



# The Daymarker

## OCCOQUAN YACHT CLUB

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## COMMODORE'S COMMENTS

**Jim Dooley**

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### SO CLOSE... And Enjoyed by ALL! Float-In 2013

For those of you who may not have participated in a PRYCA Float-In before, this is an annual event put on by the Potomac River Yacht Club Association where member yacht clubs compete in events designed to promote boater safety and knowledge. The winner gets to keep "The Cup" until the following year's competition, along with bragging rights for the whole year. This year marks the 27th anniversary of the Float-In, which was held in July 19-21 at Coles Point Plantation Marina. With the theme of Gilligan's Island, shipwrecked were a total 74 boats and over 200 attendees. OYC was well represented with 14 vessels competing against 7 other yacht clubs for The Cup.

Our club was represented by Eric & Carol Belcher on *Time 2 Play*; Don & Anne Bennett with Ralph & Catherine Dudley on *Heart of The Sun*; Harry & Pat Croft on *Bay Dreamer*; Mike & Karen Crouch on *Makia III*; John & Michelle DeDitiis on *Liquid Leisure*; Scott & Linda Del Monte on *ScottLin Yard*; Paul & Monica Fineberg with their grandson on *The Weekender*; Jim & Sharon Gower on *Holy Smoke*; Bob Hill & Min Lee on *Rx to Relax*; Joe & Gail Livingston on *Gail Lynn II*; Paul & Sherry Mannino on *Pure Enjoyment*; Steve & Ginny Preda and Ginny's sister on *Anamchara*; Pat Schondel & Christie Raukar with John & Michelle Adams on *Rhumb Line*; Joey & Pam Sowell on *Emma Caroline II*; and Judy & me on *Jus Chill~N*. We were also joined by Tom & Donna Lensis and Steve & Jill Stanley by land at "Motel 6" (cottage #6 at Coles Point).

Friday began with most boats coming in early on smooth seas with hot temperatures, not what the Gilligan's Island castaways had to endure on their three-hour tour. OYC was one of only three clubs to earn a bonus point for 100% of our boats arriving with their VSE decal in place - impressive for a club with 14 boats at the event! Friday night found us feasting on a wonderful buffet followed by more Gilligan's, Skippers, Mary Anne's, Gingers and Howe's with even a Minnow showing up! (See pics at end of newsletter.)



Saturday morning began with a continental breakfast followed by morning classes that featured Shell Design by Peggy Myruski and GPS to VCR by Darrell Edgar. The second session included Shop & Store Dry Goods for Long Trips by Carey Bolin and a fire extinguisher demo by Ruth Lovelace. Judy came home with a new shell encrusted bottle for our beach décor.

At 1130, our two top-notch Navigation and Safety testers, Harry Croft and Catherine Dudley, took 3rd place overall. This year's exam including tying four knots, which proved no problem for our seasoned team. At 1245 we began our quest for The CUP with the Scavenger Hunt. Our OYC team pulled together and found all items, but were 30 seconds behind in turning in the items. A twist this year included five Gilligan's Island trivia questions added to the list. We missed two due to a list mix-up, and took 2<sup>nd</sup> place. It took an OYC teamwork effort to do so well. Thanks!

With sunny skies and no threat of rain, the Ring Toss challenge began at 1500. Our team of Donna Lensis and Scott Del Monte nailed it on Donna's first throw. Not to be outdone, our second team of Bob Hill and Linda Del Monte repeated the performance, which earned OYC 1<sup>st</sup> place.



Next up was the Life Vest Challenge. Anne Bennett and I gave it our best shot and brought us in at 4<sup>th</sup> place.



The final event was the dinghy (canoe) relay. Taking to the rapids were our teams of Scott and Linda Del Monte and Don Bennett and Karen Crouch. Each team was to paddle from one end of the pool, touch the side and switch paddlers for the return. Given a truly valiant effort by all and even a tie situation, our OYC team placed us 5<sup>th</sup>.



Following the stressful day's events (even our spectators were worn out!), we were ready for some R&R. We may not have won every event; but if they gave points for club participation and support, OYC would have won 1<sup>st</sup> place!



At 1800 we began our evening with scrumptious and delectable surf and turf buffet at the restaurant. Following dinner our own PRYCA Commodore, Mike Crouch, and Pat Croft scored the days events and the winner were... Mount Vernon won The Cup with 25 total points; OYC took 2nd with 20, and Westmoreland came in 3rd with 14.



