

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

The Daymarker

April 1989, Vol. VI, Issue 4

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

JP

Commodore
Merilyn W. Piper
703-490-4857

Vice Commodore
Ned W. Rhodes
703-534-2297

Rear Commodore
Ginny Kildoyle
703-250-6746

Secretary
Debbie Charles
703-764-9296

Treasurer
Debbie Berard
703-239-0564

UPCOMING EVENTS

April 1

JOYDEN farewell party on "C" Dock at OHM mid-morning.

April 8

Cherry Blossom Cruise. Jim Walters Coordinator - (703)

April 22

Day at the Dock - Mer Piper Coordinator - (703) 860-0779

May 6

Flag Raising at Occoquan Harbour Ma-

Upcoming Events

On **April 1**, Dennis and Joyce aboard JOYDEN will host a farewell party before their departure to North Carolina. The party is planned for mid-morning and it is rumored that Debbie's Kahula cake from the Hardy Souls Cruise will **not** be served.

Jim Walters is the Coordinator for the **April 8** Cherry Blossom Cruise. Departure time is 1000 with a lunch stop at DC. Further details may be found in the article further on.

April 22 is the Day at the Docks. CMEs begin at 0900, the Fire Exercise at 1100, Picnic at 1300, line handling throughout the day and a possible Tug Tour. See the article in this Daymarker. Rain date is April 29.

May 6 is the Flag Raising which will take place at Occoquan Harbour Marina. Details will follow in next month's Daymarker.



Commodore's Comments

Merilyn Piper

We are now landlubbers while our lady is finally in the yard for repair. John made it - hasn't used the shovel once. I must confess that I was probably seen "shoveling" with the dust pan to remove some of the snow and ice from the deck of the boat, but that was only for the boat's benefit!

There was a good turnout at the General Membership Meeting, and we certainly have a vocal group. Ginny introduced us to a 50/50 raffle as a fun fund raising event. For \$1 you could buy three chances, but for \$5 you could have 20 - it was interesting how tough it was to get a dollar out of some and yet how eager others were to go for the bigger chance. We collected \$108, half of which went to the Club and the other half to the holder of the winning ticket (Ed Connor).

Our Quartermaster, Debbie Mullan, sold a lot of OYC apparel, and she will be placing another order around April 10. If anyone is interested in purchasing shirts, jackets, etc. with the OYC burgee embroidered on it, please give her a call

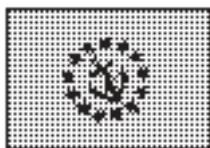
at 425-8796. Or, you can place an order with me at OHM on Saturdays - we will be "hanging around" the marina generally from about 11:00a.m. to mid-afternoon.

A reminder that the next USCG Power Course will be held May 2 to May 23 on Tuesday and Thursday evenings at Woodbridge High School. For more information, call Ron Beers at 791-3291.

BOAT/U.S. advises us of SAFEBOAT-89, a "valuable safety seminar is being held at the Omni International Hotel in Norfolk, Virginia" Saturday, April 22, 1989 for a fee of \$15 including lunch. If anyone wants further info, call me at 860-0779. (That's our "Day on the Dock", but if any of you are going to be in the Norfolk area, you might want more info.)

The Potomac News recently published an article entitled "New Law Targets Drunken Boaters" written by Paul DiNucci, and because it has impact on us, I've included part of it as a separate article. Please don't let any of us become a statistic.

Now that spring has officially arrived and the boating bug has bitten, please exercise caution when de-winterizing and getting your boat ready for the season. Check your lines and replace if necessary. Let's have a safe year.



Vice Commodore's Comments

Ned W. Rhodes

This months column will be a departure from the previous "how-to" articles that I have shared with you. Instead, this article will address some interesting history of the Potomac River.

The February issue of the Chesapeake Bay Magazine had a fascinating article on the ghost fleet of Mallows Bay. The article was of particular interest to me since Nancy and I had ducked into the Reservoir behind Mallows Bay to ride out a sudden rain and wind storm this past summer. The article mentioned Frederick Tilp as an authority on the Potomac River. I discovered that he has written three books about the Potomac and the Chesapeake Bay. The book about the Potomac is called "This Was Potomac River" and I decided to try and purchase it. However, the local book stores had never heard of it and since the man had passed away, I couldn't contact him directly. After a few calls, I found that the Chesapeake Bay Foundation (301-268-8816) has a few copies of the book. It appears that Mr. Tilp made arrangements to publish the book and the remaining copies were donated to the Foundation after his death in order that they could be sold. The \$50 price tag of the book seemed steep, but then all the proceeds go to the Chesapeake Bay Foundation.

