

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

The Daymarker

September, 1988, Vol. V, Issue 9

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

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

Sept. 3-5 – Labor Day Cruise to
 Sept. 24 – Regatta and Dock Party
 Oct. 1 – Gen. Membership Meeting & Elections



Commodore's Comments

Ron Tilmon

While I'm sure you'll read more about it elsewhere in *The Daymarker*, I can't help but make a few comments about our FANTASTIC week long cruise to the upper Chesapeake Bay. After a somewhat late (as usual) and rainy start, we had a really FUN trip. Regrettably, our newest members - Gordon and Anita Murchie had to drop out after experiencing transmission failure in the vicinity of Cobb Island the first day out (better there perhaps than out in the middle of the Bay). We're sorry about their misfortune but sincerely hope they'll join us again next year. We all got caught in various stages of a thunderstorm the first day out with Jean, Sandi and myself catching the worst of it due to the fact we were later than everyone else and had to run through the whole blasted thing! Anyway, we all finally made it to safe harbor at Pt. Lookout Marina in Smith Creek.

The rest of the trip went off like clockwork except for Bill Petrey's flat tire/blowout in Baltimore Harbor (be sure and ask him about it; I'm sure he'll tell you it was my fault). Also, if any of you were contemplating going shopping in St. Michaels, Baltimore or Annapolis, you may want to wait awhile for the stores to restock their shelves. Some of our Firstmates had a ball shopping!!! It will be a killer when those credit card bills come in.

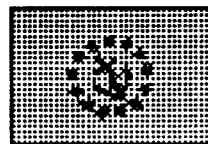
For those of you who like statistics, here are a few. The total trip consumed 28.7 hours running time on my hour-

meter. (I won't tell you about the fuel consumption because I don't want to get you on a downer but its cheaper than air fare to the Bahamas). Our longest leg was Spring Cove Marina (in Solomons) to OHM and took 4.9 hours (including a brief fishing/trolling interlude).

Bottomline, we had a SUPER trip. Thanks to our Rear Commodore for Power, Steve Worcester for doing such an outstanding job in planning /organizing the trip.

A reminder about our upcoming General Membership Meeting and elections to be held on **Saturday, October 1, 1988**. Our list of candidates (so far) is included elsewhere in *The Daymarker*. However, if you're interested in running for an office and aren't included, please give Terri Petrey or myself a call or talk to us on the docks and let us know. We need a good slate of nominees to give our voters a good choice for next year .

Hope to see you out on the water soon. Even with gremlins and Murphy himself aboard (as so aptly detailed in Phil Sweet's article last month), we still managed to have a good time.



Vice Commodore's Comments

Terri Petrey

August was an incredibly busy month! And trying to think of where to begin first telling you what we have done is even harder but here goes.

The first and most important thing I must do is thank John and Marilyn Piper for once again pinch-hitting for me while I was on the week long cruise. They have never let me (or anyone else) down and I am forever grateful that I have two wonderful friends to turn to when anything happens - whether it be good or bad.

If you didn't make the opening on August 2 of Harbour Inn then you really missed out on a wild time. The restaurant started off with a bang! There were some hectic moments but for the most part, and the fact that some things were finished just before the doors opened, things ran fairly well. Dick had a good turnout of friends and OYCers and slip holders show up all wishing him well. By August 6th, when we returned for the second time, his people were much more efficient and relaxed and the food was delicious. It will take time but things are looking really good and all of us couldn't be happier.

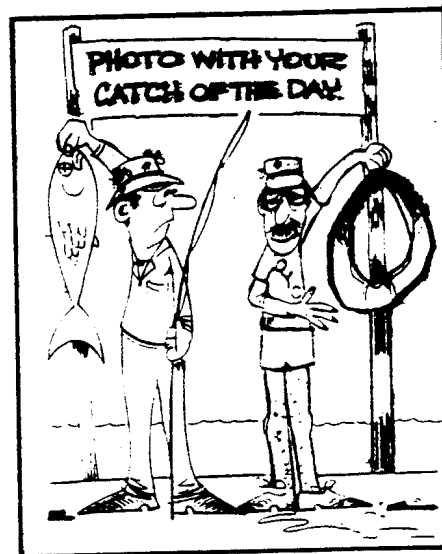
I want to take this time to thank all of the people whom we are so happy to call our friends, who helped Bill and I get POWER PLAY repaired so that we could go on the week long cruise. Once the parts were finally delivered to the marina at 9:30 p.m. Friday evening, I never saw such a flurry of bodies bolting into action. Special thanks go out to Dick Lynn, Dick Krauss, Steve Dunlap, John Moss, and Richard Charles for spending their Friday evening down in the engine room of our boat putting on a new shaft and two new props. If I forgot anyone, it's only because I didn't see you! Thanks to all the women for being my moral support because I was so pessimistic about the work getting finished in time. Boy was I wrong! At 11:30 p.m. at night we are taking her out for a test run and she ran better than she had ever run before. Needless to say, I dashed home and started packing and I think I finally got to bed around 2:30 a.m. So again, from both Bill and me **THANK YOU SO MUCH!!!**

