



The Daymarker

OCCOQUAN YACHT CLUB

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Commodore's Comments

Teresa Sorrenti

Well if the start of the season is any indication, we are ready for a good year. For the first time in a long time we did not have bad weather over Memorial Day. I am not counting the overnight storm, because only those folks from *Hot Schatz* and *Courchevel* were still awake to see that one.

The weather was a little cool for swimming, with only Dani Linck and Buoy willing to swim, but it was great weather for the annual march to the town of Kinsale. We checked out the Kinsale Harbor marina, under new owners, and are happy to report the

restaurant is open again. The town, of course, has not changed and again we did not time the walk to match the limited hours of the Kinsale museum. Another item for next year.

The Moorings restaurant gave us our own room, and we had a great time. Perhaps the highlight of the trip however, was Saturday night, when *Couchevel* radioed that they ran out of fuel and were awaiting a tow! PCs Coldwell and Wexler raced out of the Yeocomico by dinghy to check it out, while the rest waited on the dock for the arrival. It's all documented on Mike Fordham's video camera, as well as still



Fourth of July —OYCers from yesteryear rally 'round the flags to celebrate the summer holiday.

photos I have, so Steve can't deny it. The only excuse we heard was something about new props threw an unknown into his standard fuel consumption calculation (we all know he usually times it to arrive at the last drop). But, he and Kathy more than made up for missing happy hour by taking everyone on a happy hour cruise Sunday evening. All in all a great weekend.

I hope many of you got out the following weekend, which was the first 'hot' one. We had a wedding to attend, and I had to try to get to Columbus (took 6 hours, arriving at 2:00 a.m. and they lost my luggage, but that is another story). The next club event was the spring cruise, when Walt Cheatham proved you do not have to be present to organize a good event.

A Visit to Cobb Island

Although about half of the boats canceled, the weather was great going to Cobb Island. We had never overnighted there, and finally had an opportunity to go around the island itself: we walked the southern half with the dog and biked the northern half the next day. There is a lot of building going on. I happen to work with someone who lives on the island and she reports that they recently lifted a moratorium on building via a lottery, and all building had to be completed within a short time period. Shymansky's has redone the restaurant, and we were eating on the deck so that Arleen could have crabs (I agreed to help).

"Spendo" was with us

All was well until the check came; Ned is just too precise. He called the waitress over (poor thing was new there) to protest being charged for a "Heineken Dark," not realizing that he had *NOT* been charged for his pound of shrimp. She quickly agreed to bill him for the shrimp, much to everyone's entertainment. Just call him Eagle-Eyes!

Shymansky's was just resuming breakfast service this summer, and agreed to use our group as the test run. All reports are that the buffet was great with all types of breakfast dishes. Unfortunately, the rains arrived by afternoon and we had to delay departure for an hour or so. Even worse, *Touch of Fate* had one engine die, and had to limp into Aqualand for service. Duane did not make it back to FYC until Tuesday, but we hear all is well.

We were not able to make the M*A*S*H event at Tantallon, but we understand that as usual it was memorable. Dave Moore has a report in this issue.

Looking ahead...

Upcoming events: Fourth of July at Point Lookout is pretty well booked, and should be a great kick-off for the Worcester-led week-long. Be sure to sign-up for the PRYCA Float-In the week-end of July 17-19 so we can defend our PRYCA Cup. For some reason, the other clubs are determined that OYC must be stopped. (And here we thought this was a fun event) We will need all of the knot-tying and navigation expertise we have, along with the dinghy race and a new requirement to build a cardboard boat that can hold a person (yes, in the water!). All this and a dinner with DJ and brunch!

Don't forget there is more in store in August: another week-long, the Dinghy Regatta at Mattawoman, and even a two-week-long for those so inclined (see Peggy Ball's article).

In-between we have the Summer Cruise to Colonial Beach. Be sure to call or e-mail if you have any questions on these events. Also, if anyone wants to coordinate a group to go to the Washington DC fireworks, let me know; we only had 3-5 boats sign-up, but lost our coordinator.

Also, if any of you are interested in Impromptu Raft-ups, see your Fleet Captain: Linda and Laslo Bozoky for OHM; Gary and Nikki Linck for PWM; Ralph and Anna Burner for FYC; Tim and Beth Chaffin for Pilot House.

Safe boating, and we hope to see you on the river.



Vice Commodore's Comments

Janine Washington

Spontaneous raft-ups are 'in' this season

In case any of you were worried, after the long, cold, rain-soaked winter we experienced this year, your true-blue OYCers haven't forgotten how to party! The spontaneous raft-ups/dock parties are in full swing and show no signs of abatement.

In 1998 alone, Mike and I have been to seven (count 'em, seven!) spontaneous raft-ups and dock parties. This doesn't include dock parties for scheduled OYC trips and events so this is quite an accomplishment. I suspect there were more but we may have missed some due to family obligations (high school graduations, etc.). [*Congratulations, Mike -- Ed.*] In any event, *Kitt* is being thoroughly initiated into her new environment on the Potomac River.

Much to the probable chagrin of the attendees, here are some of the 'notable quotables' from this year's parties:
! In early March, the father and daughter team of Gary and

The Daymarker

Published monthly by the Occoquan Yacht Club

Tom Coldwell, PC, Editor

Mary Ann Coldwell, Editor's Editor

Jim Ball, Circulation

News and other materials for publication are welcome from any member of OYC. The deadline for submission of materials to **THE DAYMARKER** is the 20th of each month.

