



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

The Daymarker

July, 1985, Vol. II, Issue 6

COMMODORE'S COMMENTS BY BILL SHAW

It's hard to believe that the season is almost half over! So far it's been great and I've enjoyed meeting and socializing with most of you. Up coming events include a cruise to Gunston Cove to watch one of the year's major meteor showers on 17 and 18 August.

Power and sail operators should make your calendars for our Predicted Log and Sailing Regatta on Saturday, 14 September. This event is open to all and is listed as a major activity by the Prince William County Tourist Bureau.

I would also like to remind all who have not taken advantage of the USCG Auxillary safety courses that the next offering in the six lesson Boating Safety and Seamanship course starts 5 August at Hayfield High School. Contact Bob Platt 971-5255 for reservations and more information.

Please keep setting the excellent example you are known for on the water. Have a safe and enjoyable summer.

FOURTH OF JULY DOCK PARTY

The Fourth of July Dock Party was an overwhelming success thanks to the efforts of our fantastic social committee of Wayne and Nancy Cates (of Cates & Mates). Hot dogs, beer, soda, and all the trimmings by various members made it a relaxing and enjoyable time. We even proved you can get 50 people under a 12 X 12 canopy if it rains!

The river was exceptionally well diciplined with virtually no wake generators. PWM must have launched nearly (if not over) 100 boats, all in a very organized and effective manner. Hats off to Dockmaster-of-the-Day, Dick Lynn and his staff who did a tremendous job at this very challenging task

POT-POURRI BY GENE FICHTER, VICE COMMODORE

- Is it true that our Commodore ran aground twice COMING OUT OF HIS SLIP to participate in the weekend cruise to the Dunes?
- The picnic table at PWM is sure getting utilized with many impromptu evening get-togethers and buffetts. This is one of the kinds of things that makes our club unique in that friendliness of the members brings joy to all.
- Who are the ardent sailors now going to switch to powerboating? (They claim they like to cruise alot and their time is limited.) (A. & L.M.)
- It sure is a nice sight to see when boaters display their ethnic background flags to dress ship. This custom is observed throughout the world and especially on some homes in seashore communities. Kind of gives identity to oneself. We have found some large (2x3) flags which are well made at National Capitol Flag Company in Alexandria.
- Speaking of flags and flag etiquett, if you're not sure of the proper display consult with your officers. They have available Chapman's (THE BIBLE) for your perusal. After all, you do want to look good and appear that you knows the ins and outs of yachting, don't you?
- Congratulations to Captain Annie on her purchase of a new SeaRay. Perhaps now she won't have to be towed in as much. (Luv ya baby)
- Speaking of endearing terms, who is the Flag Officer who calls everybody "Sweetheart"? (G.F.) Must be a leftover from his New Jersey background and his idol Humphrey Bogart.
- Congratulations are also in store for Lou Nanni (Eva-Maria) on his promotion in the Coast Guard. He keeps talking about a "wetting down." This could have several connotations. Anyway, we're looking forward to another party in celebration.
- Young Mike Broker is really catching fish off the docks and shares with everyone. Just put in an order and I'm sure he'll deliver.
- Glad to hear Ken Gemsheim is out of the hospital and ready to get active in the club's affairs again. We missed him and were concerned.
- It's not really true that Bob Fisher has purple curtains on his Martinette. He claims it's a film placed on his windows which gives the appearance of purple curtains. (Sure, Bob!)
- For the members based at Hoffmaster's Marina you might want to share information with the Captain of "La Mouette" who has agreed to kind of organize news. Better catch them during the week since they are liveboards and go cruising on weekends.
- Lots of boaters have pets, but you should see the "Character Dog" which calls "Tillie Too" home. His master plays a mean dulcimer.
- Ever wonder how "The Dunes" at Mattawoman Creek got there in the first place? I don't know the answer, but it would make a terrific question for our Occoquan Trivia Game.

