

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

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Commodore's Comments

Joe Livingston

HELLO ALL MEMBERS

The OYC has been especially active this season with planned cruises, raft-ups and land cruises in an attempt to meet the varied needs of our membership.

Participants of these events have reported verbally and photographically that they have enjoyed the boating experience and had a great time. However, as

Commodore, I note that it is often the same folks. I enjoy seeing those folks, but I would like to have a greater percentage of members participating. Any suggestions?

As we move into the fall season, there are several events remaining. Check the calendar. Of major importance is the Membership / Election Meeting scheduled for Saturday, the 20th of October at Trish and Terry Mattke's House (see related articles in this issue). I look forward to a great turnout. As we move toward that date, two appointed (volunteer) positions remain vacant...the Membership Chair and PRYCA Delegate positions. Please call me to discuss and volunteer to serve and support your club.

From notes taken from the "Lookout" voice of the National Boating Federation: Efforts continue with regard to the Clean Water Act to restore or have an exemption for recreational vessels to allow normal water discharges. The U.S. Court of Appeals, Ninth Circuit, has heard oral arguments and HR 2550 addresses the issue. The impact, if these fail, is boaters will be subjected to a discharge permit process. This would be required for merely having a bilge pump operating from within your boat. Boating organizations will



The USS New York. Made from scrap iron from the World Trade Center.

continue to seek a favorable resolution.

The Coast Guard has re-established a Coastal Warning Display (Storm Flag) program throughout the U.S. to warn the public of approaching storm conditions. Storm flags are a nautical tradition for mariners, however, the real message is that the flags indicate changing weather from Small-craft advisory (red pendant/28-38 mph winds) to Gale, Storm or Hurricane warnings. For your information try visiting www.uscg.mil/news/stormcenter/ for suggestions on how to prepare your vessel ahead of a storm.

We enjoy our recreational boating but remember education and safety. 2006 boating statistics indicated we are at risk. Numbers continue to increase with 710 deaths and 3,474 injuries reported. Two-thirds of all fatal boating accident victims drowned; most common types of boats were open motorboats (45%), PWC (24%) and cabin motorboats (14%). Think SAFE.

Our next board meeting is scheduled for Thursday, the 11th of October. All members are welcome to attend and encouraged to forward items/suggestions for consideration. Please notify me of your plans and to get the location.

Cheers, Joe.



Rear Commodore

Allen Jorsey

THE DANGERS OF CARBON MONOXIDE (CO)

As cooler weather arrives and we use the boat in a more closed condition, carbon monoxide poisoning becomes a bigger problem. Carbon monoxide poisoning is preventable. Have one or more CO detectors and test them every trip to the boat.

Carbon Monoxide (CO) is a colorless, odorless and tasteless gas. It is produced when carbon based fuels are burned. Sources on your boat are engines, gen sets, and fuel cooking ranges.

CO enters your bloodstream through the lungs, blocking the oxygen your body needs. Prolonged exposure or quick exposure to high concentrations can kill you.

Symptoms are irritated eyes, headache, nausea, weakness and dizziness, and are easily confused with seasickness or intoxication. If you smoke or drink alcohol you are more susceptible to the affects of CO. Physical activity accelerates the rate the blood absorbs CO.

CO poisoning or toxicity is life threatening and requires immediate action. If you suspect CO poisoning:

- Ventilate the area if possible
 - Evacuate the area and move any affected personnel to a fresh air environment
 - Administer oxygen if available
 - Contact medical help
 - Shut off the source of the CO if possible
- Plane to Sea back to plane

A Lesson Well Learned

by Steve Thompson

Every boater learns something each time they venture forth onto that watery highway many refer to as The Potomac. It may be something as simple as (or maybe as hard as) how to properly anchor your boat. It could be something like associating a certain RPM on the engine gauge(s) with a certain speed of the boat. Or it could be just a reaffirmation that certain boaters just don't understand the proper way to operate a boat.