If possible, please submit copy by e-mail to:

coldwell@erols.com.

Fax service is not available. Word-processed copy may be mailed on a 3.5" IBM/MSDOS-compatible diskette to the editor at 10319 Commonwealth Blvd., Fairfax, VA 22032-2613. The preferred format is WordPerfect for Windows or DOS, but we accept Microsoft Word and ASCII text as well. By the 20th of the month.

Photographs may be submitted provided they comply with contemporary community standards for decency and do not reflect adversely on the club or its officers... unless it's a really good shot.

The editor may be reached by phone at home, 703-323-1675

Dani Linck of *Lovin' Life* did their homespun reenactment of the 'Titanic Swim' to rave reviews.

"Spellbinding! Riveting!" - Nikki Linck, Dani's Mom

"Gary's Swan Dive needs a little work. But I found the entire performance to be powerful and compelling" - Dave Moore, Captain of *Evermoore*

"Daddy PUSHED me!" - Dani Linck

! The crews of *Evermoore*, *Snarlin' Marlin*, *Off the Walls*, *Lovin' Life*, and *Kitt* got together for an impromptu cookout and dock party the Sunday after the OYC Flag Raising. Not even a violent storm could drive us away. We were having cocktails in our rain slickers on the fly bridge of *Evermoore* when we heard a big splash. Buoy, the Linck's Chesapeake Bay Retriever, had fallen off the dock.

"What is it with this family and docks?!" - Mike Fordham, Captain of *Kitt*

"Wuf, wuf. Daddy PUSHED me too!"

- Buoy Linck

! Not part of a raft-up event but still noteworthy in its own right, was the mangling of a rubber No Wake marker by my ever-vigilant Captain Mike Fordham on a night cruise to Georgetown during the PRYCA Blessing of the Fleet. Plowed right over it! Poor Mike, what a thing to have happen with three article-hungry club officers on board!

"Man! Is there anything on this river you *haven't* hit!" - Rick Sorrenti, Captain of *Sea Duck Too*

! There have also been quite a few impromptu raft ups at Tim's Rivershore with a recurring cast of characters from the crews of: *Seadated*, *Hot Schatz*, *Alexander's Dream*, *Lovin' Life* and *Kitt*. On the last outing the ladies were treated to a boat 'show' of a different kind.

"He looks just like Fabio! Hey, baby! Are those biceps real?!" - unknown (it wasn't me!)

So, for you newer club members, the moral of the story is: if you're looking for some fun and you want to be like the crews of the cool boats mentioned in this article (or if you just want a good laugh!) give us a call on the radio.

Hope to see most of you on the Fourth!

New members

Please welcome new members David and Lisa Von Colln from Alexandria, who keep their 27' Sea Ray *Excellin* at OHM, Jeffery and Jackie Cochran from Fairfax, who keep their 28' Chris *Fatty* at FYC, and Ted and Ilona Zsirai, Herndon, who keep their *Dream Weaver* at FYC.



Talking it over —Turn-of-the-century OYCers discuss plans for their upcoming week-long cruise to the Bay



Treasurer's Comments

Tony Mirando

Your wonderful hard working board has approved the idea of doing a yearbook. Susan Brown, the club historian, and I are the coordinators, but we need your help as well. The first thing that we need is a name, please give this some thought. I also would like to ask everyone to please take the time to take pictures as often as possible of the club-sponsored events or even a special event that would be worthwhile putting into the yearbook. The other part of the yearbook that is as important is a good literary article to correspond to the pictures. This will really give all of you who are frustrated writers to show off your stuff. I really want everybody to give this project special thought and attention. The more you put into this, the more the yearbook will be appealing.

Susan Brown is the club's official photographer, but she will be needing a lot of help, especially if we are to get those really good pictures. We will be setting up a small committee to handle the pictures and articles for the year book. As for the name please take my E-mail address and contact me with all your suggestions. Zaga75a@prodigy.com. If you don't have e-mail contact either Susan or me via telephone. The proposed Yearbook will be for the boating season '98. We hope to have it for sale at the '99 Planfest. We need everybody's help to make this work!



Secretary's Comments

Walt Cheatham

Around the World

We think it's quite a deal to go out in the Bay, and even more of an adventure to go all the way north to Baltimore or south to Norfolk. How'd you like to go out in the ocean and go around the world? How'd you like to go around the world in a race? That's just what the Whitbread racers that just spent a week in Baltimore and Annapolis are into. [By "just", I mean late April. This article was started for the June Daymarker, but it got lost in the move. When I got to Idaho with all the info to finish it and a plan to e-mail it from there, I found I had left the disk at home. And besides, nephew Lee has quit AOL. So here it is a month late—but just as compelling as it would have been if it had been on time.]

This is the seventh race they've sailed; they do it every four years. 31,600 miles of racing. Let's see now, that equates to roughly 32,000 gallons of gas the way *Walt's on Water* guzzles it, \$48,000 the way Dickie Lynn sells it. Wow! Now you know why I went to the Annapolis sailboat show last fall.

