



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

# The Daymarker

JUNE 1985

## COMMODORE'S COMMENTS BY BILL SHAW

Welcome to our new members, may this be the first of many enjoyable DAYMARKERS you receive. Please review the schedule of events found later in the newsletter. We encourage everyone to participate in as many events, as possible for that is what OYC is all about, enjoying each other's company, safety, on the water.

The season is now in full swing so it is more important than ever for OYC to set the good example on the river. With almost 200 members we are now the largest boating organization on the mid-upper Potomac. Fly your burgee proudly while displaying good seamanship and common sense. Your contribution is appreciated.

If you have any comments, ideas, or suggestions for a better way to do things, a new event, or what-ever, please call any one of your executive board members. We are here to serve you! Your inputs are always welcome!

## JULY GENERAL MEETING

A short general membership meeting will be held at 1530 on 4 July at PWM by the flagpole (just before we light the party fires). The purpose of this meeting is to get your inputs for charting OYC's course. We look forward to seeing and hearing from you.

## PASSING IN A NARROW CHANNEL

Occoquan boaters should take a lesson in courtesey from travelers on the Intra Costal Waterway (ICW). On the "ditch" it is customary for overtaking boats making a large wake to slow down (off-plane) while passing slower travelers such as auxiliary sailboats. While being passed the slower vessel slows to idle so the faster boat can complete the maneuver, off-plane, in the quickest time. Once past, both accelerate back on their cruising speeds. Execution is easy and would make everyones life more enjoyable, expecially at 1700 on Sundays! (It's much safer too!)

POT-POURRI BY GENE FICHTER, CHIEF COMMODORE

- Sammy Duvall, the current world overall champion, has established a new U. S. National Jump Record at the Moomba Masters International Water Ski Tournament held in Australia during March. Sammy leaped to an incredible 198-foot distance from the 6-foot high men's jump ramp.
- We've been receiving a lot of compliments on our DAYMARKER newsletter, especially from area clubs. If you have any information you'd like to be published, contact any of the Flag Officers. Remember, we service a vast area and variety of readers.
- Hurray for the Coast Guard! We have observed their issuing three summonses within a 15 minute time frame between the bridges of U. S. Highway 1 and Interstate 95. The occurrences were in the evening and were for disobeying the NO WAKE zone which is from marker 12 to the headwaters of the Occoquan River. This has been established and approved by Fairfax and Prince William Counties and the State of Virginia.
- With the vast amount of trailered boats being launched at PWM between A and B Docks, resultant traffic jams occurred. Therefore, the management claims they will limit the number launched.
- You should have been on the PWM docks last month when our Commodore arrived with his new Hunter sailboat. Many members attended the welcoming and enjoyed the keg of beer and champagne. I tried to emulate the John Glenn Fireboat by spraying a welcoming shaft of water high in the air from a garden hose. Horns blared and applause was heard as the vessel was completely decked out with the bunting and flags.
- Just a reminder--if you borrow someone's hose or other equipment, please return it to the proper owner in the condition you found it. There have been reports of "misappropriated" materials. Those guilty of an infraction of this kind can rest assured the word has been passed around as to who took what.
- Who is the First Mate arriving at PWM everyday on a Moped to clean her boat with tender loving care by using hand creams? (E.N.)
- Are you guilty of just staying on or near your boat at the docks without visiting the other sections of your marina and talking with your fellow boaters? You'd be surprised how many new friends you could make by getting around and sharing adventures and sea knowledge.
- Another reminder--Prince William Marine will offer a 10% discount to all OYC members whether they rent a slip from PWM or not. Also, they will match Boat/US prices on big-ticket items such as radios, etc. Don't forget, Jerry's Rings 'N Things in downtown Occoquan also offers OYC members a 10% discount.
- Please keep an eye out for weather forecasts. One of our members "did a number" on another's vessel while attempting to dock in extreme winds. Know your vessel and its capability as well as your own and please do not be afraid to ask for assistance. It's readily available for you.

