



July 2013, Vol. XXX, No. 7

The Daymarker

OCCOQUAN YACHT CLUB

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COMMODORE'S COMMENTS

Jim Dooley

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SET OUT, SET SAIL for a 3 Hour Tour...

Boating season is in full swing. Our early planning by the Board has given us many successful cruises and more to come. On June 14-16, Cobb Island was an awesome weekend. Don and Anne Bennett did an outstanding job as cruise coordinators, and the hard work by Cobb Island Yacht Club made "Cobbstock" a weekend to remember ...for those who have any brain cells left.



Jim & Judy in their OYC Summer of Love shirts

If you were not able to attend, you missed a super weekend. BUT... OYC has just only begun to CRUISE! Up next, THE CUP!!! THE CUP!!! Next up on July 19-21 our annual pilgrimage to the PRYCA Float-In at Coles Point. This year I expect our toughest

competition yet. Every other PRYCA club (as if there were other clubs) has their sights set for taking us down.



2012 CUP CHAMPS!

What they don't know is that our Commodore is a mighty sailin' man, a skipper brave and sure, our OYC sailors are setting sail this day, for a three hour tour... a three hour tour. The weather for other clubs will start getting rough; their tiny ships will be tossed. If not for the courage of the fearless OYC boaters, the Cup will not be LOST. Our club agrounds on the shore of this uncharted desert isle with Don Bennett and Tom Lenis too. The millionaire Joe Livingston and his wife, the movie star Pat Croft, the professor Harry and Mary Anne Bennett, all here at Coles Point Isle to KEEP THE CUP! So as you can see, OYC is planning on turning the PRYCA Float-In with a Gilligan's Island theme, into an OYC Fantasy Island.

Remember, if you're new or your plans have changed and you or your boating friends would like to cruise, give us a call!

Jim Dooley, *Jus Chill~N*



Vice Commodore

Don Bennett

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We were spared the cicadas, but not the flies...

With the completion of the Cobb Island Summer of Love Cruise, the PRYCA summer boating season is officially underway. Continuing on from there, Harry and Pat Croft and their small flotilla are off roaming the lower bay and will return to the area in early July. We look forward to their report.

As mentioned at the Planfest, May thru August are very busy months from a cruising point of view. In June and July, there are multiple options from which to view the fireworks. Bud and Heidi Bishop will coordinate the raft-up at Tim's Rivershore on 29 June. John and Michelle DeDitiis will coordinate the raft-up near the 14th St. bridge from 3 – 5 July. Al and Lynanne Jorsey will coordinate the raft-up in the Washington Channel 3 – 5 July. Though the cruise to Washington Marina was cancelled as a result of the displacement of boats due to the impending construction in the Channel, a few of our boats will be at Gangplank Marina from 3 – 6 July. Finally, the last chance to see the fireworks will be on 13 July at Tim's II at Fairview Beach. No one has volunteered to coordinate the latter, so it will be ad hoc.



The Cup!

As Jim said, the next big event is the PRYCA Float-In at Coles Point. Did I say "big"? ...HUGE! This is THE event of the season as OYC is primed to win the cup for the third year in a row, and we need the support of all our members. Please join in and help us defend...

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 clubs compete in events designed to promote boater safety and knowledge, camaraderie and fun. The winner gets to keep The Cup until the following year's competition, along with bragging rights for the whole year. But it's not just a competition. It's a weekend-long party with great friends, great food, great music and dancing, bonfires on the beach...and The Cup!

This year's theme is Gilligan's Island. The competition last year consisted of Vessel Safety Inspection participation, a navigation and safety test, a scavenger hunt, and various water challenges. Each event awards points and the club that receives the most points overall is the winner.

For those who have not signed up but are interested, please contact me. Here is a link to the registration form: http://potomacriveryachtclubs.org/2013_PRYCA_Float-In_Registration_Pkg.pdf

August also has plenty of cruises to choose from. Jim and Judy Dooley will lead the Old Town Alexandria Cruise 2 – 4 August. Joe and Gail Livingston will coordinate the PRYCA Aquia Harbor Dog Days of August from 9 – 11 August, while

Tom and Elizabeth Plewes are taking their flotilla to the mid-bay.

There are three cruises taking place over Labor Day. Carol and Eric Belcher are coordinating the Labor Day weekend trip to Corinthian Yacht Club on 30 Aug to 2 Sep. Jim Hawley will coordinate the trip to see the boat burning at Tall Timbers during the same period. For those interested in a trip to Tangier Island and Crisfield please contact Larry and Barbara Freedman.

