

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

The Daymarker

July 1989, Vol. VI, Issue 7

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

JP

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703-490-4857

Vice Commodore
Ned W. Rhodes
703-534-2297

Rear Commodore
Ginny Kildoye
703-250-6746

Secretary
Debbie Charles
703-764-9296

Treasurer
Debbie Berard
703-239-0564

UPCOMING EVENTS

July 1

Fourth of July Dock Party at OHM 11:30-2:00. Mer Piper Coordinator (490-4857).

July 22-30

Week-long Cruise to the Bay. Signup by July 8th. Ned Rhodes Coordinator (534-2297).

July 22-23

PRYCA Annual Float-In Party at Aquia Harbour Yacht Club.

August 19-20

Cruise to Tall Timbers. Sign up NOW with Mer Piper.

Commodore's Comments

Marilyn Piper

Well, since no one called (Ned called, but he isn't eligible to partake in the freebies) to take advantage of the offer in last month's Daymarker of the free nautical key chain, we'll try it again soon. Because some of the Daymarker's were handed out at Cobb Island, I had arranged with the Marina Store for two key chains since the participants in the Cobb Island Cruise would have had an "edge" on the rest of the membership. Several people said they saw the offer but didn't bother to call 'cause they probably would not have been the fourth caller. Some still haven't found it. Keep looking...it's there.

OYCers - PLEASE exercise caution when filling your gas tank(s) at the gas dock. Already this year we have watched several OYCers fill up while leaving the cabin open, not operating the bilge blower, and not sniffing for fumes. Don't let someone waiting behind you put you in a hurry - it's better to take the appropriate steps in checking than to be the cause of an explosion. Could ruin your whole day (or life, plus other boaters nearby).

There are a few changes to the published schedule. For

lack of participation, the **week-long cruise on the Potomac is canceled**; see Ned's article elsewhere about the week-long cruise on the Bay; **the August 19 cruise is to Tall Timbers**; **the Labor Day Cruise is to Yeocomico Marina.**

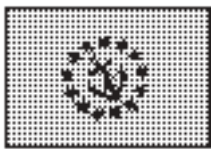
A very special thanks to Joe Zivic who donated the materials and time to install shelves in the shed. Joe said that he would rather do something like this instead of cooking hamburgers at the next picnic. There is always some way to contribute to the Club even if you don't like to cook. Thanks also to Chip, Jim, Mike, Ned, Roland, Billy, Rosie, and John for helping me move the Club's property from the attic of the Store back into the Shed. Hopefully by the time you read this, everything in the Shed will have been organized.

While you are cruising this summer, please don't forget to use your cameras with plans to enter the Photo Contest. Also, watch your fellow boaters with the First Commodore's Cup in mind. And, it's time to start the nomination process for the 1990 Executive Board.

Annie Burrows aboard **Annie C** has asked that I tell you they plan to be anchored in Washington for the fireworks on July 4 and welcomes anyone to join them. Dock talk indicates that some OYCers plan to go to Colonial Beach for fireworks. Wherever you go, safe cruising.

Kudos to the Giant Food Company for their monetary

contribution toward the chicken for our Fourth of July party on July 1. The Woodbridge Giant has always been helpful, this year being no exception.



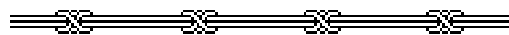
Vice Commodore's Comments

Ned W. Rhodes

I reread my article from last month about the Cobb Island trip and was happy to discover that I was not too far off in my predictions. Instead of fog, we had a big rain storm. I must admit that I was incorrect about two people falling in. In reality, only one person fell in (and I won't embarrass you John by mentioning your name). A full account of the trip is contained in another article. It also contains some unbelievable stories, but they are true, trust me.