After awards, we danced the night away with Elvis while waiting our rescue from "Gilligan's Island". Sunday's breakfast and liquid refreshments satisfied our huge appetites for the trek back to the mainland.



OYC Team, I want to thank each and every one for an outstanding effort. It was an awesome weekend and we owe special thanks to our Cruise Coordinators, Don and Anne Bennett, for an outstanding job well done. Also thanks go to the PRYCA for another safe and enjoyable Float-In weekend at Coles Point!

AND STAY TUNED... Next year... **THE CUP RETURNS!**  
Jim Dooley, *Jus Chill~N*  
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**Vice Commodore**

**Don Bennett**

[vicecommodore@occoquanyachtclub.org](mailto:vicecommodore@occoquanyachtclub.org)

Due to the Wharf Project (DC waterfront redevelopment) the plans to stay at Washington Marina for the 4th of July were scrapped. As such, a few of our boats (*Anamchara*, *Holy Smoke*, and *Heart of the Sun*) decided to stay at the Gangplank Marina for three nights. Though the forecast called for rain, the weekend turned out to be pleasant... a bit warm, but pleasant. The six of us (plus Shadow) passed the time attending a Nats game, visiting with family, sampling the local restaurants, visiting the Smithsonian Folklife Festival on the Mall, walking (with and without dog), relaxing at the marina, and watching the awesome fireworks show. The *Lori-Ann* joined us on Friday after spending the night on the hook. The use of the Washington Channel as an anchorage will be missed; but if the Wharf project goes as planned, the plethora of transient slips should make up for the loss. I'll keep you posted.



Please check the *Cruise News* list at the end of the newsletter, as August is a busy month with cruises to Alexandria, Aquia Harbor, the Mid-Bay, and then Labor Day cruises to Corinthians and Crisfield. The cruise to Tall Timbers has been cancelled due to lack of interest. If you are interested in any of the upcoming cruises please contact the coordinator ASAP!

Don Bennett, *Heart of the Sun*

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**Rear Commodore**

**Bud Bishop**

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### Setting a Record at Not-on-the-Fourth-of-July; THE Raftup

A large number of OYC member boaters (14 to be exact, plus Bill Akers and his jet ski for 15!) attended the Not-on-the-Fourth-of-July fireworks event at Tim's Rivershore restaurant on 29 JUNE! The list of boats included the sailboat *Persephone* (John & Suzy Cornicelli, steel hulled ketch), powerboats *Hi-Jinx* (Bishop's), *Makia III* (Mike & Karen Crouch + Pat-the-golden-snorkle-dude Schondel (wet cigar and all), *After Hours* (Eric Reuter & Lisa Grabill), *Bergie* (Les & Kathy Bergmann), *Beach House* (Jim & Pam Poulos), *Kmart* (Marty & Karen Joyner), *La-de-dah* (Chris & Alison Rose), *Liquid Leasure* (John & Michelle DeDitius), *Dream Weaver* (Bill & Laura Burcin), *Pure Enjoyment* (Paul & Sherry Mannino), *Rx to Relax* (Bob Hill & Min Lee), and Bill Akers and *his jet ski*, and ...almost *Jus Chill-N* (Jim & Judy Dooley) didn't quite make it as I'm guessing he found another couple of acres that needed mowing (that, or the juicy strawberries were just too good to pass up). For all the new members who joined the raft, it was great having you out—we had lots of fun and really enjoyed getting to know you! Be advised you were part of the largest raft-up to date for the OYC—17 boats (well, minus a few...so 12, but still, a record!!!).

I have to start this article with an apology to John C. and his ketch. John, a first-ever attendee at a raftup, had to row his dinghy over to join the fun as the good-ol'-coordinator couldn't figure out how to raft him up with power boats. John, we'll have to do some tests with a couple of us to see if we can figure this out—should be do-able. Thanks for making the row!



The Cubi Specials lasted long enough for the raft-crew to slake their thirst—repeatedly (notice the service dinghy with orange cooler...service with a smile)—and we were able to finally expend the last of the frozen burger patties from the Flag Raising, providing burgers and dogs for the crowd. Jet skiing and floatee extravaganzas dominated the stern ramps, and Pat (of course) accidentally walked off the platforms (but managed to save his phone?...and cigar). The only injury was a sprained knee on an over-50 adult (who shall remain unnamed) from tubing behind the jet ski (a sport that should be restricted to the under-50 crowd we discovered). *Hi-Jinx* also discovered a missing gasket on the genset (oil-filled bilge and no power) but, thanks to Chris Rose and his trusty extension cord, a fan was rigged to replace the lack of air-conditioning. *After Hours* won the fishing trophy award with both the largest and most fish caught over the weekend!