They've been gone seven months so far (seven legs of the nine-leg trip). Overall they will spend about 5 months at sea. When they left Annapolis on May 3rd, they were off to LaRoche, France with only the last leg (a simple sprint to Southampton) left. Pretty tame stuff for the nine 60-foot (waterline), 12 member crewed, million dollar, custom made sailing craft full of all sorts of the highest tech goodies. Their first leg started in September '97 from Southampton to Cape Town, and later they surfed the wild ride from Auckland to Brazil thru the inhospitable Southern Ocean with its whales, icebergs, and cold. One skipper described the terror of being chased by 30 foot waves down there, "you look straight ahead, and the crew looks back. When they stare straight up, hang on and get ready for the pounding". And the experienced said the North Atlantic could be the second most treacherous leg of the trip.

All depends on the weather, just like our little forays on the Potomac. Although when you are racing in blue water you don't have the luxury of diving into safe harbor or cove for safety.

Susan and I went over to the Inner Harbor to see the nine boats up close and personal (they say 300,000 people visited). Pretty impressive, those low, sleek machines with wild colorful markings and 85-foot masts (four sets of spreaders). They were on display along with a hospitality tent for each and a merchandising tent where I didn't buy anything, but did get a nice young saleswoman from Perth let me touch the wonder fabric Kevlar.

Everything I read said the traveling circus found our waters and hospitality to equal the perennial high point of the race, Auckland. To watch the start of Leg 8 to La Rochelle, David the kid got to go out on one of the 5,000 craft which Maryland authorities said jammed the Bay Bridge area. I guess the hospitality boat his friend got him on was as big as

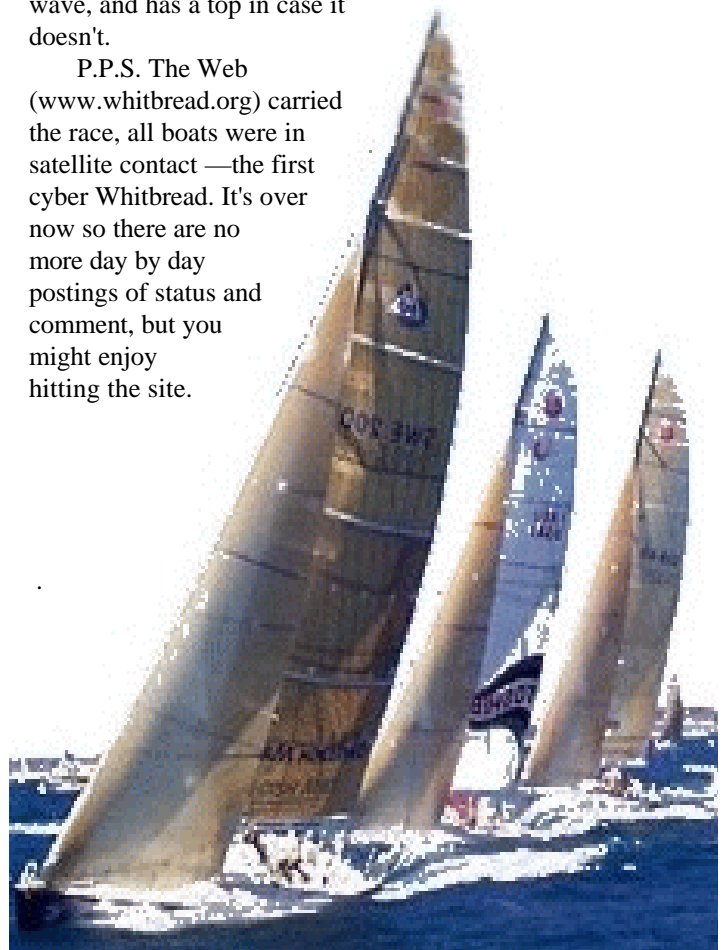
the *Spirit of Washington*, had free food, had a combo going, and had its two racers, *EF Language* (the race leader) and *EF Education* (with the all woman crew) circle three times for a photo-op and then go over between the two U.S. Navy ships for the start. Next stop: France—only 3,400 nautical miles. Is that exciting or what? Angus Phillips wrote in the Post that they headed to open water like racehorses out of the stable.

If most skippers were fearing the North Atlantic, none of them predicted the free ride north on the Gulf Stream from warm Ft Lauderdale to our Chesapeake would turn out to be the second worst leg. They had a north wind making short waves coming right at them as they rode the four knot current north, producing a constant pounding that caused one skipper to comment to the ESPN commentator that his boat had logged more air time than the sportscaster. Interesting point on that leg is that it was won by a maverick maneuver by the Dutch boat that bypassed the stream, and charted a course closer to shore with a strong southerly breeze.

So why is Cheatham writing about this stuff in the Daymarker? Maybe it is a tribute to our first commodore, Bill Shaw, a sailor, as Susan and I were way back then. A neat and very capable guy who simultaneously held down a Navy Commander's job in the Pentagon, was OYC Commodore, and was president of the Woodbridge Wireless (ham) Radio Club.

P.S. Even though I am stoked about all the above, the best vehicle I saw on display in Baltimore was the new Volvo Cabriolet (Whitbread winner gets the Volvo Cup). It was red; gotta have one. Plus, it will get almost 30 miles to the gallon, should be able to outrun a 30 foot wave, and has a top in case it doesn't.

