

The Daymarker

OCCOQUAN YACHT CLUB

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Commodore's Comments

Mary Lynn Snowman

"Ladies and gentlemen, the OYC boating season is officially open." Those were my words (or close to them) on Saturday, May 3. Now that my "official" duty is behind me I feel I can say "let the good times begin!"

Yes, ladies and gentlemen, OYC has a full schedule ahead and with all of our little side trips and raft ups there is something to do almost every weekend. That does not explain to me why I'm always tired. It only explains to me why when I put my "to-do" list together for this week I had over three pages full (okay, that

would be three short pages) to check off before Friday gets here. At least one third of those line items had to do with our club. We are busy and if you don't know what to do you can either check our web site or hail an OYCer once you get to your boat. Even in rainy weather we still manage to get together.

Something you captains may want to put on your "to do" list is "ways to keep her interested in your boat." Okay, the article that I saw listed was definitely in more detail but the bottom line was, ten ways to keep her interested in the boat.



Flag Raising 2003—This view shows only part of the turnout on May 3. Four past commodores hauled up the colors—Egmore, Fordham, Sorrenti and Wexler. A beautiful day and picnic, too.

In the short time that I was in the doctor's waiting area I was only able to pick up on two of the points. One of which was, *share the chores* and the other was, *feed her*. My personal opinion on this is, don't share the chores, do them yourself. I realize that is being unreasonable, so in defense of the writer whose article I didn't get a chance to complete, I think a better line would be to split the chores. The captain washes the boat the first mate washes the dishes. Or vice versa, because this first mate prefers to be out doors. The first mate makes the bed and the captain turns down the sheets at night and plans a romantic evening complete with champagne and a great back rub (since you can't do the bath thing—again, a bath would be my preference). So I think a better way would be to split the chores instead of share.

I completely agree with the second suggestion I read, feed her! There is only one thing that I think is better than food (and it isn't beer) and I've no objection to that either. Food is a great time filler. You have to take the time to buy it, you have to take the time to fix it, you have to take the time to eat it, and then you have to take the time to clear it away. Just look at how much time your first mate will be spending on the boat with food. So if you have a "to do" list you may want to put something on it that would make the first mate more interested in your boat. One thing I'm putting on my "to do" list is to go back and finish reading that article. I'm just sure there were other great suggestions.

Once again the "to do" list is supposed to jog my memory because I seem to forget so many things. One more official thing I forgot to do was to thank our Editor, Tom Coldwell, who is retiring as editor of the Daymarker with this issue. From the first issue that I received to the last I have never had to worry about articles in the Daymarker. Not their content and certainly not for a lack of subject matter. Tom and Mary Ann have done a great job and we will miss their hard work.

Tom, on behalf of the Occoquan Yacht Club I would like to thank you for your time and dedication to the club and the Daymarker for the past six (almost seven) years. I am sorry that you are stepping down but I hope that you and Mary Ann are able to enjoy more time with your family. Also may you and your family enjoy more of the boating seasons.

As Commodore of the Occoquan Yacht Club I accept your resignation as editor of the Daymarker. You may officially begin your retirement... *after* you turn in this issue to the printer.

Thanks, Mary Lynn. See my note later on. —Ed.

The Daymarker

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

Hey, last month we incorrectly listed Steve's name. Sorry, Steve. The current editors have resigned and the successors have not been named. Watch your email for further information.