Fireworks started later than normal that evening, but were spectacular! And after some post-fireworks partying, the crowd turned into pumpkins and slept... for a few minutes. Then, one after another CO alarm interrupted the slumber. Not all at once, and with sufficient time in between to almost allow some sleep; but I'm guessing that by morning there was not one alarm still plugged into power. While we had plenty of fresh air from the constant breezes, I'm going to say that 12 boats (the ketch was solar/wind powered, the jet ski was put to bed, *Heart of the Sun* was safely in its slip, and Jim D. was still mowing) manufacture too much CO for the sensitive alarms.

Around 5:30 AM, the rain started in fits and spurts. Various early risers installed canvas and congregated for coffee and more stories...and Bloody Marys, and Mimosas. By 9AM, the restless crew discarded the 10AM breakfast buffet plans and hailed Tim's shuttle for an early breakfast. With thunderstorms in the vicinity, all but a prize crew to care for the raft departed for the restaurant and then, with breakfast safely tucked away, the boats started peeling off for home...right about time for the weather to improve. In summary, the weekend started and ended safely; and we figure we'll do it again next year! Come join us!

Bud Bishop, *Hi-Jinx<sub>2</sub>*

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**OYC's QUARTERMASTER** has many items that can be embroidered with your boat's name (and font). Email Heidi. She will respond with current prices (lowest prices change weekly depending on the sales. For a current quote or to order contact... [quartermaster@occoquanyachtclub.org](mailto:quartermaster@occoquanyachtclub.org)

Heidi Bishop, *Hi-Jinx<sub>2</sub>*



## Secretary

**Carol Belcher**

[secretary@occoquanyachtclub.org](mailto:secretary@occoquanyachtclub.org)

### The Toast of the Day

A couple of weeks ago one of our friends sent us a slightly oblique email that sounded to me like some kind of toast—'Heavy Seas Loose Cannon', so being Canadian, I responded back with my favorite Naval Toast of the Day, only to discover that he was emailing the name of a *nouveau* beer to Eric. We laughed but it did bring back fond memories of past British and Canadian military mess dinners in which I used those toasts. I thought I'd discuss them today and show how they have changed (and in some cases, not for the better...)

The traditional Naval Toast of the Day is given by the senior naval member attending the mess dinner, immediately after the Loyal Toast to the Queen. There is a different toast for each day of the week. The toasts reflect the customs and traditions of the British and Canadian navies and haven't changed much over centuries—except recently in 1999, Canadian naval toasts were given a more politically-correct makeover. In 2013, the Second Sea Lord of the British Royal Navy (remember me discussing this position in my article on HMS Victory?) ordered the Tuesday and Saturday toasts to change in order to reflect that women have been at sea in the Royal Navy for nearly twenty years.

Traditional Canadian Naval Toasts of the Day:

Sunday - 'To Absent Friends'

Monday - 'To Our Ships at Sea'

Tuesday - 'To Our men'

Wednesday - 'To Ourselves'

Thursday - 'For A Bloody War or a Sickly Season'

Friday - 'For a Willing Foe and Sea-Room'

Saturday - 'To Wives and Sweethearts'  
(May they never meet)

The new post-1999 Canadian Naval Toasts of the Day:

Sunday - 'Absent friends'

Monday - 'Our ships'

Tuesday - 'Our sailors'

Wednesday - 'Ourselves'

Thursday - 'Our navy'

Friday - 'Our nation'

Saturday - 'Our families'

They are also provided in French but I won't bore you with those. Note how sanitized the latest version is—how absolutely boring! Frankly, at the mess dinners I attended, we stuck with the traditional toasts and ignored the new, vanilla, dull-as-dishwater versions. While the new toasts from Sunday to Wednesday weren't significantly changed, the Thursday to Saturday ones were completely sanitized and they were my favorites! The Thursday toast makes reference to the most likely way for promotion during the time of Wellington: when people were killed in battle or in sickness, likely from contagious fevers and illnesses found

in 'foreign' countries. And my favorite toast, Friday's—'For a Willing Foe and Sea-Room' is rich with the imagery of fighting ships under sail that needed to engage the enemy and needed both wind and enough maneuver area (sea-room) to make a battle happen. The Saturday toast was simply funny: a reference to those sailors who were notoriously unable to restrain their affections.