## POT-POURRI (CONT'D)

- Boating courtesy covers a large area. One in particular is not using another's lines if tying up in a slip temporarily. Also, it would be nice if you asked permission. This could alleviate a lot of headaches.
- Another reminder (EGADS!)--Even if you are just going out to Sandy Point, it's always a good idea to file a "Float Plan" much as aircraft pilots file flight plans. An emergency might arise either to you while you're at sea or to someone in your family at home who has to get in touch with you.
- My article for our first newsletter had to do with drinking and operating boats. The caution still is applicable. Wait until at the dock or safely moored before you imbibe in alcoholic beverages. You need to be alert at all times when captaining your vessel.
- Interesting sight to see. Three Flag Officers of the OYC have their vessels in adjoining slips. This has happened by coincidence because of the size of their craft. This might help in their communication with each other anyway.
- Dale Jacobs, our Treasurer, has a new shipment of Club Burgees and they will only cost you \$6.00. He also has samples of Polo Shirts, T-Shirts, Jackets, Caps, Visors, Sweatshirts for your perusal and purchase. The Club is selling them at cost.
- Have you seen the Figurehead on the vessel "Joyden" at PWM? It's a classic and really dresses the ship proudly.
- It is reported that Dean and Trixie Conrad are really making progress on the building of the "Janna" and their dream of sailing the Seven Seas. Since they are quite knowledgeable in things nautical you might wish to consult them and they would be most happy to share information. They are at PWM "A" Dock.
- Our resident "Maestro" (J.W.) has received some rave reviews in the Washington Post. Perhaps he could compose an original "Ode to Occoquan."
- Caution is advised if you are a power boater carrying five-gallon cans of gas to your boat (perhaps to save a few pennies). The gas fumes do emanate and someone walking by with a cigarette could result in a catastrophe.
- Also, when gassing up please close all ports, shut off all electrical equipment. We are aware of several instances of people leaving their helm dial lights on. All it needs is one spark. And don't forget to use that blower for at least 5 minutes. If there is a line, they'll have to wait.

## DOCUMENTATION--A SHORT OUTLINE OF FACTS BY JOHN WELSH, EXECUTIVE REAR COMMODORE

### What is it?

Essentially it is registration of your boat with the United States Government, specifically the Coast Guard. Your boat is given a number and the tonnage is figured. For our particular interest, there are two types of registration to consider. Yacht enrollment and license applies to boats over 20 net tons, and yacht license applies to boats between 5 and 20 net tons.

DOCUMENTATION--A SHORT OUTLINE OF FACTS (CONT'D)

Getting it.

You must figure net tonnage. A simplified method exists. Multiply overall length by breadth by depth (not draft). Divide the answer by 100. For a sailing vessel, divide the answer by 1/2. For a power vessel, divide the answer by 2/3. You now have the gross tonnage. The net tonnage of a sailboat is 9/10 of the gross, while for a power boat it is 8/10. In the long run it is much easier to let a service of some type get your documentation for you as the big hitch comes when you try to trace the ownership of a used vessel. Of course there is not as much a problem with a new one. Boat US for one has a service. There is a \$100 fee, and this coupled with the service fees may amount to as much as several hundred dollars.

Once you have it.

You must mark your boat. The number and the net tonnage must be permanently affixed to it. This means if you have a wooden boat you must carve the number in the wood, while if you have a fiberglass boat, you must carve the numbers into the boat or put them on a plastic plate that is then fiberglassed in the boat. The number is preceded by the letters "NO". While the net tonnage is preceded by the letters "NET". You must paint somewhere on the vessel the name and the hailing or home port. They must be in Roman letters not less than 4 inches high. The home port is the port where the vessel is documented, while the hailing port is a place in the same Marine Inspection Zone where the vessel was built, or where one or more of the owners live. Any other type of lettering other than Roman is not acceptable. Remember, you must renew your documentation every year. Normally you will receive a notice from the Coast Guard, however, if you don't you are still responsible for renewing, and fines can range up to \$500 per day! Also, if you move your place of residence you must notify the authorities and there is a \$100 fee for each move.