P.P.S. The Web (www.whitbread.org) carried the race, all boats were in satellite contact—the first cyber Whitbread. It's over now so there are no more day by day postings of status and comment, but you might enjoy hitting the site.





Rear Commodore's Comments

Peggy Ball

Mid-south Bay cruise offers two week getaway

Ever gone on a week long cruise and found it over almost as soon as it began? Wished you could have just gone on and not come back for another week? Here's your chance.

The OYC 1988 first ever Two-Week cruise to the Bay will let you truly relax and enjoy your time away. Here's the itinerary (approximate distances in nautical miles):

- Sunday, Aug 23rd, Home to Point Lookout, 72 nm
- Monday, Aug 24th, Pt. Lookout to Tides Lodge, 45 nm
- Wednesday, Aug 26th, Tides to York River Yacht Haven, 40 nm
- Saturday, Aug 29th, York River to Onancock, 50 nm
- Monday, Aug 31st, Onancock to Crisfield, 25 nm
- Wednesday, Sept 1st, Crisfield to Spring Cove, Solomons, 40 nm
- Friday, Sept 4th, Solomons Island to Coles Point, 37 nm
- Monday, Sept 7th, Coles Point to Home, 60 nm

Trip total 369 nm

Call in your reservations quickly to *Peggy Ball, Cruise Coordinator, 703-569-2159 by July 10th.*

Things I have learned so far this year

by Ned W. Rhodes

1. It takes five rings to repack the shaft of a 400EC.
2. The term "Little Rat Dog" could be considered derogatory.
3. It is cheaper to pay Boat/US towing insurance and get towed in rather than purchase fuel before a trip.
4. There is one shopping opportunity on Cobb Island.
5. There is 35 feet of water outside Aqualand.
6. Going to the bow in three foot swells with no PFD is not a good idea.
7. Getting any boat slightly sideways in three foot swells does not feel good.
8. Always open the refrigerator slowly as contents may have shifted.
9. Wine bottles are breakable.
10. Yelling at your first mate about line handling always makes you look like an ass.
11. Consider buying used boats.
12. Replace impellers regularly.
13. Even your mother can forget your birthday.
14. Jim will do the dance if you pass or fail a CME.
15. Ice makers on boats are great.
16. The deadline of the Daymarker was changed to the 20th of the month sometime this year.
17. Open the containers of airline food facing away from you as the contents are sometimes under pressure.
18. Good friends make a great yacht club.



IPC invites you to fill in the blanks

Exclusive advance report on the 4th of July weekend

by Steve Wexler ... and *you*

Our faithful editor recently e-mailed all officers and event coordinators regarding the deadline for submission of Daymarker articles. I was on the list even though I really don't have anything to write about. But prodded into regurgitating some stale diatribe about some meaningless event I thought that I would provide Tommy C. with some idiotic filler—just in case he needed to complete one or more pages:

4th of July Weekend a Monumental (circle one) **Success, Disaster, Yawn**

The OYC July 4th 199__ Cruise to _____ was a _____ event. The weather cooperated on the down-river leg of the excursion but it seems that a weekend at _____ must always be accompanied by a little of the wet stuff. But the spirits of OYCers are never dampened. There were _____ boats in attendance and everyone safely arrived on Friday, although _____ experienced some _____ problems as they approached the docks. (By the way, if you have seen the Sandra Bullock in "Speed 2," how about that docking job where a 900-foot ocean liner wipes out the entire port of St. Marteens. Sort of reminded me of Rick Sorrenti and Walt Cheatham.)

The Friday night cocktail party was memorable, particularly when _____ took a long walk off a short pier [again?]. A glorious sunrise greeted us on Saturday morning. The athletic types embarked on a two mile hike to _____, while the more sedentary (as in "the majority") types dove into their bloody marys and mimosas. The clouds rolled in on Saturday afternoon but it didn't stop _____ from taking _____ and _____ on a quick fishing trip. Everyone congregated at the _____ restaurant where _____ was thanked for coordinating the event and Commodore _____ announced the upcoming schedule of events. Week-long coordinator _____ gave a quick update of the scheduled stops and then small groups broke out with hand-held GPS's trying to figure out the mechanics and particulars of waypoints (Sounds real exciting, huh?).

The evening's events were topped of by Body Shooters aboard _____ with First Mate _____ providing the best shot of the night. Sunday morning brought _____ mile an hour winds for the next leg of the trip, but everyone agreed it was nothing like the time at _____ in 199__.

Well that's my story and I'm sticking to it. Then again it appears that it's the same story. Well, Tom, it's better than when I used to take last year's article off the word processor, changed the dates, and turned it in as a current article. But then again maybe it's no different!

See you on the River!

July week-long cruise ready

by Mary Jo Worcester

Only a few more days to go till the July Week-long Cruise! That's if you're going on the OYC 4th of July trip also. We now have 14 boats going on the trip and as many as 15 at a couple of places (folks that are joining us a various marinas, but not going on the entire trip). Reservations are all made so all we have to do is show up!

We'll be doing a "poker run" that will last nearly the entire week. The first card will be drawn on Sunday upon arrival at St. Michaels. Rules will also be provided at that time. Also, a "week-long" scavenger hunt is being planned. There will be about 24 items on the list. You'll get the first eight items on the list on Sunday upon arrival at St. Michaels. At each new location, you'll receive the next eight items. Winner will be announced during our last night at Herrington Harbour.

