

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

# The Daymarker

*May, 1988, Vol. V, Issue 5*

Member: PRYCA, CBYCA & UPYRC Boat/U.S. Accord # 80979

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Commodore Ron Tilmon 703-491-4214	Vice Commodore Terri Petrey 703-690-6577	Rear Commodore Mary Jo Worcester 703-494-2383	Secretary Ned W. Rhodes 703-534-2297	Treasurer Rich Ellis 703-690-6186
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### Upcoming Events

- May 7 – Fifth Annual Flag Raising and Overnight to Wades Bay
- May 28-30 – 3 Day Cruise to Colonial Beach
- June 4 – Occoquan Blessing of the Fleet



### Commodore's Comments

Ron Tilmon

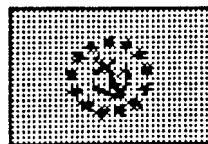
A first encounter of the good—and bad kind. The good part was our first cruise of the year to Washington to view the cherry blossoms (and the traffic jams along the shore line). The bad part occurred on the way back into the marina when I was hailed down to give aid to a disabled boat in distress. Ordinarily, this is a pleasurable chore and one that I willingly do as I would hope others would do in return. However, in this instance, the disabled boat had been blown out of the narrow channel and was in VERY shallow water. As I approached to throw him a line, my depth sounder began reading MSD (I believe this stands for Mud Sucking Depth). Ordinarily, I wouldn't become overly concerned but in this instance, I knew I was near the site of an old brick dumping pile. You guess it, I was over it. It sure is a sickening sound when you are trying to maneuver and you hear the tinkle-tinkle (or is it clunk-clunk) of your props hitting rather solid debris on the bottom. At any rate, we did get him out and towed to his marina. A subsequent test of my boat at high speed didn't reveal any unusual vibration so I guess I came out relatively unscathed. I can't wait until the water gets warm enough for me to stick my chicken body into the water to feel my props for nicks, dings, etc. I guess the moral of this story is that we should all remember that a lot of our boating waters are confined by narrow channels and a lot of shallow water—not always well marked. It sure pays to be aware of the hidden dangers and to guard against possible damage to

our beloved boats and/or bank accounts.

As we are all getting ready to plunge into this years boating frenzy it would do all of us well to take a little extra time to check our boats out thoroughly before taking them out. They can get a little sick spending the long cruel winter all alone and unattended. Minimally you should check for water and/or gasoline leaks—especially the latter. The boat problem above was caused by a blown exhaust bellows which caused the boat to fill up with water and tend to sink.

As always, we should all exercise extreme caution when we are refueling. ALWAYS turn off all electrical equipment while refueling. I've been told that if something is found to be left on that it is better to leave it on than risk a spark to turn it off. Be sure and maintain good contact between the pump nozzle and the filler tube on your boat as this provides a means of reducing the chances of a spark while refueling. Above all, let your bilge exhaust fan(s) work for at least 4-5 minutes to make sure you don't have any fumes trapped in your bilge that could ignite when you go to start your engines. For myself, I'd rather wait a few minutes to get to the gas dock than have to contend with the consequences of a fire—wouldn't you!?

**BOTTOM LINE** — Let's all have a fun and safe summer!



### Vice Commodore's Comments

Terri Petrey

Ron's story of encounters of a good and bad kind brings to mind a similar problem we just had.

Those beautiful cherry blossoms also attracted our family to the Washington Channel. It sure was nice to be cruising along and watching the traffic stopped or, at best, crawling along the Tidal Basin. We had just picked up a family of Belgians, new to the U.S., at the old Potomac Restaurant and were headed downriver to show them the sights. With cameras in hand, they were snapping away trying to get the best shots. Captain Bill, being the nice guy he always is, decided to get a little closer and since our depth sounder showed 4.2 feet (not to mention the 2 extra feet under the transducer) he felt fairly safe. We passed under the three consecutive bridges after the Memorial Bridge and were 10 feet from the last bridge when IT HAPPENED! One minute he had 4 feet, then CSD! (Concrete Sucking Depth) After the blood curdling sound, and trying to calm our already nervous passengers, we got the courage up to look behind us and saw lots of mud and a large black shiny object floating in the water. Then we looked below and noticed some water dripping from our starboard shaft but not an unusual amount. Thinking that all was OK we picked up speed and quickly realized that our boat felt like jack hammer. So we knew we had prop damage to at least one prop and something black ripped off the hull. Well, since we were just "cruising" and sightseeing we continued our picture taking cruise of the beautiful blossoms.