I thought I would share some of the information from the book concerning a few of the well known parts of our river. For example, gambling appears to have been an integral part of the history of the river and Chesapeake Bay. Maryland's first colonists apparently bet on their arrival date (the winner received two bottles of Madeira wine) and English sailors were reported to conduct voyage-long card games to pass the time.

A review of the history of the region indicates that King Charles I had rewarded Sir George Calvert, the First Lord Baltimore, with a gift of a large portion of the Chesapeake Bay and for good measure, he included the Potomac River. This gift is the legal basis for the fact that the Potomac River is considered a part of the State of Maryland. During the reenactment of the first landing by Lord Baltimore in March of 1934, watermen reportedly brought ashore slot machines for use immediately after the Governor's speech. In 1949, Maryland legalized the use of slot machines and things took off. There is a picture in the book showing one of four casinos at Colonial Beach. A hotel owner had a pier built on his property that extended out into the river. A casino was built at the end and then a cut was made at the location of the mean high-water-mark on the pier. The land side was Virginia and the casino side was totally in the Free State.

Closer to home, a floating casino ship, the *SS Freestone*, was moored at the end of Freestone Point. The first deck contained 200 slot machines, while the second deck contained an expensive restaurant. The third deck contained the dance floor decorated in Hawaiian decor. The place opened in 1957 and over 15,000 patrons were there on the weekends.

A gambling island resort was planned for Craney Island, but was never built due to the competition from another resort across the river. A floating casino was also planned for the waterfront at Mount Vernon. All the attendants were to be costumed in 1776 apparel, including the oarsmen who would ferry the customers from shore to the barge. Sadly, the plan was abandoned for fear of upsetting the Mount Vernon's Ladies' Association.

1958 brought the end of the "river-slots" when Virginia and Maryland jointly enacted legislation to prohibit "gambling on vessels, piers or structures that cannot be entered from the shore of the State of Maryland by a person on foot."

I know that I will look at Freestone point differently this summer as I cruise by. Speaking of "cruise", I'm ready to fire the Crusaders any day now. Come on Spring!



Exec. Rear Commodore Comments

Ginny Kildoyle

IS IT TIME TO DE-WINTERIZE YET? This burning question has plagued boaters for years. A panel of experts has been consulted (at no expense to the OYC) and the results of their extensive research may help you pinpoint the exact moment to turn that key. Please answer the following questions honestly. It's the only way for us to help you deal with this difficult decision.

1. Do you remember where the boat key(s) is / are? (Y/N)
2. Do you have a tan line anywhere on your body? (Y/N)
3. Have you seen your boat in the last week or so? (Y/N)
4. Do you know where your boat is? (Y/N)
5. Are your snow tires still on your land vehicle? (Y/N)
6. Have you been craving the sight of algae or sea nettles? (Y/N)
7. Have your neighbors reminded you that you never did take them for a boat ride last year? (Y/N)

8. Do you find yourself humming "Anchors Away" or Popeye's theme song? (Y/N)

9. Have you looked for the cooler to get a drink? (Y/N)

10. Is the boat hook where the fireplace poker used to be? (Y/N)

If the answer to three or more of these questions is YES, you're close to going over the edge — our expert panel suggests the following steps be taken:

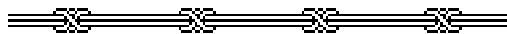
1. Go to the marina - air out the boat - wash everything on the boat you said could wait until next year. DO NOT TURN THE KEY YET (you're not ready).

2. Go back to the marina and take a boat ride with someone who skipped Step 1.

3. Go to your basement or storage room and bring all that stuff in there back to the boat (this may take more than one trip).

4. Load up the cooler - ok - get the neighbors and TURN THAT KEY!

However, if you answered eight (8) or more of these questions NO, our experts suggest a free "For Sale" ad in the Daymarker. If, after all this, you feel undecided or are filled with questions, our experts suggest, for your own sake, you seek professional help. Please write to Harry Hawspipe - he may be the only person who can help you now.



