, owner of the restaurant. A meal and a few drinks later we headed back to the boat, tired but with full bellies. Day one is finally over; only two more to go.

Hurray! We awoke to sunny skies and calm seas. We got underway and crossed the infamous Albemarle Sound, I missed it (in the galley). I came out from First Mate territory in time to see Coinjock, NC, a quaint town on the Intracoastal. Throughout the day I made brief appearances on deck to see bridges raised for us, go through a lock, and past a railroad bridge (we waited so long for this to open I have its image permanently engraved in my brain). Then there was the Norfolk seaport and after a brief bumpy ride getting out into the Chesapeake we finally made it to Windmill Point where we stayed the night.

We arrived shortly after sunset only to discover the restaurant and bar were closed. What were we to do? Well, Captain Ned (or Rick) paid attention to Captain Rick's (or Ned's) previous night's schmoozing and persuaded the hotel desk clerk to drive to a local eatery and bring us back a couple pizzas. Dinner over, we settled down and watched a movie. Day two over; what a relief, only one more to go.

Sunday morning arrives, I'm full of excitement as we are in familiar waters and all is well. Then we get to the 301 bridge and things were in the water everywhere. After carefully making our way up the Potomac (hitting only one log and who knows what else) we finally made it to our homeport, Occoquan Harbor Marina. There we were met by a wonderful group of friends and family and as was witnessed by all (except the Captains) I dropped to my knees and thanked God we made it home. After tying up we subsequently tried to see

exactly how many people could fit into our new boat whereupon we all partied, drank champagne, and celebrated our homecoming. It was a great trip and, seriously, I want to thank Ned Rhodes and Rick Sorrenti for all their patience, expertise and friendship. But I still have one lingering question, "What *DID* you do with the soap?"

As always I am *Forever Dreamin*'.



Early Bird Cruise April 26-27

Linda & Laslo Bozoky, Cruise Coordinators.

E-mail hotschatz2@aol.com, Phone 703-590-8440

Finally Spring has arrived, which means it's time to get ready for the first OYC cruise of the year. As usual we will be going to Gangplank Marina. Thus far the following boats have signed up; *Nextasea*, *Day Dreamer* (or could that be *Forever Dreamin*?), *Miss Vivian*, *KiKi-Bird II*, *Impulse*, *Erdnuss*, *Touch of Fate*, *Three G's*, *Empty Pockets*, *Sea Duck Too*, and *Hot Schatz*. If we don't have your name on the list and you want to join the fun, please let us know. We have some new boats going, and we are all looking forward to seeing them. You don't have to come by boat to join us for this fun event!

Schedule of Cruise:

Saturday, April 26

Arrival at noon or whenever. Welcome gathering on the dock. Visit new and old members on their boats.

5:00PM to 7:00PM Happy hour at Capitol Yacht Club.

Please bring an appetizer to share. There's a cash bar. As always we really appreciate Capitol Yacht Club allowing us to use their clubhouse.

7:30PM departure to Arena Stage to see "Ain't Misbehavin'" which starts at 8:00PM. The Baltimore Sun writes "Foot-stomping ragtime romps, passionate ballads and off-the-cuff comedy take center stage in this electrifying musical showcase of Fats' most cherished hits." I don't think anyone will fall asleep at this show. If you want tickets, please contact us immediately as they are going fast. Tickets are \$53.00 plus \$ 2.50 processing fee for each ticket. Check payable to Linda Bozoky, total \$55.50.

For those not going to the musical, there are several good restaurants within walking distance from the marina.

Sunday, April 27

10:00 AM Coffee and Donuts on the dock or *Hot Schatz*.

Gangplank Marina: Slip fee \$1.25 per foot. \$5.00 for electricity on each 30 amp cord; \$10.00 for 50 amp cord. No deposit required. Pay at the dock office on arrival. Bring your own 50-amp splitter.

Looking forward to see everyone, Linda and Laslo.

Last call for PRYCA Float-In

by Janine Fordham, OYC's coordinator

On April 7, mere days away, OYC must turn in our registration and fees for the Potomac River Yacht Clubs Association annual Float-In, July 18-20. Why so early? It's the only way we have a chance to get some of the scarce slips at the Fort Washington Marina and not get beat out by any of the 21 other clubs in PRYCA. If we snooze, we lose. So our registration will be turned in on April 7th. Will you be among us?

If so, here are the particulars I need from you:

- Boat Name, Your Name, Boat Length, Beam and Electrical requirements
- Deposit to cover \$50 per person and a slip fee of \$1.00 per foot (make your check payable to OYC)

Send your information and deposit to me at 15544 Travailer Court, Woodbridge, VA 22193. Don't delay!

Does Size (Boat-wise) Count ?

by Steve Thompson, Membership Chairman

Why would the Membership Chair be asking this question? Believe it or not, the size of the club's membership may be directly related to the size of members' boats. For a vast majority of members, I'm sure you will agree with me that whether you join the Occoquan Yacht Club is NOT based on the size of your boat. And the same is true when you make a decision to join one of our scheduled cruises.

I have written an article or two geared to our members who own smaller boats, as have others. From personal experience I can say that the only thing you must possess to participate is a desire to have fun and enjoy the company of others.

In the two short years that I have been a member of OYC I have gone on countless cruises. In about 90 percent of those cruises mine was the smallest or one of the smallest boats participating. There are members of the club who would say *Day Dreamer* at 28 feet is large compared to their own boat. I have to tell you, when I first started cruising I was concerned that 28 feet of boat was only going to get me an occasional nod from other club members. But it took me just one cruise to discover how wrong I was. Sue and I have had nothing but great times when cruising with the club.

Another thing I should note is that not everyone goes on every trip. No matter how hard I try it just doesn't seem possible. There are groups of people who like to go boating together, but welcome others. The reason I mention this to say that there is no reason why a group of members who own smaller boats cannot get together for a day or fun across the river. If you don't mind, maybe a club member or two with larger boats can anchor with you to join in the fun.

The point of this is we are a club and it doesn't make a difference what size boat you own, we want to have fun together. So, if haven't participated in many club events, I highly encourage you to take that big first step and come join the rest of the group. We promise you'll be laughing with the rest of us in no time at all.

Memorial Day Weekend Cruise to White Point Marina on the Yeocomico River, May 24-26

Name _____

Boat Name _____ Length _____ Beam _____

Power (check one) ☐ 1-30 amp ☐ 2-30 amp ☐ 1-50 amp

Arrival date: _____ Number of nights _____

Mail coupon and \$40 deposit (check payable to OYC) to Cruise Coordinator Rick Sorrenti, 3401 Carly Lane, Woodbridge, VA 22192. Registration information may be sent by email to sorrentis@comcast.net; **HOWEVER, you are not confirmed until your check is received.** Only 15 slips available: First come first served.

The April 1st issue (they're ba-ack) . . .

Club's "dirty old men" begin aggressive recruiting of new members;

A happy cure for sun grins;

New security measure: your picture on your boat—*plus* your wake will be on camera;

OYC board denies firing Daymarker editor (at last); claims at General Meeting he quit.

The Surgeon General warns that reading the April Daymarker may cause "milk running out the nose."

**March 22
General
Membership
Meeting
(Wait, that was
last month.)**

**April 26-27
Early Bird Cruise
to Gangplank
Laslo & Linda
703 590-8440**

**If you don't
renew your
membership, we
are leaving you
out of our will.**



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

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Requested

If there is
an asterisk



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month's will
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Daymarker