I learned a **very** important lesson on a recent OYC trip to White Point Marina on the Yeocomico. I experienced something that resulted in a trip to the emergency room on a Sunday in the Northern Neck. (Well, actually we went all the way across the Rappahannock to find this one.) And why, you may ask would I need such advanced medical attention when my First Mate's first career was in the field of Nursing? The purpose of this trip was to remove a foreign body from my person; specifically a splinter in my foot. Now

this wasn't your ordinary splinter. Some witnesses referred to it as a stick. It was a little something I picked up when helping another boater park their water chariot while not wearing my bottom extremity protective gear; you know, they're usually called shoes or perhaps sandals.

So off we went and I eventually left the emergency room, in a little less than a Northern Neck Minute, minus a 4 cm long slice of dock planking and an equally large amount of the bottom of my foot (as in they had to cut it out). Returning to the marina my charade of pain and suffering was about the only good thing that came of the event.

That reminds me of a book I once started reading (I very rarely finish a book unless I have to take a test afterwards). The book was about seafaring folklore along with explanations of where certain nautical terms originated. I remember a chapter on superstitions. One was about the perils of leaving port on a Friday, something most all of us do regularly. And I continue to do so, challenging the gods, though not necessarily laughing in their faces. Another interesting superstition was that you should never cut your fingernails while on a boat. This being yet another task I, as I am sure many of you, perform on a regular basis.

But **never more** shall I be performing this function while on board a boat. You see, I've learned my lesson well. I had just performed this feat of defiance earlier in the day and I am positive that my mishap was a direct result of this task. No sir; lesson learned; never again.

However, my First Mate is still trying to get me to wear shoes or sandals. All I can say is, I'll try, but no promises. I have yet to hear of any superstitions related to not listening to your First Mate.

And now for this month's recipe, which is provided by a guest preparer, the author of the above tale.

One of my favorite recipes, one that won several contests much to the chagrin of other contestants, is apple pie. But, unfortunately for you, the reader of this hallowed newsletter, that recipe is not so easily obtained. Instead I would like to proffer the recipe of a more valued pie; one that Captains everywhere disdain but yet should resolve to master. This is a pie that First Mates would like you to dish out on a regular basis. And that pie is Humble Pie.

The recipe is fairly simple. There are two main ingredients. You start out with a large breath, the larger the better. Then exhale the first ingredient in the fashion of a sigh followed immediately by the second ingredient. And this is four small words; Yes, Dear, You're, and Right. The hardest part of this recipe is making sure you get the four words in the correct order, as provided above. Additional words may make the recipe even better. When served with a small interfacing of two pairs of lips (most notably those of the baker – the Captain – and those of the recipient of the recipe – the First Mate) the outcome should be rewarding. I'll leave the rest to your imagination. Suffice it for me to say, "Yes Dear, you're right. I'll try to wear shoes more often."

This month's gotta have:

If you think you have everything then you aren't thinking high enough; money wise, that is. It's time to start saving your money for the more extravagant items that, until recently, have seemed out of reach. After all, if you spend \$200, \$300, or more on a tank of gas, what's a couple hundred more for that something special you've been dreaming of for years.

Now I can't say how much it will cost you, but wouldn't it be nice to have a teak deck. You have to admit, it would make a fashion statement. But what's even better is now you can have that look and not worry about maintaining it. There is a new product on the market called "Flexiteek". (In fact, some boat manufacturers have it as an option on many of their models.) It has the look and feel of real teak but with none of the maintenance hassles. It can be installed right on top of your existing deck with very little prep. I've seen an installation and it looked fantastic.

I don't know where you can get more info but you may want to try a web search on the name. Happy hunting.

The Datemarkers

Birthdays

September OOPS

Barbara Freedman, 9/10

October Birthdays

Bob Wilcox, 10/2	Mark Schall, 10/4
Richard Axtell, 10/10	Anna Burner, 10/11
Terry Mattke, 10/11	Cheryl Garrison, 10/14
Caroline Lynn, 10/19	Peggy Johnson, 10/24
Diane Machi, 10/26	Gordon Goodnough, 10/29
Rebecca Heinze, 10/31	

Anniversaries

Sally and Joe Hoffmaster, 10/1
 Teresa and Rick Sorrenti, 10/6
 Sharman and Ken Harris, 10/18
 Lynanne and Allen Jorsey, 9/5

Welcome New Members

No new members were reported for the month of September.

