



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

The Daymarker

November, 1985, Vol. 11, Issue 10

OYC SCHEDULE OF EVENTS FOR THE REMAINING 1985 SEASON

2 November	1800-2000	Knot Party (Junior Members Only) The Martin's in Lake Ridge
7 December	approx. 1230	Santa to Occoquan
7 December	1930-??	Christmas Party and Change-of-Command Banquet Black Forest Inn, Woodbridge, VA

JUNIOR MEMBERS NOTICE!!!

Be sure that you mark your calendars for the KNOT TYING PARTY at the Martin's residence (2543 Kingswood Court, Lake Ridge) on Saturday, NOVEMBER 2. Bring a big appetite with you as there will be pizza or spaghetti galore. Deane and Trixie Conrad will help us learn some of the finer tricks of marlinspike seamanship, and Dean May will be providing a finished board on which we'll mount examples of our newly learned talents. REMEMBER, the time is 6:00p.m., Saturday, November 2 at the Martins. Let's show up in force and have a great time. Please give Lynn or Aaron a call if you plan to attend (491-1287). Your parents are welcomed as well, but please let Lynn or Aaron know if you will be bringing them.

SANTA TO OCCOQUAN

For the second year, the OYC will transport Santa to Occoquan via boat. This year, Mike Broker on LA LINDA has agreed to be the transporting vessel. Members are urged to join Mike, or more preferably join the trip with your boat if you haven't already winterized her. LA LINDA and Mr. and Mrs. Claus will depart the OYC docks at Occoquan Harbour Marina approximately 12:30 on Saturday, December 7 for the trip to downtown Occoquan.

CHRISTMAS PARTY AND CHANGE-OF-COMMAND BANQUET

This year's Christmas Party and Change-of-Command Banquet will be held on Saturday, December 7 at the Black Forest Inn in Woodbridge. An invitation accompanies this issue of the The Daymarker as a separate flyer. Please note the deadline date of Friday, November 22. Plans had been for our party to be at the Pier 5 restaurant at the Occoquan Harbour Marina; however, rather than risk the restaurant not being ready for our gala, alternative plans have been made. Plan to attend and please send in your reservations early.

ANNUAL MEETING AND ELECTION OF OFFICERS

The Annual Meeting and Election of Officers for the 1986 season took place at the Occoquan Inn on Wednesday, October 9. A brief recap follows: Membership stands at 226 members (89 families, 28 individuals, 12 associates, and eight juniors). It is time to renew your membership for the 1986 season. The treasury has \$861.69 (and contributions to the shed fund are still welcome). Occoquan Harbour Marina Management was represented by Dick Krauss who reported that the showers and bathrooms are expected to be ready for slip holder's use shortly and that slip holders will have access by day through the Marina Store, or through the combination-locked door 24 hours a day. The ramp will be closed; however, if certain permits are obtained in time, the Marina will try to accommodate the pass holders until March 1, 1986. The Marina parking lot is expected to be paved within the next ten days (due to five days of inclement weather, that has been slightly postponed and all are still urged to be patient). The OYC will have a wall of the restaurant set aside for appropriate display of nautical items. The Club Newsletter, The Daymarker received high compliments from the floor and Lynn Martin was given an appreciative round of applause for her work well done. The various "contributing editors" were also thanked. The candidates for election were asked to identify themselves and give a brief synopsis of their qualifications. Running for the office of Commodore were Aaron Martin and Mary Jo Worcester; for Vice Commodore were John Piper and John Welsh; for Executive Rear Commodore were Dale Jacobs and Doug Bond; for Secretary were Marilyn Piper and Terri Petrey; and, for Treasurer were Steve Worcester and Rick Van Doren. The results of the election are as follows:

Commodore - Aaron Martin - (703) 491-1287
Vice Commodore - John Piper - (703) 490-4857
Executive Rear Commodore - Dale Jacobs - (703) 250-6801
Secretary - Terri Petrey - (703) 768-4770
Treasurer - Steve Worcester - (703) 494-2383

Congratulations! Let's give our 1986 Executive Board our full support for a super year.