The Datemarkers

Birthdays

Betty Zaegel, 6/2

Randy Snowman, 6/5

Timothy Gibbons, 6/12

Mary Jo Worcester, 6/15

Jim Minard 6/16

Buzz Lasch, 6/19

Bill Hamp, 6/28

William French, 6/5

Steve Bell, 6/8

Robert Bassam, 6/15

Steve Thompson, 6/16

Allen Clevenger, 6/19

Walter Kraus, 6/21

Janet Jeirles, 6/29

Anniversaries

Bill & Vicki Hamp, 6/1

Rob & Margaret Grant, 6/4

Mike & Janine Fordham, 6/5

Paul & Maria Koenig, 6/6

Duane & Janet Jeirles, 6/15

Bob & Jan Wilcox, 6/15

Vincent & Stacie Kelly, 6/17

Allen & Candy Clevenger, 6/18

Nabil & Lucy Dubraque, 6/19

Joe & Gail Livingston, 6/20

Steve & Mary Jo Worcester, 6/2

Bill & Peggy Johnson, 6/22

Bill & Marilyn Dalgetty, 6/22

Welcome New Members

OYC cheerfully welcomes these new members:

Roger and Joanne Mays of Alexandria. They keep their 32' Regal, *The Watering Hole*, at OHM.

Leo Smith and Marge Shaffer of Occoquan. They keep their 36' Holiday Mansion, *Sourcer-R*, at Prince William Marina.

Jim and Debbie Minard of Woodbridge. They keep their 39' Bayliner, *Unchained Melody* at Hampton's Landing.

Harry and Patricia Croft of Burke, who keep their 34' Silverton, *Bay Dreamer*, at Fairfax Yacht Club.

(It sure is a good thing that our *Day Dreamer* is up for sale or there would have been some confusion on the radio this season.)

—Steve Thompson, Membership Chairman

On the Internet

Occoquan Yacht Club: www.OccoquanYachtClub.org *

Potomac River Yacht Clubs Association:
www.PotomacRiverYachtClubs.org*

Occoquan River Maritime Association:
www.ormaweb.org*

and Chesapeake Bay Yacht Clubs Association:
www.cbyca.org

* Web space donated by Software Systems Group
Ned Rhodes, President and CEO



Vice Commodore

Rick Sorrenti

What Was Missing? The official VIP yacht was there, provided by Prince William Marine Sales. The “blessing boat” was ready to go, captained by Ned Rhodes with Arleen, Jillian, Abby, Corky and me on board. The chaplains were to meet the blessing boat at Belmont Bay. The newly funded marine police unit from Fairfax County and the Prince William County marine patrol were there. There was tons of food was to be devoured. So what was missing? Nothing, other than the weather turned really bad, with severe weather warning, at 9:00 AM on the day of the annual Occoquan River Blessing of the Fleet. Without any options, Chris Webster had to make the difficult call and cancel the event. I want to thank all who participated in the planning from ORMA. Hopefully, next year the efforts will not be in vain—or rain.

The OYC Flag Raising one week earlier did not suffer the same destiny as the Blessing of the Fleet. Over 50 families were present as we hosted our official opening of the 2003 boating season. Many of our past commodores, along with local guest dignitaries were present as the National Anthem was played and as the cannon sounded the boating season officially begun.

Our Commodore Snowman had a well rehearsed plan of events and did a wonderful job of juggling between sound system and tent set-up and meeting and greeting our guests. Thanks go out to the many of you that helped plan, cook and set up for the event. Our Rear Commodore did a magnificent job of gathering everything needed to make this a success. Thank you, Alan and who said we wouldn’t use 12 dozen packs of hot dogs?

Special thanks need to go to Dick Lynn and Occoquan Harbor Marina for all the help in hosting the event. In addition, many of you have asked for new items in our quartermaster store. I’m pleased to say that Sue Thompson and Becky Heinz have answered the call and lots of new items for the summer are available.

Teresa, Jillian Corky and I had our maiden trip on *Sea Duck Too* a couple weeks ago. Heavy rain and winds on the Chesapeake Bay made this the excellent trip to check out all systems and get a feel for how well she handles. A run to Annapolis, across the bay and back to the West River was a joy. For those who went on the Memorial Day cruise got a close up of her. We look forward to having you on board after we get back to the Occoquan, in mid June.

