



The Daymarker

OCCOQUAN YACHT CLUB

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www.OccoquanYachtClub.org

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COMMODORE

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Commodore's Log: November 2016 (officially autumn and the weather is telling) – Wow, where did the on-water season go? It is definitely cooling down and there is significantly less daylight already. But don't abandon ship. We still have some spectacular events coming for OYC this year on land and on the water. Our regular monthly happy hour will be 4 November. That weekend, 4 November through 7 November will be our annual Hardy Souls cruise to National Harbor led by Immediate Past Commodore Bud Bishop. Be on the watch for club blasts about those events, as the happy hour is scheduled to be the kickoff activity for the Hardy Souls cruise. The following weekend in November is our annual Change of Watch event 12 November at the Officers' Club on Ft Belvoir this year. As Vice Commodore Bob Hill described, it is a beautiful venue with wonderful food! For those who enjoy holiday festivities, the Parade of Lights in Old Town will occur early in December.

At the Change of Watch we will have the opportunity to celebrate our board for 2017, which was approved by a quorum of the general membership at our Annual Membership Meeting and Chili Cook-Off this past weekend. They officially take the helm in service to you as our members on 1 November, just a week from today. Our new board is as follows: Bob Hill, Commodore; Jerry Tarasek, Vice Commodore; Wayne Beal, Rear Commodore; Jeff Hughey, Secretary; and Johnny Deditius, Treasurer. When you have a chance to visit with any of

these folks, please congratulate them on their new roles and thank them for their service to our club! Also please honor our new OYC Appointees: Mark Lawton, Membership; Ilana Cumbey, Quartermaster; Ray Maestes, Daymarker; Les Bergmann, Historian; and Don Bennett, Webmaster.

I look forward to seeing you all at the Change of Watch on 12 November at the Ft Belvoir Officers' Club where we will celebrate our new board, enjoy great food and drinks, dance, and find out who wins the OYC awards for the past year. We have several unwilling candidates for Golden Snorkel and Bent Prop, and I am considering deserving recipients for the Commodore's Cup. It promises to be a great night of celebration and camaraderie.

In closing I want to thank all of you, our OYC members, for a great year. We had a lot of fun activities on land with much sharing of insight and experience about boating that significantly benefitted us in regard to safety and courtesy on the water. We had a fantastic board that served our membership magnificently throughout the year on the water and on land – their volunteerism set examples for us all. We had so many volunteers step up from our general membership to support events, conduct research, and give great advice that we practically need to list the entire club roster to name you all. It has been my pleasure to serve you and to see you all out on the water this past season. I want to personally thank the 2016 OYC Board for all your help keeping me on track. I look forward to the incoming Board and continued growth for OYC. Vanessa and I look forward to seeing everyone at our upcoming events and, most importantly, on the water next season when the weather cooperates and warms up again!

Pat Schondel & Vanessa Athena, RhumbLine





VICE COMMODORE

Bob Hill

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From the Vice Commodore

November is almost here; and by the time you read this, members will be getting organized to head to National Harbor for the Hardy Souls cruise, our last official cruise of the season, coordinated by IPC Bud Bishop. There are still boating events left though for the really really hardy souls. The Parade of Lights will be on the 3rd of December. Please see the red flyer on page 7 of this newsletter.

