

The Daymarker

OCCOQUAN YACHT CLUB

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Commodore's Comments

Mary Lynn Snowman

Five days after Hurricane Isabel hit our area I still wasn't sure how some of our members had fared. I was tired of waiting around so I started calling and emailing folks. Several of our members have agreed to share their experiences from the storm but before you jump ahead to those articles please finish this one.

We are winding down another boating season and this one has been especially rainy.

As always we still have a few land activities to tell you about. The first one is our General Membership Meeting scheduled for October 25th. We will meet on the picnic deck at Occoquan Harbour Marina from 2 - 5 pm. There are a number of things to remind you about this event. Number one - this is the event that you elect next year's board. Your vote and participation are needed and appreciated so please be there. Number two and three are the chili and dessert contests. I still haven't decided what chocolate thing I'm bringing this year but I will be bringing a dessert. As always, if you aren't entering a dish in the contest please bring a dish to share. The club provides drinks and all of the dinnerware needed.

On December 6, 2003, the Occoquan Yacht Club will have its holiday party and change of



Hurricane Isabel - beauty from above, destruction below.

Photo courtesy of NASA Earth Observatory Web Site

watch ceremony. We will be at the Fort Belvoir Community Club. This is the event that everyone wears clothes to and sometimes we have a hard time recognizing our members. Peggy Castle will be the DJ this year and members of the board are looking forward to dancing the night away. Please RSVP to Rick Sorrenti. He will collect your checks made payable to OYC. I can't tell you the amount because I don't know it yet. Just mark your calendar and plan to be there. Menu will follow and as always please let us know if there are special dietary needs.

We still have a couple cruises in October and November. Please check the Daymarker for more information and enjoy the stories.

See you on the water.



Vice Commodore

Rick Sorrenti

Hurricane Isabel – I Got My Tee-Shirt

She's came and went; many called her a minor storm; but several of us will remember the strength, destruction, and overwhelming power of what was called storm surge. For me it started with the Board Meeting on Tuesday night, Sept 16th, when I was asked what my article was going to be about this month. Off the top of my head, I indicated I would write about Isabel.

Earlier in the week, after talking with Occoquan Harbor Marina owner Dick Lynn and discussing my desire to pull Sea Duck Too, our decision was to leave her in the water. In hindsight, that was the right decision. Most of the marinas capable of pulling her, further south and into the storm, are now destroyed. Knowing that I was going to be at the marina to accomplish two things, help out Dick with whatever I could and to watch over our boat, the stage was set for what was an amazing display of Mother Nature and the abilities of a highly dedicated marina staff at OHM.

I made plans to bring camera and notebook to capture the events. Below are my attempts to describe the events as they occurred as Isabel moved up the Potomac River. Our command center was the marina office with an alternate being Donnie's (OHM security chief) RV if things really got bad and we lost power at the marina.

Thursday, Sept 18th:

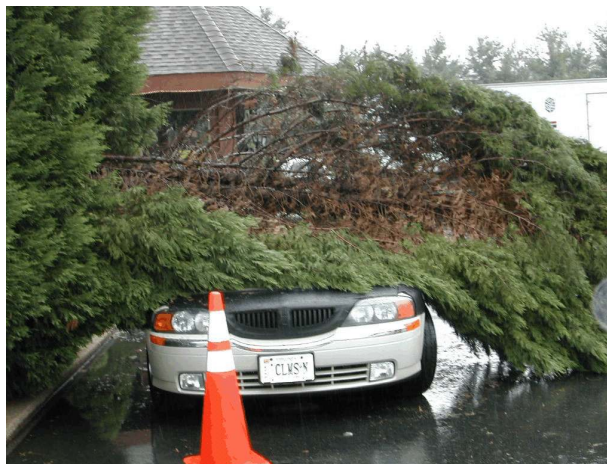
I arrived at the marina at 10 AM, seeing a flurry of activity as boats were being pulled as quickly as possible. At the end of the day, 104 boats were safely on shore. A, B, and C dock had a total of 20 boats left in the water. Sea Duck Too had double lines on every cleat, so I felt confident that she was not leaving the slip and was going to stay put. At 12 Noon the rain began, but it was never the feared torrential downpours. (We determined later that only about 2 inches fell in total, according to our "water gauge" - Sue and Steve Thompson's dinghy, which was left in the water secured in their slip.) Light winds started around 2 PM, as we were huddled around the TV to watch the Weather Channel. Another lesson learned: if you want to find out what's happening with your local weather, don't watch the Weather Channel. (Channel 7 was voted best local coverage.)