Sea Duck Too back to 16



Rear Commodore

Alan Gorenstein

Did You Know? When boating north of the Wilson Bridge, post 911 security activities necessitate your having a photo ID (driver’s license preferred), boat registration and paper evidence of your having taken a boating safety course—this last a requirement of DC police. I am told that on board boat checks by the USCG are quite common once past the bridge.

Do you know where you are at when you see a Red Buoy No. 52 on the Potomac? Yes, you are almost home—back at the mouth of the Occoquan channel near High Point on Mason Neck.

If you have not traveled south past the 301 bridge, some mileage information may help you to become an adventurer. From the Occoquan the mileage is:

301 Bridge, 34 miles

Colonial Beach, 43 miles

Cobb Island, 55 miles via the Wicomico

Yeocomico River, 71 miles

A red sky at sunset foretells fine weather. At sunrise, a gray sky indicates fine weather, where a red sky indicates bad weather with strong winds and probably rain. When the wind comes up with the sun, it is likely to go down with it.

It is now a federal law that all children under the age of 13 must wear a PFD at all times when the vessel is underway unless they are in an enclosed cabin or below deck.



***Sea Duck Too* arrived at last?**—The Sorrentis’ Carver 570 should be at OHM sometime this month and open to the general public, including sticky-fingered children, free admission.



Treasurer

Steve Thompson

It's June and as you venture out on to the water you will see an ever-increasing amount of boating traffic. At times it may seem almost as bad as I-95. So now is a good time to review the rules of the road (water) and, to insure you have a safe trip, double check your safety gear. The U.S. Coast Guard Auxiliary and the U.S. Power Squadron can help you with both of these tasks.

If you haven't already, sign up to take a **boating safety class**. If you plan on going North of the Woodrow Wilson bridge you are in D.C. waters and proof of attendance to one of these courses is a requirement. If you have already completed a course, break out your old books, blow the cobwebs and dust off of them, and flip through the pages. I'm sure you know all the main points but it's always nice to re-verify that the long cold winter has not frozen the old noggin.

Next, make sure your boat is in good condition. A Coast Guard Auxiliary or Power Squadron **Vessel Safety Check** will help you insure that you have the basic safety gear and essentials, that your boat meets basic state requirements, and answer any questions you may have concerning safe boating. All of this is at no cost to you, except for the value of your time. Here is what this safety check will look at. The exact items checked vary depending on the size of your boat. If you comply with the following you should be good:

1. The first thing that the inspector will do is make sure that you are the owner of the boat and that it is properly registered/documented. They will check to see if the registration or documentation numbers are properly displayed.

2. One of the next items checked is the personal flotation devices (PFDs) on board. You must have one for each individual on board while the boat is being operated, they must be in good condition, and they must be readily accessible. Please, take them out of the plastic page they were in when you bought them. Please also make sure they are the right size for the individual that will wear it. An adult PFD will not fit correctly on a child. You should have at least one Type IV (throwable) PFD.

3. Fire Extinguishers; smaller boats only require one and the number can go up to three from there. They must be Coast Guard approved extinguishers and they must be serviceable, i.e. the needle needs to be in the green. Although not required they should be permanently mounted where they can be reached in a hurry. (I'm only required to have two on my boat but I have four hand-held (all mounted) and a fixed system in the engine compartment.)

4. Any boat over 16 feet must carry either three day and three night (or three day/night) CG approved pyrotechnic devices or one each day and night non pyrotechnic device (i.e. a distress flag and an SOS light). Make sure that your flares have not expired.

5. Sound producing device, one each, be it a whistle, horn, or siren. It just has to be capable of a 4-second blast audible for 1/2 mile. Boats over 39.4 feet must also possess a

bell. I have a backup can of compressed air in case my electrically powered horn breaks. (Why 39.4 feet? Try converting this to meters. If you are still confused suffice it to say, it's a nautical thing.)

6. If you have a gasoline engine in a closed compartment, it must be properly ventilated. For most boats this is verified by a powered blower where you can feel the air coming through the output vent. All gasoline engines must also have Coast Guard approved backfire flame arresters installed and they must be free of dirt.