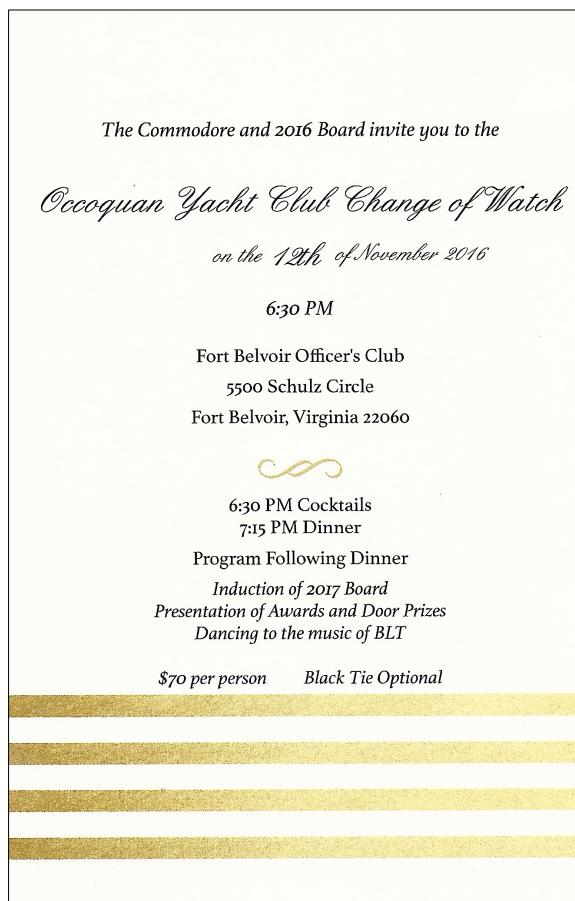
As you may already know, the elections were held on 23 October at Commodore Pat Schondel's house; and the slate was approved. Pat and Vanessa, thanks for hosting and congratulations on your beautiful new home! And thanks to Ilana for setting up the quartermaster tables with awesome clothing, accessories and jewelry. All very nice (I know we came home with some)!

In addition to the Executive Board voted upon at the meeting, we have volunteers for the staff positions; so we have a full board! The 2017 OYC Board will be as follows:

Commodore – Robert Hill
Vice Commodore – Jerry Tarasek
Rear Commodore – Wayne Beal
Treasurer – Johnny DeDitiis
Secretary – Jeff Hughey
IPC – Pat Schondel
Quartermaster – Ilana Cumbey
Membership – Mark Lawton
Daymarker – Ray Maestas
Historian – Les Bergmann
Webmaster – Don Bennett

Which brings us to the last and best land event of the year, the Change of Watch (COW) and holiday celebration! The COW party will be at the Fort Belvoir Officers' Club on 12 November, so please get your RSVPs in ASAP! The party starts at 6:30 PM so don't be late! This year we will have a choice of meals, so we really need to get your meal selection of either Filet Mignon or Stuffed Flounder in with the chef! We will have music and dancing to the band, BLT. If you have any special song requests, let me know soonest and I will pass them on to the band. As a reminder, to gain access to Fort Belvoir you will need to use the Tulley Gate per the directions in the invitations due to closure of the Pence (Main) Gate because of Rte. 1 construction. By the time you read this, the Pence Gate may be open, so please watch your email as I will be

sending updates. Also, if you do not normally have access to the base (i.e. active or retired military, DoD civilian, etc), please provide your name (as it appears on your drivers license), driver's license number and state as soon as possible so you will get on with minimal delay.



As always, the Golden Snorkel Award (best unplanned swim, without a safety issue ☺) and the Bent Prop Award (ouch!) will be given out, as well as the Commodore's Cup. In addition, we will be presenting Commodore Pat Schondel and your 2016 Board with appreciation gifts. You seriously don't want to miss out on those presentations this year!

Finally, we are asking everyone to renew their 2017 membership now. Even if you can't make the COW, this is a good time to renew; so please take the opportunity to send in your renewal! This really makes it easier on the treasurer, and I know that Johnny will really appreciate it if he makes fewer trips to the bank and simplifies the accounting and reporting process. Remember we are all volunteers and appreciate your helping out as well!

Best wishes and we look forward to seeing everyone at the Change of Watch!

Bob and Min Hill, *Lady Min*





REAR COMMODORE

Jerry Tarasek

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"The course of true love never did run smooth", a quote from the play, ***A Midsummer Night's Dream***, written by William Shakespeare circa 1597. So was Shakespeare a hopeless romantic or was he really a passionate boater recounting the labor of love that he and virtually all captain's and their first mates

choose to endure. This year's boating season brought with it some sporting seas, cancelled cruises, hazards to navigation, and some mechanical casualties large enough to bring grown men to their knees. I certainly had my fair share of problems and was out of commission for three months. Nevertheless, all captains never lose hope and retain that indescribable love affair with their first mate and their ship. *Dig Life* is now fixed and looks and runs like she's brand new. We're happy we have our boat back.