The Daymarker
Published monthly by the Occoquan Yacht Club

Steve Thompson, Editor
Sue Thompson, Editor's Advisor on Worldly Matters
Steve Thompson, Circulation

The deadline for submission of materials to THE DAYMARKER is the 20th of each month.

During the afternoon, an Oasis restaurant staff member came over and asked if anyone owned a pearl Lincoln. I had parked my car next to the marina office and what I thought were shrubs turned out to be a spruce tree, which fell on my car – the first casualty of Isabel. Dick Lynn's daughter Karla and Donnie got the forklift and we extracted my car from underneath. With only 15 mph winds and trees falling what



Definitely NOT a brush-less car wash.

was to come next?

High tide was around 3 PM and the winds were coming from the Northwest, which was pushing the water out of the Occoquan (this is good). From 3 until 7 PM we walked the docks, making sure lines were tight as the gusts were now 20 to 30 mph. Did you know that nylon lines will stretch over 40% of their length under stress?

Beginning at 7:10 PM, things started getting interesting. The surge was starting and first to be affected were D, E, and F docks with water 2 feet below the high tide mark. Dick Lynn instructed his staff to kill the power to these docks. We also started the "pool" as to which boat would be the first to float off the lifts on F dock. The tug *Captain Tom* at the concrete facility next door had been assisting with spotlights and he called in his nomination as well. My choice and the favorite was a Ski Nautique, which the owners had left with no lines attached. (We were able to get one line on it before the waters rose). At 8 PM, the winds were calm but the river was rising at a faster rate. At 8:30, C Dock separated from the bulkhead with the river rising at a rate of 8 to 10 inches in 30 minutes. Power was cut to C Dock and Sea Duck Too was now on generator power. Jokingly we made sure to turn on interior lights so we could watch her as she floated away and to help the salvage crews find her if the docks separated from the pilings.



The morning after and the pilings on E Dock are only now emerging from the depths of the Occoquan.

It was at 9:15 PM when D, E, and F docks had only inches of piling above the docks and Dick Lynn instructed us to tie lines from the pilings to the finger piers. These actions kept the floating docks in the close proximity of the pilings as the water pushed the docks (finger piers) off the pilings. Only marina staff could enter these docks from this point forward. The travel lift well was now full and level with its walls; water was now 3 feet above high tide. The boat ramp wasn't a ramp any longer; the water had filled its walls as well; level with the picnic area deck.



At its highest the water was well over the picnic area posts.

The surge continued and at midnight, the winds were gusting to 50 – 60 mph (Channel 7 source) and only 18 inches of C Dock pilings were above the water as we made our final check of all lines on boats remaining in the water. This was what turned out to be my last check of Sea Duck Too that evening.

Friday, Sept 19th:

It was 1 AM when we noticed that the winds had died and the rain had stopped. But the water was rising at an alarming rate. We all felt that Dick Lynn was now truly concerned. All

lift slips were totally submerged, power poles and all. The Ski Nautique broke free and was swept into an empty slip on E dock, where she remained for the night. Only 8 inches of piling remained on C Dock at 1:30. The picnic area was



The brush on the pavement marks the high-water line.

flooded to about 2 feet. The deck at Oasis had about 2 inches of water on it. Dick Lynn instructed A, B, and C dock pilings to be tied off at 2 AM. Sea Duck Too was now level with the marina office, a rise of about 6 feet. We know now that we were not at our worst point with Isabel. Shortly after 2 AM, numerous slip holders started arriving (some just leaving

hurricane parties to “check it out”). Reports of damage at Belmont Bay, Fairfax YC, and Tim's River shore started coming. The water was now 3 feet up the power meter panels and the main breakers would be the next to be submerged. Dick Lynn notified Dominion Power to kill all power to the marina. No one was allowed in the water after this point. We had done all that could be done. We could only watch what came next.

At the end of A, B, and C docks are new slips that have pilings that extend 10 to 11 feet above the docks. At 3 AM only 2 feet of these pilings were showing and the winds were now 50 to 60 mph coming straight up the Occoquan. Waves were 2 to 3 feet. We had reports of 7 to 8 foot waves on the Potomac. The water had risen to about 8 feet over high tide. At 4 AM the water had risen to equal the level of the parking lot; we had reached the 100-year flood plain at the front door of the marina office. Water rose 4 feet up the flagpole, submerging the grill built into the rock wall that OYC uses



Scientific measurements at their best.

for the annual Flag-raising cookout. We placed rocks on the E Dock ramp to track the waters rise. At 4:45 AM, Friday morning the water started to recede. It was two hours later before the pilings on A, B, and C docks could be seen above the docks and at 7 AM D and E dock pilings could be seen.