POT-POURRI CONT'D

- If you really want to know how to cook--and prepare seafood, ask our liveboard Doug Bond. He's a waterman from way back and will surely extoll the virtues of St. Mary's County, Maryland.
- Another avid seafood lover is Jon Bedsworth, also a liveboard. His speciality is crabs and lobster. He has a secret recipe and believe me, they're mouth watering.
- Who is our member building a half-million dollar home with swimming pool and allegedly might have a Club swim function? (F.W.)
- How about those Rubley's. They showed off at least five stringers of catfish, each at least two feet long which they caught about a mile north of the power lines by Quantico. They fish frequently and clean and freeze their catches.
- Jerry's Rings 'N Things in downtown Occoquan (a club supporter who gives us 10% off purchases by showing membership card) has announced that he has found a new source for Seiko Watches. Prices start at \$51 and carry a one year warranty.
- Your Board of Directors feels strongly that this is your club and that we represent you and your views. You are always invited to our meetings and minutes are always available.
- A 72-foot Chesapeake Bay Schooner (19th Century replica) "Lady Maryland," will be built and moored in Baltimore to serve as a classroom for 40 people under the auspices of the Maryland Academy of Sciences.
- Terrific! Have you seen the First Mate of the Equinox handle that 38-footer. She comes in and out of that slip with ease. She always receives applause from bystanders. How about it Captains? Have you had your First Mate pilot your vessel? It's a good idea in the event an emergency does occur. Even if she can't make it into a slip, the end of a T-Dock is usually available and then the boat can be returned to a slip later; that is, unless the Mate is proficient as Terry.
- Will Bob Williams EVER finish fixing his boat up? It sure looks good and he has put in many loving hours of work. But the name, Bob, "Bobby Hatch"???
- What two children on the "Main Event" still are trying to convince people they have a dog when everyone knows it's a lamb?
- Speaking of dogs, have you seen the darling puppy belonging to Dick Krause?
- NOW HEAR THIS!!! Your Board will be meeting with Pat Gilstrap, the Restaurateur who will be operating the new Pier Five Complex at PWM, to share views. Pat has indicated a willingness to work with the club in providing the finest service available. He plans to have valet dining and catering. If you have several guests he will provide whatever is necessary, including silverware and napkins, all encased in a thermal protection and served on your boat. When you return or are finished they will even clean up. That's First Class and we appreciate the management taking into account our concerns.

POT-POURRI CONT'D

- If anyone has pictures of the Tall Ship "Providence," I would appreciate a copy as I know someone aboard who would like them.
 - Need a new name or new home port painted on your boat? Perhaps your old name needs a touch-up? I ran across a fantastic artist who does a tremendous job. Contact D. Colvin 670-7242.
 - Who are the "Moonies" at PWM? For the answer ask the management.
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FOR HISTORICAL STUFF BLUFFS

- Did ya know that in the early years of Washington, Pennsylvania Avenue was often flooded and boats navigated this new waterway?
- It appears that Ice Cream was also invented in our "Bigtown" (D.C.)
- Are you aware that the Potomac River is 385 miles long from its headwaters to the Bay?
- Wades Bay is named for Zachariah Wade in 1665. Hemp was grown on the shores and later sold to Alexandria Cordage firms. Rumor has it that in 1978 this weed was still being grown along the shores from which Marijuana was legally being processed for medical use.
- Did ya know that downtown Occoquan had a Cotton Mill?
- Since 1852 the U. S. Army Corps of Engineers has been in charge of improvements on the Potomac River and responsible for the enforcing of Federal Laws enacted for the protection and preservation of its navigable waters.
- Mattawoman Creek was inhabited by the Mattaponi Indians and in their language meant "Where one goes pleasantly."
- Sweden's Point in 1886 was known in "Sweetman's Landing."
- Fort Washington was built of stone quarried from Occoquan and trimmed with Aquia Creek Sandstone.
- Occoquan (originally the natives called it Aquoconde) was possibly an unauthenticated Spanish settlement. It's name means "At the end of the water."

NO WAKE

No wake is now a reality due to the hard work and efforts of several of our members. Special thanks goes to Dale Jacobs, Steve Worster, Dean May, Dick Lynn and the Prince William Marina staff for spending countless hours assembling and then installing the pilings and signs to finish the job.

OYC also commends Prince William and Fairfax Counties for enacting the No Wake legislation and providing the signs and bulk of the installation materials. HATS OFF!!!

SAIL COMMODORES DITTY BAG BY AARON MARTIN

July is here and before long the Second Annual OYC Regatta will be upon us. I will dedicate my next three articles to those sailers who have not raced before. If you have only cruised in your sailboat you are used to a normally leisurely pace. Why race you ask? First, it affords you the opportunity to compare your sailing skills with other sailors. Second, you will learn how to prepare your boat for racing, and third you will be a better sailor for having raced. This article is about boat check-out for racing. The next will be on the racing course and the starting signals, the last on a few racing tips.