The current British Royal Naval Toasts of the Day remain very traditional, even with the latest edict from the Second Sea Lord, to sanitize both Tuesday and Saturday toasts. The Tuesday toast used to be "Our Men" and the Saturday toast was "Our Wives and Sweethearts (May they never meet)". The words in brackets are understood but can be unspoken, though often those at the mess dinner will say them as a response.

Sunday – 'Absent Friends'

Monday – 'Our Ships at Sea'

Tuesday – 'Our Sailors'

Wednesday – 'Ourselves' (As no-one else is likely to concern themselves with our welfare!)

Thursday – 'A Bloody War or a Sickly Season'

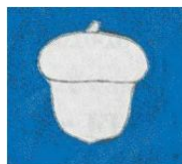
Friday – 'A Willing Foe and Sea-Room'

Saturday – 'Our Families'

So I will continue to lift my glass on Friday and keep the old Royal Naval Toast alive! If you like, find a toast you prefer and do the same, here on the Potomac River.

Carol Belcher, *Time2Play*

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## Treasurer

**Joe Livingston**

[treasurer@occoquanyachtclub.org](mailto:treasurer@occoquanyachtclub.org)

I want to take this opportunity to welcome the new members who joined this season... Jim & Sharon Gower, John & Michele Adams, Dave & Karen Hart, Dan & Debbie Kent, Eric Reuter & Lisa Graybil, Jim & Pam Poulos, Vic & Angie Scuderi, Bill & Laura Burcin, Terry Holzman, and Les & Kathy Bergmann. Hope I didn't miss anyone.

Occasionally your forms go straight to Membership, and I only see your checks. So as a **reminder for all members**, I maintain a group OYC Broadcast Email List built from your applications. PLEASE NOTE if you are not getting regular broadcast emails from me, you need to update your email address with Membership, John DeDitiis, and "cc" the change to me. Again, welcome all our new members!

### The Dog Days of August Cruise to Aquia Harbour

**Yacht Club** is fast approaching. Scheduled for the 9th to the 11th of August, the weekend will be enjoyable and full of fun activities. The AHYC knows how to throw a great party. Boat slip fees at \$1.00/foot on new floating docks, a crab and shrimp feast, dancing to live music, and boat and walking tours of the historical area are featured. See registration form page 11 in this edition of the *Daymarker* or my 26 July broadcast email. This is a second or third notice for action so you may have already missed the

boat. Email or call me at [joseph.livingston@verizon.net](mailto:joseph.livingston@verizon.net) or 703-505-8313 if you need more information or if you have emailed/sent payment to attend.

Cheers, Joe Livingston! *Gail Lynn II*

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## CRUISE NEWS

### Old Town Alexandria, August 2-4

Contact Jim Dooley at... [commodore@occoquanyachtclub.org](mailto:commodore@occoquanyachtclub.org)  
Jim Dooley, *Jus Chill~N*

### Dog Days of August, August 9-11

See article & contact Joe at [treasurer@occoquanyachtclub.org](mailto:treasurer@occoquanyachtclub.org)  
Joe Livingston, *Gail Lynn II*

### LAST CALL! Mid-Bay Cruise, August 23-30

An exciting eight-day itinerary full of destinations that promise fun, good eating and shopping, and a little history as well.

Day 1 (August 23). The first day will be independent travel from home port to Solomons Island. This will be the longest leg of the trip – nearly 100 miles. We will stay at the Spring Cove Marina, which is known for pristine, upscale facilities and a friendly, efficient staff. (Slips are \$2.30 per foot.)

Day 2 (August 24). On day 2 the cruise follows the western shore of the Bay enroute to Herrington Harbour South Marina. This will be a medium length leg of about 35 miles. Herrington Harbour South is a resort marina with sandy beaches, a large swimming pool, exercise facilities, fuel, pumpout, laundry, as well as a tiki bar and a good restaurant. Just off the property is a grocery store with very good sandwiches and take out. (Gas and diesel. \$3.25 per foot.)

Days 3-4 (August 25-26). Today the cruisers will head directly across the Bay to the Eastern Shore and St. Michaels. We will be berthed at the St. Michaels Marina, which has a pool and a full range of amenities, including restaurant, bar, swimming pool and close proximity to the downtown area. (Gas and diesel. \$2.50 per foot.)

Day 5 (August 27). Leaving the Miles River, a turn to port puts you on the path back to Tilghman Point. Here you have the choice of going out into the Bay or taking the shorter route south through Poplar Narrows. Both lead to Knapps Narrows. If you take the inner route, watch out for the abundant crab pots as you transit these narrows. (The coordinator had the good fortune of dragging one into a boatyard in the Narrows on an early trip.) The Tred Avon River leads directly into Oxford. We have reservations at Mears Yacht Haven. (\$2.25 per foot.)