General Membership Meeting March 18

Mer Piper

The General Membership Meeting was held March 18 at Fairfax Yacht Club with 48 OYCers and guests in attendance, and 8 members represented by absentee ballot. Guests and new Club members since the first of the year were welcomed (however, our newest member, Nancy Lindsay who joined Saturday night was inadvertently omitted - welcome Nancy). It was announced that Sherry Detweiler has been in a serious automobile accident—most OYCers will remember her from her days working at OHM. Let's keep her in our prayers and thoughts for a speedy and complete recovery. Richard Charles was thanked for building and putting up our bulletin board, which is on the electrical shed at OHM's "C" dock. This bulletin board is to be used for OYC related notices...we will continue to run the "For Sale" article in the Daymarker. Dave Yarnell was thanked for his contribution of a vinyl banner wishing us a Happy St. Patrick's Day. Daniele Johnson was presented with her OYC burgee for being the first person to call for the burgee as requested in the February Daymarker. Debbie and Travis Mullan were presented with their "diplomas" for having successfully completed the First-Mate's Course. Billy and Rosie Lingo and the Board were thanked for setting up, and the Mullans, Cheathams, and Hank Lovell for agreeing to clean up the club house after the function.

Ned Rhodes requested inputs from Club Members for the Daymarker, and presented a sample of an OYC invitation/note paper and indicated he would be seeking comments throughout the evening. He also announced that the Price Club had the "Guide to Cruising the Chesapeake Bay"

for \$14.95; and, shared information regarding the Chesapeake Bay Foundation.

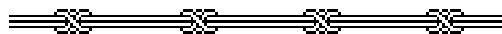
Ginny Kildoye spoke briefly about the Cook Book Project, and reviewed some scheduled cruises. She also reviewed the 50/50 raffle being conducted as a first-time fund raiser.

The Secretary's (Debbie) and Treasurer's (Debbie) written reports were approved as presented.

The main part of the meeting revolved around the proposed By-Law changes. Since there is a current amendment regarding By-Law changes there was no vote on the sentence change. A unanimous vote was received for having the Executive Board being responsible for the scheduled functions through the calendar year. It was unanimously agreed to put on hold until the October meeting the changing of the word "shall" to "may" regarding the appointing of Standing Committees; however, it was approved to add "The Board should encourage an active sail program within the Club and participate in local sailing events" to Article IV, paragraph 3. After much discussion regarding the proxy / absentee ballot, it was unanimously agreed to have an all-encompassing proxy created for every election. The proposed change to eliminate the age restriction for Junior Members was approved. And, it was verified that Pam and Gene DeLancey have agreed to be our Junior Coordinators.

Activities for the month of April were briefly reviewed, and a Photo Contest was announced.

Following the business meeting, everyone enjoyed chatting, nibbling on delicious snacks, and imbibing in their favorite beverage. The winner of the 50/50 raffle was Ed Connor who received \$54, and Debbie Berard was presented with the other \$54 for the Club treasury.



Kids Kup Update

Quoting from the Neabsco Sailing Club's newsletter: "We have received a report of the financial outcome of Kids Kup 1988. Total income was \$5,091.61 and expenses amounted to \$1,606.85. Of the remaining balance, \$3,000 was donated to Children's Hospital and \$484.76 will remain in the Kids Kup fund for 1989. Not bad!" The Kids Kup event is primarily a sailing event; although there are not a lot of sail racers in OYC, it is still encouraging that our small contribution to such a worthy cause created a nice donation. With our own Pat Utter being OYC's representative to the 1989 Kids Kup Race, we are looking forward to earlier information with hopes of more OYCers participating and/or contributing. There has been a predicted log race for powerboaters with minimal participation. Maybe this year we can do better.



Cherry Blossom Cruise

April 8, 1989

According to the Park Service, the cherry blossoms are expected to bloom sometime during the last week of March; however, a lot depends on the weather. After they bloom, the weather will also play a large part in how long they are in their splendor. The Park Service feels the 8th may be on the late side of the peak, but the beauty should still be obvious.

The high tide for Saturday, April 8 is a little before 9:00a.m., which will give us plenty of time to get to our boats and get ready for a days outing. The tentative plan is to depart OHM around 10:00 for a leisurely cruise up the Potomac all the while enjoying spring bursting out all over. For those who have not ventured toward Washington, the Potomac channel is well marked and has good depth. NOAA Chart 12285 is more than adequate for the trip. A raft-up will be established between the 14th Street and Memorial Bridges for lunch. So, bring your favorite picnic lunch and plan to settle back and view our nation's capital in all its springtime splendor. Jim Walters, aboard **LOTUS IV** on "C" dock at OHM, has volunteered to be the coordinator for this trip; you can catch him on the docks to let him know you will be participating, or you can call him at 703-690-8230.