The Week Long Cruise was one of the nicest cruises we have been on in five years of boating with the Club. I am now convinced that it takes that long to visit all of the marinas up and down the Potomac and Chesapeake and I'm sure we only touched the tip of the iceberg! In any case, we did find some really wonderful places which are certainly worth revisiting. And once again, we enjoyed the company of a lot of good friends all having a good time, helping each other out, and reminiscing over the past cruises we have all spent together.

As mentioned in the August *Daymarker*, the OYC has gotten itself involved in the issue with Mason Neck State Park and the exclusion of power boats and skiers in Belmont Bay. At the August 1 hearing before the Fairfax County Board of Supervisors we had a turnout of 15 people (6 of which were OYC members) at which time we presented our Petition which was signed by over 825 concerned boaters. The hearing did not turn out very favorably in that we were heard and the Board very quickly voted and unanimously approved the proposal without any discussion. It was my opinion that the Board had absolutely no intentions of compromising or reaching a solution to this matter which really ruffled my feathers. Since that hearing date I have written to Jack Randolph with Game and Inland Fisheries (county) and Bud Leynes with Dept. of Conservation and Historic Resources (state) reiterating the views of that August 1 hearing and bringing up a number of points of fact which were being withheld by the opposing side. Dick Krauss, who has really

been the most concerned boater (and skier) on this issue says that we still have time and can win this issue. Anyone who wishes to learn more about this matter can call me or Dick Krauss (at OHM) and we will be more than happy to fill you in on what is happening. We really need your help if we are to keep this swimming, boating and skiing area which has been used for over 30 years by some of our members and fellow boaters.

Don't forget that you can save yourself \$10 by renewing your membership prior to November 1, 1988. This is part of our incentive drive for you to renew early because after that the rates will be raised to \$45 for Family membership, \$35 for an Individual and \$25 for Associate. The Junior memberships will remain at \$5. So renew now!!!



Exec. Rear Commodore Comments
Mary Jo Worcester

For years I've heard rumors about a bath oil sold by Avon that was reputed to be a great mosquito repellent. I never actually ran across anyone who had ever used the stuff themselves, though the stories were always given, "A friend of a friend of mine tried it and said..." etc., etc. Well, I'm here to tell you that I went out and bought it, used it, and have some results to report.

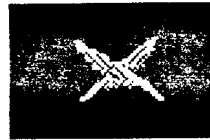
The product is Avon Skin-So-Soft. (By the way, this is not a commercial or product endorsement). I ordered a bottle from an Avon representative a few weeks before we departed on the OYC week long cruise on July 23rd. I felt sure I'd have the opportunity to try it during the trip. My chance came one evening at White Sands Marina on the Patuxant River. We were picking freshly caught steamed crabs for supper that night. The mosquitos joined the crab feast about 9:00 p.m. Several of us slathered the potion liberally about our persons. To be truthful, I'm not completely sure whether it was the Avon bath oil by itself, or the oil-crab juice-melted butter-horseradish combination that was on our hands. Whatever the case, I can safely say our mosquito troubles disappeared. I hope it was the lotion for two reasons: First, it smells so much

better than the normal mosquito repellants that are commercially obtainable, and second, it doesn't leave the greasy film on your skin those same products do.

By the way, when the Avon representative delivered my bottle of lotion, I discovered it had several other uses. The following list was included in the little box the bottle came in. These uses are supposed to be tried and true. About the only thing it doesn't claim to be able to do is grow hair (Too bad, Ron).

- Bath oil
- After shower moisturizer
- Suntan oil (no sunscreen)
- Removes makeup
- Hot oil treatment to soften nails
- Good massage oil for those overworked, sore muscles
- Good insect repellent for people and their pets
- Helps relieve itching caused by insect bites and dry skin
- Sponge it on screens and around doors and windows to keep crawling bugs, flies and mosquitos out
- Wood cleaner, conditioner and polish for natural wood (cuts grease and dirt from kitchen cabinets)
- Removes chewing gum from hair, skin, and carpets
- Removes glue and gum left from price tags and labels from glass, metal and most plastics
- Cleans tape marks left by bandages from skin
- Cleans ink from skin and most vinyl and painted surfaces
- Cleans heavy grease and oil from skin and non-porous surfaces (great for mechanics' hands)
- Removes soap scum from shower doors, shower curtains, windows, and bathroom and kitchen fixtures
- Removes lime and hard water deposits from windows, fixtures, shower doors and tile
- Removes tar spots from car finishes without damaging paint finish
- Oil lubricant for fitting pipe joints that won't slip together easily
- Removes paint and stain from skin—much gentler than turpentine
- Cleans paint brushes easily; leaves them soft as new
- Cuts grease and dirt from range hoods
- Removes candle wax from furniture, carpeting and clothing
- Removes scuff marks from patent leather shoes
- Removes liquid nail (panelling glue)
- Removes "ring around the collar"

- Cleans vinyl surfaces inside your car; removes smoke odor
- Mix five parts water, one part Skin-So-Soft, mist on show animals (which we all have!); brush in, makes their coats gleam and keeps insects off.