This ends my article but a couple of final thoughts. Boat

owners who listened and had their boats hauled lessened the stress on the docks. The only damage that a boat sustained at OHM can be removed with rubbing compound! Occoquan Harbor Marina is here today only because of a

dedicated, talented marina staff under the leadership of Dick Lynn. Throughout the night Dick Lynn knew exactly what to do and when to do it. My thanks and I'm sure the thanks from all of you who have your boats at OHM go to the entire staff for such a dedicated effort.

Sea Duck Too back to 16



Rear Commodore

Alan Gorenstein

A FEW HOURS DESTROYS 30 YEARS

Tyme n' Tyde Marina since 1971 has offered the services of a family owned marina with all of the conveniences a boater provides. High and dry storage for over 450 boats, a highly skilled and customer friendly service department, a nicely stocked sales department and two giant fork lift trucks ready to drop your boat in the water within minutes of walking to the dock. But in spite of the virtues Tyme n' Tyde has offered and three days of preparation for Isabel, the marina is a shambles.

As Anne and I parked our car and walked towards the boater building we first noticed one 40 foot boat, that is kept in a slip, sitting crooked on top of a piling waiting for a barge mounted crane to arrive. Then we noticed that all of the floating docks were missing. We were soon told that they were all sitting in the marsh a few hundred feet from the water. Hopefully they can be pulled out of the muck and soon placed into their rightful position.

By now we were greeted by Jeff Tyrell, co-owner, and were escorted around the facility. As Jeff explained not only had Tyme n' Tyde suffered severe damage but he and his wife had also realized over \$300,000 of damages to their recently remodeled home. A short walk around revealed that the dockside shed was still standing but with all four walls leaning to one side like some bombed out building. The boater, where all 450 boats rested comfortably and without damage, had a door that approximates 25 foot by 40 foot. Now that Isabel and the Potomac wave machine had visited, the door was twisted and ready to fall. We were quickly forewarned to stay away. Yes, this gigantic door was barely hanging on to a building with the boats it had protected for so many years.

Even worse was what the storm did to the service and sales departments. The doors to the building were blown-in, parts of the walls were ripped out, some new Larson boats in the showroom had been floating for part of the night and a well managed inventory of parts and accessories had been destined for the landfill. In addition, as Keith, operations manager, sadly stated "not only have we lost the parts but we have also had to dump over 30 years of soaking wet and muddy records. Records that cannot be replaced as easily as walls and steel doors.

No doubt Tyme n' Tyde will be up and running sooner than might be imagined and no doubt the marina will be more spic and span than ever. Repairs will be made and boats will again be moving in and out of the marina. Most importantly, we will again have the opportunity to be served by a quality marina and its staff.

For more information about the damages, you may wish to see the cover page story in the September 23 Washington Post.

The Datemarkers

Birthdays

Marilynn Dalgetty, 10/2
Frank Steinert, 10/8
Richard Ellis, 10/10
Terry Mattke, 10/11
Peggy Johnson, 10/24
Herb Saunders, 10/27

Bob Wilcox, 10/2
Buddy Axtell, 10/10
Anna Burner, 10/11
Linda Callow, 10/17
Stacie Kelly, 10/27
Beckie Heinze, 10/31

Anniversaries

Individualists that they are (and rightly so), the only anniversary this month belongs to:

Rick and Teresa Sorrenti, 10/6

Welcome New Members

Phyllis Horne and Steve Krouse of Reston. They keep their 39' Chris Craft, Perfect Balance, at Hoffmasters and Point Lookout.

Peter and Victoria Van Steyn of Dumfries. They keep their 30' Maxum, Dream Catcher II, at Hampton's Landing.

Did you know . . . at crowded marinas, open cleats are rare. If you do not want to disturb your neighbor's lines simply run your lines under the neighbor's lines and secure with a bowline hitch.

Also . . . when washing down a boat, you can remove black streaks and other stains almost effortlessly by using boat cleaners with chelating agents.

On the Internet

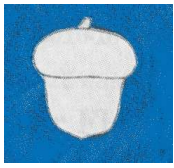
Occoquan Yacht Club: www.OccoquanYachtClub.org *

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



Treasurer

Steve Thompson

Next month – How to winterize your boat, or, The Continuation of the Never-Ending Story.

Do you remember those words? They ended my article last month. I know many of you are saying it's too early to think about putting the toy (er boat) away for the winter. I, personally, act like a three-year old who just had his ice cream taken away when the first mate subtly suggests it is that time of year. But when I looked in the mail after returning from the Labor Day cruise to Coles Point there was the West Marine® catalog sitting in front of me with their "Winterizing Sale".