Southern Nites was hauled the week before the Alexandria Waterfront Festival for bottom painting and generalized cleaning in the hopes that Dale would stop talking about boats on "D" dock that were dirty. The boat was finally put back in Saturday night, but too late to attend the Festival. You see I had problems with the my packing nuts. Some members have asked me if I had loose nuts and the answer is no. The problems I had were due to too tight nuts. If you have too tight nuts, your shaft leaks and you have to rely on your pump to handle the constant drip. You are always wet and the faster you go, the more you leak. It appears that every so often you need to have your nuts repacked, although I spoke with Richard Charles and he says that he has never had his packed in the last 14 years. Well, you will be happy to know that both nuts are fine now, although we were worried that the right one was too tight. You guys with I/O drives won't have these kinds of problems, instead you get zits on your lower unit. You tell me which is worse.

The schedule for the Bay week-long cruise is contained in this issue of the newsletter. Basically we are going South this year. We will be going back to Tides Lodge, back to York River Yacht Haven, then to Deltaville (see June 1989 issue of *Chesapeake Bay Magazine*) and then on to Vera's. Unlike other years, we are staying two nights at each marina so that we should have a real vacation without having to pack up every day to go on to the next location. There will be a sign-up sheet at the July 1 Dock Party and we must have the \$125 deposit and the particulars on your boat by July 8th. I'm going so that I don't get talked about on the trip. Give me a call at (703) 534-2297 if you need additional information or to sign up.



Cobb Island Cruise

Debbie Charles

The Memorial Day Cruise to Cobb Island sign up was the biggest in the Club's history. Unfortunately, not everyone who signed up was able to go. However, we had seventeen OYC boats and six additional acquaintances. **Andromeda**, **Flashback**, and **Captain's Choice** departed Friday evening.

Early Saturday morning saw **Robin's Nest**, **Affinity**, and acquaintance boat, **One More Call** leave, followed by the **Dunmoen**, **Empty Nest** and **Jessie T**. The rest of the fleet waited until "the storm" passed. **Empty Nest** and **Jessie T** were fortunate enough to slip into Fairfax Yacht Club to wait out "the storm"; however, those of the fleet who were already on the River report waves of up to ten feet which made transit through the water pretty rough. Except for a couple of broken candle holders on the **Dunmoen**, everyone reported no damage and all reported a reaffirmation that the ship can take more than the crew. Mer said she wasn't gonna take just one PFD, she was going to take the whole case. Richard kept everyone in his group calm and Pam reports no one gave in to the almost-need to be sick.

Everyone in the fleet on Saturday enjoyed passing the **Dunmoen**, which really did arrive on Saturday (and not Monday as was reported in Ned's article of last month!). Saturday afternoon the Juniors had a water balloon fight and enjoyed coloring nautical illustrations and just being young. Saturday night, as Ned reported, everyone was on their own - some had cookouts, some went to Capt. John's for a crab feast, and others mooched lasagna or other goodies at the docks. There was no report from the strip bridge party.

Sunday was a beautiful day—some went biking, walking, boat hopping, or whatever else you do on a holiday weekend when you're boating with friends. Some Juniors accompanied a couple of the adults for a picnic on the beach; a "clean-up-the-leftover-food" impromptu was held; boats got waxed; dinghies got used; the Commodore held an impromptu open boat; some used the opportunity to gunkhole on the Wicomico; some of our acquaintance boats scooted over to Colonial Beach; **Captain's Choice** took a bunch of ten oldsters who were feeling young and they found the real "Margaritaville" only to return to the dock with the Police right behind them - Ed and Ginny checked out okay producing all the necessary equipment (after stashing all the bottles, etc. in the galley sink). That evening dinner reservations were made in shifts at the Dockside Restaurant at the Cobb Island Marina so everyone could be accommodated. Those that had the later reservations also stayed around and boogied into the night—a typical OYC activity—to a live band. An OYC thank-you to Frank and Mary Hedges and the entire Cobb Island crew for all of their hard work in accommodating not only the OYC but also the QYC. A job well done.

Monday, another pretty day, saw everyone saying farewell to new friends from Quantico Yacht Club and OYCers and heading for home in stages. A good day for a cruise following a nice weekend. Unfortunately, as is typical of boating, we did have a few members return home with repairs needed - sorry 'bout that guys and gals.