So, if you wish to participate in a certain cruise and have not already signed up, please contact the coordinators or me as soon as possible.

Did I mention The Cup?
Don Bennett, *Heart of the Sun*

Have you had your 2013 Boat Safety Inspection?



Mid-Potomac Power Squadron
Boat Safe -- Boat Smart!

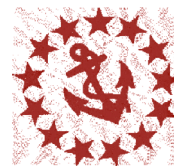
Clinton T. Anderson
Vessel Safety Examiner



Email for a Courtesy Boat Safety Inspection

clintontanderson@aol.com
540-429-3760

www.midpotomacps.org



Rear Commodore

Bud Bishop

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From the Captain's Chair of Hi-Jinx₂

This article should be published near the Tim's fireworks raft-up event (info on p. 7), prior to the 4th of July fireworks in DC event, and in the midst of our preparations for the big PRYCA Float-In Cup Challenge! First, I'd like to thank all of the folks who helped pull off a successful Fajita-Fest. Despite my unintended efforts to turn it into a disaster, Crofts and Dooleys helped gather extra food for the bigger-than-expected turnout. We'll plan for more food next year, as it is always easier to have leftovers than to have a mad scramble during the event!!!

Thanks also to those who helped set up the tables and prepare for the Fajita-Fest event, Dooleys, Crofts, Bennetts, Roses, Terry (new OHM General Manager), and others who pitched in and lent a hand. For those who haven't met him, the new general manager at OHM is a wonderfully helpful individual and is very interested in taking part in our club. (He even signed up as a new member!)

The next "land" event will be on 19 OCT at 2 PM, where we will have an election meeting for next year's officers and partake of a chili-cookoff (prep your recipes early!). Everything else between now and then will be cruises, cruises, cruises...and there are plenty of fun ones coming up. In addition, we have managed to put together small local raft-ups almost every weekend so far this year...if you find a nice day and the water

is inviting, touch base with Jim D., Don B., or Bud B. and one of us will likely know where and when to meet a raft-up.
See you on the water. Bud Bishop, *Hi-Jinx*₂

* * *



Secretary

Carol Belcher

secretary@occoquanyachtclub.org

Must Love Dogs

I frequently see boaters bring their dogs with them on their cruises because it would be inconceivable for them to leave their best furry friends behind. The presence of dogs aboard reminded me of a situation aboard our friends' pontoon on Lake Anna. Our friends had recently adopted a young Golden Labrador that was also along for the ride. The outing went well until most of the others jumped into the lake to cool off, leaving the dog and me aboard. The heat and humidity were ferocious. There was neither breeze nor shade in the pontoon and there was no water bowl for the dog. After about 30 minutes in the direct sun, he was panting heavily and was pacing anxiously because he couldn't cool off and couldn't be with his peeps. I rigged a temporary shelter between the seats to keep the sun off him and used the top of an empty cooler to use for his water bowl. He immediately used the shade and gulped down the water, collapsing at my feet. I was suddenly his new best friend. His owner thought I was being overly concerned and urged the dog to jump in the water. I asked him if the dog could swim and if he had a plan for how to lift him back into the pontoon once the dog was tired. There was sudden silence from below. The pontoon's deck was a good two feet above the water line and I couldn't see either of our friends having the strength to lift the dog up, either from the water or from the deck.

This incident was a really good example of how not to travel on a boat with a dog. Perhaps, as new pet owners, they were simply not thinking about the complexities of boating with dogs. In any event, owners have a responsibility to make sure that they have addressed all the safety issues inherent in having a dog aboard.

First, can your dog swim? Dogs have to learn to swim; it's not instinctive. Certain breeds learn it more quickly than others and dogs with long bodies and long legs do best. Dogs with long bodies and short legs do not swim well (think basset hounds). They swim to survive. If the dog is panicking in the water, speak to it in a calm voice and get it to move towards either shallower water or a place where it can be safely lifted out of the water and onto the boat. If you are a small human and the dog is big, don't get into the water with it—large dogs can drown smaller people in their panic.

Does your dog have a lifejacket? Put it on him to make sure it fits before you leave the dock. Get a lifejacket that has a handle on the back of it to assist in lifting the dog from the water. Most dogs cannot get back on a boat without human help. Do you have the physical strength to lift your dog out of the water? Test yourself before a crisis happens to make sure you can do it and don't count on someone else being there to do the heavy lifting for you.