Day on the Dock

April 22

The "Day on the Dock" is the CME/Line Handling /Fire Extinguisher Exercise/Tug Tour/ and DOCK PARTY.

"CME" is a Courtesy Marine Examination conducted by the Coast Guard Auxiliary. Auxiliary representatives will be at OHM on the 22nd and will be available to inspect your vessel. This "exam" is a courtesy and is performed to help us ensure that we have proper safety equipment on board. The size of your vessel will dictate what is required. The Auxiliarist who visits your vessel will look for things like current flares, the right number and style of PFDs, running lights in working order, and fire extinguishers. There are other considerations, again depending on the size and type of your vessel. Some boats need flame arrestors; some need the "oil discharge" notice but all of our boats should be examined. Once you and your vessel "pass" the exam, your vessel will be adorned with a decal indicating that you had the CME for 1989. Should the Auxiliarist find something that isn't working (like a running light fuse that needs replacement), he will notify you and give you an opportunity to correct the situation and he will return later to complete the "exam". The Auxiliarists will be wandering all of the docks in their uniforms just eager to check your boat. For OYCers at Hoffmasters, see **JULIE'S JIM** or **IDLE HOUR**; at Pilot House, **LES DEB** (#93); and, at Harbour Point, **TOKA T**. Others can call James R. Lewis at (703) 494-8449 for an inspection appointment.

Approximately 11:00a.m. OWL Volunteer Fire Department will arrive and conduct the fire extinguisher exercise. They will speak briefly about the types of extinguishers and

their uses. Then, we will be shown how to use an extinguisher; and finally each of us will be given an opportunity to use our own extinguisher(s) to actually put out a real fire. Please try to be at OHM for this important exercise.

The American Fire Equipment, Inc. has agreed to (1) have a recharging vehicle on the OHM premises to recharge our extinguishers after the exercise; and, (2) charge us only \$5.00 per extinguisher (opposed to the originally reported \$7.05). Therefore, if you are planning to use your fire extinguisher(s) during the exercise and you want it (them) recharged "on the spot", please be prepared to pay the \$5/extinguisher fee to the American Fire attendant. **American Fire states they do not guarantee nor warranty any plastic extinguisher or those that have plastic valves.**

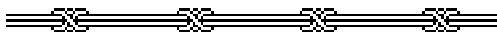
John Piper has agreed to be available to assist anyone with line handling to include (but not limited to) cleating, snubbing, dipping (and why), and the proper way to coil and toss a line. Watching some of the antics at the docks last year indicate most OYCers could benefit from his demonstrations.

We will start the grill and the Club will provide the hot dogs, hamburgers, and beer/sodas. Each family attending is asked to bring a side dish to share.

If a neighboring tug is next door, we are hoping that the day's activities will be capped with a tour of either Mr. *Shep* or *Capt. Tom*. Parents will be requested to keep their children with them during the tour. Also, please remember that the tug is home to its crew and some areas may be off limits.

This should turn out to be a truly fun day on the dock and a chance to get into the swing of the 1989 boating season.

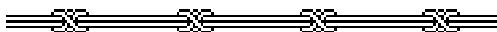
Rain date for this function will be April 29th.



Fuel Rebate Update

Steve Johnson

As a follow-up to Guy Ferrante's article last month, I have gotten back several hundred dollars each year. The form and procedures are the easiest ever encountered in a government bureaucracy. You should note the following—if the receipt is not one from a credit card, it must be marked "paid"; some of the forms ask for an amount of the refund - leave this blank as it changes every year...it has been as low as \$.11/gal. The receipts must not be more than 12 months old - you can file anytime. (Ed. note - the Pipers will have a few forms with them at OHM on Saturdays until the supply is gone.)



Welcome New Members

John Piper

The OYC welcomes the following new members: Daniel and Roxanne McLaughlin, Family aboard **WINSOME I**; Randy and Ann Keyes, Family and Kelly, Junior aboard **SHE WON** berthed at Harbour Point; Nancy Lindsay, Associate associated with **SOUTHERN NITES** berthed at OHM; and, a welcome back to Dick Krauss, Individual at OHM.