Because everyone likes to see their boat's name in print (and with fear of leaving someone out of the list of attendees) here goes with apologies to anyone inadvertently omitted: **Robin's Nest**, **Affinity**, **Debbie's Guy**, **Sunshine**, **Captain's Choice**, **Flashback**, **Andromeda**, **Hot Pursuit**, **Dunmoen**, **Shalimar**, **Empty Nest**, **Jessie T**, **Marker**, **Southern Nites**, **Steal Away**, and **Sun Club** equals 40 OYCers, plus the six acquaintance boats and 13 people gives us a total flotilla of 22 boats and 53 people. A nice turnout and a nice start of the official boating season. Let's keep up the good work.

Waterfront Festival Cruise

Steve Worcester

After a week marked by rain and thunder, the weather began to cooperate and on Friday afternoon, the 9th of June, the first contingent of yacht club members departed OHM for the Old Town Alexandria waterfront festival. Rich Ellis got an early start but had to turn back when he damaged shaft and prop on an underwater obstruction. The *Sun Club*, *Flashback*, and *Joie de Vivre* anchored off Founders Park at about 7:30 PM. The timing was impeccable as we were able to get the canvas up before one more rain squall hit. The rain cleared off in time for the fireworks and the rest of the evening was perfect.

Saturday morning was clear and sunny and we woke up to the pleasant sounds of the dockmaster telling Bill Petrey that we were anchored in the normal docking path of the cruise boat "Cherry Blossom" and would we please move. These maneuvers were completed in time for a second cup of coffee before the rest of the OYC membership arrived. Joining the raft were *Sunshine*, *Debbie's Guy*, *Second Obsession*, and *Andromeda*. Pat Utter and her son came over by dinghy in the afternoon. The afternoon was spent at the festival, a very nice dinner at Landini Brothers followed, and the evening was capped by cocktails on the aft deck of *Andromeda* watching those videos Dale Jacobs keeps taking of OYC members acting foolish.

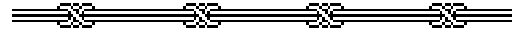
Sunday was another beautiful morning and after a late and leisurely breakfast, the group derafted and headed home. All in all, a very relaxing cruise. Let's see now, did I miss anything? Oh yes. Ned Rhodes was conspicuous by his absence. Some nonsense about about his boat not being in the water. Obviously a ploy to avoid making the \$25 donation to the Red Cross. Debbie Ferrante performed her world famous aluminum pole walk for a throng of astonished OYCers (It's a little known fact that Debbie is part American Indian. Her Indian name is Na Ne Poo Poo, which roughly translates as "Sure of Foot"). Bill Petrey took an early lead in this year's Bent Prop Competition by winning the Potomac River Bottom Plowing event with a run of 42 feet. I must say that there was one small episode of poor sportsmanship in this event when Scott Shortneycy wrapped the Sun Club's bow anchor line around Bill's prop shaft in an attempt to impede his progress. Fortunately, the world famous muck diver, Bob Petrey, was able to verify not only the distance but also the depth of the furrow. Lastly, Steve Worcester and Dale Jacobs took an Honorable Mention in Anchor Diving.

Only two other notes worth mentioning: something about Carl Way's legs so offended the maitre de at Landini Brothers that he told Carl to wear long pants the next time. Try the *Lady Remington*, Carl. Also, it's been rumored that the OYC will sponsor a benefit to try and raise money to buy the Petreys a sharp knife for their boat.



PRYCA's 5th Annual Float In

The PRYCA is finalizing plans for the Fifth Annual Float In which will be held during the weekend of July 22-23 at Aquia Harbour. The Aquia Harbour Yacht Club is planning a very exciting weekend. Events include a pool-side Hawaiian Luau and dancing on Saturday, with Bloody Marys and breakfast on Sunday. The swimming pool, tennis courts, and golf course will also be available. Although this is the weekend the OYC starts its week-long cruise, anyone who wants to read more about the Float In or who wants to attend, please call Mer Piper at 490-4857 no later than July 10.