Don't forget to bring snacks to share for our traditional OYC happy hour. However, rather than have a "scheduled" happy hour EVERY afternoon, we plan to only have our normal planned event (5:00 p.m., at the dock somewhere, (yada, yada, yada), on the evening of our arrival at each new location (e.g., Sunday evening at St. Michaels, Tuesday evening at Great White Oaks, etc.).

Steve has been busy setting way points so if you need information, give him a call. He's also been busy installing "new stuff" which never is as simple as it seems. That's another story!

So... we're *almost* ready. Just have to purchase the month's supply of food and pack the month's worth of clothes (men will not understand this). They'll be busy worrying about spark plug wires, fuel filters, nut packing, and BEER.

See you soon. If you have any questions call Steve or me at 494-2383. P.S. Don't forget your golf clubs!

The Datemarkers

July Anniversaries

Tom & Mary Ann Coldwell, 6
Kevin & Marcelle McCarthy, 8
Eugene & Susan Brown, 9
Roger & Laurie Dahl, 18
Ed & Martha Jane Dodd, 18
Monica & Henry Lovell, 24
Jim & Peggy Ball, 25

Birthdays

Frank Holland, 5	Kevin McCarthy, 8
Mary Ann Coldwell, 14	Elaine Robey, 14
Leo Smith, 14	Nicky Linck, 16
Russell Barnes, 20	Jay Wilmeth, 22
Donald Uber, 22	Susan Brown, 22
John Robey, 23	Irene Tercy, 25
Barb Egmore, 30	

4077th M*A*S*H party was a blast

by Dave Moore



The Tantallon Yacht Club's 4077 M*A*S*H theme party held June 13 and 14 was a real success as any of the OYC attendees can tell you. The *Golden Rule*, *Amazing Grace*, *Rock'N Robin*, *EZ Commute*, *Alexander's Dream*, *Dream Weaver* and *Evermoore* made the trip and the crew of *Hot Schatz* as well as Steve and Paula Wexler arrived by land barge for the fun times.

The clubhouse was decked out with olive drab reminders of the infamous movie set of M.A.S.H. John and Kathy Corley arrived on their boat with compresses and bandages and were immediately taken to triage for treatment which included a special blend of hooch which was an instant cure. Many other patients self-treated their needs with the hooch and the party began.

Stethoscopes were popular and many heartbeats were counted as the dancing began after a fantastic meal was served by the M*A*S*H/TYC cooks. After the hooch took hold I know I saw Margaret and Hawkeye dancing and Father Mulchahy even made the moves on the floor.

Those OYC members who took the time to thank the TYC volunteers earned many points for OYC, as the members of Tantallon worked very hard to bring this event together in a short period of time. Carol and I enjoyed working with TYC in some of the planning as well as setting up Friday night (we arrived a day early to help and to make sure the hooch tasted just right).

Ted and Ilona Zsirai (*Dream Weaver*) joined OYC and signed up for this party all at the same time.

As new boaters with their first boat trip to this event, we believe they are hooked on the fun OYC has when we go anywhere but



Who? —Hawkeye, Radar or Dave Moore? especially to Tantallon. Welcome Ted and Ilona !

Sunday morning came as well as the sunshine, Bloody Marys and then a fabulous brunch, 4077th style.

Hopefully some pictures will show up soon to show others what they missed. The OYC boats returned to home port at a leisurly pace in the afternoon with the crews carrying memories of a fun weekend.

OYCers defect to Florida

A letter from Herb Saunders, ex-skipper of *Bandit* ...our new address: 4490 Sandpebble Trace #205, Stuart FL 34996. Tel. 561-334-3539. Jackie and I, addicted to year around boating and smitten by the Florida lifestyle, have concluded that we need to stay here full time. Besides, I'm tearing up the Senior Softball League and I've signed a new multi-year contract for big bread.

With our new AWOL TOO, a 1997 Mainship 34, we had a variety of warranty problems—some minor, some not. Initially, Mainship stonewalled me. After exhausting conventional means, I elected to resurrect some previous experience to get their attention. It worked in spades. Mainship took the boat back to the plant (the one I planned to picket) in St Augustine, fixed everything, did a number of good things I didn't ask for and then threw in at their expense a number of upgrades that I did ask for. So it all turned out well and the boat is running great. We will shortly cruise across Florida via the Okeechobee waterway to visit the Sandy Leathers' on the West Coast. In the late summer, we will head for the Keys to visit some friends.

We plan to be in Virginia (by car) just after the 4th of July for six to eight weeks to settle affairs (so to speak). We expect to lurk around some at the Occoquan Harbor docks, and will look forward to seeing our yacht club friends at one or more of the events scheduled during that period.

We fly the OYC burgee in Southern Florida and plan to continue to do so. As some of you old poops get increasingly feeble, you may find yourself migrating toward OYC South, and that flag may look pretty good— if you're able to see it.

Best to everyone, *Herb Saunders*

Boating safety course starts July 6th

Just in case you or someone you know wants to take the Coast Guard Auxiliary Boating Safety Course, the Occoquan Flotilla of the Coast Guard Auxiliary will be holding its next course starting July 6th Monday and Wednesday nights at 7:30 for four weeks at Hayfield High School. If anyone needs more information, please contact Jim Ball, OYC's Membership Chairman & PRYCA Delegate, 703-569-2159 or jball@erols.com.