Is your dog exhausted from swimming in the water? Watch for signs that the dog's swimming efforts are becoming ineffective and, if the dog is tiring, bring it out of the water, no matter how much it wants to keep fetching sticks for you. The dog is focused on pleasing you, not on assessing its ability to continue to expend its energy.

Have you planned your trip to take into account bathroom breaks for your dog? You will need to figure out how you are going to get your dog to dry land so it can relieve itself or you will have to train it to 'go' in a specific spot on the deck by using those puppy training pads. Hopefully, you select a site near the exterior hose to make cleaning up easier.

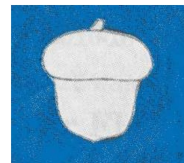
If your dog falls overboard while you are underway and you see it go into the water, keep your eyes trained on the dog, as it will become harder to see as the boat pulls away. Point your finger at the dog and sight along it, like aiming a gun. A dog's head is small relative to the water around it and you can lose sight of it quickly if you don't have a way to keep your vision trained on a small spot. The dog won't be able to call out to you to help you reorient to its location, so you really have to focus on where it is in the water. If the dog goes overboard at night, it will be very difficult to find, so keep the dog below when underway at night.

Dogs need shade and water, whether they are ashore or in a boat. Always have a ready supply of fresh water and a shady spot available; this will go a long way to keeping your dog comfortable in high heat and humidity. Having your dog relax in the shade and draping a wet (but not soaking) towel loosely over your dog's body can have a cooling effect as the water in the towel evaporates.

Planning to accommodate the dog's needs and engaging in dog training prior to casting off the lines will go a long way to ensuring your dog and you enjoy the boating season together.

Carol Belcher, *Time2Play*

* * *



Treasurer

Joe Livingston

treasurer@occoquanyachtclub.org

In the June edition of the *Daymarker*, my article contained the line, "The Board has approved small stipends to support the transportation needs for the Memorial Day Cruise to Colonial Beach...." I erred in this statement as no stipend had been approved by the Board for this year's Colonial Beach cruise.

The crew of the Gail Lynn II (Gail and Joe) will coordinate the **DOG DAYS OF AUGUST** cruise hosted by Aquia Harbour Yacht Club and sponsored by the PRYCA. Scheduled for the weekend of 9-11 August, the cruise will feature a Crab and Shrimp Feast on Saturday afternoon and evening -- Hors d'oeuvres, drinks and dancing to the live music of the Anthony James Band. There will be a registration fee of \$50/person for the weekend plus \$30/person for the crab/shrimp feast. Floating dock slip fees will be \$1.00 per foot.

Please respond soonest by email to joseph.livingston@verizon.net if you plan to attend. Dock space could be limited so I want to make a reservation request

for OYC attendees. I will get a complete schedule and a registration form in the near future.

Boats arrive on Friday with an open clubhouse, golf for \$18 per round at the Aquia Harbour Golf Course and depart Sunday following a Bon Voyage Brunch. AHYC will welcome you and throw a great weekend party. Hear from you soon!!

Cheers, Joe Livingston! Gail Lynn II



July DATEMARKERS

BIRTHDAYS

Janet Higgins 7/1
Pat Croft 7/2
Jim Crabill 7/2
Daniel Carr 7/4
Kevin Jackson 7/9
Pat Schondel 7/10
Christie Schondel 7/13
Dewey Mauldin 7/15
DeDittus Michelle 7/15
Joseph Ward 7/17
Joe Hoffmaster 7/26
Bob Nalevanko 7/28
Mike Langerman 7/30
Brian Smith 7/31

ANNIVERSARIES

Harry & Pat Croft 7/2
Marty & Karen Joyner 7/4
Dan & Debbie Kent 7/11
Les & Kathy Bergmann 7/23
Jack & Sharon Striker 7/30

QUARTERMASTER

Popular items for sale by email:

- Polo Shirts
- Baseball hats/visors
- Ladies V-neck sleeveless shirts
- Shurhold Buffer and Pads
- Electric Bug-zapper
- Towels
- ...and much, much, more.

Items can be embroidered with your boat's name (and font, provided you include a picture with your order). 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

Heidi Bishop, *Hi-Jinx*₂

CREWS' NEWS

A MEMORABLE MEMORIAL DAY WEEKEND!