The Daymarker
 Published monthly by the Occoquan Yacht Club

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

The deadline for submission of materials to **The Daymarker** is the **20th** of each month. Please submit copy by e-mail to:
opsco@earthlink.net

Hardy Souls Cruise to Old Town Alexandria – November 9 - 11

by Ned Rhodes

We are making plans for what I am sure will be a great holiday weekend at our annual Hardy Souls Cruise to Old Town and the Alexandria City Marina. I am told the marina has 19 slips available and we can make our reservations now.

If you want to attend, you will need to go to http://alexandriava.gov/recreation/marina/ples_res.pdf and download the Alexandria City Marina reservation form. Please fill this out and send a copy to me at 2749 North Wakefield Street, Arlington, VA 22207 or fax it to me at 703.812.5072. After I receive the forms, I will send them as a package to Old Town to make the reservations. If you also give me your credit card information, I will be able to complete the reservation for you. Or, if you



The Torpedo Factory

prefer, once the reservations are in, you can call Wade the Dockmaster and give him your credit card information directly.

Off season rates of \$1 per foot will apply and I can guarantee that the weather will be hot or cold or rainy or snowy.

This is a slight variation from years past as they are letting us make the reservations in a block and then follow up with credit card information if you are already in the system. If you have never been to the Alexandria City Marina, you will need to fill out the form and mail it



The Alexandria Marina Boathouse

in with a check for the proper amount. If you do that, please mark the form as being with the Occoquan Yacht Club. Please let me know if you have mailed in your form so that I can keep a count of who is going.

I am not sure what fun activities we will be having just yet, but I will be working on that.

If you have any questions, please email me at ned@softwaresystemsgroup.com. I look forward to seeing you on the cruise either by boat or land yacht.



Secretary

Pat Croft

WHEN YOU'VE GONE AGROUND . . .

If you're a movie star or a celebrity, it's a good thing to stay grounded. If you're a boater, grounded is about the last thing you want to be.

Chapman Piloting notes that anytime a vessel touches bottom, she *grounds*; if stuck there, she is *aground*. Most groundings are a matter of inconvenience rather than danger, and as soon as the danger factor has been ruled out, embarrassment becomes the next key element to resolve.

Every captain knows that there are varying degrees of being aground. There's "not really aground", "soft aground", "hard aground", and "hard aground with damage". There are, of course, many variations within each of these categories, but the basics of each are universal.



Hard Aground, maybe with damage.

The first emotional stage is always denial: "The boat isn't touching bottom - that mud is just from my prop-wash!" Then there is the ever-popular, "I was just polishing my props on that sandy bottom!" These disclaimers are only available for use if the boat wasn't moving at significant speed when the captain noticed that his vessel was about to find the bottom, and he was able to quickly take corrective action. This is often referred to as *not really aground*.

For any other grounding situation, there is little choice but to acknowledge the fact of having gone aground. The selection of wording to mitigate damage to the captain's reputation is critical here. Being *soft aground* is preferable to being *hard aground*. A *soft grounding* is one that merely requires that someone get out and give the boat a hefty shove, depending, of course, on the size of the boat, and the depth of the water, which must be about knee-high; otherwise the boat would still be at the *not really aground* stage.

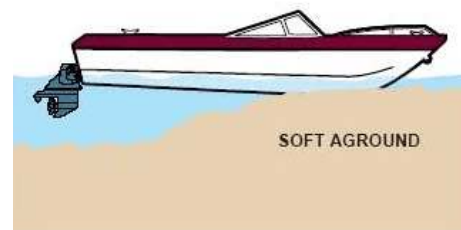
If a good, strong push doesn't get the boat underway again, the next best option is kedging. Both Stapleton's Power Cruising Bible and Chapman Piloting provide in-depth instruction, with detailed diagrams, on kedging, a maneuver which can be performed, solo, by the captain. Familiarity with these instructions is essential, as the grounding can still be referred to as 'soft' so long as it is short-lived, and can be undone without the assistance of fellow boaters. In fact, at this point, the acknowledgment of having been aground need only be made to those onboard the vessel at the

time, and what happens on the boat stays on the boat, a credo adhered to by all First-Mates and guests who wish to be invited back.