Cruise to Tall Timbers - August 19/20

Mer Piper

Reservations for 25 boats have been made at Tall Timbers for the August Cruise. Tall Timbers is located on the Maryland shore on Herring Creek, approximately 54 nautical miles from the Occoquan (approximately 9 nm from Cobb Island). Their dockage rates are \$1.00 per foot per night (which includes one 30 amp electric hook up—more than one is \$3.00 extra). **They require a 50 cent per foot deposit by August 1.** They are able to accommodate boats to 75 feet and the marina is dredged to an eight foot depth at low tide and 10-12 feet at high tide. As guests, we will be provided with fresh water and 30 amp electric service at each slip. A bathhouse is located at the end of the dock and the pool will be open. Their ship's store will be open; they have crushed and block ice for sale as well as gas and diesel fuel. The surrounding waters offer excellent fishing and crabbing and gunkholing. Their restaurant, the Reluctant Navigator, offers local and imported seafood, beef, and poultry. It offers both indoor and outdoor waterfront dining. They have a brunch on Sunday.

A \$25 deposit and sign up is requested no later than July 28. Any unused amount will be returned, and a full refund will be made if cancellation is made prior to August 1. There will be sign-up sheets at the July 1 picnic at OHM; or, you can call me at 490-4857 if you are unable to attend the picnic.

Week-Long Cruise - July 22-30

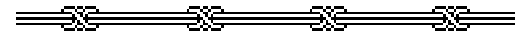
Ned W. Rhodes

The plans are complete for the Week-long Cruise to the Chesapeake Bay. This year the club will be going South to the Rappahannock and York Rivers and then back north to the Patuxent River. We are planning on doing two things differently from previous years. First of all, we will be leaving **early** on Saturday, July 22 due to the fact that we have a long first run from the Occoquan to the Rappahannock. Secondly, we will be staying two nights at each location which should allow us to truly relax and enjoy our surroundings. Note that each stop has a pool and restaurant so that we will not be lacking the creature comforts.

In order to sign up for the cruise, I will need a \$125 deposit, your boat name, length and power requirements by **July 8th**. In the event you have to cancel, we will refund your deposit minus any cancellation fees that may be charged by the marinas where we have reservations. There will be a sign-up sheet at the July 1 Dock Party or call me at (703) 534-2297.

Bay Cruise Agenda

Sat/Sun	115 nm	Norview Marina on Rappahannock River/Broad Creek at Deltaville
Mon/Tue	50 nm	York River Yacht Haven on York River/Sarah Creek at near Yorktown
Wed/Thu	50 nm	Tides Lodge on Rappahannock River/Carter Creek at Irvington
Fri/Sat	65 nm	Vera's White Sands on Patuxent River/St. Leonard Creek
Sun	115 nm	OHM



Safe Boating Class Offered by Mail

The following is taken from the July issue of Soundings: "A safe boating course, 'Boating Basics: Blueprint for Safe Boating', is available by mail from the National Marine Manufacturers Association. The 72-page brochure introduces new boat operators to fundamentals such as legal requirements, rules of the road, emergency procedures, trailering and water sports. Copies are available for \$1 by writing NMMA Boating Basics, 401 N. Michigan Ave., Chicago Ill., 60611." Anyone who has not taken a Boating Course offered by either the Power Squadron or the Coast Guard Auxiliary should; however, if you can't for some reason, this offer certainly would be beneficial. Or, you can call Mer and take a First Mate's Course for free except for your time.

The restaurant at Occoquan Harbour Marina, formally known as Harbour Inn, has changed its name to The Harbour Waterfront Club and Restaurant. With the name change also come some new ground rules on attire. Anyone who visits will notice the signs on the patio which read:

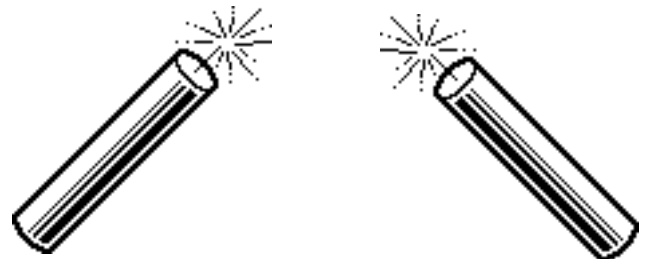
- "Casual Dress is expected, but . . .
- No Tank Tops
 - No Open Mesh Shirts
 - Shirt and Shoes Worn at All Times
 - No Sleeveless T-Shirts
 - No Dirty or Torn Clothing
 - Proper ID Required"