...to Solomons Island

The morning was cloudy, grey and WINDY. We decided to have a meeting on the dock to discuss our plans. After carefully scrutinizing the weather, all participants were in favor of carrying on with the trip. At approximately 8:30 a.m. the lines were untied and "Heart of the Sun", "Liquid Leisure", and "ScottLin Yard" left Belmont Bay. "Weekender" was there to meet the group in the channel.

The trip down the Potomac was rough, but we had following seas so it was certainly do-able. At Colonial Beach an assessment was made by radio to continue on. As we approached the Bay, everyone agreed to pull into Cole's Point for another consultation. Seven out of eight were in favor of forging on. Scott told me to be brave; and after being convinced that we would not be in danger, I reluctantly agreed.

The conditions continued to deteriorate as we approached and entered the Bay. The four to six foot waves and near gale force winds were a bit more than we'd bargained for. It was a very uncomfortable trip; but the four boats, always within each other's sights, persevered, and safely arrived at Solomons Island. I thought it was interesting that Trevor, the owner of Spring Cove Marina, who circumnavigated the earth twice in a sailboat, said that he would not have gone out into the Bay that day. Oh well, we were safe, our boats were tied up, and it was time to relax. We enjoyed happy hour onboard "Heart of the Sun" and dinner later at the Captain's Table.

The days seemed to pass extremely fast. There was much relaxing, good conversation, great food and of course lots of happy hours. (Pun intended.) Highlights definitely included our cookout on Saturday evening, the cruise onboard Johnny & Michelle's "Liquid Leisure" to Broome Island for Stoney's famous crab cakes, Scott's pancake breakfast on the dock Sunday morning, bike riding all over the island, and of course those Orange Crushes!!



Monday morning came all too soon. After breakfast at the Captain's Table, we said our good-byes, then untied our lines. Don figured out why the time went so quickly – it was all of that wind. The weekend just blew by!

Our vacation began as a pretty scary adventure that turned into a wonderful time just being together. The ride home was so smooth. We were all glad to part on good terms with

"Chessie". You never know in what mood you will find the Bay! Don and Anne Bennett, Paul and Monica Fienberg, Johnny and Michelle DiDitus and Scott and Linda Del Monte all anxiously await our next adventure and hope more OYC members will join us.

Linda Del Monte, *ScottLin Yard*

...to Colonial Beach

This year's cruise to Colonial Beach was certainly interesting, perhaps unique, and still a lot of fun! Due to the weather, many of us did not get out until Saturday morning, however. Joe and Gail Livingston (*Gail Lynn II*) made it in the night before, and Steve and Ginny Preda (*Anamchara*) made it in Friday morning but had a challenge getting an open berth. The problem as it turns out was the strong winds had created white caps in the marina and boats that were there couldn't get out! Not to be stopped by a little bad weather, those of us who remained in port rendezvoused at the Bahama Breeze Island Grille on Friday night. Joining Bob and Min (*Rx to Relax*) were Dave and Karen Hart (Rock me Gently, on their first cruise with OYC), Bud and Heidi Bishop (*Hi Jinx²*), Chris and Alison Rose (*La Dee Da*) and Jim and Judy Dooley (*Jus Chill~N*).

Saturday morning we headed down to Colonial Beach only to have to anchor outside of the marina because the winds, planets and low tide were all aligning, resulting in the water being pulled out of the marina. Now this time the boats in the marina could not get out because they were stuck in the mud! Robin, the Colonial Beach Dockmaster, said she had seen areas of beach that she has never seen before! By the time we got to dock, the winds were up to 25 mph with gust higher, and docking was certainly a lot of fun on Saturday afternoon! We are pleased to say that everyone got in safely! Besides those already mentioned were Pat and Harry Croft (*Bay Dreamer*), Bob and Nancy Stegon (made their first cruise in their sailboat, *Fantasy*.) This is believed to be the first time a sailboat has joined a cruise. We certainly hope it will not be the last! Eric Reuter and Lisa Graybill (*Afterhours*) joined us on their first cruise as well. Coming by land were Dan and Debbie Kent by RV and Kee Jun and Jeff Choi by van. Joey and Pam Sowell (*Emma Caroline II*) keep their boat at Colonial Beach and were gracious enough to invite us all on the Emma Caroline II for Saturday Happy Hour (which we ALL needed!!). The winds were so strong that any attempt to set up tables and chairs on the dock would have been futile. Dinner Saturday was at The Lighthouse, which has changed its cuisine to French Thai. While the service was a little slow (of course we were a party of 24), the food was fantastic! Turns out the award-winning chef from the "in town" French Thai restaurant moved to The Lighthouse. Lucky us!