Pre-Race Check List

1. Any worn lines? Hayards OK? Sheets OK?
2. Any loose cleats?
3. Smaphooks and other fittings OK? Springs still tight enough to hold?
4. Other hardware items: turnbuckles all properly pinned? rudder fittings sound? centerboard hardware? gooseneck?
5. Anything bent or worn? Look the boat over good.
6. Rudder and tiller showing no cracks or splits.

On the date of the Race

1. Sails set up right? Hayards OK, with cleats set up properly. Outhaul right for the winds? Vang set?
2. Stopper knots on the ends of sheets, traveler lines, other working lines. Use a "figure of 8" knot not an "overhand."
3. Rudder and tiller secure? Centerboard moving freely?
4. Wind pennants OK? Where you can see them?

CRUSING LINES-- BY JOHN PIPER

How many of you have adequate lines aboard for cruising? This article is primarily aimed at the power boaters, since the power boats has fewer requirements for lines than a sailboat. We have all seen the classic weekend voyage get underway by casting off the dock lines (and hopefully leaving them nearly aligned on the dock). But what is left on board?

What should be left aboard are known as "Crusing Lines" and includes provision for any anticipated activities that you may encounter. First and foremost is the anchor rode. Your ground tackle is your emergency brake and it will do you the most good if it is rigged ready for letting go. This includes having the anchor rode chackled to the anchor with the pin safety wired. The bitter end of the rode should be secured, preferably within the forepeak or chain locker. The anchor rode can also be used for a tow in an emergency.

Now, how about going into the fuel dock? The Prince Willima Marina does not provide lines at the fuel dock. Most places do not. So this calls for at least a bow and stern line. If you anticipate the need for fuel, these lines should be rigged and ready for use, not tossed into some locker. Rigged means secured to the bow and stern cleats with the lines lead into the cockpit for ready access. Unless you have a second crew member on the bow, leading them into the cockpit will allow you to handle them both.

CRUISING LINES (CONT)

Have you ever tried an approach to a pier where the wind or current throws you off and you end up going in on the other side? Have you ever tried to shift those pre-rigged bow and stern lines from port to starboard while crashing down on the pier in nasty weather? The solution to this dilemma--a second set of bow and stern lines, also pre-rigged but on the other side.

Cruising to a different marina? You will need to carry your own dock lines. Two bow lines, two stern lines and at least one spring line. Make sure all lines are long enough to reach in an oversized slip. For a simple overnight in fair weather, it is usually easier and simpler to pass your bow lines around the pilings and back to the boat rather than tie them securely to the piling. In the morning, just uncleat one end and pull! But this means bow lines twice as long as usual.

We are approaching a bare-minimum set of cruising lines. The off side bow and stern lines could be shifted for use as spring lines when securing to a pier or rafting with another boat. But how about safety? On some boats it is convenient to rig safety lines while underway. In rough weather, a strong safety line to grab when going forward or leaning over the transom may just keep you aboard! And don't forget spare lines.

A plan which we have used is to use a brand new set of dock lines in the fall which are added to the existing dock lines to double up the lines for winter close down. In the spring, the older set of dock lines is turned into cruising lines while the almost new set is kept for the summer dock lines. In this way, we always have good strong dock lines securing the boat while we are away during the week and the cruising lines are being replaced year by year with fairly new lines. By the time they filter down to the spare lines, they are stiff enough or worn enough to be thrown out.

Keep an eye on your anchor rode too. Have two anchors? They won't do you any good without two rodes. If you anchor alot, reverse the rode end-for-end every season to equalize wear. When the rode gets worn, replace it! It's cheap insurance.

In short, try to plan for any eventuality and be prepared for it. You never know when you go out whether or not you may be forced to anchor, raft, tow or be towed. Be prepared.

CLASSIFIED ADS

FOR SALE: 1969 Morgan 28' Sloop--the "Maggie Lynn"--4 sails, 22HP inboard, fixed keel and center board, full instruments, sleeps 5, equipped for cruising, excellent condition. Call after 5:00 pm 491-1287

SUGGESTION OF THE MONTH

A safety tip from Jon Bedsworth--Because most boats have fuel and cooking equipment on board (and some have smokers, too), there is always a chance of fire. Jon urges every member to install a smoke detector on board to give you the necessary edge to either extinguish the fire or escape to safety. Small battery-operated detectors can be purchased at places like Radio Shack.