"Misuse of VHF-FM Channel 70"

The following is quoted from the June issue of Motor Boating & Sailing: "The authorized use of Channel 70 on the VHF-FM marine radiotelephone service has changed drastically. But it seems that the word has not reached the boating public—on-the-air listening shows no apparent change in most boating areas. The revision of the FCC Rules and Regulations was effective in September of 1986, but received little or no publicity at that time. The *only* authorized use of Channel 70 now is for distress and safety calling or general purpose calling, *using digital selective calling (DSC)* .

"DSC is an internationally approved system designed to improve maritime calling procedures and facilitate automated communications. When properly used, a listener will hear only a series of tones, which activate normally muted receivers so that a call may be directed to a single vessel or a group of vessels. Ships participating in the automated system will be assigned a nine-digit number, and must have special receiving and transmitting equipment. Such vessels may use Channel 70 in lieu of Channel 16 for all initial calls. Channel 70 is *no longer authorized for noncommercial ship-to-ship communications* as it previously was. (It is not even authorized for such use by commercial vessels, who have long used it illegally.) Other channels remaining authorized for recreational boat-to-boat communications are 68, 69, 71, 72, and 78A." Ed note - Channel 09 is also authorized for recreational boat-to-boat communications.





This month, I will report on a new service that is available to boaters. It is the engine oil test kit by MDR and available from BOAT/U.S. The kit contains everything needed to submit an oil sample by mail, including a syringe with a 30 inch draw tube, oil specimen vial, engine data sheet, mailing envelope and easy to follow instructions.

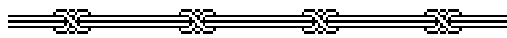
You need to have at least 25 hours of use since your last oil change. Start your cool engine and idle it for ten minutes to get thorough mixing. Shut it down and wait five minutes. Then withdraw the dipstick and insert the draw tube in the dipstick hole. Draw a small amount of oil and squirt it into the sample vial. Fill out the engine data sheet and send it off to the lab for spectroscopic analysis. The price of the kit includes the lab analysis and report. Neat and simple.

I did have a little difficulty with the draw tube curling and not being immersed in the oil but the instructions covered this. Simply rotate the draw tube to flip the coil the other way and try again. I mailed the sample on a Monday and received the results on the following Monday.

The analysis report included the following: "The Spectroanalysis results of metal wear levels from all internal engine surfaces such as cylinders, rings, bearings, journals, cam lobes, etc., indicate normal levels of wear. The Infrared Spectrometer tests found no signs of internal coolant leaks which verify good condition of seals and castings. There were normal levels of other contaminants such as unburned fuel, condensation, combustion by-products, airborne dirt and solids. This indicates proper maintenance habits and that all systems are functioning well."

Also included was a detailed printout of the levels of 18 trace elements. From these readings, the Lab can determine the difference between excessive wear in the bearings and excessive wear in the rings, etc. Really quite impressive.

The kit is BOAT/U.S. part number 410048 with a member price of \$17.95. All in all, an inexpensive way to obtain an in-depth knowledge of your engines condition and state of health.



A Note to the Junior Members Pam Delancey

By now, most of you have heard from me and some of you have participated in the Flag Raising Ceremony! Thank you for a super job. Also, some of you joined in the fun at Cobb Island over Memorial Day weekend.

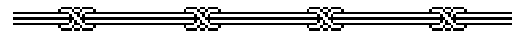
Gene and I are thrilled and honored to be working with the

Junior Members of the OYC. I urge both the Junior Members and their parents to stop by our boat (*Affinity* on "C" dock at OHM) to meet us and render any welcomed suggestions or advice.