Day 6 (August 28). Today we return to the mouth of the Tred Avon, enter the Choptank River in about two miles, and follow this long river as it wiggles northwards to Cambridge and beyond. Cambridge is 13 miles from the mouth of the Choptank. We continue past the city of Cambridge and under the US Route 50 bridge to the Hyatt Regency Chesapeake Bay resort. We are welcome to use the resort amenities including a spa, three restaurants and an 18-hole golf course. The downtown area has interesting shops and attractions, and is a short taxi ride from the hotel; but you may want to stay and use the hotel's ample facilities. \$1.50 per foot.)

Day 7 (August 29). A long run awaits you today as you return to the mouth of the Choptank and exit through Knapps Narrows, head south on the Bay to the mouth of the Potomac and enter the Potomac until arriving at Coles Point. This is familiar territory to OYC boaters as it is the site of this year's Float-In. (Gas and diesel. \$1.50 per foot.)

Day 8 (August 30). Today we return to our home ports in a return trip over waters familiar territory to most OYC boaters. A stop at Colonial Beach for lunch at the Colonial Beach Marina nicely breaks up the trip. Another option for Day 8 is to join one of the Labor Day cruises (Carol & Eric Belcher at Corinthians or Barbara & Larry Freedman at Crisfield).

To sign up and get reservation information for Mid-Bay, email [tplewes@aol.com](mailto:tplewes@aol.com)  
Tom Plewes, *Double Eagle*  
\* \* \*

### Labor Day Cruise to Corinthian Yacht Club

#### August 30—September 2

We will be departing for Corinthian Yacht Club on Friday afternoon and will be holding an informal Happy Hour that evening at the Club's picnic area. A casual menu of chicken wings, roasted corn and Texas Caviar will be provided; please bring your own adult beverages.

On Saturday you can do as you please: a morning scenic walk or cycling followed by a busy day lounging at the club's outdoor pool with a fabulous view of the river. On Saturday evening, we will be hosted by Commodore the great people of CYC—a Happy Hour and Crabfest that is very reasonably priced for attendees. Following all that great food will be a sing-along with CYC members.

On Sunday, we are planning a tour of the former Governor's Mansion, now a B&B, and then we will press on to Slack Tide for a wine tasting and live music.

Throughout the weekend Eric will be dealing a daily card (one per boat) for the highly competitive round of Boat Poker. The winner will receive a mystery prize. The winner will be revealed on the morning of September 2, at the farewell brunch on our dock before we depart for our home ports.

[secretary@occoquanyachtclub.org](mailto:secretary@occoquanyachtclub.org)  
Carol & Eric Belcher, *Time2Play*  
\* \* \*

### Labor Day Weekend at Chrisfield

While not an organized cruise, Barbara and Larry Freedman will be happy to provide info on enjoying the Labor Day celebrations at Chrisfield.

[freedman420@gmail.com](mailto:freedman420@gmail.com)  
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## CREWS' NEWS

### South Bay Cruise 2013

Those of us with a lot of time on our hands relish the thought of spending days on end on our boats, plying the waters of Chesapeake Bay and as many of its tributaries as possible. We gather in winter to plan our summer journeys, plotting a different course each time. When the core cruising group from the past two years met in January, 2013, the plan for this year centered on the idea of travelling to the Cavalier Yacht and Golf Club in Virginia Beach, where former OYC stalwarts Trish and Terry Mattke are members and had invited us to be their guests. Using the Cobb Island Summer Kick-Off event as the initial destination, the 2013 plan outlined June 14 to July 7 as the timeframe, with Norfolk for the 4<sup>th</sup> of July as the southernmost stop before heading back to homeport. The following cruise review is the first installment of the report on the adventures of the 2013 South Bay Cruise Group.



### **Cobb Island to Coles Point Plantation Marina**

This year's South Bay Cruise began with the Cobb Island Summer Kick Off event, June 14 – 16. (See article about Cobbstock in July issue.) Four OYC boats, *Anamchara*, (Steve and Ginny Preda,) *Bay Dreamer*, (Harry and Pat Croft,) *Heart of the Sun*, (Don and Anne Bennett,) and *Oasis*, (Dan and Debbie Kent,) started there and, after the farewell brunch on Sunday, moved on down and across the river to Coles Point Plantation Marina, where *Déjà Vu*, (Kevin and Pam Bell,) and *Takin' It Easy*, (Randy and Susan Willetts,) were already docked. As it was Sunday afternoon, the crowd of campers and boaters that had spent the weekend there was moving out, and soon after all six of our boats were installed in the basin in front of the restaurant, we had the marina all to ourselves. We had time for a refreshing dip in the pool before dinner at The Landing, where we celebrated Fathers' Day, and toasted congratulations to Pam Bell on her retirement – her last day at work had been the Friday before the cruise.