After we deposited our guests and started back downriver we realized that we had to go considerably slower than we were used to cruising. Upon our return we had POWER PLAY hauled out and found to our dismay that we had mangled the starboard prop, semi-mangled the port prop and ripped off the transducer to the point that there were only wires dangling through the hull. Oh well, we needed to get the bottom painted anyway.

I guess the moral of this story is STAY IN THE CHANNEL. Follow the markers because that is what they are there for. If someone wants to take pictures, tell them to bring their telescopic lens.

Another important point is to tell your guests to be sure to wear rubber soled shoes! I just take for granted sometimes that everyone knows the proper attire for boats. Well, this might be true for boaters but non-boaters are completely different. These people all wore leather soled shoes, including the children. It was the youngsters first time out on a boat and they acted as if they were playing in their backyard. They were jumping from seat to seat and chasing each other around the cockpit. I am very sure that I developed 100 grey hairs that day. I informed our guests that the children must sit and if they couldn't sit to at least walk to wherever it was they wanted to go. It is your responsibility to make sure that your guests don't hurt themselves or YOU can be liable. Once you let your guest know what to wear and how to best protect themselves from injury, then you can enjoy your guests and your boat ride alot more.



**Exec. Rear Commodore Comments**  
Mary Jo Worcester

Yes, OYC members, "cruise time" is here once again! As mentioned in our past Daymarkers, we have a number of really good trips planned. And we kept our promise - we had

sign up sheets at the St. Patrick's Day party - which many of you filled out. The results so far are as follows:

**Three-day to Colonial Beach—May 28-30**

**Cruise Coordinator - Ron Tilmon**  
**Participants -** Kiesels  
Martins  
Petreys  
Tilmons  
Woods  
Worcesters

**Alexandria Waterfront Festival—June 11-12**

**Cruise Coordinator - Dale Jacobs**  
**Participants -** Burrows  
Cheathams  
Franks  
Kiesels  
Petreys  
Tilmons  
Worcesters

A word about this cruise. Dale has contacted the Alexandria waterfront dockmaster and has learned that the Red Cross has already reserved all the slips. Dale was told that we should check back about the first week in June to see if the Red Cross will in fact be using all of the slips or if some will be free. So, this cruise is somewhat on hold for the time being or we can have raft-up options in Smoot Bay with a shuttle boat to carry people back and forth from the festival. Let's just wait and see...

**Week Long Cruise—July 23-31**

**Cruise Coordinator -**  
**Participants -** Burrows  
Coldwells  
Martins  
Petreys  
Tilmons  
Worcesters

**Three-day Labor Day Cruise to Tides Lodge—Sept. 3-5**

**Cruise Coordinator - Bill Petrey**  
**Participants -** Burrows  
Cheathams  
Coldwells  
Petreys  
Tilmons  
Worcesters

As you can see, we still need a cruise coordinator for the week long cruise. If anyone wants to join us on any of these great trips, please call me at 494-2383, or call anyone on the Board. We need to get a good count so marina reservations can be made as soon as possible.



## Secretary's Comments

Ned W. Rhodes

Due to wet varnish, I missed the Coast Guard Inspection this past weekend. I hope that I can hook up with them later and get the boat inspected. I did, however, get the boat in the water on Sunday and was able to enjoy the white caps on the river in front of the Marina. I wanted to test out the newly tuned engine but was only able to verify that it would idle for hours while cruising the no wake portion of the Occoquan.

A Board Meeting was held on April 21 to finalize plans for the upcoming Flag Raising Ceremony on May 7th. The following items were discussed and may be of general interest:

- The Blessing of the Fleet in Washington will be Sunday, May 15th. Please see the article in this issue for further information.
- OYC has been contacted by the Tantallon Yacht Club to explore the possibility of several jointly sponsored events this boating season.
- Dale Jacobs will continue to attempt to reserve a few slips for the Alexandria Waterfront Festival this summer. At the moment, the American Red Cross has reserved all the slips and we will have to wait until they release some.
- Plans were finalized for the upcoming Flag Raising Ceremony. The Ceremony will take place on the patio of the closed Pier 5 Restaurant at 11:30 on May 7th. A number of invitations were mailed to the boards of other yacht clubs in the area and so we can expect to have a guest or two there at the Ceremony. Be advised that this is a BYOC affair (Bring Your Own Chair).
- We are still in need of a Rear Commodore for Sail and hope to fill that position at the Flag Raising Ceremony.