COMMODORE'S COMMENTS by Aaron Martin

Once again, as the boating season ends, the old watch is relieved by the new. Executive Boards come and Executive Boards go each year while our members stand fast. As your new Commodore, I am overwhelmed by the support and trust expressed at our recent election and I pledge my efforts, during the next year, to keep it 'steady as she goes'. I'm enthusiastic about the challenges facing the Board and I look forward to working with the membership for an exciting and safe new season. I'm rapidly gaining appreciation for the talented and industrious members elected to the new Board and with whom I will have the opportunity to serve. During the past year I have come to the realization that there are many, many very talented members within the OYC who can and do contribute their efforts to make the OYC a great success. Previous 'Boards have', and the new 'Board will' strive to be responsive to the needs of the membership. With these qualities and a spirit of cooperation binding us together, I am excited in having been elected to have a key role in the next year's OYC activities. I am looking forward to meeting and working with as many of you as possible. However, if for some reason I can't say it personally, I take this opportunity to say to each of you, "Thanks for being an OYC member and for supporting your Yacht Club".

PAST COMMODORE' COMMENTS by Bill Shaw

Thank you all for your support over the past two years. I can honestly say that Paula and I have really enjoyed serving as your "Commodorable" and Commodore. As I've said before, the upcoming year will be the real maturity year for OYC. Your new officers are top notch and eager to provide you with an exciting 1986. I am exceptionally pleased that the membership has moved to place the Past Commodore on the Executive Board for the year following his tenure. I think this will go a long way to adding long-term stability to the ever-changing character of OYC.

Although now on the retired list, I wish to remain accessible to you. Please feel free to call on me at any time on any yachting related subject. My desire is to live a life as close to the water as possible while sharing the experience with others. We are all products of our environment, and I can think of no better environment than life, even if just a Saturday or Sunday on the Occoquan with members of the OYC.

Pat Gilstrap's Pier Five Restaurant will be opening soon and will really put the crowning touches on Occoquan Harbour. Hats off to Dick Krauss, Dick Lynn, Pat Gilstrap, and all those who have put countless hours into the project. If you haven't been on the grounds just before sunset when shadows are long and reds highlight the contrast of water and cliffs, you are missing one of the most beautiful sights in Northern Virginia. There are still some great cruising days left; hope to see you on the water. Bill Shaw (703) 491-8227.

VICE COMMODORE'S COMMENTS by John Piper

In previous years, the Vice Commodore's column was Gene Fichter's Pot-Pourri. In no way can I emulate Gene's unique style nor would I want to. Besides, we are still trying to convince Gene to continue his column. I will be discussing topics of general seamanship and good boating as I have in the past. If any of you would like to see a particular subject covered, please let us know.

It's that time again - time to winterize the boat and close it down for the cold season. None of us like to admit that summer is over and it is time to perform that annual ritual, so why not start now and do a little each weekend. That way, you can prolong the season just a bit more and make the overall job easier by breaking it up into smaller tasks.

Check your dock lines now. Will they stand up all winter in the rain and snow? With winter storms, the surging and tugging can part an old, brittle line. Consider replacing them with new lines. Even better, consider doubling up all of your lines for the winter. It only takes a little extra time now and will give you that peace of mind during a blow.

Save the winterizing of the engines until the very last so you can still get underway if we are blessed with an Indian Summer. But you can start by winterizing the water system and bring water on board in Thermos jugs. Save at least a half gallon of the potable-water anti-freeze and leave it on board. Then, when you are on board during the winter, you can still use the sink for dumping coffee or dishwater by adding a shot of anti-freeze down the drain when you are finished.

Have a holding tank on board? Get it pumped now while you can and then winterize it with one of the deodorizing tank treatments. Fill your fuel tanks to prevent excessive condensation and add the appropriate amount of Store-N-Start or equivalent. Outboard engine fuel tanks should be drained completely since the old gas/oil mixture will spoil during the winter. Most such tanks have a drain provision on the top as a part of the hose connection.

If you are leaving your boat in the water, check the battery! Fill it with distilled water and be sure it is charged to prevent freezing. Your bilge pump needs that battery to function. And do make a point to periodically check your boat during the winter. Shore power may be interrupted and your battery may be going dead.

When you do winterize the engines, be sure to close the sea cocks and tag the starter switch with a big note to remind you to open them in the spring before starting up. At final closeup, be sure to prop open locker doors, and try to arrange for the seat cushions to have air circulating under them. Dead air in lockers and under cushions are inviting mildew.

VICE COMMODORE'S COMMENTS Cont'd.

Lastly, don't forget to participate in the winter activities such as the Christmas Party. The OYC still functions in the cold months. Try to visit the piers during the holiday season when many of the boats will be dressed in lights. It's really a pretty sight with a little snow on the docks and the reflections in the water.