Excerpts from Potomac News

What follows are partial quotes from an article in the Potomac News entitled "New Law Targets Drunken Boaters - Intoxicated Operators Face Jail, Fines" written by Paul DiNucci:

"Drunken boaters in Virginia who get caught will face fines and jail terms starting July 1. A bill awaiting Gov. Gerald Baliles' signature allows law enforcement authorities to test suspected drunken boaters for blood alcohol content."

"The bill, passed by the 1989 General Assembly, would be enforced along Prince William's waterways by officers with the Marine Resources Commission and the Virginia Game Commission, said Maj. John Sindlinger, a spokesman with the Prince William Police."

"Prince William police do not patrol local waterways."

"I don't foresee us getting any [patrol boats] in the near future" Sindlinger said."

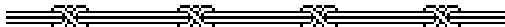
"Fairfax police have patrol boats and sometimes cruise along the Occoquan River, Sindlinger said."

"The present law is unenforceable because there is no efficient way of proving drunkenness," Copeland said (Howard Copeland, State Delegate). "Unsteadiness on the feet is typical of boating and flushed face could be from sunburn or windburn."

"The legislation does not apply to those in non-motorized boats under 18 feet in length. 'We just applied the law to motorboats and vessels over 18 feet,' Copeland said. 'There was a lot of opposition to getting tough on canoers and people in rowboats.'"

"In addition, the violator has to be operating the boat when he is stopped and must be under way, not docked, according to the bill."

"A boat operator with a blood alcohol level of .10 or higher is automatically presumed drunk, according to the bill. Conviction of operating a vessel while intoxicated brings with it a possible 12-month jail term and a \$1,000 fine, according to the bill."



This coupon is good for \$1.00 off the price
of any tab through April 30, 1989.

Limit: One per customer!



Last month, I asked if anyone knew the one time it is acceptable to fly another flag directly above the US Ensign on the same hoist. Answer: The "Church Pennant" may be flown above the US Ensign during church services aboard US Navy vessels. The church pennant is a white triangular pennant with a purple border and a cross in the middle. It signifies that services are underway and that there shall be no skylarking or disturbances. As this is being written, only Joe Aldridge of the HOVERING ANGEL knew the correct answer. He had to go to the Navy Department to find the correct answer, but find it, he did! Our hats off to Joe.

Well, spring is here and I never had to use the snow shovel this winter. For that I am glad, but will we have to pay for the mild winter in August when the temperature gets to 120? Let's hope not. The new docks are in and being wired. This should be fun watching all of the boats on the up-river side of "C" dock getting underway for the first time with a new dock in the way. Let's see how they maneuver in a suddenly restricted space. Time to refresh your techniques of using spring lines and sky hooks in tight quarters.

It has been noted that PC Aaron Martin has traded in his old computer (A Commodore - no less) for a Macintosh. Could this be the first step in becoming the Daymarker editor? And lastly, for you early spring cruisers, daymarker #4 in the Occoquan channel was (is) missing as of March 11 and has not been reported in the Notices to Mariners. No big deal, just thought you would like to know.



Tips on Flag Care

The following tips on Flag Care are provided by the Dettra Flag Company. Neglected Frays: Trim off the worn hem and rehem the end. It's perfectly proper and when done promptly can greatly extend the life of your flag. Remember, "A stitch in time saves Old Glory." Rain: The combination of wind and rain can literally beat some of the dye out of flag fabrics. The added weight of moisture in the fabric causes the flag to snap harder and wear out sooner. Be practical...don't fly your flag in the rain. DON'T FLY A DIRTY FLAG: Keep your flags clean. Dirt is sharp, it cuts fabrics, it dulls colors, it causes wear. Most outdoor flags can be washed in a mild detergent and thoroughly rinsed. Indoor and parade flags should be dry cleaned. "NIX" on Storing Wet Flags: The emergency of getting your flag out of the rain is no reason to store it wet! Dry it as you would wearing apparel. Hang it neatly and evenly. Wet folds turn into nasty permanent

creases. Dampness ruins fabrics and causes mildew. Contact with gasoline, oil: Petroleum products are injurious to flag fabrics. Flags for boats are particularly subject to this hazard. Keep your flag away from motors and gas tanks and out of water fouled with gas and oil. Don't handle your flag with greasy hands.

Treat her with respect and display her proudly (and properly).