Should or shouldn't you?

The advantages of documentation are mostly legal. The history of ownership is more easily traced and that history is registered with the Federal Government. You may legally fly the U. S. Yacht Ensign once you have documented. You don't have as many headaches with state registrations or taxes. These advantages you must weigh against the initial investment.

Address: Commanding Officer  
GSCG MSO Hampton Roads  
Norfolk Federal Building  
200 Granby Mall  
Norfolk, Virginia 23510  
804/441-3272

## SAIL COMMODORES DITTY BAG BY AARON MARTIN

Even in spite of a morning that carried with it high winds and a small craft advisory, preparations for getting underway continued for the first 1985 OYC overnight to the Dunes in Mattawoman Creek. Towards two o'clock in the afternoon the winds began to subside and the fleet departed about 3:30. As the power boats left the sailers in their wake to scout out the Mattawoman channel, the sailboats under power and sail made steady progress. Reliant and Sirena soon took over the lead followed by Last Chance, Maggie Lynn and Robinson Crew So.

Upon entering the Mattawoman channel several boats went aground, however by communicating on VHF channel 68, everyone soon had the low water locations in mind.

The Martins and Robinsons followed Mike and Linda Broker in La Linda through the shallows and finally arrived at the Dunes. An impressive sight met us, LaMoulte, Reliant, and Sirena rafted just off shore. Equinox, Papa's Toy, Sunshine, Eva Marie, Magic Too and Lindawn were turned stern to the shore, had shore lines set, and were moving chairs and tables onto the beach. Later Preface and Sea Drifter arrived and joined the beach party.

As the sun began to wane, a bonfire was started, cooking kettles came out and the odors of a wide variety of good eats hung heavy in the air. During dinner all hands were treated to one of the most beautiful sunsets seen in these waters. After dinner and the roasting of several hundred marshmallows, everyone enjoyed lots of good conversation with friends and even an impromptu dance by one of the more talented members of the club. Sunday saw everyone lazing about the beach until about 2:00 with the boats started departing. By 8:00 the beach again had an isolated and lonely appearance with only the Maggie Lynn to witness another sunset.

A total of sixteen boats went on the overnight. All in all a most successful cruise and an excellent start of the 1985 boating season.

## WHY A FLOAT PLAN? BY JOHN PIPER REAR COMMODOR FOR POWER

When you are going cruising, it is always a good idea to file a Float Plan. Of course, none of us will do it every time we get underway for a short afternoon trip even though we should. So let's consider the when and how of a Float Plan--

The "when" is whenever you would like someone to know where you are. This will vary with each boat, crew and guests. But the main idea is that if you do not return as expected, someone will know where you expected to be and when you expected to be there. With this information, help can be sent.

Some of us never go anywhere except to Sandy Point while others of us are more adventuresome. If you are known as always being at Sandy Point and you decide to take off for 5 days on the Bay--would you like your friends and the Coast Guard spending 5 days looking for you at the point? File a Plan!

Over the Memorial day weekend, many boaters went out for a 3 day excursion, but not one Float Plan was filed. It was just assumed that you would return sometime Monday night. I'm glad everyone did. But what if you had planned to come back Saturday night? Two days wait until you were missed. That is a long time to hang onto your capsized boat. So really--the "when" is everytime you go out!

## WHY A FLOAT PLAN? (CONT'D)

The "how" will also vary with each case. The key is to inform someone who will act responsibly if necessary. If you are old friends with you slip mates, a verbal statement that we are going out to the Dunes for an overnight may be all that is required. But include in this verbal plan any unusual information such as an expected late return, or that you will be meeting someone else, or whatever.