We are also planning to attend the Hardy Souls cruise at National Harbor the weekend of November 4th. This will most likely be our last cruise of the season, pending a late Indian summer (no relation to Cleveland). I believe this cruise will be well attended by OYC, therefore we will hold our first Friday of the month happy hour on the docks at National Harbor Marina starting at 5pm. Grab your favorite beverage and a dish to share, and come join by boat or car. It will be a fun evening.

The October 23rd General Membership meeting, and OYC's famous Chili Cook-Off competition did not disappoint. We had 32 members attend, and 5 members entered their chili to the competition. The chili, side dishes and desserts were all awesome. A special thanks to Commodore Pat Shondel and his fiancée Vanessa for hosting the event. First, second and third place winners for the best-tasting traditional chili went to Pat Croft, Jeff Hughey and Susan Tarasek, respectively. First and second place winners for the best-tasting hot chili went to Greg Cumbey and Min Hill, respectively.



Pat Croft and the winning
Best-Tasting Traditional Chili, "Slow Heat"



Greg Cumbey and the winning
Best-Tasting Hot Chili, "Golden Monkey"

This will be my last *Daymarker* article as your Rear Commodore as I move up to Vice. As you know, the Rear Commodore is responsible for coordinating the multiple land events throughout the year for our club. While looking back at all our land events over this past year, I believe I enjoyed our first OYC Hawaiian Luau and Pig Roast the most. It was new and different; and perhaps because it was different, OYC had the largest attendance (62+ members and guests) than at any other event I can remember attending. It was a blast, a fun party for all, and no other land event came close to matching that attendance. In retrospect, I had to ask myself, why were the other land events and some cruises so lightly attended? How can we attract new members to participate and keep our current members interested? Are there too many events on the schedule? Some of the feedback that I received from several club members was that OYC is inclined to plan the same old events every year, both land and sea; and they would prefer to try something new and different. In an attempt to find more answers to some of these questions, and as the Vice Commodore responsible for assembling the club's cruise schedule for 2017, I plan to send out a 'survey monkey' to get your inputs and desires prior to our Pre-Planfest in January. You'll have the opportunity to provide your desired cruise dates and destinations and identify your favorite and least favorite marinas and places. I'll share the survey results with all as the cruise schedule matures. Finally, I would like to extend my genuine congratulations to Wayne Beal, our new OYC Rear Commodore who will assume the future land event duties and responsibilities for our club. Wayne is a good friend, and I cannot think of a better person for this position. He has my full support. Plus he has fresh ideas for 2017, and I'm certain that you will not be disappointed.

We look forward to seeing everyone at the Change of Watch on Saturday November 12th, at the Ft Belvoir O' Club.

Cheers!
Jerry & Susan, *Dig Life*





SECRETARY

Michele Adams

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GASP!

Four Stages of Cold-Water Immersion

What you should know about cold-water immersion. Falling into cold water is more than just an inconvenience, it's downright dangerous!

For example, your body may react to the cold water or sustained immersion in cold water in uncontrollable ways. Experts have described what happens to the body when immersed in cold water and have summarized the features and characteristics into four distinct stages. Failure to recognize this can lead to hypothermia, a serious condition which is the abnormal lowering of internal body temperature that should be treated only by medical personnel or specially trained individuals.

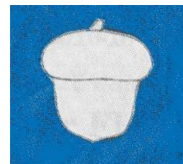
1. **Cold Shock** - Falling into cold water provokes an immediate *gasp* reflex. If your head is under water, you'd inhale water instead of air; and it is unlikely you'll resurface if you're not wearing a life jacket. Initial shock can cause panic, hyperventilation, and increase heart rate leading to a heart-attack. This stage lasts 3-5 minutes, and at this point you should concentrate on staying afloat with your head above water.
2. **Swimming Failure** - In just 3-30 minutes, the body will experience swimming failure. Due to loss of muscle coordination, swimming becomes a struggle; and the body tends to go more vertical in the water, making any forward movement increasingly difficult. That's why it is not recommended to swim for help, but remain with the boat or something else that floats while keeping your head above water while awaiting rescue.
3. **Hypothermia** - True hypothermia sets in after about 30 minutes. Most victims never make it to this stage since 75% of individuals succumb and die in the earlier stages of cold-water immersion. At this stage – regardless of your body type, size, insulation of clothing, acclimatization and other factors – your body's core temperature gets dangerously low. Your survival chances are greatly lessened. Victims are usually rendered unconscious in this stage.
4. **Post Rescue Collapse** - A rescued victim must be handled very carefully. When a person is removed from cold water, the body will react to the

surrounding air and the body position. Blood pressure often drops, inhaled water can damage the lungs, and heart problems can develop as cold blood from the extremities is released into the body core. Proper medical attention is essential to re-warm the body safely.