Once again, our resident know-it-all responds to questions from the uninitiated and uninformed. If you need answers to any of your questions, Harry Hawspipe is here to serve. Feel free to take advantage of his wealth of knowledge and insight into all things nautical.

Dear Harry - I was on a cruise where the navigator was using celestial navigation techniques. Is it proper to "moon" the navigator when he is taking sightings? M.B.

Only if you and the navigator are following an "alternate life style." Otherwise, you may find your Sea of Tranquility booted into the Chesapeake Bay.

Dear Harry - I know that it is proper to signal when entering the river after leaving my slip. The problem is that sometimes I accidentally "pass a little wind" at the same time. Many boaters look strangely at me and then get out of my way in a hurry. What signal am I really using under these circumstances? Chapman's was no help. F.C.

From Chapman's: "A vessel less than 12 meters (39.4 ft) in length need not carry the sound-signalling equipment required on larger vessels, but if she does not, she must have 'some other means of making an efficient sound signal.' [33(b)]." Since the other boaters look at you strangely, it would seem that you do indeed have 'some other means of making an efficient sound signal.'

Also from Chapman's: "The DANGER SIGNAL - five or more short and rapid blasts on her whistle. [34(d)]." Since the other boaters get out of your way in a hurry, it would seem that you are giving the Danger Signal. The only other possibility would be (from Chapman's) "a signal of one prolonged blast. [34(g)]", indicating that you are leaving your slip. Under these circumstances, however, even this latter signal would most definitely be a "danger signal". You should study Chapman's more carefully.

Dear Harry - I must protest your blatantly incorrect response to last month's valid question concerning heavenly bodies. It is that kind of inaccurate answer that leads me to question your self-proclaimed know-it-all status. Miss B.B. is on D-Dock and cannot be seen in March. It is usually July. D.M.

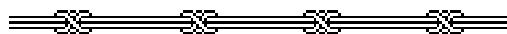
Whoa, horse! Go back and reread the March column. I said "On the other hand, if you look to the South during the summer, Miss B.B. on C-Dock is not bad either" (underline added). To me, summer includes July. In addition, Miss B.B.

has her boat on D-Dock, but her current lover has his boat on C-Dock and that is where she will be found during the summer. So you see, I was right all along!



Photo Contest

The Board has agreed to conduct a Photo Contest this year to encourage noticing and capturing the beauty around us while we are enjoying the up-coming season. The Contest will begin April 1 and run through October 1 with judging by a professional photographer at the Chili Cook-off October 28. The categories will be Landscape (sunrise / set included), Boat Profiles (at anchor / underway), People (at play / relaxing / etc.), and Wildlife (some people feel a "people" shot might fit in this category). There is no age limit and no special requirement for framing. So, dig out the cameras, have plenty of film, and let's capture a true story of a fun season.



Classified Ads

25' Chris Craft Catalina Hardtop. 225 H.P. V-8. Closed water cooling system. Private head, sink and electric running water. Galley w/2 burner electric/alcohol stove. Refrigerator. Sleeps four. 25 gal. fresh water/50 gal. fuel. VHF and CB. Trim tabs. Electric auxillary fuel pump, brand new barrier coat on hull. Excellent condition. Low hours. Call Rich Ellis at 690-6186.

1981 17' Formula. 470 Mercruiser (225 CI, 170 HP), with Closed Cooling System. 175 hours on engine. Great ski boat. Seats 5. New bottom paint and barrier coat this year. Still faster than any boat on this page. Call Ned W. Rhodes at (703) 534-2297.

36' Trojan Tri-cabin, 1972 "LA MOUETTE" - Not the fastest boat on this page (20K at cruise), but with this boat you're in no hurry since it has all creature comforts (air cond., gen., full galley, 2 heads [1 with a real shower], and more). Already summerized. Moving ashore-must sell soon, builder wants non-contingent contract. \$54,500 / offers. See at Hoffmasters, Slip A-5 anytime (unless we're out on the water). 491-4345.

Chris Craft 28 Ft. 1980. Large open cockpit w/ full camper canvas. Large cabin with full galley (110V/12V frig, 100V/ alcohol stove, hot water, etc), private head w/ shower, dinette (that makes a dbl bed); large "V" berth; sofa that makes 2 bunk beds. Swim platform, trim tabs, remote spotlight, VHF radio, all safety equip. \$24,500. Berthed at Tantallon YC. Call (301) 868-1161 (eve.) for appt. to see.