Any time you have to get on the radio and call friends to bring their jet-ski to pull your vessel off her soft grounding, things get a little more public, and the more public a grounding becomes, the more embarrassing it becomes. First of all, when you hail them on channel 16 and ask your friends to 'switch and answer' on 68, you know that at least 75% of the people hearing the call will 'switch and listen' to your conversation. Now, untold numbers know of your dilemma, but untold is not how the story will remain. The severity of your soft grounding will increase in proportion to the number of re-tellings of the tale.

It should be noted here that one other option, before broadcasting your circumstances on the radio, is to check out the tide situation. If you found this soft ground at low tide, you could simply sit tight and wait for the rising water to float your boat. In this instance, break out the gin and tonic, hold a book in front of your face as if you are actually reading, or lounge on a beach towel on the bow of the boat - anything to give the appearance that you just stopped at this particular spot, intentionally, to relax. Passers-by may assume what they will - you still have plausible deniability on your side.

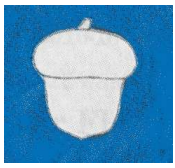
If none of these remedies gets you underway again, you may have to face the fact that you have run *hard aground*. Deniability is out of the question here, as anyone with a VHF radio will hear your call to TowBoat US. (Even if you make that call on your cell phone to ensure privacy, at least six of your friends will pass by during the course of the rescue, their attention piqued by the flashing yellow light.) While you wait for assistance to arrive, make productive use of the time by constructing a feasible story line that will evoke empathetic, "could happen to anybody" responses from fellow boaters who might otherwise be prone to ridicule and loud guffaws. Let he who has never been aground, soft or otherwise, cast the first aspersion.



Typical explanations might include, "They've moved that marker!" or "My depth-finder wasn't working!" or, "A sudden gust of wind blew me onto

that oyster shoal!" These repudiations may help to minimize embarrassment in a situation where no damage is sustained, but they are of little value in the event of the most extreme application of the term aground: when the running aground has resulted in what Chapman refers to as the boat being *holed* or *stoved*. This is undeniably *hard aground with damage*.

In this event, there is very little to be said; simply smile and accept your Bent Prop Award with dignity.



Treasurer

Trish Mattke

LETS TALK ABOUT MONEY

October brings us some of the finest weather of the year. When T.S. Eliot wrote "April is the cruelest month", he might have added, "October is seriously underrated."

The fall equinox (around September 22nd) brings warm days and cool nights. Perfect for the mate who wants to put on a bikini and sit on the swim platform, then at night it's a sweat shirt and sweat pants. But before we can think about all the fun moments, it's time to remember that October is "tax time" for OYC and it all boils down to money, having it or not.

Contrary to tradition I can say with a tear that we will not be buying a new boat this year. In fact we may be short on Christmas gifts. The reason? The club is running behind the past few years in the asset column and I, as Treasurer, would like us to win the lottery or at least share a winning ticket. So if everyone would buy a lottery ticket and earmark half the winnings to OYC we will all celebrate.

However, worry not. If you have continued to read this article, you have sufficient imagination to realize that boaters don't need money, there is more than enough money to do all the wonderful things that OYC has done in the past, primarily drink and eat. It's those pesky boats that take up all the money. But we have to keep them up to justify the partying and slip cruising. If you doubt any of this logic, let me remind you that it won't be long before we dress up in something frivolous, laugh and talk, even dance and nary a boat will be near. But we'll talk of them, speaking wistfully of the last season and even start planning the next.

At the membership meeting on October 20th, I will deliver the annual financial report and we'll get down to basics. We need more members to share the good times and the very reasonable cost of maintaining the NUMBER 1 club on the Occoquan.

Till then, your Treasure,

One of BAT TOO

Columbus Day Cruise

by Joe Livingston

For that last minute decision, we are flexible if marina slip reservations are available. If you would like to participate in next weekend's Colombus Day Cruise, take action and call the James Creek Marina Dockmaster at 202-554-8844 and get a slip for Saturday night, the 6th of October. Let him know you are with the OYC group. Then, contact us (540-373-9203 or Joe's cell at 703-505-8313) and let us know your arrival/departure plans and how many people onboard.

The Cruise plans to visit James Creek Marina on Saturday with socials, dinner and possibly a theater date. Then cruise to Fort Washington Marina on Sunday with an evening cookout. Return to home port on Monday. Details as they are available. Come join us.