For those of you who continue to boat as our weather continues to move toward the colder months, please be mindful of the above warning signs in colder water.

Safe Boating – This is my final article as your OYC secretary, and I wanted to personally thank you for giving me the opportunity to serve you and wish you all the best. I hope to see you all on the water in the spring and share in some lasting memories.

OYC Secretary
Michele E. Adams, *Our Therapy*



TREASURER

Michelle DeDitius

treasurer@occoquanyachtclub.org



The 2017 budget was approved at the October General Membership Meeting and will take effect November 1st. This begins OYC's 2017 season starting with the Change of Watch. Please consider renewing your membership for the upcoming year when responding for the Change of Watch so you don't miss out on the cruise planning for the 2017 season.

The Club finished 2016 under budget and a portion of the surplus will be used towards an event to be determined by the new Board. I wish the 2017 Board great success in the upcoming year.

Michelle DeDitius, *Liquid Leisure*



QUARTERMASTER

Ilana Cumbey

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Thanks to everyone who shopped at the General Membership Meeting / Chili Cook-Off! Even though the 2016 boating season is almost over, it's always shopping time... especially with the holidays coming! With that in mind, I have some non-boating jewelry for you and your non-boating family and friends.

I can even arrange for you to have a home shopping party to raise funds for the Club and earn some free stuff for yourself. Let me know if that interests you.

Remember, send me your boat logo, and we can have it digitalized (small one-time fee) and then put it on ANYTHING!

Brand New! Fleece-lined Hoodies

(email me to order)

3 colors: White/Grey,
Grey/Black, Navy/Black

Available in M, L, XL, XXL
\$45 with either OYC Flag
Monogram or your Boat
Logo



Last, for the little girl in your life, how about one of these beautiful handmade necklaces, **only \$28**.



Pictured: Mermaid and Ballerina (blonde and brunette available), Cupcake & Seahorse

Also available: Dogs (Basset Hound, Chihuahua, Cocker Spaniel, & Poodle), Flora, Tuttle, Elephant, Giraffe, & Octopus (email me for more pictures)

Ilana Cumbey, *Lala's Para'Dice*



Flag Poles and Mounts

Contact PC Joe Livingston

Members,

The Swiveler Flag Pole set is designed to fly the club's 12" burgee. Many of our members consider this flag pole the best on the market; and the solid machined 316 stainless steel pole, with rotating clips and machined iodized aluminum mount, securely holds and protects the flag. Review at www.originalswiveler.com.

Each set costs \$65, and the mount is milled to a specific diameter. To order, send me an email indicating how many sets you wish to purchase, give the exact diameter of your rail (measure...do not guess). I find it easiest to use an adjustable wrench slid over the rail and then measure that opening in inches. Many rails are 1", 1-1/8", or 1-1/4" in diameter. Sets are currently available.

The \$65 will be payable by check or cash to Joe Livingston. Please contact me at joseph.livingston@verizon.net or at [703-505-8313](tel:703-505-8313).

PC Joe Livingston, *Gail Lynn II*



MEMBERSHIP

Wayne Beal

membership@occoquanyachtclub.org



This has been a wonderful year serving the OYC Board, and I am glad to have been a part of it. I want to thank you all for joining/rejoining this year and hope things will go as well for Mark Lawton as he moves into the OYC Membership position. Please make sure you get your dues in for next year as soon as

possible as it does help out with the planning :) I would say that 2016 was a great year - we had a blast at all the events, met new people, and now have 76 members! All the burgees have been distributed and I can pass the baton on to Mark knowing he'll have fun in the coming year. I would like to take a moment to thank all of the people behind the scenes for all of their support. Volunteering to help out at the events is a big deal and not everyone gets recognized - thank you all for supporting a cool club! I also thought the Board did a great job and would like to say thank you for all they have done as well. Looks like it's nearly time to go into our boating hibernation mode and catch up on all that house work that slipped by while hanging out on the docks.... We hope to see you all at the Change of Watch (COW)!