Since the age requirement has been dropped, this has opened up the Juniors to any age up to 21 years old. I strongly feel there is a need to keep the Juniors involved, but as two separate groups with many activities being organized and coordinated by the older members participating with the younger members. Hopefully by this publication I will have met with the Junior members and have a good feel for what they want out of this Club. At this time, we would like to ask all parents with youngsters who have not joined the Juniors to discuss with your children their possible desire to join. As with the OYC, there is no pressure; this is a "fun" oriented association. One thing we want to avoid, especially with our young people is the feeling of being left out. I know with school, most families don't need any more requirement put on their time together; now that school is over we need to hear from you. There have been lots of great ideas given to us and we want the Juniors to let us know what they like and don't like!

As far as the philosophy of the Junior Club, there has never really been any formal documentation (maybe there are some talented writers in the group); however, our number one recommendation is to at all times (while involved in Club organized functions) present a positive attitude toward other and respect for the entire OYC. Second, to organize and participate in Club sanctioned activities, always maintaining a family atmosphere. And last, for all of us to remember what it meant to be young and have someone really listen to our ideas and to act on them. That's what a Club is all about.

So, with all that said, we would like to again encourage all "old" Junior members and new Junior members to come out and join the fun! Occasionally, look for a Junior Page in the Daymarker - it will be devoted to Juniors to include their ideas, suggestion, boat wish lists, stories, and up-coming activities. Look out Mom and Dad, the Juniors are the next generation of boaters, so let's teach them well and I'm sure "we'll" learn lots from them on the way!



Welcome New Members John Piper

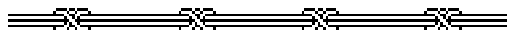
The OYC welcomes Pete Clanton-Individual aboard **O K CORRAL** berthed at Prince William; William and Cheryl Eriksson-Family aboard the yellow **Donzi** berthed at Prince William; Richard and Lou Ann Roach-Family aboard **SEA SUITE** berthed at Harbour Point; John and Rulla Hillyer-Family aboard **OSPREY** berthed in Blue Ridge Summit, Pa.; Jack and Katie Ann Jones-Family aboard **KATIE ANN** berthed at Harbour Point; Mitch and JoLynn Wall-Family aboard **ENTRE NOUS** berthed at OHM; Gerry and Peggy Hoffmann-Family aboard **KEBEBE** berthed at Harbour Point; Thurman and Trudy Burnley-Family aboard a 21' Wellcraft berthed at OHM and, welcome back to Robert and

Karen Horne-Family aboard **SWEET RELEASE** berthed at Harbor View, and Fred and Kathie Hintenach-Family aboard **RIVER RAT** berthed at OHM.

Some changes to the roster that were received after publication are as follows:

Ned Rhodes - **SOUTHERN NITES**, 29' Cruisers; and, Dave Yarnell - 25' Wellcraft.

With this issue of the Daymarker you will find the first supplemental sheet to the OYC Roster. Please attach it to your Roster so you don't lose information on our newest members.



The Nature Corner
Mate Mer

While some OYCers were lollygagging around at the Alexandria Waterfront Festival, and while some others sat and watched, we counted 52 Canadian geese-adults and babies in various stages of maturity. When they arrive, it is truly a gaggle and quite a sight. They are very brave this year in that they

now meander the channelway between the docks (I believe that is called the IDW) begging for food. It is interesting to watch the various families. One itty bitty baby gosling got slightly separated for its folks and started chirping away, and immediately his whole family went to it and huddled around it for a short while. We wonder how they know which kid is theirs, and how they understand each other. In addition to the geese, we also have a family of ducklings - originally nine babies, but now down to seven. There is another mom nesting, so maybe we will be having a second set of babies. Late flash, we have a second set of babies bringing the total to two families with seven each.



The Answer Man
Harry Hawspipe

Returning once again to inundate us with his nautical knowledge, our resident know-it-all provides answers to a wide variety of questions.

Dear Harry - I like to relax on my boat and enjoy the peace and tranquility. However, someone is always calling me on the radio, interrupting my reverie. Is there any sure-fire way to keep my so-called friends from calling me all the time? L.P.