Dinghy Regatta Raft-Up

by Mary Lynn Camden

The time is drawing near for the OYC annual Dinghy Regatta/Raft Up, August 22-23. Okay, I have to be honest with you. I have never been to a Dinghy Regatta. So when Randy said, "Let's coordinate the Dinghy Regatta/Raft Up!" I said, "Sure!" *before* I realized that "Let's" really meant ME! So off to the Internet I went. I didn't find anything helpful so I asked my co-worker, who happens to own eight boats (not one of them over 20 ft long), he says "I have no idea what a dinghy regatta is." Not a problem, August is such a LONG time away and I'm not worried. Yeah, right!

So I decide that Randy needs to help out in this as well. Bless his heart - he sent me to last year's coordinators (Susan & Eugene Brown). With a bunch of help from last year's Dinghy Regatta coordinators, and some thoughts of our own, we have some wild and crazy plans made for a fun event. AND that's all I'll say (details in next Daymarker).

We'll be there early Saturday, so if you want to come early, come on over to Mattawoman; look for the balloons in the OYC colors. We'll start the races sometime Saturday afternoon. A sign up sheet will be available; and then we are off. (Racing, I hope!)

In case you may have heard, we have put our boat on the market. We're gonna go bigger (eventually). Something about the kids needing their own "space." Regardless, we will be there with the *Abominable Snowman* or our dinghy (Jet Ski still to be named *YETI*—look it up) to coordinate this event. Please drop us a line if you know that you will be attending regardless of race participation (no powered dinghies for you easy goin' types) either by mail 8808 Brink Road, Gaithersburg, MD 20882, by email mlcamden@mitretek.org, or call 301-869-2885. For you last minute planners, I'm sure we can make room.

Still time to join the second week-long, August 8-16

Yep, there's still time to join this fun Potomac and Chesapeake Bay cruise, August 8-16. The itinerary appeared in last month's Daymarker and the registration form is below. You must submit your registration and \$40 deposit by July 25. If you want the detailed schedule or have questions, call Cruise Coordinator Susan Brown, 703-339-6404.

Sign-up form for the August 8-16 week-long cruise

Captain and crew names: _____ Phone number: _____

Boat name _____ Length _____ ft. Beam _____ ft.

Electric service requested (check one): One 30 amp _____ Two 30 amp _____ One 50 amp _____

Fill out this form and send it, along with a \$40.00 deposit check payable to Susan Brown, addressed to Susan Brown, 9652 Eaton Woods Place, Lorton, VA 22079, due to Susan by July 25.

Drift Pin a curious find on Potomac



This ol' boat —source of the drift pin

Long ago, and not so far away—actually just off of Dave and Carol Moore's Occoquan Bay beach—some type of square-ended vessel was driven ashore, and has remained there since. We don't know what it was or when it was—yet!

For years the relentless currents and tides of the Potomac tore at its planks and buried it so that now at the turn of this century—and only at low tide—can the remains be seen. From this wreck, Dave gave me what looks like a bent old rusty bolt with no head or screws to take to an archaeologist I know to see if anything could be learned.

Several weeks ago, I had arranged for Bruce Thompson, the marine archaeologist from the State of Maryland to speak to the Coast Guard Auxiliary Division Board and staff about wrecks of the Potomac, and history has begun to unfold.

Bruce's presentation was a fascinating history of shipbuilding and stories of wrecks on the Potomac, most of which are still down there, but not in very good condition due to time and scavengers. Bruce and his small staff have the job of locating and protecting all nautical artifacts in the rivers of Maryland as well as Maryland waters of the Bay.

But back to our story. When I showed Bruce the old bent rusty thing, he said "That's a drift pin." He explained that they were used to hold boats together since the days of Columbus up until the turn of the last century. He carefully looked and said "It's iron, and it looks forged. If it is forged, that means it predates 1840."

I told him that the wreck is at the location where Featherstone Road once most likely ran right to the Potomac River. He said "I'd like to see this wreck, it could be one of the oldest ferries on the river." So, Bruce will someday soon be visiting the Moores to look at the wreck to see what can be learned about its past.

Bruce has also said he will share more information with me on the shipwrecks and artifacts that have been recovered from the Potomac. When he does, they will find their way into the Daymarker for posterity.

The good news is that Bruce has been invited to be at the PRYCA Float-In to exhibit the many artifacts that he has found in his expeditions and explorations. It's a thing you don't want to miss; so send in that registration form (in this Daymarker) to me pronto!

Jim Ball

Where Am I?

by Leon Frank

(from the Silverton Owners Club newsletter)

Our Government, anxious to serve all constituencies, found that boating couples spent an inordinate amount of time standing over a navigation chart arguing about where they were. Further Government studies showed that there were TWO leading causes of *divorce* among boating couples: Arguing over navigation AND pumping out the holding tank. Taking the *less* smelly job first Congress rushed out and invented Loran C. The "C" designation to help us in distinguishing it from "A".