On Sunday we traveled via taxi vans to the Westmoreland Berry Farm and then Ingleside Winery. The wine tour was

great as usual, and by the time everyone bought their cases of wine (and special ladies shirts!) it was time to head back to the docks for another Happy Hour! We ate, drank and danced the evening away!! Joining the group on Sunday were Scott and Teri Miller (*Miller Time*) too!

By Monday morning it was time to eat and drink again so everyone brought out a brunch fit for a King and Queen! Lots of great dishes, Bloody Mary's and other refreshments. Everyone departed on their own schedules following the conclusion of the brunch. We are glad all made it back safely!

Bob Hill, *Rx to Relax*

...to Shark Tooth Island

When we were asked to tell our story about this year's Memorial Day Cruise to Shark Tooth Island we immediately got that sinking feeling. But to steal from one of history's iconic writers, the reports of our ship's demise have been greatly exaggerated. On our return we listened intently to several variations of our grounding like we were playing the old Telephone Game. And we had fun with some by adding our own twists. Though it wasn't much fun with our boat *Rhumb Line* on a sandbar, it was a comedy of errors that put us there. So allow us the liberty to borrow from a favorite comedy to frame our story – after the fashion of Gilligan's Island.

'Just sit right back and you'll hear a tale, a tale of a fateful trip.'

The definition of Rhumb Line is a plotted course that crosses all longitudes at the same angle, which on a flat map is the shortest distance between two points. On the *Rhumb Line* we really lost the rhumb line!

'That started from this tropic port, aboard this tiny ship.' What does Belmont Bay have in common with Hawaii? 40 knot winds are classified gale force in both places, and small craft advisories mean the same thing. *Rhumb Line* didn't seem like a 'tiny' ship, especially when maneuvering Belmont Bay's turning basin.

'The mate was a mighty sailin' man.' U.S. Coast Guard Auxiliary Boating Safety Course, driving pleasure boats 14 years, 3 British Virgin Island trips, and an expert on square knots. We're talking about Pat – he's just the boat operator.

'The Skipper brave and sure.' U.S. Coast Guard Auxiliary Boating Safety Course – actually attended all of the classes. Boat owner 14 years, 4 British Virgin Island trips, and even better on square knots. We're talking about Christie – she's the real owner.

'Five passengers set sail that day, for a three hour tour.' After 24 hours sitting on the sandbar without power we swore there were seven of us on Rhumb Line. The three hour tour to Shark Tooth Island was the high point of Friday. (Pun intended.) We arrived at Shark Tooth Island on a receding tide that was being helped by the wind as the water was blown out to Chesapeake Bay. We had plenty of depth as we rounded the southern end of the island. We had plenty of fortitude as we passed the duck blind that is the outer marker. What we didn't have was plenty of experience on the new boat. It was our second weekend on *Rhumb Line* and our first time in shallows of the Potomac River with it. We brushed the ground in the soft mud as we drove over the tip of the island and broke free into deeper water in Currioman Bay. Then the fun really started.

We couldn't hook our anchor in the muddy bottom with the wind blowing as hard as it was. We cruised up Currioman Bay

as far as we could and played out the anchor rode a couple of times, but didn't catch. The second time we brought in the anchor we had caught the frame of a crab pot, which didn't help our efforts at anchoring. On our third and last try we felt a tug for the briefest of moments and hoped we were on the hook. But we kept drifting so we started bringing the anchor up for the last time. The rode jumped off the roller on the bowsprit, the tension tripped the breaker switch for the windlass, and all stopped. So Pat manually hauled the anchor rode (all chain) onto the boat while we drifted down the bay – still in deep enough water.

All the while we were trying to anchor, our engines (Caterpillar Diesels) were indicating overheating – from the initial grounding over the tip of the island going into Currioman Bay. So every time we went up the bay Pat would run back from the bow to the cockpit and then up to the helm to double check the engine's behavior. Then Pat would have to run back off the helm and out of the cockpit to go back up to the bow and work with the windlass and anchor until we were able to get it secured back on the bow. During all of this, our turns inside Currioman Bay were getting tighter and tighter as the tide receded and the rest of the water was blown out with the wind. On our last turn at the top of the bay we got wide enough that a gust of wind caught us and pushed us onto the sandbar. We were still rocking, but stuck, and the water was leaving fast.