The next board meeting is scheduled for May 19 at 7:30.



## RULES OF THE ROAD

Past Commodore Karl Day

Last month we left off in our discussion of Rules of the Road by establishing the "pecking order" of waterborne vessels. Remember the memory device **On Narrow Roads, Driving Fast Scares People Silly**. Now let's look at one category of vessel, the power boat, and see how the Rules apply. Remember that the Rules apply only whenever the possibility of a collision exists and we talked about how to determine this - Constant Bearing Decreasing Range. If you don't recall, please review last month's article.

OK - let's assume that we have looked at the situation and concluded that it is probable that our boat and another boat will arrive at precisely the same spot at precisely the same time. This is obviously going to lead to unhappiness. What do we do? To answer this question, we must establish another set of conditions. Within the Rules there are criteria which

determine the type of situation which exists. There are essentially three basic encounters - the MEETING situation, the CROSSING situation, and the OVERTAKING situation.

To discuss rules concerning these situations, we must be aware of certain directional relationships relative to our own boat. Remember we talked about relative bearing? Dead ahead is 000 or 360 degrees. Directly to our right side or to starboard is 090 degrees. Directly astern or behind us is 180 degrees and finally, directly to our left or to port is 270 degrees. In much of the maritime world today, directions are referred to as points. If you look at a compass rose, you will see that it is divided into the four cardinal directions of N - E - S - W. Each of these four segments is further subdivided into 8 segments giving 32 total divisions of the compass. There are, unfortunately, 360 degrees in a circle. Each point, therefore, represents 11.25 degrees. Thus, if you refer to something as being two points off the starboard bow, you would mean the object is 22.5 degrees to the right of straight ahead or a relative bearing of 22.5 degrees. Two points off the port quarter would mean 22.5 degrees to the right of directly astern as we face astern or a relative bearing of 202.5 degrees. Seems complex, doesn't it? Hang in there. You will see why it is important to understand some of this as we proceed.

When we are approaching a boat that is coming toward us and he is virtually directly in line with our boat and proceeding on a reciprocal (the opposite) course, we are clearly in a meeting situation. If, however, the other vessel is to the left or right of our centerline and proceeding toward us at an angle to our direction of travel, we are probably in a crossing situation. Obviously, if a boat is coming up directly astern of us, we are in the position of being overtaken and the Rules for this are relatively straight forward as we will see. Let's look at each situation in turn.

Rule 13 is simple and addresses the Overtaking situation.

"(a) Notwithstanding anything contained in Rules 4 through 18, any vessel overtaking any other shall keep out of the way of the vessel being overtaken. (b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees (two points in the old vernacular) abaft her beam....." (c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly. (d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear." This is important. As you pass another boat, you will see that you may, in fact, move into a position wherein you seem to be in a crossing situation and might assume that you have the right of way. Not so. If you started as an overtaking vessel, you remain so until you are well past the vessel you overtake.

Rule 14 says relative to the Head-On (meeting) Situation.

"(a) When two power driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve the risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other." In the Occoquan or other narrow waterways, this supports Rule 9 which states: "(a)(i) A vessel proceeding along the course of a narrow

channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable." Thus, the Rules say to keep to the right just as we do when driving on the highway. Have you ever come up the Occoquan only to be faced by an armada of boats, small and large, 10 abreast and using almost the entire river? Be a good seaman and keep to the right as much as possible.

Rule 15 describes the Crossing Situation and the behavior required.

"(a) When two power driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her starboard (right) side shall keep out of the way and shall, if circumstances of the case admit, avoid crossing ahead of the other vessel." You will remember that earlier I mentioned a "danger zone". This is that area of water which lies anywhere from dead ahead through an arc measured clockwise to a point two points abaft the starboard beam or bearing 112.5 degrees. If another vessel is within that area and closing on you so that a risk of collision exists, you are required to keep out of her way. A vessel which is farther aft than that falls into the category of an overtaking vessel and then she is obligated to keep out of your way. Got it? Good!