Wayne Beal, *Wayne's World*



HISTORIAN Les Bergmann

historian@occoquanyachtclub.org



If you have pictures of your boat, crew or friends at any of our 2016 events, please send them to me for inclusion on the website. Also, I have a few 2016 Directories if you're interested.

In the past I've cited articles written by our own Mikey Crouch and published in the Silverton Owners' Club newsletter. Once again I found his by-line (in issue #113), and (with Karen's permission) you'll find his "*Sell or Ship*" *A story about transporting our 42C Coast-to-Coast* article later in this newsletter.

Les Bergmann, *Bergie*
⚓ ⚓ ⚓

WEBMASTER PC Don Bennett

webmaster@occoquanyachtclub.org



For any new members or in case you need a refresher... Please log onto www.occoquanyachtclub.org and enter your username and password in the lower left. Please contact me if you don't have one or if you've forgotten it. Once logged in, the *Members Only* section will appear at the bottom of the left column

and you will see the *Your Profile* and *Cruise Sign-Up* options. Use the *Profile* option to just update all of your personal and boat information; and use the *Cruise Sign-Up* option to select or update your cruises (though the 2016 season is nearly over). Don't forget to select *Submit* at the bottom of the page.

The 2017 schedule will be published and posted on the website in a few months, after Pre-Planfest. In the meantime, our new Vice Commodore Jerry Tarasek will welcome any ideas you have for cruises and volunteers to act as cruise coordinators in 2017.

Anne and I hope to see everyone at the Change of Watch November 12th!

PC Don Bennett, *Heart of the Sun*
⚓ ⚓ ⚓

THE DAYMARKER EDITOR Anne Bennett

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After six years as *The Daymarker* Editor, this is my last issue. I've enjoyed working on every single one, from the eight-page, paper snail-mail early versions to the electronic editions we have today; and hope you have enjoyed them also. It was a wonderful way to get involved in this great club and to get to know our members. It's been an honor, and I've deeply appreciated your feedback over the years and all the wonderful articles submitted. Those articles are what made this newsletter and what made my job fun. Each one was a gift, and I never knew exactly what I was getting until I opened it!

Remember, it's your newsletter; and you don't need to be on the board to have input. Please feel free to send suggestions or tales of your boating adventures.

In the future, if you wish to email me, please use my personal address, bennettanne@comcast.net. The OYC Editor's email addresses, oyceditor@gmail.com and editor@occoquanyachtclub.org, will forward to our new editor, Ray Maestas. Thanks, Ray! I hope you have as much fun with this as I did. I know it will be a great year!

Anne Bennett, *Heart of the Sun*
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the 20th of each prior month.

Please submit your copy by email to
editor@occoquanyachtclub.org

*1992, 1993, 1997, 2009, 2011 & 2012 PRYCA Cup Champions



John Heinze 11/3
Joe Derenda 11/4
Kendra Duckworth 11/4
Heidi Bishop 11/6
Dick Lynn 11/7
Gary Brown 11/9
Kathy Derenda 11/13
Greg Cumbey 11/15
Kee Jun 11/16
Christian Rose 11/18
Randy Willetts 11/20
William Dornetto 11/20
Brian Field 11/21
Peggy Deputy 11/22
Jo Berrett 11/22
Donna Lensis 11/23
Eric Reuter 11/23
Ilona Zsirai 11/27
Joe Livingston 11/30

Glenn & Nicole Gore 11/4
Russell Ives & William Dornetto 11/5
Theodore & Ilona Zsirai 11/7
Mark & Vanessa Davis 11/19

As a benefit to members, we will publish a listing of personally-owned, boating-related items (not just boats) for sale by OYC members only. Please send a BRIEF description of the item(s), your asking price, etc., and contact information to me at editor@occoguanyachtclub.org.