This allowed boaters to storm into their local boating supply store and spend several hundred dollars to purchase Loran C equipment, which supposedly would help them to always know exactly where they were and assumedly reduce the high number of divorcing boating couples. However, seeing two 6-digit numbers on a miniature screen in bright light on the bridge did little to tell boaters they were and arguments between boating couples increased rather than decreased. *The holding tank was still an issue.*

Congress, never a body to be caught in inaction or a state of not spending money, reverted once again to technology and invented GPS. Which was a great project since it involved spending billions on launching satellites and would provide even more location accuracy except.... some boob in the Pentagon decided that having thousands of boaters knowing exactly where they were was somehow a threat to national security. So they added Selective Availability to reduce its accuracy back to approximately the level of Loran C. This gave boaters a chance to throw their Loran C systems overboard and storm back to the boating stores and spend hundreds of dollars more to purchase a piece of equipment called a *differential*. It also gave hundreds of idiots who write for boating magazines the opportunity to write articles comparing GPS and Loran C accuracy, knowing full well the GPS was intentionally made inaccurate by the Pentagon.

Congress persons have apparently never tried to steer a speeding motor-yacht according to a mindless progression of latitude and longitude numbers, while keeping an eye on the depth sounder and arguing with your spouse, who is calculating the number of times the head has been flushed since the last pump-out. Divorces continued to rise.

Congress, knowing they had done their best to make the world a safe place to live in, then created a comprehensive policy regarding boat holding tanks called "Don't ask. don't tell." They then went home for recess.

Filling the gap left by the bureaucrats, private industry stepped in and invented computer navigation systems. These simple computer programs took the latitude and longitude numbers generated by the GPS and Loran C and placed them on a chart on the computer screen. The computer very simply does what you do when you take a ruler and follow the latitude and longitude line down and out from the sides of the chart; it places the boat where the lines meet. The good thing is, it does this as the boat moves through the water, so you can always see exactly where you are ON the chart. And, in the latest versions, where you are going as well.

The computer charts typically look exactly like the charts you are used to, and the computer gives you the option of zooming in or out, depending on how much detail and how much area you want to see. Typically when going slow in a channel, you zoom in, and when cruising in open water, you zoom out.

There are several different computer navigation systems on the market, none of which promises to reduce your likelihood of divorce. They run around \$500 for the software. (Obviously you have to already have a laptop computer) And then you need to purchase the charts for the area you will be boating in. Just like the paper charts, and these typically run about \$200 per area.

One of the nicest features of the computer navigation systems is the ability to plot your routes whenever you want and wherever you and your computer happen to be. You don't need to be sitting on your boat to plot routes and enter waypoints; you can do it sitting at your desk in the middle of the week. To plot a route simply run your mouse over the course you want to take; the computer will calculate the latitude and longitude of each waypoint along with range and bearing between them. The computer, of course, has no limitations on the number of routes or waypoints it can store.

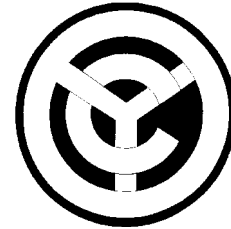
When using the computer for navigation, simply follow the route you have laid out. Most programs give you a trend line as well as the current location of the boat. This is a line extending out from the boat icon that tells you where the boat will be in 5 minutes with your current speed and course. Once the boat is on the route line and the trend line is on the

route line, you are sure to reach exactly the point you've set as a waypoint. It is a real thrill to travel some 15 miles down the Bay using Green-3 as your next waypoint and then hit it exactly when you arrive. No more driving around with binoculars trying to read the markers from a mile out.

There are several competing software packages available. Some of the features that are important in choosing a software package: Ease of plotting a route, ease of following a route, automatic chart selection and chart changing, whether it will drive an autopilot, whether you can delete selected details from the chart.

Each software package typically comes with a serial port connector and wire along with instructions to connect your computer with your GPS or Loran C. They all seem to work pretty well out of the box if you follow directions correctly. They all have their own idiosyncrasies and ideally you can get a trial period anywhere from 30 days to six months to see if you like the particular version you have chosen.

If you're still wandering around fighting with each other over where you really are, get a computer navigation system. It will make your life a whole lot easier. And for heaven's sake, pump out your holding tank. [At an approved pump-out station, of course!]



Occoquan Yacht Club 1998 Schedule of Events

Including names and phone numbers of event coordinators

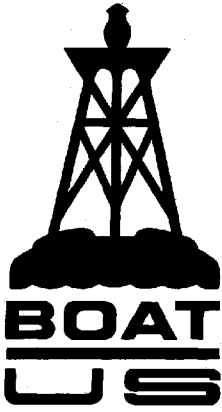
Events subject to change, consult future editions of The Daymarker for updates.