A vessel that is required to keep out of the way of another is referred to as the "give-way" vessel and under Rule 16 it "shall, so far as possible, take early and substantial action to keep well clear."

The other vessel, referred to as the "stand-on" vessel has strict obligations, as well. Rule 17 says, "(a)(i) Where one of two vessels is to keep out of the way, the other shall keep her course and speed. (ii) The latter, may, however, take action to avoid collision by her maneuver alone, as soon as it becomes apparent that the vessel required to keep out of the way is not taking appropriate action as will best aid to avoid collision". Notice the use of the words "may" and "shall". Shall is obligatory, you must do what it says. May is more permissive and allows the exercise of a certain degree of judgment. Rule 17 goes on to say in par (b) "When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision." This clearly means that if the other guy doesn't take sufficient or correction action to avoid collision, you are obligated to do so even though you should, under the Rules, have the right of way. The object is to avoid collision and stubbornness has no place on the water when safety is involved. Additionally, par (c) says something that should be apparent but is stated for clarity, "A power driven vessel which takes action in a crossing situation in accordance with subparagraph (a)(ii) of this rule to avoid collision with another power driven vessel shall, if circumstances of the case admit, not alter course to port for a vessel on her port side." Finally, subparagraph (d) reads "This rule does not relieve the give-way vessel of her obligation to keep out of the way."

A major point that I have not mentioned yet is that under Rule 8 - "If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion". Rule 8 also states that "(a) Any action taken to avoid collision shall, ....., be positive, made in ample time and with due regard to the observance of good seamanship. (b) Any alteration of

course or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course or speed should be avoided." In other words, if you are going to do something, do it early and make your intentions obvious. Frequently, if there is sufficient sea room, alteration of course may be the most effective way of avoiding a collision provided it is made in good time, is substantial, and doesn't result in another close quarters situation. Next time we'll look at some diagrams and practical examples to be sure that what we have been talking about is clear.

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## Life Returns to OHM

Terri Petrey

April has been a bee hive of activity at OHM. A week ago the parking lot was filled with boats being bottom painted, washed and waxed, summerized, teak was being oiled or varnished and props were being replaced. Some folks were doing some heavy duty jobs like completely refurbishing their boats and painting them and others were adding trim tabs or swim platforms to complete what was never added to their boats. Just a "normal" Springtime boat preparing routine! This weekend the parking lot was empty and almost everyone is back in the water. Most of the OYCers were trying to prepare for the CME inspection on the 23rd and from what I heard, there were quite a few boats inspected. Unfortunately, I didn't get my boat inspected due to obligations with a very tardy landscaper. (Gee George, can we add this to your list of excuses?)

Some of us have already made our annual migration to Joe Robertson's Crab House meeting up with folks who were just bringing their new boats around from the Bay.

Mer and John Piper are taking care of their feathered friends and anxiously awaiting the arrival of the ducks and geese offspring which should be arriving soon? Don't forget your toasted oats!

And so the boating season begins again...

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## Welcome New Members

The OYCExecutive Board and its members would like to welcome new members Dennis Slocumb and Mary Ann Melvin aboard the CHATTAHOOCHEE berthed at the Gangplank Marina. We would also like to welcome Gary and Terry Lance aboard the JESSIE T berthed at Harmony Seaport, and Tom and Carol Walker (I don't know the particulars yet).

Congratulations go out to John and Darlene Olsen on their new 39 Marinette named ASGARD berthed at OHM. Congratulations also to Faye and Ed Detwiler on the arrival of their 30 Sea Ray also berthed at OHM.

## COURTESY MARINE EXAM

CME day, April 23 was a different kind of day weather-wise. Warm enough one moment to open the door, cool enough the next to shut it. The sun was playing hide and seek with the clouds and the threat of hail/showers/thunderstorms lingered all day. However, the Coast Guard Auxiliary was on hand to examine the vessels that were ready. Some OYCers ventured to their boats and got them examined. About 30 vessels were examined. Not a bad day considering the weather. A couple of the boats did not receive their decals for various reasons, but as soon as these deficiencies are corrected, the Auxiliarist will issue the decal. For those of you who did not or could not get to your boat for the exam, and still wish to have it, you may call Jim Lewis at 494-8449. He has offered to return to do those who couldn't be at the marina.