Secretary's Comments Ned W. Rhodes

A break in the weather made for a pleasant Sunday on the water. It was nice to finally be able to work on the boat and not be bathed in sweat. Fall is looking pretty good to me.

A Board Meeting was held on August 18th to discuss a number of the social activities that are coming up. The Labor Day Weekend Cruise was reported to be taking shape. All the participants have been lined up with the place to be decided in the near future.

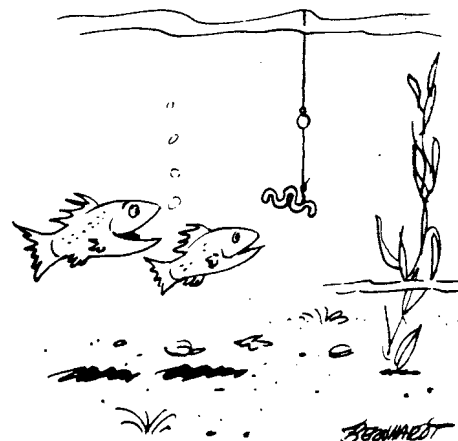
Plans have begun for the Predicted Log and Scavenger Hunt that will be taking place in September. There should be details on that activity in this issue.

The October General Membership meeting will be held in the Tall Oaks Recreation Center. This is an important meeting because the members of the 1989 Board will be elected at that time. A list of the current nominees is contained in this issue. It is still not too late to throw your hat into the ring for next year.

We are still looking for a coordinator for the Hearty Souls Cruise this fall and the Board is still searching for a place to hold the Christmas Party. If any of you have any "connections" at any fancy location, please let the Board know.

EDITOR'S NOTE

Due to the fact that I have just returned from another family trip, and because I am trying to get as much information out to the membership as soon as possible about the Labor Day Cruise to Dennis Point, I did not have time to tell you about the Week Long Cruise Log. I promise will do so next month.



"The object of the game is take the worm off the hook. When you do, another one comes down automatically!"

LAST YEAR - THIS YEAR - NEXT YEAR

by Steve Worcester

The Week Long Cruise has probably been the topic of several of the articles in this issue of *The Daymarker*. Well, this article is no exception. Let it suffice to say that it was a good trip, the weather cooperated (most of the time), the Bay was calm (except for one or two days), there were no crippling hangovers (not including LM's), and no divorce actions resulted (not yet).

This was the third year in a row the OYC has taken a week long cruise and I guess that I could have titled this piece "The Year Before Last - Last Year - etc."...you get the idea. Any how, the idea was to compile a list of helpful hints and suggestions that the cruise planners can refer to for next year. These are all serious suggestions that have proven their value on one or more of the past cruises.

- Do make marina reservations at least six weeks before the departure date.
- Don't trust anyone else to check oil levels, transmission fluid levels, coolant levels, etc., in your boat's engine(s).
- Do make sure the marinas visited have swimming pools. Nettles and hot weather make this an absolute necessity.
- Don't send your wife down to straighten up the cabin in four foot seas.
- Do plan at least two stays of more than one night. Marina hopping on a daily basis is tiring. Even a two night stay in three different places is not excessive.
- Don't let JR and JT get you in a "pool sandwich".
- Do take some pantyhose along. They protect from nettle stings. Should you have to get into the water to clear a fouled prop or just want to do some water skiing, they could save alot of discomfort.
- Don't turn your wife loose with the credit card in St. Michaels, Baltimore or Annapolis...take your pick.
(Editor's note: I must be having deja vu - I think I have heard this before?)
- Do try pepper vodka in your Bloody Mary's.
- Don't try too much pepper vodka in the Bloody Mary's before you go out for dinner.
- Do try to limit the daily distance traveled to 40-50 miles. That allows for a leisurely start in the morning, a 2-3 hour run and gets you to your destination about check-in time which is generally 1-2 p.m.
- Don't stand on your chair in the restaurant and point out your wife's shortcomings to the other patrons. (Editor's note: Tsk, tsk...)
- Do consider assembling a "Buddy's Bucket" as an air conditioning system filter. It prevents jellyfish clogs. It can be assembled for less than \$75 and it really WORKS!