Cheers, Joe & Gail
Gail Lynn II

Nominees for the 2008 OYC Board

by IPC Sue Thompson, nominating Committee Chair

It is with great pleasure that I announce the nominees for the 2008 Board for the Occoquan Yacht Club.

- Commodore – Joe Livingston
- Vice Commodore – Harry Croft
- Rear Commodore – Allen Jorsey
- Secretary – Pat Croft
- Treasurer – Trish Mattke

We are still looking for volunteers for the positions of Membership Chair and PRYCA Delegate. Please contact myself or any board member if you are interested in finding out more about the duties associated with these positions.

Remember to come out and vote at our annual membership meeting on Oct 20. It's another great reason to get together and have some fun. See you there.

The OYC Holiday Party/Change of Watch

This is a fun-filled celebration of boating and volunteer service.

Saturday, December 8, 2007
6:30 pm to 10:30 pm



Place: **Fort Belvoir Officer's Club**
Dress: Black Tie Optional



Schedule:
6:30 pm – Cocktails (Cash Bar) and munchies
8:15 pm – Installation of Officers, Recognition of Event Coordinators,
Presentation of Awards and Door Prizes

More details to follow. Watch for your invitations in the mail.
Questions? Contact Sue Thompson at (703) 440-8114.

It's Boat Show Season

Here is a listing of some October Boat Shows,
Near and Far

October 4 – 8

U.S. Sailboat Show (okay, I'm sure there must be a few sailors out there that read this newsletter) at the City Dock in Annapolis. 410-268-8828; www.usboat.com

October 9

Multihull Demo Days at Performance Cruising Marina in Annapolis. 410-626-2720; www.multihulldemodays.com

October 11-14

U.S. Powerboat Show at the City Dock in Annapolis. 410-268-8828; www.usboat.com

October 25-29

Fort Lauderdale International Boat Show in, where else, Fort Lauderdale, Florida. 800-940-7642; www.showmanagement.com



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

OYC Needs YOU!!

As a contributor to The Daymarker

Are you tired of seeing the same people's names mentioned?

Do you wonder why the same boats appear in many of the pictures?

Well, *The Daymarker* editor is just that – an editor, not a reporter. This may not seem to be the case as often times he is forced to write and create items to keep the newsletter full and interesting. His job is to take the information provided to him and put together a good eight or twelve-page newsletter. (Why eight or twelve? Because when you print two pages to each side of a piece of paper and then fold it in half [take a look at how *The Daymarker* was put together] you get four pages.) Your editor may go on a lot of the OYC events but he doesn't go on all of them. Even if he did he can't always be everywhere with a camera. Nor is he a professional, which means the pictures he takes don't always come out. And just because an activity isn't an official OYC event doesn't mean it can't go into *The Daymarker*.

If you want to see your name in print, send in a picture and/or story. It doesn't have to be much. How about last weekend when you anchored out in Belmont Bay and the kids jumped in the water to cool off. Or how about that weekend where you got together with a couple other boating families (they don't have to be OYC members) and just sat around the dock relaxing and having fun. Do you have any pictures?

If you send it, I will publish it; if not that month then perhaps the next (remember that 8 or 12 page limit). I'll even correct your spellign and grammar errors (if they don't appear to be done on purpose).

Here's you chance to show off to your non-boating friends. Show them a picture of yourself in the newsletter having a great time while they are at home cutting the grass.

How about helping a guy out here. Just remember, the deadline for pictures and articles is the 20th of each month.

OYC Fall Membership Meeting

by Joe Livingston

Please note the date...**20 October**. The Club's election of your Board for 2008 will be conducted. Please plan to attend this Saturday meeting from 1400 to 1700 (2 to 5 PM) at Terry and Trish Mattke's house. Their address is 9404 Meadow Crossing Way, Fairfax Station, VA. The event will start the planning cycle of the Club's direction and the cruises and activities for next year's boating season. Let your voice be heard.

Following the business meeting, the annual Chili and Desert competition will determine the "Best of Chili" and "Best of Desert" with prizes and bragging rites. If you are not participating in the chili or dessert contest please bring an appetizer to share. I ask that you bring your favorite appetizer to share. The Club will provide tableware, ice and sodas and water. Come and enjoy a sociable afternoon with your fellow club members.