Either change the name of your boat to MAYDAY or turn off the radio.

Dear Harry - My houseboat is 17 years old and I find that the maintenance is taking more and more of my time. Do you have any suggestions as to how to reduce the time required to keep her looking shipshape? E.C.

Easy. Go to your local sign maker and have him make up

the following sign: "U.S. Department of Ergonomics - Official Weathering and Deterioration Evaluation Station". Once this sign is posted in a conspicuous place, your only maintenance will be to keep the sign clean and polished.

Dear Harry - I slipped and almost fell into the water over the Memorial Day weekend. In the process, I scraped my arm on the dock which left an obvious mark. How can I explain this scratch without ruining my reputation as an agile seaman? J.P.

Well, you could claim that you scraped it on the rocks during a daring rescue of two damsels in distress at the height of a raging storm in which you personally saved their boat from being smashed on the rocks. But why bother? Dale Jacobs falls in all the time and it hasn't ruined his reputation.

Dear Harry - I know that the deep part of the river is called the channel, but what do you call the water between the docks? Is that also a channel or a lead or an approach or what? G.F.

The water between the docks is called the Inter-Dock Waterway or IDW for short.

Tips From the Galley Steve Worcester



By this time, the cookbook that Ginny Kildoyle has put together should either be printed or very close to being printed. That cookbook is guaranteed to have some heavy duty recipes in it. I haven't seen a draft but I'll bet that most of them will contribute significantly to a serious outbreak of rampant love handles and killer cellulite. My initial research on the docks has found some evidence that these scourges could reach epidemic proportions. As most of you are well aware, a very precise set of mathematical formulas are called into play when determining the specific amount of flotation material needed for stabilized floating docks. In my view, there is a direct and obvious link between the delectable recipes in that cookbook, incipient flabular growth among club members, and the potential failure of various load bearing components of the docks. As a result, at my own time and expense, I've consulted with numerous dietary experts and developed a special "Boater's Diet" that I feel will aid the fight against gastronomic excess and avoid the catastrophe looming on the horizon.

Boater's Diet

Breakfast

- 6 Ounces tomato juice
- 1 Slice whole wheat bread
- 8 Ounces skim milk

Lunch

- 4 Ounces cold broiled chicken breast (no skin)
- 1 Cup chopped slaw with vinegar and lemon juice
- 6 Corn chips
- 1 Glass unsweetened iced tea

Mid-Afternoon Snack

- Rest of the bag of corn chips
- 1 Quart tomato juice
- 4 Celery sticks
- 1 Pint vodka

Dinner

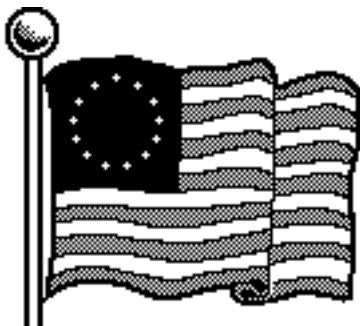
- 2 Pounds fresh boiled shrimp with lemon
- 1 Quart German potato salad
- 1 Loaf garlic bread
- 1 Magnum champagne (brut)
- 1 Box Godiva chocolates
- 4 Ounces cognac

In addition to the balanced diet above, my research turned up several other little known dietetic facts. I believe the medical and scientific communities have been long aware of these facts but have been involved in a massive conspiracy of silence motivated by base economic considerations.

Just remember members, you read it here first:

Little Know Facts for Dieting Boaters

1. If no one sees you eat it, it has no calories.
2. If you drink a diet soda with a candy bar, they will cancel each other out.
3. Calories consumed while wearing a spandex bathing suit must be divided by 2. The spandex squeezes them to half their normal size.
4. Calories don't count if you eat with someone and they eat the same amount.
5. Food taken for medicinal purposes doesn't count. This includes tea, toast, brandy, and Sara Lee cheese cakes.
6. If you fatten up everyone around you, you will look thinner.
7. Snacks consumed on the aft deck of a yacht do not count as they fall in the category of cultural ambiance. This includes cashews, M&Ms, smoked oysters, popcorn with butter, and brie.
8. Pieces of cookies contain no calories. The process of breaking causes a calorie leakage.
9. Late night snacks have no calories. Boat refrigerators do not have lights so the calories can't see their way into the calorie counter.
10. The faster the boat, the fewer the calories that can catch up with you.