- Don't top the evening off with champagne when you've spent the afternoon drinking Bloody Mary's and margaritas.

PREDICTED LOG AND MEASURED COURSE SCAVENGER HUNT

This year your 1987-88 Board is going out with a bang! We have planned our final event to be something like we have never done before.

This year we will have our Predicted Log Race but with a twist. We are adding a scavenger hunt (at least that is what we are going to call it). The event will be a surprise and will not be made known to the participants until the night before the race at a Skipper's meeting at which time further details will be disclosed. We will call each individual entrant to give them the time and place of the meeting.

I will tell you that we will give you a compass heading and distance given towards a marker (which will be determined later) from which you will retrieve proof you were at the correct marker and proceed towards the next marker. It will be a true test of calculating heading, timing, and handling skills.

Anyone who is interested in participating in this event, please fill out the form attached as the last page of your *Daymarker*. There will be an \$8.00 entry fee which will cover the cost of trophies for first, second and third place which will be presented at the picnic after the race.

The race will begin at 1:00 p.m. Following the race there will be the Dock Party which will be held at 4:00 p.m. in the A Dock Parking Lot. The club will be furnishing the meats and we ask that you bring a dish of your choosing to go with it. Beer will be furnished by the Club. Don't forget to bring your deck chairs.

We guarantee this event will really be fun and competitive for all small and large power boats alike.

COME ON! USE YOUR BOAT AND HAVE SOME FUN!!!

LABOR DAY CRUISE

By Bill Petrey

The Labor Day Cruise which will be held this year on September 3-5 will be to Dennis Point Marina on the St. Mary's River. This cruise will take approximately 3.5 hours. This marina is equipped with everything and we have heard from a few reliable sources that it is really nice. So with that in mind, departure time will be at 9:00 a.m. on Saturday morning. Check in time at Dennis Point is after 12:00. For those of you from other marinas, give me a call on the VHF on Saturday a.m. or give me a call at home.

The boats who will be participating with us cruise will this year are POWER PLAY, SOUTHERN NITES, 2ND OBSESSION, SUN CLUB, AFFINITY, MAGGIE LYNN, DAWN LYNN, CAPTAIN'S CHOICE, ELIZABETH SCOTT, SHALLIMAR, EMPTY NEST, and HANKY PANKY.

Welcome NEW Members

Mer Piper

The Club welcomes the following new members: John and Helen Sullivan aboard the BARBARA ANN at the Fairfax Yacht Club; Carl and Janeal Way aboard the ANDROMEDA at Occoquan Harbour Marina; and, KOKO RINGLE, the massive gorilla aboard HARMONY at Harbour Point.

GENERAL MEMBERSHIP MEETING AND ELECTIONS OCTOBER 1, 1988 AT 7:30 P.M.

The nominating Committee has come up with an excellent slate of officers. After many hours on the telephone and personal contact on the docks the following individuals have agreed to run for the offices indicated and to serve the Club if elected:

OYC NOMINEES - - 1989

COMMODORE

TERRI PETREY
MERILYN PIPER

VICE COMMODORE

BOB LASERTE
MARY JO WORCESTER

EXECUTIVE REAR COMMODORE

GINNY KILDOYLE
LYNN MARTIN
NED RHODES

SECRETARY

DEBBIE CHARLES
JUDE RASMUSON

TREASURER

DEBBIE BERARD
RICH ELLIS

The elections will be held at the Annual General Membership meeting on October 1, 1988. The meeting will be held at 7:30 p.m. at the Tall Oaks Community Center, 12298 Cottonmill Drive, Lake Ridge. Directions are as follows: Ox Road to Old Bridge Road, go past 10 stop lights and turn right on Hedges Run Drive after you pass the Mobil Station. Continue down Hedges Run to Cottonmill Drive (which will be on the right after the Giant Shopping Center) and the Community Center will be on the hill on the right. Parking is behind the center or on Hedges Run in front of the Community Center. We are asking that you BYOB and bring any hors d'oeuvre or dessert you feel like making. The Club will furnish the set ups, cups, eating utensils and paper products.

Anyone else, who at the last minute wishes to run for any of the above-noted positions, must give the Secretary (Ned Rhodes) or any Board member a call as soon as possible or submit a petition signed by at least 5 regular members and submitted by September 1, 1988.

General Membership Meeting - PROXY

Elsewhere in the *Daymarker*, Family Members and Individuals will find a Proxy. The Proxy is to be used if you will not be attending the General Membership Meeting October 1 and yet you wish to cast a vote in the election. Please assign your Proxy to whomever you choose by putting that person's name in the blank provided. Date your Proxy; PRINT your name; and, then SIGN your name. You can either mail the Proxy to POB 469, Occoquan, VA 22125; give it to the person you have assigned; give it to any member of the current Board; or, give it to John or Mer on board the DUNMOEN. Your assignment permits that person to vote on your behalf. If, however, you want to provide specific instructions for your proxy vote, you may also do that. The important thing is to VOTE either in person or by proxy. This is your Club and you should exercise your right to have your voice heard by voting for the people you want to lead the Club next year.