So ... what are your choices? Well, you can either do it yourself, pay someone to do it for you, or do a little yourself and pay for the hard stuff. But before you decide it might be nice to know what, exactly, is (or should be) done to "winterize" a boat.

There are three basic systems that need to be winterized; the potable water system, the marine sanitation system, and the engine/drive train. There are several other things you should do but let's cover these three first.

Potable water system – drain it dry. Take this time to look the entire system over (tank, hoses, pump, fittings, clamps) for anything that looks worn, cracked, or just plain abnormal. Lube pump impellers with a little Teflon-based grease. Fill the system with marine antifreeze. (But you don't have to fill the entire water tank. Just make sure the lines to all the faucets are full.) Don't forget the hot water heater. There you go, one system down and two to go. In case you haven't figured it out yet, this is one system I think anyone can handle so do it yourself.

Marine sanitation system – drain this one too. I know, it's a dirty job. But someone's got to do it. Actually there isn't too much to this system. First, pump it out. While you are there run some water thru the system and pump it out again. Check for worn, cracked, or loose pipes and fittings. Lubricate gaskets and seacocks. Pump some marine antifreeze through the bowl and into the holding tank. Pour some down the pump-out hose to cover any remaining water in the discharge hose. System two down. Again, do this one yourself.

Engine and drive train – this one is a little more detailed. You may want to farm some, or all, of this out to your local mechanic. Make sure the tank is full of fuel. This will reduce the buildup of water vapor. Add some fuel stabilizer and run the engine(s) for a few minutes. Spray fogging oil into intakes while the engine is running. Drain the water from inboard and I/O engines and replace with antifreeze (you may want to flush the system prior to adding the antifreeze). This usually requires the boat to be out of the water. Again, inspect all hoses, clamps, thruhulls, and the engine for wear and tear. Inspect spark plugs and spray fogging oil into the engine cylinders. Change the oil and replace oil and fuel filters. Give the engine a good cleaning and lubricate all fittings. You may also want to spray a corrosion inhibitor on the engine. Don't forget the generator.

Buyer Be Ware! If you have an active maintenance agreement with a marina service department, or other marine maintenance facility, check the wording in the contract. I found out that mine covers only those items to insure there would be no damage due to freezing. In other words, there was no inspecting for worn or cracked items; no adding of fuel stabilizer or fogging oil; and no lubricating or changing of filters.

Finally, there are a few other things you need to take care of, i.e. clean and completely drain your bilge. Inspect and lubricate all seacocks. Clean out that refrigerator and ice maker and prop the door open. Secure all hatches and ports and cover up any openings that would appeal to insects as prime winter real estate. You don't want any snowbirds hanging around for you to clean out later on. Then put a nice coat of wax on her; this will help alleviate those dreaded re-commissioning blues come springtime.

How about those captains that decide to keep their boat in the water? Well, as you might have figured out from the above, winterizing is not just to keep things from freezing. It is an overall maintenance review of your boats operating systems (minus electronics). So, winterize away. The only additional item here would be to insure there is a bubbler under, or near, your boat to keep ice from forming. (These devices don't really blow bubbles. They actually keep the water continually circulating, which then keeps it from freezing. That is unless you are in some really cold weather.)

So, there you have it. Probably my last article on maintenance. Maybe my next article will be on safety. (Don't you love it when I talk dirty.) Okay, promise you won't slap me upside the head the next time you see me. The first mate has cornered the market on that one. Let's just enjoy the season for as long as we can. Cheers.

A Special Recipe:

Provided to you by popular demand, Linda Bozoky's coveted recipe for Stuffed Brie.

Stuffed Brie

Preparation Time: 10 min.

Cooking Time: 15 min.

Serves: 6

7-inch round Brie cheese	1 clove garlic, minced
½ cup chutney	1 tsp. chives
6 slices bacon, cooked and crumbled	1 cup walnuts, chopped
	Crackers

Preheat oven to 350 degrees Fahrenheit. Cut top off Brie and set aside. Make a small hollow in cheese. Cube the cheese you cut out. Mix the cubed cheese and the other ingredients. Then fill the hollow and replace the top. Bake for about 15 minutes at 350 or until creamy. Serve with crackers.

Hurricane Isabel 03 - Local Coverage

Hurricane Isabel was probably the strongest storm to hit the DC area in close to a century. It proved to be both menacing and damaging, not only to those folks in areas close to water but further inland as well. Here are a few stories of how your fellow boaters weathered the storm.