For a longer cruise, say 5 to 10 days on the Bay, a formal written Float Plan is in order. During that 10 days, your trusted slip mate may have gone home. Leave a written plan with the Marina Management. Include as much information as you can, including the names and addresses of any guests, a complete description of your boat, radio equipment, call sign, emergency equipment aboard, phone numbers of who to contact in addition to the Coast Guard and your anticipated itinerary. It's really a cheap insurance policy!

## SECOND ANNUAL FOURTH OF JULY OYC PICNIC

Arise . . . all patriots arise to the occassion of another OYC 4th of July picnic at the Price William Marina docks. Celebration will start at about noon and will include a Jr. Member Dinghy race, music and other festivities such as lounging in deck chairs and the telling of tall tales. The grills will be lit at 4:00pm with the club providing hot dogs, rools and condiments. Beer and soft drinks also provided by the club, you bring the rest. In order to be sure adequate stores are available for all hands, please contact one of the following if you plan to attend:

Wayne and Nancy Cates	978-7996
Bill and Karen Finkel	455-4442
Paul and Vivian Gross	369-2434

Bring your American Flags, we will put them along the rip rap above the grassy area, should look great--bring your camera!!

## 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

FOR SALE: VHF Marine Radio (Triton) Crystal Controlled, 12 Channels, 9 with Crystals. \$100. Rick 703/691-1538





Ward Is.

Thoroughfare Is.

Bilker Neck

Cornwallis Neck

Middlemore

Dorridge River

4<sup>26</sup>

+

Speck  
P.P.

P<sup>3</sup>

P<sup>5</sup>

P<sup>1</sup>

Long



GALLEY NOTES BY LYNN MARTIN

This month, I want to dedicate this column to all the peanut butter lovers in OYC. Peanut butter goes well with many ingredients besides jelly.

Ulla tells me that all peanut butter lovers will like her Scotch Treats.

Combine and place over hot (not boiling water: one 6 oz. Nestle's Butterscotch Morsels and 1/2 cup peanut butter. When butterscotch melts, stir till blendid, remove from heat. Add 3 cups Kellogg's Rice Krispies and stir till well coated with butterscotch mixture. Drop from teaspoon onto waxed paper, set in cool place to harden, or spread in buttered 9" square pan and cut in to 1" squares when cool. This should yeild about 36 squares.

Next I have a recipe for "Take-Along Brownies" with a PEANUT BUTTER MARBLE version.

2 squares unsweetened chocolate	1/2 teaspoon vanilla	2 eggs
1/2 cup butter or margarine	1/2 cup all-purpose flour	1/8 teaspoon salt
1/2 cup broken nuts (options1)	1/2 cup all-purpose flour	

In the top of a double boiler, melt the chocolate and butter over hot, not boiling, water. Remove from the heat. Add the sugar, beaten eggs, and vanilla. Mix well. Stir in the nuts. Sift together the flour and salt and add gradually to the chocolate mixture, mixing well after each addition. Turn into a greased and lightly floured 7-inch square pan. Bake at 350 degrees for 45-50 minutes, or until the top is firm to the touch. Place the pan on a cake rack to cool. When thoroughly cool, cut into squares. Either remove or leave in the pan for carrying.

PEANUT BUTTER LOVER'S VARIATION

Make the brownie batter as instructed above. In a separate bowl, prepare the following batter.

1/2 cup peanut butter, chunky style	2 eggs
4 tablespoons butter or margarine	6 tablespoons flour, sifted
3/4 cup sugar	

In a mixing bowl, cream the peanut butter, butter, and sugar until smooth. Add the eggs, one at a time, beating well after each addition. Beat in the flour until well blended.

In the bottom of a Greased and floured 9x9-inch pan, spread 1/2 of the brownie batter. Evenly spoon all of the peanut butter mixture over this, and spoon the remaining brownie batter over the top. To create a marbled effect, swirl circles through the three layers with a knife.

Bake 40-45 minutes at 350 degrees, or until a toothpick inserted in the center comes out clean. Cool thoroughly in the pan, or turn out onto a wire rack. (These brownies are best if stored to mellow overnight in a tightly covered container).