7. Next there is the check of navigational lights, as well as an anchor light, which is usually one of your navigational lights but is able to be turned on by itself. Check the locations of the red and green lights. In the past some manufacturers have actually installed these backwards.

8. MARPOL trash and Pollution Placards must be properly displayed on all boats 26 feet and over.

9. If you have a marine sanitation device on board it must be Coast Guard approved and any overboard discharge capability must be secured in the closed position.

10. Navigation Rules. This could be a copy of the actual rules manual on 8 x 10 inch paper and two inches thick or it could be the much smaller brochure. This also only applies to boats 39.4 feet and over in length. I think every boat should have a copy of the brochure. It doesn't cost anything and, if read and its rules practiced, will make the boating season much more safe for everyone. Who knows, perhaps you will learn something. After all, rules change.

11. The Vessel Safety Check also checks compliance with state and local requirements. For the most part, local governments' requirements follow the Vessel Safety Check. A couple of deviations that come to mind are the requirement for a boating safety class (mentioned earlier) and Maryland's requirement for the wearing of PFD's by children.

12. A final requirement for award of the Vessel Safety Check sticker is the overall condition of the boat. The inspector will check the deck for hazards, check the cleanliness of the bilge, the general condition of the engine(s), electrical system and fuel system, and the condition of the galley and heating systems.

The inspector will then review optional items that would prove handy in an emergency situation; like a marina radio, de-watering device, appropriate anchor and line, first aid kit and person in the water kit, and more.

For more information you can visit SafetySeal.net, uscgboating.org and usps.org. Or, give me a call (703) 963-8783. I'll be glad to inspect your boat, no matter the size, and answer any questions. If I can't then I'll be happy to refer you to someone who will. Have a safe and enjoyable season!

Thanks for renewing your membership. Have a safe and fun boating year with your friends in OYC.

Coming Events. . .

Fairview Beach Raft-up, June 7

by Commodore Mary Lynn

Please join us at Fairview Beach, Saturday, June 7, for OYC's June Raft-up. The *Abominable Snowman* will be there ready to go ashore. I am planning a late night dog swim to shore. I'm not quite sure what Randy is planning (this is *his* event you know). Hope to see you there! No need to RSVP, just show up!

Fairview Beach is south on the Potomac before the river takes a sharp left turn to go further south. It has a sandy bottom (no seaweed between the toes) and the water is deep where it needs to be however there is plenty of wading area.

A raft-up is where several boats tie up together. No docks—you are rafting on the water. (At least one and maybe two or more boats are anchored.)

You can dine at Tim's II or bring your own food and cook it on your boat. I'm sure that the cruise coordinator will be making at least one trip into Tim's II.

The cruise coordinator was unable to state his plans due to his travel schedule. I can't promise he will send an e-mail but I will certainly try to convince him that it would be a nice idea.

June Cruise to Tides... and more

Invitation from Gail Lynn

by Joe Livingston, cruise coordinator

The *Gail Lynn* ii will cruise to the Tides Inn again this year, June 21 through June 27/28, with calls at Coles Point, Tides, possibly Windmill Point and Port Kinsale. Four boats from OYC are currently scheduled and additional boats are welcome depending on slip availability. Contact me now if you want more information or are ready to go. My telephones are 703-494-5494 at the boat and or my cell at 703-505-8313.

Fireworks at Tim's Rivershore

We hear that this annual anchor-in is set for June 28th.

Fourth of July at Gangplank

Busy Commodore and Cruise Coordinator Snowman says: "I have had confirmation from the following people that they need reservations made at the Gangplank for the 4th of July: Kraus, Phan, Sobie, and Snowman. If you need reservations for the 4th you need to contact me; please call 301-869-2885.