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### 5th Annual Flag Raising Ceremony

Don't forget May 7th and the 5th Annual Flag Raising to be held at Occoquan Harbour Marina and starting at 11:30 a.m. Come early! We are asking that the membership bring an hors d'oeuvre and some lawn chairs (if you want to sit, that is) The uniform of the day will be your OYC shirt and white shorts or pants.

We are trying to make this a special ceremony. Junior members, Billy Petrey, Cindy and Kerry Kiesel, and Junior Commodore Stacy Hampton and Vice Commodore Patrick Worcester will assist in the hoisting of the colors. Junior member David Ellis will play the bugle and rumor has it that "someone" will be firing a cannon at the appropriate moment.

We are expecting some officers from other yacht clubs to join us at our ceremony and exchange burgees after our Club flag is raised. They will be joining us for refreshments and giving us a chance to get to know each of them better and learn more about their clubs. Let's all show our guests what a great club we have and how proud we are of the Occoquan Yacht Club.

Don't forget that later that afternoon we will be having our raft up at Wades Bay. This is a great time of year to go because there will be no mosquitoes. Hopefully the weather will be cooperating with us since we missed our first raft up after the CME inspection on the 23rd.

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### D.C. Blessing of the Fleet

George Kiesel, Commodore for Power

As the '88 season commences, the OYC will again participate in the annual "Blessing of the Fleet" in Washington, D.C. The OYC will be one of nineteen clubs participating.

It seems to me that this is an appropriate way to start the boating season. Being a "dock watcher" it appears to me that many boaters forego the traditional Sunday services during

the season and probably could use additional help in getting safely through the season.

With the expansion of the boat launching facilities at Lorton and the abundance of new boats appearing along the Occoquan, boating activity will resemble the start of the Boston Marathon. Give your boat a fighting chance, get it blessed! Even the "Skins" needed some extra help.

Most boaters will attest to the fact that their boats have a personality, usually this personality is 180 degrees from their own. Not really knowing the spiritual bend of their boat, they should play it safe and get it blessed. 180 degrees is as far in the other direction as it can go.

The Club needs your support for this activity as well as all activities throughout the season. Generally around 8-12 boats will participate in the various activities, not a very good showing for such a large membership. Lack of participation comes in a variety of excuses, here are a few common ones:

I really don't know anyone!

I can't handle the boat like more experienced members!

I can't get the time!

**They** all have been friends for years!

**They** exclude smaller boats, bigger boats, sailboats, fast boats, slow boats, blue boats, yellow boats, etc.

I am shy!

My wife is shy!

Nobody told me!! (This is my favorite one)

I don't like to go that far!

I don't have a radio!

I don't like to use a radio!

I don't know how to use a radio!

My kids get bored!

My kids have soccer, ballet, basketball, softball...

Who should I see about the trip?

Come out and participate! Boating in the company of Club members is a lot of fun and a great way to increase your skills. It is amazing how much a skipper and crew can learn during a Sunday outing or overnight raft-up.

If safety is a concern, then rest assured that the old cliché "There is safety in numbers" was coined for boating. If something goes wrong with your boat, there will be someone there who has an extra "whatever" or has experienced the same or similar problem. Last time a member had trouble with an engine, at least five boats escorted them home and at least three other crews were waiting to assist upon their arrival.

Get a good start to the new season, become a participating OYC member. May 15 is a good time to start!!!

Anyone who wishes to participate please contact me on the IRISH MIST or call 250-3533 or you can contact any Board member.

For those desiring to enter the boat decorating competition as explained in the flyer, please contact me prior to May 9. Competing boats must be officially entered by May 9. Specific details will be disseminated after the final coordinating meeting on the 9th.

## Notes from the Poopdeck

John Piper

I recently went through my quarterly maintenance tasks and someone asked why quarterly? Well there are certain tasks that should be done periodically but not necessarily weekly. These are the kind of tasks that you tend to forget unless you put them on a regular schedule. These will vary with each boat, but you should be able to construct your own quarterly list.

In my case I do the following: Check the batteries for water. (This is one of the easiest to forget and the most frustrating when your battery goes dead while at anchor.) Check the bilge pumps for normal operation. Start any gas engines such as an outboard or emergency pump. Shake and rattle the fire extinguishers to stir up the powder inside. Check any filters on the air conditioner. These are the items that I need to do quarterly.