Isabel nears the coast.
Photo courtesy of NASA Earth Observatory Web Site

District Yacht Club

John Corley forwarded the following report by Marv Storey on the happenings at District Yacht Club:

Things went bad pretty fast last night. I stayed on the boat all night going out several times to adjust and check lines on the boats nearby. Getting on and off the dock was tough because water was chest high at the fixed dock then I had to climb up to the floating dock. About 3 am, the water came in through the clubhouse door and when it stopped, it was about 2 feet deep inside. Frantic moving of everything possible reduced some of the damage. A-dock shifted off its pilings but we were able to lash it "next" to the pilings. Electrical power box feeding all the A-dock slips broke loose. All power has been shut off to the docks and the clubhouse at the mains. No power available anyway but we have to fix some things before we turn it back on. B-dock came out OK. C-

dock is pretty badly damaged. It is off its piling and shifted several feet. Phil Younger's boat got stoved in on a piling and sank. We cannot move C-dock back until Phil's boat is raised. People in the clubhouse caught a few winks lying on the pool table to keep dry.

Occoquan Bay

The storm didn't just affect members' boats. Here is a report from Dave Moore and Gina:

Here at my home on Occoquan Bay, all hell broke loose. But first, yes, *Evermoore* is safe and sound at OHM. And, my *toy* in the garage is safe too. But most important, Gina and I are safe; the property, not so good.

Gina was protecting her place in Annandale so I tried to hold down the fort in Woodbridge. Not an easy job. First the roof blew off the house ... at least the membrane covering on the roof peeled back and water did come in causing some damage. Then an 80 foot tree came down on the garage roof pulling wires with it. My rowboat, canoe, and hobby cat were pulled up to the side of the house and are OK. The pontoon boat was put on the railroad dolly and cranked up on the beach but the high waters carried it off the dolly and eventually the lines broke and it ended up in a neighbor's yard and totaled.

The worst of it all is the yard and dock. The dock was damaged and sections are missing. The hillside collapsed where I had placed rip-rap stone to protect the slope after hurricane Fran damaged it. Isabel's waters came so high it went over the rock level and washed the slope out from behind and the whole hill collapsed. The railroad dolly and track were destroyed along with many other things to include extensive landscaping. None of this is covered by insurance (yard and dock).

As I write this the tree crews are removing trees from the lines and yard cleanup continues. Not fun but we are safe. Oh yes, the water came within inches of entering the house! Those of you who know our place know just how high that is! I don't like the name Isabel.



Another casualty of Isabel.

Photo by Dave Moore

Alexandria City Dock

Gordon Cawelti reports on how *Class Act* and Alexandria City Dock fared:

During the Day [Thursday] I added 5 extra lines to secure the mooring and removed all the canvas from the bridge to reduce the impact of wind. Boats that were side-by-side were moved to make room for swaying in high water. The dockmaster or assistant was on duty all night.

About 5 pm at home the power went out and rains and winds came and went. Some gusts reached 50-60 mph but there was ultimately less rain than anticipated (about 3 inches). After an evening with candles and at about 11 pm I got a call from the dock saying *Class Act* was in trouble so I went up to have a look.

By this time it was high tide and all the streets were under water and I would have had to wade chest deep to even get to the boat. Three of my friends stayed in the area all evening and eventually saved *Class Act*.



Alexandria City Dock - the morning after.

Photo by Tom Coldwell

To make a long story short, the dock began to sway and soon loosened from the pier. In the process the 40 foot Sea Ray next to me began to chop into the port side of my rear cockpit area and both boats were leaving where the docks had been because they were loose. My pals called, I told them where a key was on the boat, and at 6 am they barely got out to my boat and started it up and brought it around to the wall at the base of the dock near the torpedo factory.

By this time a houseboat at the end of the pier I was on had sunk. My damage is repairable – 3 to 4 feet of fiberglass (about six inches wide) chopped away on the top of the rear cockpit area. I will have it repaired after it is pulled and winterized next month. In the meantime I got some white duck tape and covered it yesterday.

It was a long night on the dock where the water on these fixed (vs. floatable) docks was neck deep at 3 am. While they just finished installing new docks at the City Marina last spring, they were poorly designed and not properly attached to the pilings. Our boats would have made it OK had the last half of the dock not come apart. It is still there floating aimlessly in the water.

We have moved to the North dock, which has a great view of the Capitol. I spent all of yesterday retrieving my electrical cord, moving the boat, installing the canvas on the bridge, and other stuff. We will eat on the boat tonight amidst good friends who are our new neighbors. The high tide was reportedly 11.7 feet above normal high time, which may be a record.