POT-POURRI by Gene Fichter

- Heard that the OYC Vigilante Committee was called to alert at the Dunes recently. Ask Dick Kelly about it and also how you can sign up for this extemporaneous ad hoc group.
- Oyster season is here and our resident expert "J.D." is now hosting his usual dockside roasts. But please Doug, let's get all the mud out of them!
- What owner of a Cheoy Lee was seen purchasing cartons of diapers to absorb oil in his engine pans? (Hint - Power boat)
- Have you winterized yet? Check those through-hull fittings.
- If you have not seen other yacht club newsletters, you might wish to compare The Daymarker. We certainly can be proud of the professional and informative newsletter prepared by volunteers of the OYC.
- Speaking of volunteers.....Are you a doer? Well, new officers will be taking over this month and they sure could use your input and help. Some duties are more demanding than others, but if you wish to continue to be part of a dynamic club, it's incumbent upon you to get involved. Not just verbally, although that's needed, but in time and effort expended. We are a major force in the mid-Potomac and becoming stronger. How about a hand?
- Looks like PWM will be handling another new-boat line - The Regal.
- Sailboaters might consider bungeeing their halyards so they don't clang against the mast.
- Not everybody's going "bigger" - some are even going smaller but faster. It's always a joy at any marina to welcome a new vessel. Of course, you know the old adage of "the two happiest days of a boater's life...".
- Just had a terrific thought - only six months more to warmer weather. Guess we'll spend our winter reading boating magazines and dreaming.

POT-POURRI Cont'd.

- Do you have any terrific thoughts concerning activities for the remainder of this year and next? If you do, why not run it by your Flag Officers for input and assistance?
- The Coast Guard is conducting a trial toll-free hotline for boaters. Purpose of the hotline is to provide boating safety information for consumers as well as information on boats and associated equipment involved in safety defect (recall) campaigns for the past five model years, take complaints or assist consumers having difficulty getting corrective action for a safety recall already announced. The Hotline Number is (800) 368-5647.
- Another reminder - This month, make sure to order "The Cruising Cook" for the First Mate and "Blimey Limey" for the Captain, to be assured of delivery by Christmas. They make wonderful gifts. See Ulla, ASAP.
- What Hunter Sailboat Captain was dining in the cockpit with his family in the slip when a seagull dive bombed him on the back of his neck? (B.S.) That's really when they s___ on you!
- "B" Dock at OHM sure is getting a reputation for being the "Party Dock". But, every night?
- What power boater is into having his anchor "water ski" and then flip flop into his boat? (QUEEN BEE)
- Congratulations to the newly elected Officers. You have your work cut out for you, but with such a wonderful bunch of people, the tasks will not be so onerous. I, for one, look forward to another exciting boating season under your leadership.
- Planning a day trip? Perhaps you might want to consider the Fort Washington Marina. They have a nice restaurant and bar, and the food is good and reasonably priced. Just hug the markers, as it can get quite shallow.
- If you plan to go by car for a day trip, why not head down to Fredericksburg, and on Rte. 3 south of town is a delightful French restaurant named "LeRendevouz". The Chef has worked for named places in D. C. and his wife is Norwegian and sings quite delightfully. Besides, the food is excellent, ambience superb, and the price is right. Enjoy! Tell them I sent you, and they'll take care of you.
- This will probably be my last column for The Daymarker for a while because I have decided not to run for the position I have held since the Club's inception a couple of years ago. I have seen us mature from our first meeting on a cold

POT-POURRI Cont'd.

winter day when we organized the OYC to the present large membership we enjoy today. I probably recruited you to join us in our infancy and I do hope you have not regretted the move. For the past two years, I have worked hard for you and I shall continue to be an active member and put in my "two cents worth" whenever possible. It has been a joy and I feel I have made many friends as well as assisted the Club to advance to be a powerful voice on the mid-Potomac River. It's time I took a hiatus and I thank you all for your support in the past and sincerely wish you "happy boating".