## BOATING HINT FROM NEDRA CONNOR

"Non-Skid" Treatment for your decorative objects, dishes, etc. Place three or four little drops of clear silicone (comes in a tube--adheres to glass and metal) on the bottom of your object. Dip your finger in water and gently pat smooth and even. Leave turned up to dry for 24 hours before using. That ashtray or candlestick or whatever will stay where you want it!

## SHOPPING AT HECHINGERS

The Hechingers at Woodbridge (Route 123 and Davis Ford Road) now has marine paints, varnishes and limited boating supplies, you might want to check them out soon.

## EXPAND YOUR BOATING LIBRARY

Shirley Herd, a friend of Ulla's has authored three "boating" books you are sure to be interested in,--CRUISING COOK, a survival manual, how to make do when the last of the fresh produce is gone, how to create a healthful diet from cans and packages, even a section for the luckier boaters with a microwave oven, tips and hints for boaters not in other books. The second is BLIMEY, LIMEY--What or who is a Frog, Deadlight, Powder monkey? Why did boats in the Middle Ages have high castles on both ends of the vessel? Why should a sailor avoid umbrellas, foxes, hares and cat? The answer to these and many other questions is in this book. Her last book is one you will want with you when you go roaming out of the Occoquan, into the ocean and across the border, EASY SPANISH is drawn from her numerous trips to Mexico, Beja, Spain and Puerto Rico via yacht, motorhome, car and airplane.

Shirley has 10 years of cruising and sailing in waters of both the Atlantic and Pacific in boats ranging from 23 to 98 feet. She is currently active as a yacht deliverer, assistant marine surveyor, nautical book reviewer and freelance writer in boating and outdoor fields. Her informative articles have appeared in SEA, BOATING, SAIL, SAILING, RUDDER, PACIFIC SKIPPER, WATERFRONT, LAKELAND BOATING and other nautical publications.

You can purchase any of these books by mail orders to:

S. Deal and Associates  
1629 Guizot Street, Dept U  
San Diego, CA 92107

CRUISING COOK \$15.95  
BLIMEY, LIMEY \$5.95  
EASY SPANISH \$8.95

## SAFETY

In the interest of safety, PWM no longer permits open flames on the docks or on boats in their slips. OYC strongly endorses this policy. Also remember, no smoking within 50 feet for any gas pump.

## SPRING MEANS GREEN NEW BUOY COLORS

You may have noticed that some black channel buoys have suddenly turned green. This change is part of a worldwide effort by maritime organizations to make buoy markings more alike and less confusing to international sailors. Some of the principal changes are:

1. Black buoys change to green (green is more visible); white lights on the black buoys change to green.
2. Red buoys will stay red, but white lights on these buoys will change to red.
3. Mid-channel buoys will change from black and white vertical stripes to red and white vertical stripes. If lighted they will keep the white light. If the buoy is unlighted and has no sound signal, it will be replaced with a buoy (red and white vertical stripes) in the shape of a sphere or ball.
4. Junction buoys will change from banded black-and-red to banded green-and-red. Their new name will be "preferred channel buoys." The preferred channel will be indicated by the color of the top band: green--preferred channel to starboard; red--preferred channel to port. The light rhythm will change from interrupted quick flashing to composite group flashing.
5. Special aids to navigation (such as those used to mark anchorage areas, fish net areas, etc.) will change to yellow; if lighted, they will have a yellow light.

An added benefit of these changes will be an increase in the U. S. mariner's ability to see and distinguish between the various buoys. The old rule of thumb, "red-right-return," will remain unchanged.

Something that should be kept in mind is that the change will occur gradually. To keep costs down, the Coast Guard will make the changes during routine maintenance (when new color lenses and flashers will be installed) and scheduled overhaul (buoy repainted in new color scheme). Since buoys are overhauled at 6 year intervals, the new marking system will not be fully implemented until 1989. As the changes are made in each Coast Guard District they will be advertised in the Local Notices to Mariners.