"The Snowmans plan to arrive at the Gangplank on the 3rd and stay until Sunday the 6th. Happy hour will be on our boat the on July 3rd. For the evening of the 4th we will have a BBQ on the docks (weather and temperature permitting). Dog walks will be available every morning and a dog (four legged only) parade will be sometime in the evening. The theme will be red, white, and blue.

"Reservations are limited so please call me ASAP. Thanks! Mary Lynn Snowman"

Meet Captain Kalweit—Really

by Andrew Kalweit, Licensed Captain

"Captain." It's a nice word to hear spoken to you, whether from a helpful dockhand, or a fellow boater over the VHF radio. But it means a little more to me now that the United States Coast Guard has, Wizard-of-Oz-like, affirmed that I have the knowledge and skills considered necessary to possess a U.S. Merchant Marine Officer's document, also known as a Captain's License.

After thinking about it for over a year, I finally decided to go for the USCG Operator of Uninspected Passenger Vessel License, more commonly known as the "6-pack." This license allows one to operate a vessel for hire up to 100 gross tons with a maximum of 6 passengers. I also added a commercial towing endorsement.

Phase 1: The Training

I took the Coast Guard approved course offered by 3B's Captain's School of Ocean City, MD, held in Woodbridge this past February. The class, coordinated by Terry Hill of Hampton's Landing Marina, proved so popular that even Terry's spacious new offices couldn't accommodate the number of students enrolled. The OWL Volunteer Fire Department graciously stepped in and offered the use of Station 12's classroom facilities. A bonus is that 3B's is able to administer the exams on-site rather than having you to drive to Baltimore to sit for the exams at the USCG's Regional Examination Center.

The course of study involves 56 hours of intensive classroom instruction with the strongest emphasis on the "Rules of the Road" and how they relate to safety. (For instance, did you know that in maritime law, there is no such thing as the "right-of-way"?) Along with the rules, you learn navigation and plotting skills, tidal almanacs and other references; and you review the basics of deck safety, general seaman's knowledge, and fire and minor first aid skills. It's just about enough to make your head swim after one class. But you'll be surprised at just how much information you've learned, as you will see with the 2 to 4 quizzes given in each class session. All this studying, drilling, and studying some more, culminates with Exam Day, where you get to prove to yourself, as well as your instructor, that you really can remember all this stuff!

I found that, after 3 weeks of drills and quizzes, the exam itself (given in 5 sections) was not nearly as daunting as I had feared. I was able to finish the entire exam in just under 2 hours. I thought "this is either very good or very bad," and after waiting 30 agonizing minutes I found out, as I was congratulated by our instructor, that it was very good.

Phase 2: the Paperwork.

Let me just say that whoever said that the government runs on paperwork sure got it right in this case. Here is a list of what you must have in your possession before even thinking about submitting your application to the Coast Guard:

1. the Application
2. Birth certificate (originals only)
3. Sea Service forms (documenting time aboard)
4. Medical exam form (USCG's, of course)
5. Drug test results and program enrollment
6. First Aid Certification
7. CPR Certification
8. Social Security Card

9. Three notarized letters of recommendation (thanks, Ned Rhodes and Terry Hill)

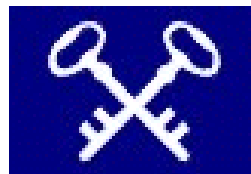
10. Fingerprint cards (2) USCG form

After making it through the paperwork gauntlet (it took me four weeks) you are then ready to deliver it all, in person, to the United States Coast Guard Regional Exam Center where they look it all over for any glaring errors, take your check, and tell you that you should hear from them within 28 days.

Seven days later, I received my United States Coast Guard Merchant Marine Officer license in the mail. It looks very professional and official hanging on the wall in our den.

You can get more information online at www.captainsschool.com or by phone at 1.800.286.6499.

Was it worth it? Yes. Would I do it again? Absolutely. Am I proud of what I achieved? You bet! Should you do it? I say "Go for it!"