The peace and quiet at Coles Point was a welcome contrast to the fast-paced fun and excitement of the previous three days at Cobb Island, so Monday was a lazy, idyllic day for all. We bid farewell and safe journey to Dan and Debbie Kent. The restaurant was closed, so we put together a pot luck dinner on the dock, with Don Bennett handling the grilling duties. All agreed we enjoyed that meal even more than dinner at the restaurant!

The staff at Coles Point is always friendly and helpful, so before Ricky, the dock assistant, left for the evening, he came by to ask if we needed anything. Most of us were inclined to wave him off, 'have a nice evening,' etc., but someone said the only thing we needed was a campfire on the beach. "Of course!" was Ricky's reply. He hauled a fire kettle and wood out to the beach and got it all set, ready for us to light when we finished dinner. That bonfire on the beach was the highlight of the weekend. We sat around it for hours, telling stories and sharing night-cap beverages. Turns out we have more than one "pyro" in the group! Steve Preda and Don Bennett made it their mission to keep the fire going, dragging wood from all over the beach to feed it, until finally, reluctantly, we had to smother the fire with sand and turn in for the night.



Tuesday morning was departure day, and *Heart of the Sun* turned upriver toward homeport when they left. The other four vessels turned to starboard past the jetty and headed downriver toward Chesapeake Bay for the next leg of the adventure. This segment of the itinerary, from June 18 to June 22, included two new destinations for the four remaining boats: *Anamchara*, *Bay Dreamer*, *Déjà Vu*, and *Takin' It Easy*.

### **Deltaville: Dozier's Regatta Point Marina**

The cruise from Coles Point to Dozier's was "a bit sporty", as the late Tom Caldwell used to say, but gearing back to trawler speed made it a tolerable three hour run. This was our first trip to Regatta Point, and we were happy to find that it exceeded the high expectations we had based on word of mouth from fellow boaters. It offered easy access from the Rappahannock, and we had no trouble getting docked, even with a bit of a breeze and a rain squall threatening. The clubhouse building is beautiful, with a broad front porch lined with white rocking chairs meant for taking in the views down Broad Creek to the Rappahannock. The owners greeted our group with a wine and cheese happy hour, and gave helpful advice regarding restaurant choices for dinner, noting that many of the establishments provide transportation upon request. Unfortunately, two of their recommendations were closed, and others were too busy and/or short-handed to provide the usual transportation service; so the marina owner himself chauffeured us to Toby's, the only restaurant in the area that could seat our group of eight. He had to make two trips. As he drove down the highway, and then turned onto a side road, and then down a dirt road before entering the hidden driveway through lush foliage, we began to wonder what kind of backwoods adventure this would be. It turned out to be one of the best dinner experiences of the entire cruise! Toby's rated high marks for food and service from all of us. The friendly waitress gave us all a ride back to



the marina, (again, two trips,) before returning to the restaurant to do the dishes and close up. It seems Deltaville's hospitality knows no bounds.

Steve and Jill Stanley arrived by car the next morning, and Jill drove the guys and Pam to the Piankatank River Golf Club for the day. She returned to take the rest of the ladies on a shopping tour of the area, which could only be done by car, as the shops are here and there along the highway, sometimes several miles apart. That evening we made use of Dozier's grilling and picnic area, enjoying another great potluck meal. The dock master had set us up with a movie and popcorn in the Captains' Lounge for after dinner, but everyone was content to just sit and talk all evening.

After complimentary continental breakfast in the clubhouse the next morning, it was time to move on. Dozier's does not sell fuel, but several marinas close by do; so after

refueling we headed back to the Rappahannock for the short jaunt to Urbanna

### **Urbanna: Urbanna Yachting Center**

On the trip to Urbanna, we were entertained by the operations of a large fishing vessel out of Reedville. We noticed the main ship moving in an unusual path through the lower Rappahannock, first one direction and then suddenly another. Then we became aware of a helicopter overhead, apparently spotting schools of menhaden for the mother ship, which then launched two smaller fishing boats to deploy the huge nets across a wide swath of river. After pulling in the booms to gather in their catch, the smaller boats came along side the mother ship to dump their haul in her hold, and then positioned themselves to be lifted back onto the bigger vessel. The helicopter continued its search from overhead, and the full scene was repeated several times as we motored up the river.