Single copies of a color pamphlet illustrating the new marking system are available free by writing to the address below. Ask for the pamphlet entitled "Modifications For a New Look in U. S. Aids to Navigation."

Commandant (G-NSR-1)  
U. S. Coast Guard  
2100 Second Street, SW  
Washington, DC 20593

## NAVIGATION IS FOR THE BIRDS!

The Book of Genesis tells us how Noah, after 40 days and 40 nights of rain storms, plus another 150 days looked out in all directions and could see nothing but sea. This being B.L. (before loran), he threw a raven into the air, which after making three circles about the Ark, returned. So Noah waited a week and threw a dove into the air, it too circled three times and took off in a southerly direction. Time passes and the dove returns to the Ark with an olive branch. This is the first recorded occasion of a bird being used to sight land.

Recorded history waited a long time to relate the use of birds to seek out land by sailors. Iceland was found by a Viking who carried some ravens for this purpose about the year 860 A.D. The sailors in the East Indies, circa 1000 A.D. would sail away from land seeking better fishing spots or new islands and end up not knowing how to return. They, too, would take ravens out with them and follow them to land. The early Portuguese and Spanish navigators, circa 1200 A.D., used ravens in seeking a route to the Orient around Africa.

Columbus, upon arriving in the West Indies recognized shore birds such as terns and boobys and he too, knew land was close by. All he had to do was watch the direction they flew in early morning or late afternoon and follow them in. Most all sailors in Columbus' time had observed migratory birds flying from Europe in a southwesterly direction and had found the Canary Islands as well as Cape Verde Island and became "bird-wise" navigators.

It is interesting to note the Polynesian navigators were "bird-wise" navigators. It is difficult to date, however, there is reason to believe with their large seagoing canoes, the Polynesians, as early as 1000 A.D. were making long sea voyages of 1200 miles and more. They also noted migratory birds such as the Golden Plover would fly in a southwest direction to what is now New Zealand and return six months later in a direction east of north to Hawaii and on to Alaska. The Polynesians were just a tad smarter than the Europeans; though the flyways were in a north/south direction, they would memorize the relations to Polaris, Southern Cross and other celestial bodies at various times of the year. The migratory birds were easy to follow day or night as they flew low over the water and made a heap of racket as they flew in either direction.

On long ocean voyages of 1000 miles or more, they would take two types of birds, you guess it, a raven, a land bird and a Frigate or Man-O-War Bird. The raven was normally used for sighting short distances to land, perhaps 30 miles. The Frigate bird, however, could fly 800 miles to land, the Polynesian navigator had better be sure he was within 100 miles or less before he turned it loose.

We have come almost 6000 years in history and today this same knowledge is used by discerning skippers who make long sea voyages. Next time you are crossing "The Stream" and you are out of sight of land in the early morning or late afternoon, note what direction the birds are flying from; to or from the Bahamas or to and from the Mainland, it will tell you which one is closer. To you folks who are shore bound, drive out to the beach an hour before sundown and watch the birds fly in from the sea, they sometimes fly well after dark. It is a beautiful sight.

## EMERGENCY REPAIRS AFLOAT

Your boat is more than just a car that floats. It is a life support system protecting you from a very unforgiving and sometimes hostile environment--the water. Even a minor mechanical malfunction can rapidly get you into serious trouble, and there is no way to walk to the nearest service station. Proper boat maintenance goes a long way towards insuring boating safety, but, in spite of your best efforts, sometimes things go wrong. When this happens, your survival may depend on your ability to fix the problem. So, become familiar with all the systems on your boat. Most problems are simple, obvious, and easily fixed. Manufacturers often provide troubleshooting guides which are of great help in making emergency repairs.