In your case, you might add: Check the water under the cabin sole that accumulates from rain. Check your mooring lines for chafing. Check anything that may have vibrated loose. (I once had a boat whose gasoline filter unscrewed itself every now and then.) Check your running lights. Think of what may go wrong and check it. Make up your quarterly list and then stick to it. You won't be sorry.

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## The Nature Corner

Mate Mer

Well, well - a pair of Canadian Geese arrived in the evening of April 12. They flew over the marina honking, circled once, and landed opposite our starboard side. Their arrival is two and a half weeks earlier than the pair and five babies arrived last year. And their arrival was a bit more graceful, too. Last year momma and pappa and the five wee ones arrived at 9:30 on the morning of the 30th and honked to let me know they were here. We surmise the pair are grown up babies from last year. Wanna know why we surmise this? They would NOT EAT THE TOASTED OATS - they only ate the bread, and bread is all they ever got alongside the DUN-MOEN all last year. Well, I wised up and said (like a typical mother- adopted or otherwise) "You guys are gonna eat the oats or go hungry". After a couple of evenings of just oats, the geese and the ducks are eating together like one happy family. This will probably continue until the babies arrive. We don't know if we will have goslings, but we are hoping we will have ducklings. There is a momma duck sitting on a nest with several eggs on the marina proper.

To those of you who have aided in the feeding of our fine feathered friends - thanks. We now know that the ducks will eat pretzels, but I'm told they don't like Oreo cookies.

## Good News

It has been learned that any vessel in distress and/or in danger from the 301 Bridge South past Ragged Point can call the Coast Guard Auxiliary units for assistance or a tow. This is due to the fact there is no commercial salvor in this area. Auxiliary units are covering the middle Potomac area every

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## Pot Pourri

Last week it was reported that SOUTHERN NITES was calling POWER PLAY. When POWER PLAY answered the call, Ron said the voice on the other end didn't sound like Bill Petrey so he said, "Is this the original POWER PLAY?" to which the voice answered "NO". Ron replied with "Well, I want to talk to the original POWER PLAY - OVER!" Gee, thanks Ron. You made my day!

OYCers berthed at OHM—we now have a new key to the bathroom. If you have not gotten yours just see Dickie Lynn and he will give you one. Any additional keys will be handed out with a \$5.00 charge. Please don't give your key to anyone who is not berthed at OHM. The bathrooms have been found in terrible shape with trash (like chicken bones and beer cans) left in the small trashcan meant for paper towels). These facilities are for our use so let's treat them as if they were our own?

Now that the boating season has begun, be careful what you say and do because I will be watching and listening to you!!!

## BLESSING OF THE FLEET PRIZE INFORMATION

A. The Blessing of the Fleet will be held on Sunday, 15 May 1988 starting at 1300 or just plain 1 PM.

B. The categories for awards are:

1. BEST DECORATED - To enter this category boats must be decorated above and beyond the normal parade dress for such a vessel.
2. BEST DECORATED BY KIDS - Same as rules for Best Decorated with the addition that the decorating must be accomplished by children under the age of 15.
3. BEST CLASSIC SAIL - Sail boats entered in this category must be 25 years or older.
4. BEST CLASSIC POWER - Power boats entered in this category must be 25 years or older.
5. BEST SAIL - This category is for newer sail boats (not classic).
6. BEST POWER - This category is for newer power boats (not classic).
7. BEST HOUSEBOAT - This category is for all houseboats regardless of age.

C. To win a prize boats must be entered as a competing boat. Unregistered boats or boats not actually registered for a prize category listed above will not be considered for a prize.

D. Decorated boats will be given significantly more consideration in all prize categories. To encourage boat decoration we suggest that each Marina or Yacht Club offer a prize for the best decorated boat entered from their organization.

E. Boats are not permitted to be prize winners in the same prize category two years in a row. We encourage last years winners to try in another category this year. Last years winners were:

1. Best Decorated by Kids - Sea Rover (Tantallon Yacht Club).
2. Best Classic Sail - Sirenia (Gangplank Marina).
3. Best Classic Power - Riches (Gangplank Marina).
4. Best Sail - Adriatic II (Ft McNair Marina); Patricia Divine (Capital Yacht Club).
5. Best Power - Janice (Ft McNair Marina); Just Us (Tantallon Yacht Club).
6. Best Houseboat - L'Escapade (Gangplank Marina).