By the time TowBoat U.S. was able to get out to Currioman Bay, Capt Chappy was not able to get close without kicking up mud with his own prop. So we spent a good hour using various means of crossing lines to each other and finally got an anchor tied to Rhumb Line. By then our water line was high and dry so it was obvious we were in our anchorage for the night. As hard as Capt Chappy pulled, we didn't move. Overnight at high tide the bow swung around and helped us get oriented in a better direction for another attempt on Saturday. The wind kept blowing however, as much as 30 knots, and water kept moving out of the bay and rivers. On Saturday high tide was reported lower than mean low tides in the region. We were told that even if we could get off the sandbar if we needed a tow, we had no place to go – the marinas in the area had to shut down for a few hours due to low tide. Nonetheless, Capt Chappy was not going to let us stay overnight again and he came out to meet us ahead of high tide so we could get rigged for being pulled off the bottom. He was right on time. With a couple of maneuvers to bring the bow around to deeper water and then pull our starboard running gear out of the mud, we got off the sandbar.

We cruised out of Currioman Bay – not without bumping the mud on the tip of the island for one last reminder – and on over to our group who had settled in Jenkins Cove. We spent the rest of Saturday on everybody else's boat, not ours – anything for a break. We learned that we had a calmer Friday night than the others, as *Rhumb Line* nestled into the mud. *Makia III* and *Our Therapy* rode out the night in 20 to 30 knot winds on 2 to 3 foot waves just upstream of Matthews Cove. By Sunday we got busy on all the strainers for engines, generator, air conditioners, and anything else that sucks water through a through-hole fitting. Our entire gang relaxed Sunday night for a return cruise up the Potomac to Belmont Bay. No one was more happy than us that it was an uneventful trip!

We'll close with a few things from the tale of our fateful trip. As Francis Stokes was quoted, 'the sea finds out everything you did wrong.' We bought our previous boat 10 years ago – it's easy to be overconfident of your skills on a new vessel. It's

even easier to get way behind the vessel as systems safely fail – in our case we hadn't spent enough time on the boat to know where switches and breakers were, let alone some gauges. The Owner's Manual IS your friend! Expect the unexpected anytime you go out – every time you go out. Pay attention to the weather, it's as much your enemy as your friend. We need a knot-tying class. Most of all don't hesitate to hail your friends!

Pat Schondel & Christie Raukar, *Rhumb Line*

COBBSTOCK FLASHBACK

Twenty-four Occoquan Flower Children cruised to Cobbstock for the Summer of Love on Predas' *Anamchara*, Crofts' *Bay Dreamer*, Freedmans' *Barbara Ann*, Sowell's' *Emma Caroline II*, Kents' *FSBO Oasis*, Morgans' *Golden Opportunities*, Bennetts' *Heart of the Sun*, Dooleys' *Jus Chill~N*, Crouches' *Makia III*, Belchers' *Time 2 Play*, and Schondel/Roukar's *Rhumb Line* with guests the Manninos. Except *Anamchara* and *Makia* who were at Pirate's Den, we had the righteous privilege of being the first to enjoy the primo new docks at Captain John's, also the location of the Seafood Buffet. Unable to make the full cruise, Joe and Gail Livingston blew our minds and drove down to join those who opted to go to Shymansky's for dinner Friday. Saturday morning began the quest for love beads, not to be overshadowed by our groovy secondary quest initiated by Pat Schondel... the viewing of the Space Station each night. Far out!

Thanks to Pat Croft, we demonstrated our flower power wearing our totally rad OYC tie-died shirts (see Jim and Judy on p. 1). A bunch of us were stoked about the man-overboard demonstration. However, after watching the rescue, we all decided we'd work harder at not falling overboard in the first place.



Then some OYC cats and chicks created tie-dyed artwork worthy of the Guggenheim. The beer tasting at Scuttlebutt was pretty hip, as we were groovin' to the music of the Beatles and Carol Belcher plastered our leftover (from the OYC beads) peace symbol stickers on unsuspecting hippies as they came in the door. The happening moved on to the Rivah for dinner and dancing, as the band powered our high with more cool music from the 60's.

Sunday morning found us mellowed out at breakfast rapping about how unreal it had been. We split in a purple haze, some heading home and a lucky few heading out with Pat and Harry on their South-Bay Cruise. "Peace, love and OYC... 'We 'bead' there, and we weren't square!"