MORE POT-POURRI by Terri Petrey

- Who is the OYC Board Member who offers his services for watering the grass along Rt. 50 and gives directions to strange passersby all at the same time? (DJ)
- While Ulla was eating her Chart House Mud Pie at the Annapolis Boat Show, she made the statement, "This is a half-one". It's true!
- Who (after two years of owning boats) was riding up the Occoquan River to get his trim tabs fixed and almost ran aground because he forgot "red right return"? (BP)
- All members of the OYC will greatly miss the informative and enjoyable articles put in The Daymarker by Gene Fichter. It may not take too much arm twisting to get Gene to continue to contribute although he is trying to play hard to get right now. So, whenever you see Gene walking around on the docks, don't forget to tell him how much he is missed.

SAIL DITTY BAG by Aaron Martin

The other day, I had a discussion with a fellow worker, who happened to be a novice sailor. During our discussion, the subject of sailing in light breezes came up, and he expressed his chagrin at the difficulty of getting out of 'irons' on several occasions. Being 'in irons' is when your boat's bow is dead into the wind and there is no forward momentum. In this condition, the rudder is useless and the boat cannot be steered. I smiled and sort of chuckled as I had been in the same condition many times. With experience, I told him, you'll learn several tricks to make one's stay 'in irons' short and tolerable.

The first way to get your boat into a sailing mode is to force the bow over with rudder action. This is accomplished by rapidly pushing the tiller to one side then slowly

Continued..

SAIL DITTY BAG Cont'd.

pulling it back to the other. It is usually necessary to repeat this action several times. The second method is to push the boom about 30 degrees to one side of the boat. The boat will start to move backwards and will begin to turn, bow out of the wind. As the rudder begins to take hold, rapidly move the tiller to the side away from the boom, trim your sails, and sail away. (Sure sounds like work to me!)

This article wouldn't be complete if I didn't describe the 'lazy sailor's' way to break out of irons. If your jib is up, simply take hold of the jib clew and manually hold it out to one side of the boat. The breeze will force the bow onto a sailing course. Quickly trim the sails and away you go. By the way, the jib clew is the lower aft corner of the jib.

Happy Sailing

STATE GUARD FORMED (taken from "Peashooter")

"Virginia is forming a State Guard, the 21st such unit in the nation. The Virginia State Guard will follow in the tradition of the defense units of yesteryear in that it will be a 'volunteer force' in the true sense and will be manned by people in local areas. The state guard is looking for administrative personnel, former military personnel, doctors, nurses, journalists, finance specialists, lawyers, boat owners and pilots. For more information call 385-3827."

SPEEDY RECOVERY wishes go to OYC-er Ken Gemsheim. We miss you on the docks.

CONDOLENCES from the OYC were given to the Captain and crew of our neighbor tug boat MR. SHEP on the loss overboard of one of their crew. A brief memorial service was conducted on Sunday, October 20 off Sandy Point. SHE'S A LADY and ROBINS' NEST accompanied MR. SHEP to the site where a wreath was put in the water.

WELCOME NEW MEMBERS

Associate: Joan Corderman

Family: Bill and Joyce Garthune; Russ and MaryLee York

Individual: Ed Detwiler

TIME TO RENEW YOUR MEMBERSHIP FOR THE 1986 SEASON and please submit any changes to your membership information so the records can be updated.

WHAT'S YOUR BOATING SCORE?

	YES	NO
1. Are gasoline fumes lighter than air?	_____	_____
2. Do boats under sail always have the right of way over power boats?	_____	_____
3. Is the portside running light a green light?	_____	_____
4. Is "windward" a direction away from the wind?	_____	_____
5. Do motorboats sound a bell when underway in a fog?	_____	_____
6. Does a "spring line" often help in docking a boat?	_____	_____
7. Would deviation and variation be considered compass errors?	_____	_____
8. Are nun buoys usually even numbered and painted red?	_____	_____
9. Is the purpose of the "Rules of the Road" the prevention of collision?	_____	_____
10. Is a flotation device necessary for every person aboard a motorboat?	_____	_____
11. Does the "lubber" line hold the compass in place?	_____	_____
12. Would a boat on a True Course of 270 degrees be heading East?	_____	_____
13. Are you liable for damage caused by your boat's wake?	_____	_____
14. Do Government charts show water depths?	_____	_____
15. Is tide a horizontal movement of water?	_____	_____
16. In water depths are there six feet to a fathom?	_____	_____
17. Is the small-craft storm warning flag a black pennant?	_____	_____
18. Would a Compass Bearing help determine a ship's position?	_____	_____
19. When anchoring, does the amount of line "payed out" affect the holding power of an anchor?	_____	_____
20. <i>Compasses built general centerline on Ch. 16?</i>	_____	_____

Answers to Quiz on next page.