Neabsco Creek (Hampton's Landing/Easy Cruz) [Sorry, no photos]

Lizzie Bitz Too vs. Isabel

Andrew's Story:

September 18, 2003, will probably be one of the longest days I have ever lived through. Up at 4 AM with Isabel on my mind, I spent the day preparing Lizzie Bitz Too for the coming storm. Reversed dock lines, extra fenders, etc., and I thought Lizzie Bitz Too and I were ready to face Isabel.

The wind and the water both gradually rose throughout the day with on and off showers. But as the sun began to set things began going downhill quickly.

Around 7:30 PM I began seeing bright blue-green flashes in the sky around the marina. Not lightning, but power lines shorting out as wind and tree limbs took them down. It was really eerie as there was no sound along with the flashes. By 8:30 PM we had lost power in the marina and you could just barely hear generators running over the wind as other boat owners kept lights on the now-rising waters.

By 10 PM the water was coming up over the dock. I adjusted my lines to compensate and checked my neighbor's lines and reset them as well. Neabsco Creek was rising at over 1 foot an hour at this point and the wind and the rain were really picking up. I would guess the winds were 35-45 knots with higher gusts pushing a stinging rain before them so I just hunkered down to watch and wait.

Along about 1 AM Friday morning, which was also high tide, the water had risen to about 1 ½ feet over the docks, about 3 feet above normal high tide. The wind was a constant roar, punctuated by the freight train sound of gusts that I could hear coming before they hit.

By 2 AM, 1 hour after high tide, the water had risen to 4 feet over normal high tide. I looked out behind Lizzie Bitz Too and noticed that some of the power pedestals on the dock were no longer as far underwater as they had been and thought that maybe they were floating off their bases, because not all of them were sticking out of the water. Wrong! It turned out that half of the dock had gone from fixed to floating due to the force of the rising water and the pull of the dock lines from the boats. A definite attention-getter, especially since the gasoline lines from the tank to the pumps run under the dock! I had a knife ready to cut my lines and get out of the way if the dock started moving laterally as well as vertically, but thankfully most of the finger piers held their ground and kept the dock in place.

Around 3 AM Friday, the water finally crested at 7.5 feet, about 5 feet above normal high tide. The boats around me looked as if they were magically tied to the water as there were no pilings visible at all. It was an eerie sight.

At 4 AM I finally was able to collapse in the V-berth to get some much-needed rest, the worst of the storm having passed. Lizzie Bitz Too seemed to sigh with relief, too.

Friday's sunrise was especially pretty after the maelstrom of the long night. Everything on Lizzie Bitz Too was in fine shape, the marina was minimally damaged, and all that was left to do was wait for the water to recede and start cleaning up.

Now all I need is my "I survived Isabel" t-shirt.

Liz's story:

Because you couldn't walk on the dock, the only way to get off the boat was by jumping off the bow into a TowBoat that they put into service as a ferry.

Many of the finger piers that were attached to the dock snapped off and partly sank, got twisted around, or became loose and aren't safe. The marina also lost power for a few days.

Once the water receded and the dock settled back down into place, the only way to board the boat was via the swim platform, because we still couldn't walk on the finger piers.

We actually fared pretty well, since ours is the farthest marina back in the creek, away from the river. The marina closest to the river, EZ Cruz, bore the brunt of the storm. Many boats sank, or broke loose from their slips, which no longer exist, and are now anchored haphazardly all over the creek because there's no place to put them anymore. They pulled a bunch of boats out at the last minute, but blocked them too close to shore. When the water rose, many of the boats floated off their blocks and into each other. It's a sad-looking mess. Several houseboats were destroyed.

On Saturday, Andrew took our boat out to have a look around, and ended up driving it over a Coke machine, of all things. No damage to the boat. On Sunday he wanted to take me out cruising to have a look around, but there's so much debris in the river, and there are still flood warnings, so it's not worth the risk. Maybe next weekend.

Captain John's Marina

As of submission for printing there was no reporting from this marina. However, the following photo speaks for itself. It was taken Friday morning after the water had receded a couple feet.



Captain John's Gas Dock and Office

Photo by Rick Sorrenti

Fairfax Yacht Club

Fairfax Yacht Club seems to have been the marina with the most coverage, although no report has been received by any club members who keep their boat there. With the marina so exposed to the wind and waves it sustained a considerable amount of damage. The covered dock (E Dock) bent the steel pilings and floated into the upstream dock (D Dock). The extent of damage runs the gamut with *Empty Pockets* (on the end of E Dock, upstream side) incredibly sustaining no damage, while *Nextasea* (downstream on D Dock) was pushed by E Dock onto a piling resulting in a puncture in its bow and some damage to its stern. Another OYC boat, *Bay Dreamer*, had its swim platform torn off. Luckily no other significant damage was sustained.