GALLEY NOTES BY LYNN MARTIN

When you're on the go, Kabobs are a great make-ahead meal. Marinate the meat and precook the vegetables ahead of time. Complete your meal with rice, at the same time you're precooking the vegetables. Then refrigerate the rice until you're ready to use it. To reheat, in a saucepan add about 2 tablespoons water for each cup of cooked rice. Then cover and simmer till hot.

SWEET'N'SOUR CHICKEN KABOBS

1 cup fresh or frozen brussel sprouts
3 medium carrots, cut into 1 1/2-inch strips

Cut the large fresh brussels sprouts in half.

In a saucepan on the range top precook carrots in a small amount of boiling water for 15 minutes. Add brussels sprouts; bring water back to boiling. Continue cooking vegetables for 5 minutes more or till slightly tender; drain and set vegetables aside.

2 medium chicken breasts, skinned halved lengthwise, boned and cut into 2 x 1/2 inch strips

Wrap one chicken strip around one brussel sprout and one carrot slice. On four 12-inch skewers thread the chicken-wrapped brussel sprouts and carrot slices. Place the kabobs in a 13 x 9 x 2 inch baking dish.

1/3 cup Italian salad dressing
1 8 oz can crushed pineapple
1/2 cup hot-style catsup
1 tablespoon soy sauce
1/2 teaspoon lemon pepper

For marinade, in a medium mixing bowl combine salad dressing, undrained pineapple catsup, soy sauce and lemon pepper, pour over kabobs in the dish. Turn kabobs to coat with the marinade. Cover and marinate kabobs in the refrigerator for 6 hours or overnight, turning the kabobs several times.

Grill kabobs, on an uncovered grill, directly over medium-hot coals for 10 to 12 minutes or till chicken and vegetables are tender, turning and brushing often with the reserved marinade.

The trick to getting the meat and vegetables done at the same time when grilling kabobs is to leave a little space between each piece when threading them onto a skewer. This way the pieces will cook evenly.

For anyone who hates cleanup, this tip is for you. Along with using paper plates and cups, also use disposable bamboo skewers. To prevent the bamboo skewers from burning, soak them in water for 30 minutes.

Before you put on your chef's hat and barbecue apron, make sure you have the cooking utensils you'll need to make grilling safe as well as fun. Use a long-handled basting brush to apply marinades. A brush with a long handle lets you baste the meat without burning your fingers. A long-handled fork, tongs, and pancake turner as well as heat-resistant mitts, are also helpful accessories that no barbecue chef should be without.

THE SKIPPER'S TEN COMMANDMENTS

The following commandments were obviously written in the slate before so many women took up boating.

1. I am thy Skipper: thou shalt not question that which I do nor that which I say.
2. Thou shalt never question moneys spent on paint, chroming, canvass, equipment, nor anything pertaining to boating.
3. Thou shalt not clutter up my boat with thy foolish feminine fripperies.
4. Thou shalt uncomplainingly and with utmost efficiency prepare my meals at the precise moment when I am ready to eat, and see to it that my cup shalt never run dry.
5. Thou shalt always keep my boat shipshape--everything in its proper place--so that I may pace my deck in safety.
6. Thou shalt become well versed in rendering first aid, so that I may devote my full attention to more weighty matters.
7. Thou shalt--before inviting guests aboard--beseech thy Skipper's premisson, and thou shalt invite only those whom he doth approve; whereupon it becomes thy duty to assure that they come aboard appropriately shod for treading upon my decks.
8. Thou shalt learn navigation, boat handling, weather forecasting, and have a passing knowledge of emergency repairs to motors, but, thou shalt touch nothing without thy Skipper's permission.
9. Thou shalt prepare thyself to be a worthy Mate aboard--to be a chef in the galley, a hostess in the lounge, and a deckhand on a cruise.
10. Thou shalt expound forever on the joys of boating, whilst casting adoring glances at thy Skipper, never uttering the sacrifices thou thinkest are involved; and, verily, if thou doest all these things, thou shalt be my dearest First Mate for all my days.