CAPTAIN ROBIN CHARLES

On August 7th I witnessed the most amazing sight. After just having returned to OHM from a weekend at White Point Marina on the Yeocomico River, other boats were also returning to their slips. At the helm of Richard and Debbie Charles 37 foot Marienette ROBIN'S NEST was their 8 year old daughter Robin. This young lady had brought their boat around from Mattawoman Bay to the marina all by herself (with Dad close by). What was truly amazing was that she was backing her boat into the slip with her Dad giving her instructions like "Now port engine reverse - now neutral. Now starboard engine reverse - now neutral", etc. and she was doing a truly amazing and wonderful job.

This only points out what the Club has been saying all along - that one cannot be too young to learn boating terminology (i.e., rules and regulations) and driving and maneuvering a boat. Also, it's very important someone else know how to

handle the boat in an emergency. When I congratulated her on a job "well done" I asked her what else she had learned and she informed me that her Dad had taught her how to run the electric anchor wench. I have also seen this young lady take lines when docking and tie off at the appropriate cleats.

I think that Richard and Debbie Charles should be commended for taking the time and effort to urge their daughter to take the helm and learn what boating is really about.

CONGRATULATIONS ROBIN!!!



I spend quite a bit of time observing the activities at the gas dock here at the marina. To put it bluntly, the quality of seamanship is appalling! The problem is that most of the offending parties are not members of the OYC and thus, will not be reading this. But, on the chance that you may be in a position to pass this along, allow me to review some of the more blatant transgressions.

It's all based on safety. Gasoline is a deadly explosive and I really don't want to see the entire marina disappear in a ball of fire. It can happen. Top of the list is smoking while taking on fuel. Twice in the last several years, I have called someone down for smoking on the boat while fueling. The look I get is "Gee, I didn't think".

Next in line are the mechanics of taking on fuel. Close the cabin door and hatches. Make sure that the fuel nozzle is in contact with the filler pipe. Set portable tanks up on the dock when filling. When you are through filling, open the cabin door and hatches, run the blower for at least 4 minutes and ventilate.

The whole purpose of these steps is to prevent gasoline fumes from collecting in your bilge, since they are heavier than air. Or if they do collect, they are flushed out before starting up your engine. Use your built-in fume detector, your nose. Smell the bilge before lighting off. Ask Oskar Walker aboard SARA J how his nose saved his life!

There is at least one documented case in which a boat had a self-starting generator. During fueling, someone turned on a switch which caused the generator to start, which ignited the fumes in the bilge, which destroyed the boat. Turn off any self starting-stuff.

Not quite as bad is the handling of the boat when coming alongside. It truly amazes me as to the number of people who aim for the gas pump straight on and assume that the gas dock attendant will fend them off. I have seen the actual pump knocked over at least 20 degrees on several

occasions. I have been told that there is an automatic shutoff valve in the pump that will close down when the pump is totally knocked over. Do I trust it? Nope.

On a lesser level are the people who stick their feet out to fend off from the dock. They should break their legs. But why doesn't anyone have any lines ready to tie up? What if the gas dock lines are fouled or not there? I have seen boats come alongside within a foot or so of the dock and then shut off their engine. Then the boat driver will sit there on his fat duff expecting the gas dock attendant to fend off his boat and tie it up for him! I mean really—

As I said in the beginning, this is not aimed at anyone in the OYC - I just wanted to vent my long standing frustrations. But you have my permission to Xerox this column and hand it out to the visitors to the gas dock as you see fit. Next year, we should have two gas docks, and I will be twice as worried.

Nautical Jargon

Bow - What you do after performing an outstanding docking maneuver.

Bulkhead - A person with a very large cranium.

Cabin Sole - A pet fish kept in a cabin.

Chine - What the sun does.

Freeboard - A cruise on a vessel that you don't pay for.

Flying Bridge - A type of card game played on an aircraft.

Fuel Tanks - Giving thanks for having fuel available.

Halyard - A grassy area around a house owned by Hal.

Kelp - What you yell for when you're in trouble.

Ketch - A game of ball.

Oar - A woman of ill repute.

Oar Lock - A security device that women of ill repute have on their doors.

Prop - What you use your arm for to support your chin at the bar.

Scupper - The meal after lunch.

Seacock - A nautical rooster.

Skeg - What beer comes in.

Sloop - One who dribbles food when he eats.

Stern - The way you feel after bashing a piling.