What is left of entrance to E Dock.

Photo by Rob Grant

One boat, on E Dock sunk. Another individual said that 5 out of the eight 5/8 inch lines securing his boat snapped. Here are a few photos of the damage.



Submerged boat on E Dock.

Photo by of Ted Zsirai



E Dock the morning after

Photo by Tom Coldwell



E Dock a week later

Photo by Ted Zsirai



Nextasea in trouble with *Empty Pockets* in foreground and *Lovin' Life!* in the middle of picture.

Photo by Rick Sorrenti



Rescue teams try to help E Dock

Photo by Rick Sorrenti

Colonial Beach

Nabil Dubraque relayed the following by phone:

The damage at Colonial Beach was extensive. Here the safer option of pulling your boat proved to be the worst method of safeguarding it. In fact, Nabil said that every boat that was pulled was either damaged or destroyed. The extremely high storm surge floated boats off their blocks. The residents of Colonial Beach decided to evacuate the area when the water got to be waste deep in the parking lot. Those that left their boat in the water fared better with about one in three suffering some degree of damage. Nabil said that the new docks at Colonial Beach Yacht Center weathered the storm just fine. Wind was a big problem with gusts of up to 102 mph reported in the vicinity.

Nabil's luck, after the marina fire, continues to hold true with both of his boats surviving with, for all intents and purposes, no damage. His small sail boat did take a short ride when the deck of the Colonial Beach Yacht Center's restaurant broke loose due to a possible water spout, picked it up, and



Nabil's boat on its new restaurant dock.

Photo by Nabil Dubraque



One of many damaged boats at Colonial Beach

Photo by Nabil Dubraque

settled it down a short distance away. It was refloated with no damage. The trailer for the boat, however, is probably on a one-way trip to Atlantis, as it is nowhere to be found.

The town of Colonial Beach had extensive damage. Police blocked roads into town until Sunday allowing only residents to pass. At least five restaurants were heavily damaged or destroyed, including the casino on the beach. The city dock was another casualty.

When Nabil caught up with the owner of the Yacht Center he commented on the marina's string of bad luck. The owner commented back that next year there will be the earthquake. Let's hope not.

General Membership Meeting / Chili and Dessert Contest

October 25th
2 PM Sharp (That's 1:30 OYC Time)

General Membership Meeting

In accordance with the Occoquan Yacht Club Bi-Laws the following is a list of individuals nominated to fill positions on the board:

Commodore – Rick Sorrenti
Vice-Commodore – Sue Thompson
Rear-Commodore – Alan Gorenstein
Secretary – Vicki Hamp
Treasurer – Harry Croft

During the membership meeting nominations from the floor will be accepted for individuals wishing to be considered for any of the above positions. Those wishing to have their name placed into consideration for a position should not be concerned with the results of a little friendly competition.

The position of Membership Chair, a board appointed position, is also available for anyone wishing to volunteer. The duties of the incumbent of this position are not as demanding as elected members.

Chilli and Dessert Bake-off Contest

This event will immediately following the membership meeting. When you first arrive it is highly recommended that you seek out a board member and volunteer your services as a judge, either chili or dessert (it would take too long to cleanse the pallet of one to taste the other), as this is a good way to insure you get a good share of the winning entry.

Those not into chilli and desserts are asked to bring a dish to share. Even though many think chilli and a dessert covers all the essential food groups, there are those who know better and would appreciate the benefit of a choice of entrees and side dishes. Drinks will be available; whatever you can find in the trash can (the ones with the ice) and usually includes soft drinks, water, and (yes) a choice of beer.

Decorators Needed

Ladies; are you tired of those looks and groans you get from the hubby every time you say you want to rearrange the living room or to redecorate? Well, here is the opportunity you have been looking for. (Okay, I'm sure there are some guys out there that actually enjoy this type of stuff. You're invited too.) Join in with the fun of decorating for the OYC Holiday Party. If you are interested in joining this fun group of amateur (and not so amateur decorators sign up now. Please contact Sue Thompson at (703) 440-8114 or at opesco@earthlink.net. Looking forward to hearing from you.

How Safe is Your Boat?

by Steve Thompson

There were 25 boats from Occoquan Yacht Club at Coles Point Plantation Marina over the Labor Day weekend. At the start of the weekend a survey of those vessels indicated that only 9 had current courtesy Vessel Safety Checks (the status of two could not be determined). Fortunately, before the weekend was over, an additional 6 boats could be added to that list.