NO WONDER I'M TIRED

There are 200 million Americans.
85 million are over 65, and
76 million are under 21.
That leaves only 38 million
to do the work.--but--
5 million are in the armed forces.
That leaves 32 million
to do the work.--but--
15 million work for the
Government, and that leaves
11 million to do the work.
10 million are in school;
that leaves 1 million to do
the work.--but--
750,000 are disabled or sick.
That leaves 250,000 to do the work.
Last week, there were 249,998
people in jail.
And that leaves 2 people to do
the work.
And since you don't do much
--no wonder I'm tired!

NOW HERE THIS

First Voice: Our radar has you on
a collison course with us. You
should alter your course 10 degrees
south.

Second Voice: We have you on our
radar. Suggest you alter course 10
degrees north.

First Voice: We have Admiral Goodman
aboard. Strongly suggest you bear
10 degrees south. This is a battleship!

Second Voice: This is Seaman
Farmsworth. Still suggest you bear
10 degrees north. This is a lighthouse!

SEARCHLIGHT SAFETY

Crucial to safe boating at night is night vision or dark adaption of your eyes. Even the momentary flashing of a bright light from something as simple as a cigarette lighter can "blind" a skipper and his crew for several moments. A search light can effectively blind a dark adapted person for up to 20 minutes, depending on intensity. In fact the shining of a searchlight on the bridge of a naval vessel is considered an act of aggression . . . beware.

Please exercise extreme caution when using your lights at night. Never shine your light directly at the operator of another vessel, unless it is an emergency, and only then if absolutely necessary.

COAST GUARD OFFERS BOATING SAFETY HOTLINE

As a one-year experiment, the Coast Guard has started a nationwide toll-free Boating Safety Hotline to provide advice and information on recalled boats and defective equipments.

The hotline provides information on boats and equipment recalled for safety defects in the past five model years. Persons planning to buy boats can call the number to find out if the craft have been involved in a recall campaign. They can get information on how to get the defect corrected and also can complain about other possible safety defects.

The hotline number for persons in the 50 states is 800-368-5647. Those living in the Washington DC area can call 472-2385.

A hotline operator is on duty Monday through Friday, 8:00 am to 4:00 pm EST to try to answer any questions boaters might have. If the recall information is lengthy or complicated, the operator will request a name and address to send the information by mail.

Boaters who want to report a safety defect will be mailed a preaddressed, postage-paid form to fill out. This will ensure that the Coast Guard gets the most complete information on the nature of the possible defect. Copies of all report forms will be sent to the appropriate manufacturers.

Officials at Coast Guard Headquarters and the hotline cannot help consumers resolve disputes with dealers or manufacturers about service or problem that do not involve safety. Neither will the hotline operator recommend or endorse specific boats or products.

FCC BANS RADIO CHECKS ON CHANNEL 16

At the request of the Coast Guard, the FCC has prohibited boaters from calling the Coast Guard on Channel 16 for routine radio checks. Boaters have been warned to stay off Channel 16, apparently to no avail as officials said calls for radio checks have become so numerous they have actually interfered with distress calls. Boaters who violate the rules will be identified by their call numbers on tape and turned over to the FCC for prosecution. The fine was recently raised from \$200 to \$500. To test a radio, boaters should call another boat, as shore station, or their marina or yacht club and may use any available non-emergency channel such as 9, 13, 68, 69, 70, 71, 72 or 78A. Boaters should note that a general call, such as one to "any vessel" or "any station" is not authorized and is a violation of FCC regulations. Calls must be made to a specific station.

WEATHER LORE

Rain before seven, Stops before eleven.
A sunshiny shower won't last half an hour.

How many of these old rhymes have you heard? And how many of them do you think are true? Can you really predict weather with adages? Weather rhymes and proverbs were devised by early weather watchers to ensure that their observations would be passed down from generation to generation. This lore, much of which is accurate according to modern meteorology, is the basis of observation, forecasting and predicting the weather by observing natural phenomena.

The art of weather observation is essentially unchanged from olden times. The observer looks at conditions and matches them up with previous experience and a basic understanding of how the weather usually behaves in this part of the world. In the United States, for example, our basic forecasting principle is that weather generally moves from west to east. Another principle is that cold fronts produce fast moving, often violent storms; warm fronts are milder. Cold fronts give little warning; warm fronts often provide a warning signal as much as 24 hours in advance. And so, the proverb:

"Rain foretold, long last;
Short notice, soon pass."