Anne Bennett, *Heart of the Sun*

CRUISE NEWS

TIM'S I FIREWORKS RAFT-UP, June 29

The crew of *Hi-Jinx2*, will be coordinating the fireworks raft-up at Tim's Rivershore. If you are interested in attending, email me and let me know. As the date draws nearer, I will need your arrival and departure desires to ensure you are not locked

into the raft unnecessarily. For those who haven't attended, we have typically been able to get a front row seat to the fireworks and bands at Tim's. Visitors to your boat can park on the roads leading to Tim's and shuttle down to the restaurant for dinghy pickup on the dock. Tim's also runs a shuttle that will deliver patrons to and from the rafts, but it is more intended for users of the restaurant and bar than for visitor shuttles. Fireworks will be on Saturday night, and we all typically grab the shuttle on Sunday morning to have breakfast at Tim's (around 10AM). If you are interested in breakfast, let me know so I can add you to the reservation. WARNING: Trying to travel home on Saturday night is fraught with peril...many an inexperienced/inebriated sailor with boat wheels in their hands and throttles at high settings will seek to disrupt your calm demeanor and shiny gelcoat.

rearcommodore@occoquanyachtclub.org
Bud & Heidi Bishop, *Hi-Jinx*

FIREWORKS in DC, July 3-6

14th Street/Memorial Bridge Raft – Johnny Deditius
membership@occoquanyachtclub.org
Washington Channel Raft – Al Jorsey
aj727sr@yahoo.com

Gangplank Marina – Don Bennett
vicecommodore@occoquanyachtclub.org

PRYCA FLOAT-IN at COLES POINT, July 19-21

Although this event is in July, we must register NOW!

Please see the Vice Commodore's article. If you need more info, please contact Don Bennett ASAP at...

vicecommodore@occoquanyachtclub.org

The Cup!!! Don & Anne Bennett, *Heart of the Sun*

Old Town Alexandria, August 2-4

Contact Jim Dooley at... commodore@occoquanyachtclub.org
Jim Dooley, *Jus Chill-N*

Dog Days of August, August 9-11

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Mid-Bay Cruise, August 23-30

In less than 2 months we will all be wondering where the summer went and wishing that we had taken more opportunities to enjoy the waters of the Bay and its tributaries. OYC cruisers are in luck for a cruise to easy, welcoming waters is planned in the mid-Bay Cruise, from August 23 to August 30. This cruise has 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. Spring Cove is known for pristine, upscale facilities and a friendly, efficient staff. There is a 25-yard swimming pool, shaded picnic areas, and clean and individual restrooms. The Wheelhouse Bar and Grill is open for drinks and light fare. We will recommend dinner at the Captains Table Restaurant which is a short walk from Spring Cove. (Slips are \$2.30 per foot.)

Day 2 (August 24). On day 2 the cruise follows the western short 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. We

suggest dinner at the restaurant after drinks at the Pool's Tiki Bar. (Gas and diesel. \$3.25 per foot.)

Day 3 (August 25). 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. From the marina it is a short walk to the famous Crab Claw restaurant, where we will have dinner. (Gas and diesel. \$2.50 per foot.)

Day 4 (August 26). By popular demand, we will remain at the St. Michaels Marina on Monday. There is a rich variety of stores and attractions in St. Michaels. A visit to the Chesapeake Bay Maritime Marina is a "must". At the museum you will see a screwpile light and boats that plied the waters.

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.) To the left you will see three islands that were once one large island. The western island, Poplar Island, is being reconstructed. The Tred Avon River leads directly into Oxford. We have reservations at Mears Yacht Haven. Oxford shares a lot of history with its neighbor, St. Michaels, but it is much more residential and less touristy. A favorite activity here is to take a bike from the marina and tour the town. The Robert Morris Inn, if it is open, is a must. (\$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 and three restaurants. An 18-hole golf course in on the grounds and tee times can be reserved. 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 weekend cruises (Carol and Eric Belcher at Corinthians, Jim Hawley at Tall Timbers, or Barbara and Larry Freedman at Crisfield).

To sign up and get reservation information for Mid-Bay, email
tplewes@aol.com
Tom Plewes, *Double Eagle*

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FOLLOW-ON ARTICLES IN THE ELECTRONIC VERSION

Nabil D. – *Epitaph for a Grand Lady*
Pat Croft – *Things We Can Learn from a Dog*
Pat Croft – *When You've Gone Aground*
Gail L. – *Recipe from Colonial Beach*
Jay Livingston and more pictures....