Strut - A peculiar way of walking employed by women to attract men.

Windward - A section of a hospital for people with chronic gas problems.

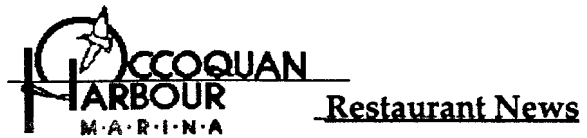
Windlass - A condition resulting from successful treatment in a windward.

Filched from Dock Talk, a newsletter published by Don's Port Marina, Cedar Creek Lake, Texas. — Refilched from Eastern/Southeast Boating, July 1988.

Southern OYC Contingent Calls Mer Piper for Stu and Christa Upson

Stu and Christa Upson, aboard GRAMPS, called us Friday, July 29th and what follows is a printable version of the highlights of their call. They called from a town about five miles south of Ft. Lauderdale. "We have completed our first international cruise over to Bimini, Nassau, and Chub Cay." For those of you who know Stu, you can just hear the excitement in his voice. He says the "Caribbean Contingent is alive, well, and somewhere between fantastic and nirvana". They are "having the time of our lives" and report that "the Intra-coastal was a real blast. We took our time and went relatively slow but should have taken more time." Hit bottom about four times on the ICW and says the worst grounding was in Moorehead City, NC which he even allowed seeing as how it was his fault (there is apparently more to the story then they were ready to share at that point judging from the chatter from Christa in the background !) Very relaxing but not many places to pull off and drop the hook, and pulling into marinas gets expensive. Caught an 8" shark which was exciting, but Stu said that the "biggest thrill was for the first time leaving out of Government Cut, Miami, in route to Bimini - going out in deep, blue water". Said his Loran put him within 200 yards of Bimini even though they had some rough weather. They don't like Bimini - expensive, draws drunks and rowdies, people bug you on the street to buy drugs and they "don't want any part of that ___". Not particularly interested in returning to Chub Kay because it's too exclusive and expensive (\$64 a night for a slip); but they "kinda liked Nassau". Stu's had a job offer - well sorta - but he emphatically states that he does NOT like Florida. Christa says they are "dying of the heat" including Beagle who flops in front of the air conditioner and has lost about five pounds—she's not sure if it is because Beagle doesn't eat or if the mosquitoes have gotten to him. When they returned from the Bahamas after depositing their friends in Nassau they were "ready to play". After anchoring out in the harbor their generator died, so they came back into Lauderdale for repair. They rented a car and drove to the Keys and liked what they saw so have decided to "do the Keys by boat" instead of going back to the Bahamas. They're ready to "put the hook in, fire up that little diesel generator, run the freezer, run all the air conditioning and all that good stuff" and they have purchased a ten foot Achilles with an 8 hp motor along with some snorkling gear and they "wanna do that until we get tired of doing that". John pleaded with Stu to write an article for the DAYMARKER, but Stu said he was "too busy snorkling, fishing, and eating seafood".

They have rented their townhouse which makes them very happy. They inquired about their friends in the Club and we assured them that all were doing their thing. They wish the restaurant much success, and we sensed just a slight (very slight) hint of wishing they were back here to do the "cutting up" they are so good at doing. They will be renewing their membership, but doubt if we will ever get an article out of them. So, we'll continue to pass along whatever news we receive.



The Harbour Inn Restaurant at Occoquan Harbour Marina opened its doors on Tuesday, August 2 with a flurry of last-minute activity. Some of Dick's friends (Club members and others) were there to help and also to hassle. We have included a questionnaire about the restaurant for those of you who have gone and wish to make comments. For those of you who have not tried it yet, please do and fill in the questionnaire. We have heard a lot of good comments and suggestions; we have heard some constructive criticism as well, and we think it is only fair to Dick and his management team that they get the feedback so they can evaluate it and make the appropriate determinations. I think I speak for the majority of the slipholders at OHM when I say we want it to work and be a contribution, and not a detriment, to the already fine marina we have here.

GALLEY NOTES

by Lynn Martin

Each year the OYC week long cruise affords the "OYC closet garmets" the opportunity to test their culinary creations cautiously on the curious crews. This years scrumptious specialities included Jean Tilmon's Southern Fried Okra (SURPRISE, okra can be good) and a salad dressing based on a low-cal mayonnaise. I thought that those of us who are still weight concious would appreciate this great tasting mayonnaise.

LOW-CAL MAYONNAISE

The ingredients are:

1 egg,	2-3 tbs. lemon juice
1/2 tsp. salt	1 cup safflower oil
1 tsp. dry mustard	

Place all ingredients except oil into blender. Pour in a slow steady stream of oil while the continuing to blend. This gets very thick and you may have to stop the blender and stir with a spatula as the last 1/4 cup oil is added, then continue blending.