OYC / FYC Halloween Party

Please don't forget about the Fairfax Yacht Club/Occoquan Yacht Club joint Halloween party to be held at the Fairfax Yacht Club on the 27th of October.



Details are still being worked out but suffice it to say that anyone attending will have a howling good time. Please stand by your email for important updates as to the

time and possible items you may be requested to bring. And don't forget to dress up (or down). This is the only time of the year you can really dress the way you want and not have anybody criticize you. See ya there!



I'm sure everyone can identify that big, white, fluffy thing.
But can anyone identify who is holding the cracker?



IMMEDIATE RELEASE
Lorraine Lloyd, ACVA
703.838.4200x209
Llloyd@fmside.com
Photos Available

Historic Harbors'
2007 Holiday Boat Parade of Lights!
December 1, 2007

The historic Potomac River will light up again this year for the annual Historic Harbors' Holiday Boat Parade of Lights December 1, 2007. Join your fellow boaters for a full weekend of fun on the Potomac. The infamous Captains' and First Mates' parade coordination meeting and reception will take place on Thursday, November 29th at the Old Dominion Boat Club featuring JC and the Hepcats! The parade begins on Saturday in Alexandria's historic harbor and proceeds in formation to the Washington Ship Channel. A celebration and awards party will follow hosted by Cantina Marina. For those hearty souls, the party will continue on Sunday as the Capital Yacht Club hosts a Bloody Boaters' Breakfast for the boaters. Come by water or land, it promises to be fun!

Complimentary slips (limited) will be available throughout the weekend in Alexandria and DC. Start your decorating plans now, as each location will be awarding great prizes including over \$1500 in cash, gift certificates, dinners, weekend getaway, hotel stays and more valued at thousands of dollars in total. We have many categories this year, so all are eligible to win!

Remember, the purpose of the parade is generate holiday spirit and have fun! As some might be limited on creativity, time and/or funds, several clubs are spearheading "co-operative boats" for boat-owners and non-boat owners, and, one club is suggesting inter-club competition to make it even more fun. As always, we do seek prizes, so if you would like to help with a donation, it would be much appreciated.

Again, this year's parade will support Toys for Tots!

For further information or registration information, please visit our website at www.OldDominionBoatClub.com contact Lorraine Lloyd at 703.838.4200 x209 or llloyd@fmside.com.



A Letter to the Editor – Land Cruisin’

Dear Steve,

Just finished reading your excellent August Daymarker, Mary Ann and I enjoyed the fine cruise reports from Ned, Harry, Duane and Pat and all the other articles. Sure takes us back to those great cruises on the Bay and the Rivah, reminding us of the wonderful times we had with all of you (as we say here in North Carolina, *y’all*).

As much as we miss everyone, it’s only fair to tell you what great “cruising” we are enjoying these days, hailing out of our port of Cary. This past Fourth of July is one example.

On July 3rd, we got up for a hearty breakfast of Cheerios (to set the mood of the day) before shoving off in our beloved “Odyssey” for an exciting three days on North Carolina’s storied Outer Banks. First we stopped at the Raleigh Durham Airport, approaching at no-wake speed (“the White Zone, for loading and unloading passengers only”), to meet the rest of our crew, daughter-in-law Mary and our grandkids Robbie and Lauren. Son Jeff had already preceded us with his swift “Caravan” and its cargo hold of provisions.

Leaving the airport we steered an Easterly course with clear skies and light winds for a four-hour passage to Cape Hatteras, guided by our Garmin chartplotter. Unlike the Garmin we had on “Shalimar,” our current model actually talks. She sweetly tells us when to change course, and if we skip a waypoint on the planned route, she intones (not so sweetly), “Recalculating.” We do miss the depth sounder feature, however.

We saw wonderful scenery along the way, passing through a number of charming ports complete with refueling and repair facilities as well as fine restaurants like Cracker Barrel (in the bigger ports) or McDonald’s and Wendy’s. Of course, like a good captain, I treated at every stop.

A special highlight for us, we steamed past the Pirates Cove Resort and saw the slip where Ned and

Arleen stayed during their Waterway cruise a few years back. Their slip is still shown to visitors today.