Keep a tool kit aboard. It should contain such items as a hammer, adjustable wrench, pliers, wire cutters, pipe wrench, vice grips, a set of box end wrenches, a knife, and screw drivers of various sizes and types. Take along some spare parts too. For gas engines you may need a set of distributor points, condenser, coil, spark plugs, fuel pump, and a water pump impeller.

If you have a diesel engine make sure that you carry spare fuel filters as diesels are highly sensitive to water in the fuel. For rigging, sails and overboard plumbing carry such items as adjustable hose clamps, marline, and electrical and waterproof duct tape. You will be surprised how many repairs you can make with these items. Last but not least, carry something with which to bail your boat. Although a pump is nice, something so simple as a plastic gallon jug cut into a scoop could be a life saver.

When you are troubleshooting, do one thing at a time, and if the last operation did not cure the problem, it was not the problem. Put it back the way it was before you start on the next check. Remember, mechanical malfunctions are generally caused by one simple-to-fix item that broke down. Knowing how to manage these breakdowns may save your boat, and your life as well.

## WHISTLE SIGNALS

We recently noted some incorrect whistle (horn) signals made by boaters on the fast part of the Occoquan channel (between marker 6 and 12). Proper signals are:

<u>Signal</u>	<u>If Meeting</u>	<u>If Passing</u>
One short blast*	let's pass port to port	I'd like to pass on <u>your starboard side.</u>
Two short blasts*	let's pass starboard to starboard	I'd like to pass on <u>your port side.</u>
Three short blasts*	-- I am in reverse--	
Four or more short blast	--DANGER!!! Your Maneuver is not safe.	
One long blast	-- I am changing status (e.g.: leaving my slip)--	

\* Must be answered by other boat. If you disagree sound the danger signal.

Please use your whistle (horn) to communicate with others in the channel. It will avoid confusion and may prevent a serious accident from occurring. Let's continue to set the proper example on our restricted waters.

## LEESYLVANIA STATE PARK REPORT

### Phase I Development

The 1984 Session of the Virginia General Assembly appropriated \$1,878,950 for the initial development of Leesylvania State Park. Other approved funding for the project includes \$300,000 in Land and Water Funds, plus a \$300,000 transfer from the Highway Department Recreation Access Road Fund.

In December 1984, the consulting firm of Dewberry and Davis was hired. Site work by the firm has included staking the proposed centerline for the main access road, proposed drainfields, and both boat sites. They have also completed most of the water depth information needed for both boat sites and all necessary soil tests.

Preliminary renderings of all buildings in Phase I have been completed by the firm and are being circulated to all reviewing agencies. Preliminary drawings of the access road have been reviewed and returned to Dewberry and Davis for revision. It is hoped that construction can begin later this summer.

### Phase II Development

The Division has proposed a Leesylvania appropriation of \$1,790,000 for the 1986-88 biennium. Of this amount, \$1,119,000 will come from the General Fund and \$600,000 coming from the Non-General Fund.

The following facilities are proposed for development during the 1986-88 biennium:

1. A 40 site picnic area with shelter.
2. An 80 site picnic area.
3. Three 500 sq. ft. toilet buildings--one each picnic area and one in historic area.
4. Fifty car parking lots for the picnic areas and a 40 car lot in the historic area.
5. 100 boat and trailer parking places and electric hoists for the sailboat area.
6. 200 dry storage areas for boats.
7. Interpretive amphitheater
8. 1,400 sq. ft. residence
9. 1,200 sq. ft. office complex
10. 700 sq. ft. equipment shed.

### UPCOMING USCGA SAFETY COURSE

Sailing and Seamanship (7 lessons)

Where: Hayfield High School, Alexandria

When : 8 July 1985

\$\$\$ : Free (text and materials \$10.00)

Contact: Bob Platt 971-5255 for reservation  
and more information.

OYC strongly endorses this and US Power Squadron safety and seamanship courses. They are worth your while!

If you missed the USCG Marine Inspection Day, just call Ronald W. Beers  
703/590-5553 for a appointment for your courtesy examination.