Add as you prefer: pepper, paprika, onion powder, garlic powder or dill (I tend to go heavy on the garlic).

To make the salad dressing we shared with the Tilmon's, I took 2 tbs. of the mayonnaise and added 1 tsp. of honey mustard — how simple can you get!

Need a quick tartar sauce for your fish? Add chopped onion and a bit of pickle relish to the mayonnaise and bon appetite!!!



The Nature Corner
Mate Mer

Sad news to report this month - of our three baby ducks, we have only one left. At feeding time, the adults are starting to hassle her, so we try to feed her separately if possible. We have been told that there is another mother with three babies hanging around "B" dock at OHM, but we haven't seen them yet. The geese apparently have been fed enough bread and Cheerios because they only bug us occasionally now...and that's just fine with us!



The Answer Man
Harry Hawspipe

Once again, we bring you our resident know it all, Harry Hawspipe and his fountain of knowledge.

Dear Harry — I would like to name my new boat the "Jennifer Wyznoski" after my Mother-in-law. Would this be appropriate? F.N.

I once saw a boat named the "Jennifer Wyznoski" on the Piscataquog river in New Hampshire. Thus, naming your boat with this name could cause some confusion. Why don't you pick a name that would be totally unique to you and your lifestyle such as the "Joie de Vivre" or the "Power Play" ?

Dear Harry — My digital speed log always reads zero knots, even at full throttle. What could be the problem? R.M.

There are two possibilities. Either: (A) You are still tied up to the dock, or (B) Your digital sender thingie has become plugged with ookie green slime stuff. I would check (A) first. If it turns out to be (B), send \$4.95 for my

booklet entitled "How to remove ookie green slime stuff from your digital sender thingie".

Dear Harry — I am new to boating and have just started listening to the VHF marine band radio. What does it mean when someone calls "Breaker one six for the Beaver - we be the Bear Hide calling - got your ears on?" N.B.

It means that the caller is an arrogant jackass.

Dear Harry — Last month, the marina moved a dirty old lecher into the slip next to mine. Every time I scrub the deck, do the brightwork, or wax the hull, he is watching me with binoculars. Should I tell the marina management? Miss B.B.

My Dear B.B. — I have looked into this for you and discovered that the fine gentleman in the slip next to yours is actually an undercover security agent. He is constantly on the watch for questionable characters who could be a threat to your safety. You should relax and welcome his alertness and dedication to duty.

Dear Harry — The other day I heard a boat horn sounding one long blast followed by five short blasts. This seems to be a conflicting signal of intent. Was this wrong? B.L.

On the contrary, this is the proper signal to give for a novice boater getting underway for the first time.

Once again, we have run out of printable questions. Feel free to take advantage of The Answer Man's wealth of knowledge and experience. Just write to Harry Hawspipe, c/o The Daymarker.

BUDDY'S BUCKET

Word has spread far and wide (and also within the Club) about the great Buddy's Bucket. Well, on the Week Long Cruise there were two boats with this device attached to their water intakes to their air conditioners and they all worked perfectly. What we did discover was that some of the different boat air conditioners required less water pressure and needed a relief valve (which Steve Worcester perfected in a rustic sort of way). Now we have heard that all one has to do is remove the strainer from their air conditioner intakes and the problem will be solved but this is not so. We found that even when we removed the strainer the jellyfish were clogging the strainer on the outside of the boat. This was largely due to the fact that in some of our locations the jellyfish were as thick as syrup in the water. So in these instances, Buddy's Bucket worked wonderfully. It was worthwhile when we would see the owners of 65 foot yachts down in their engine rooms cleaning their strainers. They would ask what was the device we had hanging off the swim platform on our boat and we would tell them about our luck with our Bucket.

This idea has caught on so quickly amongst the Club that a few of us enterprising sorts have decided to market these little gems.

BENT PROP AWARD

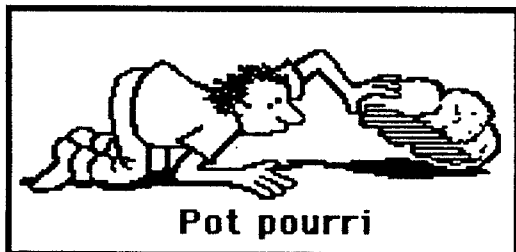
Editor's Note

On a recent weekend outing, I was told about a trophy at a New Jersey yacht club that was presented to one of its members each year. It seemed like a truly unique and innocent way of poking fun at something that happens to everyone who owns a boat. No one is exempt from having problems.