In other words, the length of time it takes for the weather to change tells about how long the new weather will last.

Clouds tell us a lot about weather. Since they are visible moisture, a buildup in a number indicates increased humidity and a greater chance for precipitation. Another rule of thumb about a cloud is that the higher the cloud, the less moisture it contains. Clouds lower and darken as they pick up moisture.

"The higher the cloud,
The finer the weather."

Cirrus clouds indicate something different, though. They mark the first gathering of wetness in the cold upper atmosphere. According to weather proverbs, when the wispy ends of cirrus point upward, rain will fall within 72 hours. If the streamers point down, or the clouds disappear, fair weather is forecast. Altocumulus clouds occupy the middle atmosphere. These "cloud sheep" are white or gray puffs bunched closely together. When they make the "buttermilk sky", or the "mackerel sky", they reinforce the prediction of wet weather.

"Mares' tails and mackerel sky
Never long wet. never long dry."

and

"Mares' tails and mackerel scales
Make lofty ships lower their sails."

Cirrus and altocumulus clouds make halos around the noon and sun.

"Halo around the sun or moon.
Rain or snow very soon."

Usually, precipitation begins within 12 to 18 hours after a large bright halo, while a smaller ring (indicating higher clouds) forecasts precipitation within a day or two. So next time you go out for a cruise--look to the sky first!

OYC SCHEDULE OF EVENTS FOR THE REMAINING 1985 BOATING SEASON

17-18 August		Overnight Cruise to Gunston Cove (Meteor Shower Watching)
31 August, 1-2 September		Three Day Cruise to Nowhere (Dunes)
7 September	1000-1400	Sail Race and Predicted Log Primer (Prince William Marina)
14 September	1100-1200	Second Annual OYC Open Regatta and Predicted Log Competition with Crab Feast Following
	1300-1500	Fishing Contest (Kids/Jr./Sr.)
26 October	1930-2300	Annual Meeting and Election of New Officers (Place to be announced later)
7 December	1100-1300	Santa to Occoquan Cruise
	1930-0130	Christmas Party/Change of Command Banquet (Hopefully, Pier Five Restaurant)

PLEASE MARK YOUR CALENDARS NOW!!

SANDS FLEE ARRIVES SAFELY

Hello to all our friends at Occoquan Yacht Club.

Just a short note to let you know that the Sands Flee arrived at her destination 23 June 1985 having logged some 564.7 nautical miles in 127 hours and 40 minutes underway, with a total relapse time of 258 hours from departure to arrival. Had favorable winds and fair weather and an uneventful though very enjoyable passage.

For those of you who get to visit the Cape (that is Cape Cod) please drop by, the door is open and the welcome mat is out.

Charles E. Sands, Jr.

BOAT U.S. MEMBERSHIP DISCOUNT

Reduced dues for membership with Boat U.S. for members of OYC. OYC has renewed its cooperative group accord with Boat U.S.. Members of OYC may join Boat US or renew their membership at a special group rate of \$8.50 (half current regular annual dues of \$17). A list of current OYC members has been furnished to Boat US for their records. Please ask for "GROUP ACCORD RIGHT" when joining or renewing membership. Present OYC card if you are a new OYC member. Accord # 80979

A special OYC "Welcome Aboard" for these new members, in next months Daymarker will publish a supplement to your membership list with address, boat names and phone numbers.

NEW MEMBERS

- Charles W. Rose	+ Barbara Robinson
- Frank and Sue Avrette	+ Billy Petry
- Malcolm and Karen Karl	+ James and Joyce Tollus
- Stephen and Barbara Parvin	+ Jeffrey and Susan Wallace
- Nick C. and Debbie Katsarelis	+ Scott and Gerri Cooper
- Ulla Thornstrom Burford	+ Don and Sue Rogich
- Dennis Cade	+ Karl Day
- Bill and Carolyn Dodson	+ Richard Camp II
- Gerald C. and Evelyn Flessate	+ John Hayes
+ Gregory Hayes	

CHANGES TO LIST

Call Sign Additions: "Kukala" WSL 6159
"Preface" WSL 8523

New Phone Number for Oskar Walker: 860-0779

New Address and Phone Number for Chuck Sands: 10 Cardinal Road, Sandwich,
Massachusetts 02563 617/888-8349