Quartermaster

Sue Thompson

Goodies for Sale... If you happen to be out and about and see *Forever Dreamin'* [at OHM or on the water], why not stop and chat. We will have a small supply of quartermaster goods on board all summer. Say your in need of a new burgee or perhaps a new T-shirt, just hail Sue or Steve and we will be happy to see what we can do for you. We will also be carrying a small supply of hats, visors, beverage holders and women's tanks. So, if you need some quartermaster supplies don't hesitate to contact *Forever Dreamin'*.

SEADATED 2 goes South

by Captain Jack Ryan, *Seadated 2*

Well, *Seadated* is no longer in slip E-7 at FYC. We are now berthed in D-52 at Federal Point Yacht Club, in sunny Carolina Beach, NC. (near ICW milepost 300) We made the trip over three days, with 28 hours of running time, from April 30th thru May 2nd. Other than one breakdown, a little rain, no cookies and a slight case of performance anxiety at Dowry Creek, it was a stellar experience.



Not underway at the moment—Here sits the intrepid Captain Ryan while a couple of grease monkeys may have been fixing something that broke. But he's not worried.

Many thanks to my "Dream Team" of boating assistants for their great help and support on the trip. Navigator extraordinaire Ned (where's the cookies?) Rhodes, Chief Engineer Laslo (what? No German beer onboard?) Bozoky and Meteorologist Scott (I really needed this!) Shipley. A better crew would be hard to find, unless of course, a few of the Victoria Secret models were available. (Did I just say that?)

Some suggestions I have from the trip:

1. Don't let Ned touch your GPS and accidentally delete all the trip waypoints you had just finished meticulously entering the previous night.

2. Take every conceivable spare part you can think of along. Maybe, you will have enough pieces to fabricate the one you didn't think of.
 3. Keep Dick Lynn's phone number handy. (Thanks again, Dick!)
 4. Don't plan any mechanical failures for the same time and place the Navy is firing shells into the river.
 5. A generous selection of various cookies is necessary for the Navigator.
 6. A generous supply of Warsteiner helps keep the Chief Engineer lubricated.
 7. Don't ask about the "Sports Cream".
 8. Be nice to northbound sailboaters, but have a snappy reply prepared in case one calls you a "[bleep] moron."
 9. Have more cookies.
 10. Be lucky enough to have good friends that will take time out from their busy lives to help you.
- I highly recommend the trip. Just be prepared.

The View From Points South

by Steve Worcester

(Longest surviving current OYC member)

We took the boat, *Saint 'n' Sinner*, from our home port in Carolina Beach, NC, to Florida and the Keys. We were gone for six weeks and three days. I wasn't counting but the mate was. I was ready to stay longer. The mate was ready to get home and hug her washer and dryer, dishwasher, toilet, and other things not in the public venue.

So we had some boat problems, but they all happened during the last two weeks. The first four and a half weeks everything worked like a charm. We hit warm weather around day 10 in Ft Pierce. We parked the boat there for several days, rented a car, and drove to Ft Myers to visit family and friends. We had our friends, the [Ned and Arleen] Rhodes from Virginia, join us for nine days in the Keys. Ned actually did some "boat boy" work on the boat but took pains to tell me he worked slow and did a poor job. When I took the time to



Worcesters' Crew—Ned and Arleen Rhodes cruised the Florida Keys with Steve and Mary Jo.

check his work, I found he told the truth. Arleen was her usual darling self.

One of the best parts of the trip was watching The Weather Channel and seeing all the bad weather in N.C. and Virginia and sending smart aleck "I'm here and you're there" postcards.

Some things I learned on the trip:

South Carolina, Georgia and northern Florida are as cold as southern North Carolina in early January. An 1100-watt space heater does not adequately heat a 900 cubic foot flybridge enclosed by Sunbrella and plastic when the boat is traveling at 17 knots. While on the move during a January cruise, run the genset and keep the salon heat set at 74 degrees and the mate is a happier person.