ANSWERS TO QUIZ

1. No Gasoline fumes are heavier than air, hence go to the bilge.
2. No Sailboats overtaking a powerboat do not.
3. No Port running light is red; starboard running light is green.
4. No If you face into the wind, you are facing windward. If you face away from the wind, you are facing to leeward.
5. No Motorboats sound a bell at anchor in a fog; a horn underway in a fog.
6. Yes Spring lines run forward and/or aft from the boat to dock and aid in docking.
7. Yes Deviation is error caused by ferrous (iron) metal or electricity. Variation is error caused by magnetic north differing from true north.
8. Yes Usually "yes". Can be horizontally striped green and red as an obstruction or channel junction marker.
9. Yes If we obey the Rules of the Road, we will not collide.
10. Yes Not only sensible, but required by law.
11. No A compass bowl to read ship's heading from compass card.
12. No True course 270 degrees is west; 090 degrees is east.
13. Yes You must be considerate of others and are liable for damage or injury.
14. Yes From a datum stated on the chart.
15. No Tide is the vertical movement of water; current is the horizontal movement.
16. Yes Be sure to note if depth on chart is measured in feet or fathoms
17. No Small-craft storm warning pennant is red (triangular shape).
18. Yes This will give you a line of position and will help; two will give you a fix and exact position (correct compass to true).
19. Yes The longer the scope, the better the holding power of anchor.

* * * * *

The following is Part 2 of the article written By John Welsh . . . "Lessons, Frustrations and Rewards of a Summer in St. Marys" . . .

I don't know how many of you remember Hurricane Bob. I do! A friend of mine and I had planned a three-day trip. We wound up in Crisfield (I saw Crisfield quite a few times this summer.) It is on the eastern shore of Maryland and is the Crab Capital of the World. A unique place to go and a good harbor and marina. Also, if some of you remember American Graffiti and the cruising automobiles you might be interested in observing the Crisfield variation on that theme on any night of the week, but most especially Friday and Saturday. We had planned to cross the Bay and spend the night on the Virginia shore of the Potomac. I kept listening to the radio weather and they

Continued...

estimated that the remnants of the hurricane would reach the area during the afternoon the next day. We made the decision to return to the marina. We left early that morning and the wind was light coming up Tangier Sound. As we headed through Kedges Strait into the Bay, it picked up to about 10 knots. It was from the southwest and steadily grew as we crossed the Bay into the Potomac. As we altered our course to run dead down wind and set our sails wing on wing (the jib on one side and the main on the other), the wind was blowing about 20 knots with 6 foot seas. It was an exciting sail as we surfed in excess of 12 knots down the following seas. It came time to lower the sails and head into the creek. As we were taking down the jib, I turned and looked at the Virginia shore, or more accurately, where the shore ought to be. It had disappeared in the first thunderstorm of the approaching hurricane. We made quick work of getting down the main sail and stuffing the jib down the hatch. We had just turned the boat before the approaching storm and I had taken my bearings when the storm hit. It turned out to be a short heavy storm. It was my first thunderstorm in KAPAULA, and I was on the whole happy with the way she handled it. I had to slow down quite a bit so not to run into the lee shore, but since the storm was short and the ensuing calm was long enough, we were able to get in to the dock before the main storm reached us. That night it blew in excess of 25 knots in the creek and the creek had foot-high waves and the tide was a good foot above normal. The Gardiners had gone on a week-long cruise and wound up in Solomons when they were supposed to be back home. While coming across the Bay, I spied a small sail boat coming down the Bay around Point Lookout. They made it into the River and set sail. They followed me into the creek and came to the marina and got a slip. I spied the Neabsco Sailing Club Burgee and went over to talk to them. They were and had been cruising the Bay in their newly acquired Catalina.

It's a small world.

Lessons learned: Make sure you respect a hurricane or in this case even a watered-down tail end of one. Alter your plans, for the better part of valor is indeed discretion. When a thunderstorm is approaching, get the sails down. That is the first order of business. Make sure you check your bearings. Everything will disappear. It is better to have plenty of room. Stay in the larger body of water, don't try to make port unless you have ample time to be tied up at your dock when the storm hits. Luckily this particular storm was short so that I didn't have any problem with the channel entering the creek; however, if it would have continued I would have had no choice but to turn around and head back out into the St. Marys or Potomac until the visibility returned. When faced with major weather events such as hurricanes or thunderstorms, the weather channels are accurate. However, in day-to-day forecasting, I find them to not be accurate at all. Often times the direction of the winds was 180 degrees off and strength was as much as 15 to 20 knots in error. Be prepared for anything

continued...