During the course of performing those safety checks several discrepancies were found and quickly rectified. The hard part to swallow was that *the owners thought they would have passed with no problem*. In addition, information was provided to Captains and First Mates on vessel safety. All of the owners expressed their appreciation for the time taken to provide this service.

I wonder *how many of those remaining boat's owners think they could pass with ease?* Don't wait until you are on the river to find out the answer to that question. Talk to your marina management to find out when they have arranged for a Vessel Safety Check day. If they haven't, ask when they will. You can also look for a pamphlet on this service in their office or at the local marine store. If all else fails (or if you what to skip all of the above) you can call me at 703 963-8783, and if I can't accommodate you I can give you the phone number of someone that will. Please be safe out there.

Columbus Day Cruise to Gang Plank Marina, Oct 10th to 13th

by Tom Shank

There are some things that change, but not the Columbus Day cruise to Gang Plank Marina. As of the time this article was written, I still have not been able to get any kind of commitment from the marina on available slips. However, as usual, we will take reservations from those who want to partake in this annual event.

So, for those of you who are interested, please email me at amirando@aol.com or call 202 488-1545. If we are not able to get slips at Gang Plank Marina, please indicate whether you would be interested in moving the whole event to Fort Washington Marina as an alternative. If you are interested, I need a few things:

- Length of your vessel,
- Width of your vessel,
- Electric requirements, even though you may only get 50-amp service (bring adapters),
- What nights you are planning on staying,
- Indicate if Fort Washington (or another location) is an alternative for you.

Your name, your boat's name, and number of passengers would also be helpful.

Hardy Souls Cruise to Alexandria City

Dock, Nov 8th to 11th

by Ned Rhodes

The last major cruise for the Occoquan Yacht Club is usually the Hardy Souls Cruise to Old Town Alexandria on November 8 and 9. As you all know, we had that pesky hurricane Isabel come to visit us and the A/B docks in Old Town were damaged. At this point in time, I am not sure if Old Town will be able to accommodate us for that weekend, so we may have to either cancel the cruise or find another destination. I will let all the participants know what is going on as soon as I figure it out.

So far I have 9 boats signed up for the cruise and they are Rhodes, Sorrenti, Coldwell, Kalweit, Croft, Thompson,

Bozoky, Snowman, and Miss Vivian. If you think you signed up and your name is not listed, then forward me the email that you originally sent listing your name, boat name, length, width, power, and arrival dates. If you think you spoke to me verbally about signing up and your name is not listed, please refresh my memory by sending an email. If you would like to sign up for the cruise, then send me an email (ned@softwaresystemsgroup.com) and let me know the particulars. If you don't want to sign up, have never signed up, or would rather not go, you can send me an email as well.

Editor's Note: For those of you who can't figure out how, or don't want to know how, to turn on a computer, Ned's phone number is 703 741-0861. If Abby answers just call back later, she doesn't take messages very well yet.

It's Not Too Early to Think About



the Holiday Party 2003



this is a fun-filled celebration of boating and volunteer service

Saturday, December 6, 2003

6:30 pm to 11 pm

Place: **Fort Belvoir Community Club.** Take I-95 to Ft. Belvoir/Newington (exit 166) to Fairfax County Parkway; proceed south to U.S. 1; turn left on U.S. 1 and go about one mile to Pence Gate (main gate); inside gate take first left and an immediate right. Due to heightened security there may be some delay entering Fort Belvoir.

Dress: Black Tie Optional

Schedule: 6:30 pm – Cocktails (Cash Bar) and hor d'oeuvres

7:15 pm – Buffet Dinner

Installation of Officers, Recognition of Event Coordinators,
Presentation of Awards and Door Prizes

Buffet Menu: Still working on this – any preference please call Rick Sorrenti

Price: Still working of this one also – last year it was \$35.00 per person. This year should be the same or slightly higher.

And, while you are thinking about it, how about renewing your club membership at the same time.
Complete and accurate details will be in next month's edition of THE DAYMARKER.

How did you survive the Storm of the

Decade?

Inside . . .

OYC members report on local marinas
and how they survived Isabel,

Getting ready for winter (already?),

Come party at the General Membership
Meeting (and elect your new board
while you're at it).

Oct 25

General

Membership Mtg

& Chili/Dessert

Cookoff at OHM

202 488-1545

Tony Miranda

to Gangplank

Columbus Cruise

Oct 10-12

The Daymarker

Occoquan Yacht Club

P.O. Box 469

Occoquan, VA 22125

Change Service Requested