Less than an hour up the Rappahannock by boat, via the Urbanna is even closer to Deltaville by car, which is why Steve and Jill Stanley chose a B&B in Urbanna as their base. They were able to join us for three days at both destinations. Steve chose the Piankatank River Golf Club for its location between Deltaville and Urbanna and, thanks to the Stanley's providing land transportation, the golfers in the group had two great days at "a gem of a golf course."

Urbanna, established in 1680 as a bustling tobacco port, is a charming historical village, with shops and restaurants clustered along a few central blocks within walking distance, so Jill and Steve's 'taxi' service was not as essential for the shoppers as it had been in Deltaville. But it definitely extended our range, allowing us to explore the phenomenal Beth-Page Camp Resort and Water Park a few miles out of town, where as a side benefit, we found the best ice cream of the trip!

We docked at the Urbanna Yachting Center, which was certainly adequate, and the dock master was delightfully helpful and accommodating. But it had not been the marina of first choice, and therein lies a story.

We originally made reservations at the new Urbanna Town Marina, which boasts 15 generous slips with plenty of 50 amp service, clean shower facilities, and a beautiful setting with a sandy beach along Urbanna Creek. But we heard rumors that a municipal ordinance prohibiting alcoholic beverages at the town marina might impede our daily Happy Hour tradition, especially by way of a local citizen who took it upon them self to inform visitors of the law. We certainly did not want to become outlaws by simply enjoying an adult beverage with friends on the dock, so we changed our reservations to Urbanna Yachting Center, which took no issue with our social habits.

When Harry walked uptown to Marshall's Drugstore for breakfast the first morning, he engaged some locals in conversation. Marshall's offers breakfast and lunch at a '50's style counter and soda fountain, and it's the kind of small town place where local folks arrive to pour their own coffee before the cook even gets in. Word travels fast in that setting, so as Harry shared the tale of why our group was not at the town marina, the folks around the counter were already forming an action group, determined to improve public relations and set the record straight. By the

time Harry got back to the boat, one fellow had already contacted the town manager; and he came down the docks, accompanied by said town manager, searching us out to personally assure us that, for future reference, the Urbanna Town Marina has no problem with folks enjoying a cocktail on or near their boats, and that the town officials are aware of the citizen in question and are taking steps to curtail that person's interference.



We promised to spread the word that Urbanna Town Marina is a beautiful marina which welcomes cruising groups and is not averse to Happy Hour beverage consumption. We were duly impressed with the strong sense of community pride these people displayed and their indignation that inaccurate information might keep visitors away from their first-rate municipal waterfront facility. We highly recommend Urbanna Town Marina to all.

*Coming in the next issue of the DM: The cruise moves on to York River Yacht Haven at Gloucester Point.*

Pat Croft, Bay Dreamer

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## August

### DATEMARKERS

#### BIRTHDAYS

Alison Rose 8/1  
Sharon Striker 8/12  
Diane Ward 8/21

#### ANNIVERSARIES

Scott & Terri Miller 8/4  
Larry & Barbara Freedman 8/7  
Don & Anne Bennett 8/15  
Vic & Angie Scuderi 8/17  
Goodwyn & Janice Morgan 8/18  
Randy & Susan Willets 8/18  
Dewey & Stephanie Mauldin 8/23



## Sea Sounds

There is a tradition of expression built in love-hate fashion by men whose lives were intertwined with the sea. These expressions of the sea still remain in our everyday speech though their origins may often be shrouded by the mists of time and the inexorable passage into modern and often highly functional but decidedly unromantic expedience. There is much which is wondrous but little which is romantic about a fluxgate compass, compared with a gleaming brass binnacle, or an oil lamp lighting the ornate, thirty two point compass within its gimbaled protective belly.

But the expressions live on. Expressions such as "son of a gun", which date to British sailors who were allowed their wives on board in harbor, and sometimes at sea (one per sailor, no questions asked), and whose offspring were often born twixt the twenty four pounders on the gun deck, perhaps the only available space aboard the cramped vessels. Tradition has it that male offspring were referred to as "sons of guns."

We all know that the "bitter end" is the end of a line, or the inboard end of the anchor chain. We know that being "three sheets to the wind" is being out of control as the lines used to trim our sails, due perhaps to little too much splicing of the main brace, may be uselessly flapping in the breeze. Sailors coming back off of shore liberty had to take care not to show they were "under the weather" and keep an "even keel", else the skipper might "lower the boom".