Epitaph for a Grand Lady

Boaters and visitors to the Alexandria waterfront for years often enjoyed the sight of the 1929 three-masted topsail schooner, *Alexandria*. Swedish built, the 125 foot vessel was acquired by the Alexandria Seaport Foundation in 1984, becoming an icon and goodwill ambassador for the city, taking part in numerous events including Operation Sail, tall ship reunions, and even taking part in the making of the film *Interview With A Vampire*. Requirements for extensive repairs put her beyond the means of the Seaport Foundation, and she was sold in the fall of 1996. That fall she left Alexandria for good, bound for the Bahamas to be refitted and used for charter.

Lucy and I were sailing *Demoiselle* off of Quantico that late fall when we encountered *Alexandria* on the first leg of her fateful voyage. We knew she had been sold, that she would no longer grace the waterfront with its hints of Alexandria's heyday as a vibrant, bustling seaport. The down-river voyage we intercepted was her last in this area. It was to be last anywhere. Lucy waved. The crew waved back.



She took on water off of Cape Hatteras, eventually foundering. The seven on board were rescued by the Coast Guard, two after six hours in the cold Atlantic waters. The two dogs on board were lost.

Man of late creates fewer things of beauty, but the *Alexandria*, a functional sculpture of Swedish pine, was one. She was endowed with a grace and dignity which should have seen her, after three quarters of a century, retired and preserved by future generations. Pushed beyond her limits, she foundered, and loss is ours.

Nabil Dubraque, *High Cotton*

In conjunction with Carol Belcher's article...

So many OYC captains count at least one canine as a member of their crew that many of our cruises include 'Dog Walk' as an official event on the itinerary. Here are a few of the important life-lessons mans' best friend can teach us by example.

THINGS WE CAN LEARN FROM A DOG

- Never pass up the opportunity to go for a joyride.
- Allow the experience of fresh air and the wind in your face to be pure ecstasy.
- When loved ones come home, always run to greet them.
- When it's in your best interest, practice obedience.
- Let others know when they've invaded your territory.

- Take naps and stretch before rising.
- Run, romp and play daily. Eat with gusto and enthusiasm.
- Be loyal.
- Never pretend to be something you're not.
- If something you want lies buried, dig until you find it.
- When someone is having a bad day, be silent, sit nearby and nuzzle him or her gently.
- Thrive on attention and let people touch you.
- Avoid biting when a growl will do.
- When you're happy, dance around and wag your whole entire body.
- No matter how often you're scolded, don't buy into the guilt thing and pout. Run right back and make friends.
- Delight in the simple joys of a long walk.
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Harry & Biscuit

Pat Croft, *Bay Dreamer*

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.

The first 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 acknowledgement 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 retellings 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 red 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.

Pat Croft, *Bay Dreamer*

As requested, the recipe for: Gone In 60 Seconds Dip

From: Cindy Hollingsworth, crew on Gail Lynn II

1 Cup chopped pecans
1 pkg cream cheese-softened
1/4 Cup Mayo
1 Cup cheddar cheese-shredded
1/4 Cup green onion (or regular onion)
Jalapeno or Tabasco Jelly (can use any spicy,sweet or savory jelly)

Combine all ingredients except jelly.
Refrigerate overnight. Cover with jelly when ready to serve.

Submitted by Gail Livingston, *Gail Lynn II*

Jay Livingston's sailing experience.

Pictured is Jay astern the Clara Allegro, the 36.7' sailing vessel, he is crewing with on the Van Isle 360. The race is a ten leg, 580 nautical mile, race circumnavigating Vancouver Island, British Columbia. The picture is believed to be at Port Hardy after the sixth leg. The following day Clara Allegro sailed around the Northern coast of Vancouver into the Pacific Ocean. The next leg was 160 nm down the west coast under sail for 42 hours. Jay indicated "lots of work-intense and only averaged 5/6 nm per hour". Now that is time on the water!



Joe Livingston, *Gail Lynn II*

PICTURES

Memorial Day - Colonial Beach...



On the dock

Memorial Day - Shark Tooth Island...



The "Great Escape" – Rhumb Line



Rhumb Line, Makia III, and Our Therapy

Memorial Day - Solomons...



ScottLin Yard



Liquid Leasure

Cobb Island, The Summer of Love...



Our very own Happy Hippy Harry



Ba-Ba-Ba Barbara Ann...



First Dog Bailey