Beach House
2012 Chaparral Signature 330 - \$157,000 - *reduced!*
Brokered for Jim and Pam by
James Ross at Seabreeze Yacht
703-490-5490 (work)
703-853-0235 (mobile)
james@seabreezeyacht.com



<https://www.eventbrite.com/e/2016-parade-of-lighted-boats-tickets-26901799005>

“Sell or Ship”

A story about transporting our 42C Coast-to-Coast by Mike Crouch

Let me get the monetarily painful part out up front. Once EVERYTHING was said and done it cost us \$32K (yup, five digits folks) to transport MAKIA III, a 2007 42C, from the East Coast (Summit North, Bear, Delaware) to the West Coast (Dana Point Shipyard, Southern, CA).

I’ve written in the past we’ve owned MAKIA III since birth and that (at least in my mind) I know every inch of the boat. She’s a fine vessel stem-to-stern and at 1000 hours the 440 Yanmars seem to be getting more efficient with time – a critical discriminator regarding whether to sell or ship.

Here’s my logic for deciding on shipping the boat to “SOCAL” and then the method for getting her there. That we were going to boat on the West Coast was a given – so much so that we had PAID for four years to be on a waiting list in the Oceanside Harbor Marina (south of Los Angeles, but north of San Diego). Also, I had done some research regarding the “how much” and \$30K was a plausible “working” number. So I reasoned, on a VERY good day, I might be able to sell MAKIA III on the East Coast for \$250K? \$250K plus the \$30K for transport would leave me shy of \$300K to buy what – a “previously owned” boat with inevitable undocumented (pun intended) “gremlins?” Said another way I was going to be buying someone else’s problems – a given notwithstanding I’d made “the best deal ever.”

Once deciding to ship the boat the next question was how? I reasoned there were three options. The first, preferred by Karen, was to drive the boat through the Panama Canal. Hmmmm, a production boat, traveling thousands of miles, with nary a mechanical or fuel issue? Given we’d have to hug the coastlines, and given my Spanish is novice (on a good day) I envisioned “scenarios” whereby I was trying to explain to a mechanic in Belize that “no sir, that doesn’t look like the impeller I need.” Also, given it was hard to “guesstimate” the cost of fuel, food and fees there were just too many “unknowns.” The second thought was to ship by boat, i.e., a transport vessel that did make the trip through the Panama Canal. The advantage to this option was I could keep the boat “intact” meaning the bridge would not need to be separated thus eliminating having “pieces and parts.” But there were also many disadvantages. For example, I’d have to get the boat from Virginia to the port of embarkation in Florida. I’d also have to pay customs fees both in Florida and Ensenada, Mexico, the port of debarkation. And, the quoted cost was \$30K which mitigated any perceived advantages and really would add only more drama during an already very busy period in our lives’. So, we settled on the third option, i.e., shipping over land.

I called many transport companies as well as several yards (to include the first yacht broker we used to purchase our 1993 34C in 1999) to find reputable “sources.” My primary concern though, throughout, was finding a “turn-key” supplier because I wanted the same guy who broke down the boat to be responsible for putting it back together – even knowing I’d pay more. I envisioned an “unknown” in California taking on the job, with “no guarantees,” and, oh by the way, “here’s some extra pieces and parts. Yikes!

I selected Rick Sweeten, whom many our readers know, owner of Line Six Services. I actually contacted Rick for the first time when he was in an engine room in the U.S. Virgin Islands. Because I didn’t know when I was going to actually ship the boat (we were still a year out from formal retirement, and again we were still on the Oceanside waiting list) the dialogue was really more along the lines of “this is how it would go and this is roughly what it would cost.” Throughout the year-plus before we actually shipped MAKIA III Rick and I stayed in touch. He was always patient and professional.

The call came that a slip was available in Oceanside on the seventh of August, 2015. I had one month (which actually turned into three months – after much groveling) to have MAKIA III physically in the Oceanside slip, oh no. The point here is that while I had some time it really was not a lot. Rick and I decided we’d move the boat in mid-September and that it would take about two weeks total for shipping and reassembly – boy, did that turn out to be, very much, over optimistic and I’ll explain why shortly.