Each year at this time we choose a person or boat whom the Club feels best exemplifies Yacht or Commodore of the Year. This is not an easy choice to make because there isn't one person or boat that has not had some kind of bad luck in one form or another during the boating year. For these people (or boats) we have been given the suggestion of presenting the "Bent Prop Award", to the person or boat who has had worst turn of luck throughout the year. Some people feel that to tout a person who has nothing but good luck seems simple, but to choose from such a large group of boaters as our club, who have all at one time or another run aground, bent shafts, dinged props, or just had some kind of bad luck are deserving of, for lack of another term, some attention.

The trophy consists of a wooden plaque with a "deformed prop" attached to it. Under the prop will be a large plaque which will have each individuals name and the year engraved on it. The trophy will be presented each year (hopefully not to the same person) and their name will be engraved on it. The winner will keep the trophy for a year and then hand it over to the next year's winner. The suggestion has been made that this be done at the time the Commodore's Cup is presented to its recipient.

I would appreciate some feedback on this suggestion, so either call me or write to the OYCP.O. box and let me know what you think.



Pot pourri

POT POURRI

A new drink has been invented. We call it a Yuppie Mary. The ingredients are Pepper Vodka (there really is such a thing), Bloody Mary mix and some salt to lick off the wrist (I think this is optional?)

SW started the week long cruise bouncing his new TV onto the floor of his boat, breaking his camera, his depth sounder pooped out and his radio broke. Sounds like he had alot of fun!

NOone could get over the fact that the "7-11" in Oxford closed at 9 p.m.?

Ever heard of a power boat having a flat tire? Well, just ask TP and BP about it. It really does happen.

Marlis and Rick Norton have retired to the Ozarks to sell boats for pleasure and fishing in Hermitage, Missouri. They say that if anyone is in the neighborhood to stop by.

RR says JR can't cook but the rest of the group on the week long cruise say "She really makes a mean 'pool sandwich' ".

I'm not surprised that the fishermen on POWER PLAY didn't catch any fish on the cruise, considering the condition of their bait - one eel was sunburned and the other had jaundice.

The cruise of "1986" was revised aboard LA LINDA via video tapes and brought back some really great memories.

Contrary to what your Commodore would like you to believe, there are no TILMON'S ON TILGHMAN ISLAND. Everything on the island is related to the Harrison family. The only thing we could find with the name Tilghman was "matchbooks" from the Chesapeake Harrison Restaurant, and then it was just an address.

Overheard on B dock this past weekend, "All we said was that he should get a swim platform. He went ahead and got the swim platform, but there is a new boat attached to it." (RT)

A possible matter for the FCC, "This is Weeco Tingy ... giggle, giggle." (JT)

She: "Do you want to just swap?" He: "Did you mean the dinghy, or ...?" (MP & RE)

FOR SALE

18' WELLCRAFT BOWRIDER, 1984, 140 Mercruiser, excellent condition, canvas cover - \$6500. Call Chip. Home 360-6935 or Office 491-4866.

8000# 4-wheel boat trailer. Will carry a Sea Ray 26' and has been in the water three times. Call Peter Jacobson. Day 971-3600 or Evenings 866-4891.

SEPTEMBER TIDES

Correction (-): 00:15

	DATE	EST TIME (DC)	EDT TIME (OCOQUAN)	TIDE
Labor Day Cruise to Cobb Island	Friday-Sep-2	07:16	07:01	0.1
		12:28	12:13	2.7
		19:12	18:57	0.0
	Saturday-Sep-3	00:45	00:30	3.0
		08:15	08:00	0.2
		13:32	13:17	2.5
	Sunday-Sep-4	20:06	19:51	0.2
		01:51	01:36	2.9
		09:20	09:05	0.3
	Monday-Sep-5 (Labor Day)	14:42	14:27	2.4
		21:06	20:51	0.3
		03:01	02:46	2.8
		10:23	10:08	0.3
15:46		15:31	2.4	
		22:10	21:55	0.4
Saturday-Sep-10	01:42	01:27	0.3	
	07:19	07:04	3.0	
	14:11	13:56	0.2	
	19:42	19:27	2.9	
	Sunday-Sep-11	02:24	02:09	0.4
		07:55	07:40	3.0
14:47		14:32	0.3	
		20:14	19:59	3.0
Saturday-Sep-17	06:27	06:12	0.8	
	11:26	11:11	2.7	
	18:05	17:50	0.6	
	23:39	23:24	3.2	
	Sunday-Sep-18	07:22	07:07	0.9
12:16		12:01	2.6	
18:53		18:38	0.7	
5th Annual Predicted Log Race & Dock Party	Saturday-Sep-24	00:38	00:23	0.1
		06:01	05:46	3.3
		13:10	12:55	0.1
	Sunday-Sep-25	18:27	18:12	3.3
		01:34	01:19	-0.1
		06:54	06:39	3.4
		13:58	13:43	-0.1
	19:16	19:01	3.5	

NEW MOON SEPT 11th
FULL MOON SEPT 25th