In January and February, the Georgia ICW traverses a desolate landscape of swamps, flats, gusty winds, shoals and open spaces. The theme from "Deliverance" kept running through my head. I suspect it would be the same in June and July, but with bugs.

Ding a prop on a Friday afternoon and you are friendless. Nobody want to talk to you.

Sixty miles at 8 knots is a long day. How do sailors do it?

When you see a barge and tug coming at you in a narrow channel with rocky shores, turn around immediately, go back to the closest wide spot, and let him pass. Do not insist that you have "right of way." The choice between a steel hood ornament or stone hull decoration is no choice at all.

NOAA radio gives the weather in three parts for Southern Florida—the Gulf, the Atlantic outside the reef, and the Atlantic inside the reef. The reef parallels the Keys about five miles to the east and knocks down the big waves. We never saw more than two footers.

There are as many lobster traps in Hawk Channel as there are crab pots off Tilghman Island.

Tipping the dock person in an expensive marina doesn't necessarily result in a competent tie, hook up, or courteous treatment.

All that fresh air makes you want to go to bed early no matter how loud the music at the Tiki Bar.

Waterside restaurant food along the ICW is no better or worse than river or bayside restaurants around the Chesapeake.

The inlets at Ponce de Leon, Boca Raton, Lake Worth, and Ft Lauderdale are navigable despite the scare tactics regarding local knowledge in the cruising guides. Others deserve the reputation.

There are one hell of a lot of really rich people living on the ICW between Miami and Palm Beach.

Key West, Duck Key, and Key Largo are great places to stay. Choose your marina wisely. One we place we stayed had a permanent Border Patrol SUV parked there. Seems boats were coming in to party at the Tiki Bar in the afternoon and leaving late in the evening with not as many people as originally came in.

If you look in the door of a gay bar on Duval Street in Key West, don't be shocked if there is a naked guy dancing on the bar.

The most disgusting thing I saw: it was a toss up between the liveaboards docked next to us who let their two dogs poop on deck and Ned's Sponge Bob Squarepants boxer shorts.

Best thing I saw: Sunset off Mallory Square when I knew it was snowing up north.

Would I do it again? In a heartbeat. *Will I do it again?* Ask MJ.

A Note from the Editor

After a six and one-half year fun run, with this issue of The Daymarker, I sign off as editor. The "work" has been rewarding and enjoyable, and often near the stimulating edge of creativity. Over the nearly 20 years of its publication, The Daymarker has acquired and enjoys today a reputation that reflects the lively spirit of our club and its members. For this we owe much to my predecessor Ned Rhodes for setting the tone of irreverence, all the while maintaining a healthy respect for and advocacy of safe boating, preferably under enjoyable circumstances. It was our privilege to continue this legacy.

Much credit has been heaped upon me for my term of service, but it must be remembered that the real meat of this publication is the material submitted by members of the board and the club itself. I owe and extend warmest thanks to the members of seven boards and numerous volunteer coordinators, fleet captains, and appointed officers and individual boaters who rose to the task of submitting informative and entertaining articles, generally if not always by the 20th of the month. Along with them I thank my wife Mary Ann for her judgment and counsel when mine were lacking and for her guiding sense of humor. With this full team, we have wrought a pretty good yacht club newsletter, one that has strengthened OYC's bonds of boating fellowship and friendship.

The new editor has not yet been captured, uh, named. But we wish him, her or them the best of luck, along with a promise that it will be fun.

—Tom Coldwell

Inside . . .

An OYC boat plies the ICW,

And another one explores the Florida Keys,

Vessel Safety Check—you need one, bubba,

**A new cruise on the schedule: Go to Tides with
Joe and Gail,**

**New membership roster, copy for your house,
another for your boat.**

**June 6-8
Cobb Island Days
Alan Gorenstein
703 938-6516**

**June 7
Fairview Raft-up
Randy Snowman
301 869-2885**

**June 21-28
A New Bay Cruise
Joe Livingston
703 494-5494**



The Daymarker

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Change Service Requested