Jul 3-5	Fourth of July Cruise—Pt. Lookout or... Fourth of July Raft Up in DC	Steve Wexler, 437-0687 (No coordinator, you're on your own, bubba.)
Jul 6-12	OYC Week-Long Cruise I	Steve Worcester, 494-2383
Jul 17-19	PRYCA Float In—Ft. Washington	Jim Ball, 569-2159
Aug 8-15	OYC Week-Long Cruise II	Susan Brown, 339-6404
Aug 15-16	Summer Cruise-Colonial Beach	Carol Walsh, 425-7699
Aug 22-23	Dinghy Regatta Raft Up	Marylynn Camden & Randy Snowman, (301) 869-2885
Aug 23	OYC Double Week-Long Cruise III & IV	Peggy Ball, 569-2159, & Tom Coldwell, 323-1675
Sep 5-7	Labor Day Cruise—Coles Point	Steve Wexler, 437-0687, and Rick Sorrenti, 590-6724
Sep 12-13	Shrimp Feast—Mattawoman	Aaron Martin, 491-1287, & Mike Fordham, 590-3653
Sep 18-20	PRYCA End Of Summer Party	Jim Ball, 569-2159
Oct 10-12	Columbus Day Cruise	Jay Wilmeth, 698-9760
Oct 15-18	Annapolis Power Boat Show	Donald Trump or Bill Gates
Oct 30	(Friday night) Membership Meeting, Chili & Photo Contest & Halloween Party—FYC	OYC Board
Nov 7-8	Hardy Souls Cruise—Alexandria	Mary Jo Worcester, 494-2383
Nov 28	Santa Cruise	Walt Cheatham, 491-3956
Dec 5	Holiday Party & Change of Watch	OYC Board
Anytime	Spontaneous Raft Ups, Parties, etc.	You could get one started. Call some buddies.

Save this schedule

Notes from the Boat/U.S. Website

(www.boatus.com)



"Serenity" is 1998's most popular boat name

For the fourth time in seven years, "Serenity" is the most popular name for a boat, according to the annual survey conducted by BOAT/U.S. "Serenity" also topped the BOAT/U.S. list in 1992, 1993 and 1996.

The BOAT/U.S. Boat Graphics Department, which produces boat lettering for the Association's 500,000 members,

keeps a record of the most-requested names each year.

The ten most popular boat names for 1998 are

1. Serenity
2. Osprey
3. Obsession
4. Wind Dancer
5. Therapy
6. Destiny
7. Fantasea
8. Escape
9. Odyssey
10. Tide Runner

Interestingly (or not) no OYC boat name appears in the top ten. Would've thought *Abominable Snowman* or *Mutants on the Bounty* might have scored. Maybe next year.

Hurricane season is here; prepare your boat now

It's hurricane season and boat owners should prepare a plan of action now to protect their boats from storm damage, advises BOAT/U.S.

Last year's almost non-existent hurricane season likely won't be repeated in 1998, according to Dr. William Gray, the well regarded hurricane prognosticator at the University of Colorado. Gray is predicting the 1998 hurricane season will see 10 named storms (average is 9.3), six hurricanes (average is 5.8), two of which will be classified as intense hurricanes (average is 2.3). An intense hurricane is Category Three (winds of 111 mph) or greater.

Boats are vulnerable to hurricane forces—wind and high water—even dozens of miles from the eye of a storm. But the probability of damage can be reduced considerably with preparation. Here's what boat owners should do now:

Shop for the supplies you'll need to secure your boat—extra lines, chafe protection, fenders, anchors, duct tape and port plugs. As a hurricane approaches, these essential items are usually in short supply.

Decide where you will keep your boat. Storage ashore is generally the best protection, but if you won't be able to take your boat out of the water, find a snug harbor

If a hurricane is headed your way, here's what to do:

Use duct tape and plugs to seal hatches, ports, windows, doors and vents. At a dock, make the lines as long as possible and add extra chafe protection. Set anchors and install extra fenders to keep the boat away from pilings.

Take electronics, other valuable equipment and documents off the boat. Strip canvas and sails to reduce wind resistance.

Finally, go home! No one should stay aboard a boat during a hurricane. For a free copy of a BOAT/U.S. guide to preparing boats for a hurricane, call 1-800-274-4877

MSD's required in Maryland waters as of July 1

A new law goes into effect July 1 which takes the clean up of the Chesapeake Bay and its tributaries on to the water itself. Any vessel in Maryland waters which has an installed toilet will have to be equipped with a marine sanitation device (MSD) certified to meet US Coast Guard standards.

The law copies federal marine sanitation device requirements that have been in effect since 1980 and have been enforceable by the Coast Guard. Violators are subject to a fine of up to \$2,000.

The law also requires that any outlet on a boat that allows dumping sewage overboard be blocked so that raw sewage can't be dumped while operating in Maryland waters. Acceptable methods of securing the sewage valve include use of a padlock, a non-reusable wire tie, or by removing the valve handle.

Erroneous report on life jackets causes a stir

A May 29 story by the Associated Press implied that new Coast Guard regulations were imminent that would require boaters to wear life jackets. This story has created a great deal of confusion among boaters. There is currently no proposed regulation or proposed legislation to require the wearing of life jackets. The Office of Boating Safety at Coast Guard Headquarters did publish a "Request for Comments" in the Federal Register late last year. The comment period was extended into 1998 to allow more boaters to comment on a variety of questions on life jackets, as well as boater education. The only "news" of late is that the comment period ended May 29. Coast Guard officials told BOAT/U.S. that it will take months for all the comments to be summarized and the issue is not likely to come up again before October when the Coast Guard's National Boating Safety Advisory Council next meets.

From the Internet: Anchorage Etiquette

Proper nautical etiquette gives the first boat to arrive at an anchorage the right of swinging room over those that follow. Not only is this the polite thing to do, it is also the law: U.S. Admiralty Court decision 124-5861, of 1956. Before coming to anchor, select a spot that allows those already on the hook room to swing freely. Those who come afterward must anchor clear of other boats and are the ones required to re-anchor should their anchors shift.