Soon we arrived at our destination, a huge resort-style house a block off the Atlantic Ocean, where Jeff and Mary had set up a reunion of Mary’s U.S. Navy Nurse Corps buddies and their families, who had arrived a few days earlier. As we backed into the driveway, everyone came out to greet us. They marveled at our skill in backing in, and without having to turn around in my captain’s chair to work the throttle and helm. I didn’t hit a single thing.

We shut down the engine and radio and joined a wonderful happy hour—frosty mugs of unsweetened tea and “kibbles and bits,” while several others enjoyed “shaketale cocker-fulls of alcobelvic haulerages to keep their hirits spigh and their gearts hay.” Ha ha.

The next day, July 4th, we walked to the beach and kept “Odyssey” in her place; just as well, the roads were just too rough that day. The fireworks that night were wonderful—BANG, POW, CRACK, sisBOOM !!—golly, don’t you love it!

Alas, we had to get up and cruise home the next day. We did have to refuel, 15 gallons—ZIKES! But that’s okay, we don’t take long cruises that often and it’s worth every penny and a few more engine hours to be with family and great friends.

Just like in OYC, right?

Warm regards,
Tom



In port Cape Hatteras – Retired Navy nurses and their families gather ashore on Cape Hatteras. Tom & Mary Ann Coldwell and 2 grandkids are in their somewhere.

Occoquan Yacht Club

October 2007

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
Class Reunion Month Eat Better, Eat Together Month National Pajama Month						
	1 Fire Pup Day	2 National Custodial Workers Day	3 Balloons Around the World	4 Ten-Four Day	5 World Teachers Day	6 OYC Columbus Day Cruise
7 OYC Columbus Day Cruise	8 Columbus Day	9 Leif Erickson Day	10 Emergency Nurses Day	11	12 World Egg Day	13 Navy Birthday
14 Be Bald and Be Free Day	15 National Grouch Day	16 National Boss's Day	17 Mulligan Day	18	19 Evaluate Your Life Day	20 OYC Membership Meeting
21	22	23 National Mole Day	24 United Nations Day	25	26 Frankenstein Friday	27 FYC/OYC Halloween
28 Mother-in-Law Day	29 Internet Day	30 Haunted Refrigerator Night	31 Halloween			

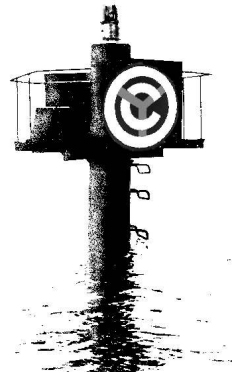
November 2007

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
I am So Thankful Month National Peanut Butter Lovers Month				1 All Saints' Day	2	3 Cliché Day
4 Daylight Savings Ends	5	6 Saxophone Day	7	8 National Parents as Teachers Day	9 Guinness World Record Day	10 Marine Corps Birthday
11 * OYC Hardy Souls Cruise	12 Veterans Day	13 World Kindness Day	14 Loosen Up, Lighten Up Day	15 Great American Smokeout	16	17 Homemade Bread Day
18 Mickey Mouse Day	19 Have a Bad Day Day	20 Name Your PC Day	21 Pumpkin Pie Day	22 Thanksgiving Day	23 Flossing Day	24 Santa Cruise to Occoquan
25 Blasé Day	26	27 **	28	29 Electronic Greeting Day	30 Stay Home Cause Ur Well Day	

* Hardy Souls Cruise to Alexandria City Dock 9-12 November

** Rockefeller Center Christmas Tree Lighting Day

October 6-8 Columbus Day
 Cruise to James
 Crook/Ft. Wash.
 Joe Livingston
 October 20
 Membership Mtg
 @ the Matthe's
 Board Event
 October 27
 Halloween Party
 @ FYC
 Board Event
 November 9-12
 Hardy Souls Cruise
 to Alexandria
 Ned Rhodes
 November 24
 Santa Cruise to
 Occoquan
 Walt Cheatham



The Daymarker

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

Change Service Requested

The Season's Winding Down and the Boat Shows Start.

Inside . . .

When You've Gone Aground,

A Lesson Well Learned,

A Letter to the Editor,

Lots of Info on Upcoming Events,

And Much More.