Frustrations

There is always a fine line between frustrations and lessons where boating is concerned. I know that I have a love-hate relationship with sailing; but thankfully, most of the bad experiences are forgotten. A friend of mine (who lives on his boat also) and I were supposed to go to New England, but due to a busy schedule for him, he was unable to get his boat ready to take the trip, and we wound up taking a week and sailing to places I have been many times. I like to take long trips as opposed to day sailing or short weekend cruises. Luckily my schedule permits longer periods of time off, so I am frustrated when plans are changed and shorter trips are scheduled. But still it's better not to go to sea in an unprepared boat.

I had hoped to do more traveling during the summer, but it was always hard to get a crew. I don't know about you, but I always invite friends to come down to see me on the boat, especially after they keep asking me to come, and schedule a time, and then at the last moment they always have to go visit their mother or go off to a party. This summer was no different. I have to get my boat ready so that I can single hand it.

Rewards

Of course, every time I get out on the water, it is a reward. When people finally do come to see me and we sail, even if it is a short day sail or trip, it has its moments. The boat becomes my own little world, and even on a crowded river, most of the time one can be quiet and alone. Most of the surface of the earth is water, and since I don't think I will be around long enough to travel in space, I discovered this summer that I really like to think of my boat as my space ship and the waters as uncharted space. If you think of it, even with the large volume of ship and boat traffic, most of the water of the earth has not been touched. Okay, these are rather farfetched ideas, but they are my rationalization for spending so much time and money on such a monster as a sailboat.

Most recent lesson learned - Be first over the starting line (courtesy of Doug Bond) and don't race a live-aboard boat unless you are guaranteed of at least 20 knots of wind (a constant reminder will be the rear of a horse on a recently acquired trophy).

GALLEY NOTES by Terri Petrey

For those of us who went to the Annapolis Boat Show on October 11, a fantastic time was had by all. And for those of us who stayed and ate dinner in Annapolis, we ate at one of the best restaurants in town - The Chart House. After a thoroughly enjoyable meal, one of our "petite" OYC members ordered the famous Chart House Mud Pie. To those people who have not had the pleasure of seeing this delicacy, let me say that it

Continued.....

GALLEY NOTES Cont'd.

was enough to feed 16 people and go around the table three times. Believe it or not, there was enough left over to be considered a "normal portion" for most human beings. We all thought that, although this might not be something everyone could prepare on their boats, it certainly was a fantastic recipe to be shared by all. Bon Apetit!

CHART HOUSE MUD PIE

1/2 package Nabisco chocolate wafers

1/2 cube butter, melted

1 gallon coffee ice cream

1 1/2 cup fudge sauce

Crush wafers and add butter, mix well. Press into 9" pie plate. Cover with soft coffee ice cream. Put into freezer until ice cream is firm. Top with cold fudge sauce (it helps to place in freezer for a time to make spreading easier). Store in freezer approximately ten hours. Slice mud pie into eight portions and serve on a chilled dessert plate with a chilled fork. Top with whipped cream and slivered almonds.

CLASSIFIEDS

'84 Holiday Mansion aft cabin. Excellent live-aboard cruiser (35 mph). All amenities; just move in. By appointment through Prince William Marine. \$80 K.

Hovercraft--Fly at speeds of 50 mph, 6" over water, swamp, ice, snow, desert, mud, sand, grass. Can be gotten in kit form for only \$3,995. For further info, see Gene, slip A-2 Occoquan Harbour Marina (formerly PWM II/East).

HELP WANTED! - Volunteers to serve on the 1986 Advisory Board of the Occoquan Yacht Club. BECOME INVOLVED - Open positions include, but are not limited to: Rear Commodore for Sail, Rear Commodore for Power, Rear Commodore for Racing, Training, and Facilities. For the Ad Hoc Committees we need Social, Historian, Public Affairs, Safety, Junior Coordinator, and Search and Rescue. WE NEED YOU.

N O T I C E !!!

The deadline for articles for future Daymarkers will be the 20th of the month; i.e. the December Daymarker article deadline will be November 20. We are trying to get the Daymarker to you on a timely basis.