Karen and I got MAKIA III to Summit North shortly after Labor Day – we had been on a month-long “farewell” tour of the East Coast. We cleaned her stem-to-stern and prepared to meet Rick, for the first time, in person. But wait, we had our first (of many) issues with the transport company. It seems the transport company had a boat currently in the transport cradle, bound for the New Jersey in-water boat show, with said boat still physically in Florida. So, notwithstanding we had an agreed upon shipping date (or so we thought), the transport company had no intention to “release” for transport “the other boat” for at least another week! Rick and his partner still showed up on the agreed upon date and began to prepare the boat for transport. A very involved process I asked Rick if he needed my manuals for reference? “Nope, [pointing to his head] it’s all up here.” And let me tell you he delivered (again, pun intended) consistent with the true professional he is.

Transport drama. We had estimated about a week for coast-to-coast transport and it turned out to be a month-plus. Here’s my recollection for why: one week waiting on transport to arrive; boat loaded but many days “held” in New Jersey due to possible hurricane coming up the coast; many days somewhere near the Mississippi River being “held” because the transport was overweight and they had to wait for the “correct” paperwork from “HQ” (Hmmmm, no ability to “guesstimate” the weight and route to be travelled?), a week-plus because a hydraulic suspension bag blew-out and the part

had to be fabricated, or ordered, or something; another several days waiting on the road outside of Phoenix if they didn't make it through the city by noon because their route was going to be closed due to a marathon race – they didn't meet their time hack. Drama? Yes, in my book, but the “additional” time gave us an “unexpected” period to settle the homestead in Idyllwild.

Lessons Learned (LL). Transport – and I believe Rick would agree, “whom” is selected to transport the boat is critical. Though this company had been reputable in the past they clearly missed the mark for this transport. Some, though not all, delays could have been prevented. There were cosmetic “boobos” (and I’m being nice) that could have been prevented, or at least disclosed. And, the driving team, though friendly and likeable enough, had some professional shortcomings. Boat preparation – you’ll note in the pictures, I had asked for, and paid for, the boat to be shrink-wrapped with the thought being a “protective layer” would benefit the gelcoat from inevitable road debris and the elements. What I didn't do was hang around long enough (we had left to travel overland to CA) to inspect the work. You’ll note in the pictures the boat is really only covered to about “the waterline.” From there the “fasteners” used (really only marginal strips of shrink-wrap) were simply not up to the forces of 3000 miles of travel. In the end the shrink-wrap tore loose several times and the transport crew attempted, unsuccessfully, to re-secure the plastic, which ended up causing damage vice protecting the gelcoat. The loose plastic ended up acting as a “sail” and funneling the tractor diesel exhaust and oil into a now contained area, i.e., the boat. The boat was both lathered in soot with spots of indelible diesel stains in the cockpit. Also, the back-and-forth wearing of a plastic strap “etched” a line across the forward section of the bridge. I would definitely shrink-wrap the boat again, but I would both have the entire boat wrapped and visually inspect the job once completed. “Hidden” costs: You bet. While the majority of the cost mentioned about went to Line Six (and in hindsight worth every penny) the boat owner (aka, you and me) pays the yard cost to both load and unload the boat. A couple “K” total and in the end you’re getting off reasonably. And then there’s those “you know I should do this while the boat is out of the water” projects that inevitably will crop up. All I’m saying is it’s not “just” the transport fee.

Wrapping up then, and in retrospect, would I do it again, and the way I went? Absolutely – no, zero, “second-guessing” from me. Would I do some things differently? You bet...in part as noted above. Bottom line (for me anyway), if you’re moving and boating WILL be part of your routine at your destination, then transporting your existing boat, albeit not inexpensive, is a viable consideration IF you are both involved and make an informed decision regarding “who” provides the services. I’ll end with a picture of MAKIA III moored off Avalon, Catalina. Note, we had gone to Avalon to watch the Long Beach to Catalina (and back) waterski race. An approximate 26 mile, one-way, course, the racers clear the turn-around vessel in under 30 minutes! They’re traveling in excess of 80 mph in the open ocean for just under an hour.

They’re on a specialized slalom ski (specialized binding too) with a kidney harness. What you see is a larger, traveling very fast, boat followed by a little dot, the skier, about three seconds later – they must have out a hundred yards of rope. Crazy!