That's the "scuttlebutt" anyway. The office water cooler may be the modern gossip exchange. On board ship, it was the barrel of drinking water amidships where sailors slaked both their thirst for water and gossip.

"Chock-a-block" is another expression commonly heard: passengers were chock-a-block in the bus during this morning's commute. This expression originates from the use of block and tackle (pronounced "tay-kel") and still means that the standing and moving blocks used for purchase are tight together and no further hauling is possible.

We "spin yarns" to while away time. Sailors spun yarns from cordage into strands which were hammered into spaces between boards and caulked. The long and tedious process was relieved by stories of adventures and misadventures recounted and embellished, helping to ease the tedium. We seldom take up a beetle, horsing iron, and oakum anymore, but we continue to spin yarns.

And a "fly by night" operation may be a bit sub rosa, as was the use of a non-regulation sail as a studding sail on British naval sloops. Regulation or not, it was expedient, and it flew by night when chance of observation by another vessel was less likely.

So continues the influence of our seafaring heritage into a modern life often removed from the sea, and certainly from the days of oak and canvas, hardship and discovery.

Nabil Dubraque, *High Cotton*

\* \* \*

## PICTURES

### The Float-In - Coles Point



*Sun reflecting on the water at Coles Point  
taken from the Gail Lynn II  
It was so peaceful...and then the Float-In began!*



*Our officials at the pool contests  
Mikey, Pat, Carol & Eric*



*Our cheerleaders, Bob, Sharon, Jim, Paul, Steve & Jill*





*Jim & Judy  
(and one of their boat pillows in Jim's shirt for authenticity)*



*Linda, Anne, Gilligan, Ralph & Catherine*



*Linda, Joe and Gail*



*Mikey & Karen*



*Suspicious looking characters!*



*Joey & Pam*





Steve & Ginny



Tom & Donna



Harry & Linda  
(That Linda sure gets around!)



Karen's SS Minnow OYC  
(We were the only team with our very own Minnow)



(Don't ask!)



The demise of our SS Minnow



## **REGISTRATION DEADLINE: JULY 28, 2013**

### **DOG DAYS OF AUGUST**

August 9 -11, 2013

Aquia Harbour Marina

#### **REGISTRATION FORM**

(One Form per Boat)

CAPTAIN'S NAME:

YACHT CLUB:

E-MAIL ADDRESS:

MAILING ADDRESS:

NAMES OF OTHERS IN PARTY:

ARRIVAL DATE/TIME:

TRANSPORTATION TO GOLF COURSE NEEDED? IF SO, WHAT TIME?

***\*\*Call 540-659-4478 to Arrange Tee Times\*\****

NUMBER OF KAYAKS NEEDED FOR SATURDAY MORNING (LIMITED AVAILABILITY):

DO YOU PLAN TO TAKE A TOUR OF GOVERNMENT ISLAND? YES \_\_\_\_\_ NO \_\_\_\_\_

WILL YOUR DOG PARTICIPATE IN THE DOG PARADE (COSTUME OPTIONAL)? YES \_\_\_\_\_ NO \_\_\_\_\_

DO YOU PLAN TO GO ON THE EVENING CRUISE AROUND THE ISLAND? YES \_\_\_\_\_ NO \_\_\_\_\_

#### **BOAT INFORMATION / SLIP FEES:**

BOAT NAME:

BEAM: \_\_\_\_\_ LENGTH: \_\_\_\_\_ POWER (circle one): \_\_\_\_\_ 30 AMP - \$5.00 / \_\_\_\_\_ 50 AMP - \$10.00

SLIP FEES: \$1.00 x + \$ x = **SUBTOTAL:**

(Length) (Power Cost) (# of Nights)

#### **REGISTRATION FEES:**

Number of People Ages 10+: x \$50 =

Number of Children Under 10: x FREE = \*\* FREE \*\* **SUBTOTAL: \$ N/A**

#### **SPECIAL EVENT – CRAB & SHRIMP FEAST:**

Number of People Ages 10+: x \$30 =

Number of Children Under 10: x FREE = \*\* FREE \*\* **SUBTOTAL: \$ N/A**

**TOTAL COST:**

***Email registration form and mail check, made payable to AHYC, to:***

P. O. Box 905, Stafford, VA 22555

Email: [rear.commodore@ahyc.org](mailto:rear.commodore@ahyc.org)