Rumor Roundup Masked Muther

This will be a new feature in the upcoming issues of the **Daymarker** which should provide all of us useful information to be used in our upcoming boating endeavors. The following are some examples of the hints, rumors and experiences to be shared.

1. Rumor has it that parallel parking is now available in slips on "D" Dock.
2. Land front condos were test marketed in Old Town Alexandria which should be given serious investment consideration.
3. Rumor has it that you should always remove the OYC banner before beginning boating maneuvers.
4. Rumor has it that at OYC functions where dancing is going to be a part of the festivities, always screen your dance partner before proceeding to the floor.
5. Rumor has it that suggestions to boat manufacturers by club members to include an additional 150 gallon wine tank along with the fuel and water tanks in new boat construction is being considered.

These helpful rumors will be coming to you each month. Cut them out and start your own rumor roundup reference book.

MM



Getting gas is a lot harder these days with the Commodore watching, right Terri P.?

Overheard at Cobb Island – We like those little holes that you put the ropes through! Harry Hosepipe should be proud!

Ask Susan Haley what a burgee tastes like.

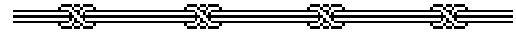
New song heard aboard *Dunmoen*, "I fought the dock and the dock won", right John?

Classified Ads

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 last year. An order of magnitude less expensive than the fastest boat on this page. Call Ned W. Rhodes at (703) 534-2297.

1981 35' Cigarette. Totally restored in 1988 with new paint, interior, cockpit and cabin. New TRS drives with 23" Mirage props. 450HP Mercruiser engines rebuilt in 1988. \$65,000. Carl Way - (703) 281-5725 or 255-0911. (And this is the fastest boat on this page.) Guys with black socks need not apply.

Expired Harbour Inn Cents off coupons. Half price. See Miss B.B. on F dock.



What three "ladies" of OYC were seen peddling their wares all over Cobb Island? Terri P., Janeal W. and Ginny K.

Terri P. and Carl W. have been "unofficially" elected as the best dancing couple Memorial Day weekend.

Don't let on that you know Ed K. had a 40th birthday.

Rumor has it that you do not have to wax your antenna to be awarded the Commodore's Cup. Who on "C" dock was doing that again this year?

Once upon a time there were three lovely ladies who wanted to do something exciting on a beautiful night. So they decided to go for a dinghy ride. Midnight dinghy rides can sure be fun when the motor runs out of gas, the gas cap gets lost while trying to fill the engine, the engine won't start due to the fact it has been flooded so they thing they have to start paddling back (without paddles by the way) to their anchored boats, someone's arm is almost torn from the socket while trying to start the engine and the stern end of a tall ship suddenly appears while still trying to find the blasted gas cap. All of this happens trying to go see a boat that is anchored that has a neon sign flashing **Twin Fountains** with spurts of water splashing over the name. When they finally get the engine started and make their way to the "neon" boat the guy turns off the sign! What an experience and what a ride! Right Terri P., Debbie F. and Arleen P.

No "Dirty Maryland" music was available but Car-L W. did a pretty good job of dancing anyway.

Who was that man in the video's aboard *Andromeda XMVII* without the mustache and a cigarette dangling out of his mouth? Was that Bill P.? Alias "Petie".

We did it again! Only this time there were only 4 dinghies...we made our famous "dinghy train" with Dale J. in the lead (because he has the engine). Passerbys were saying "You all are great!" Yea, we are!

Speaking of dinghies, who was seen practicing for the dinghy races by paddling in a circle? Then who had to go in the water to rescue the dinghy driver only to have dinghy, dinghy driver and dinghy rescuer get taken by the current down the river? Luckily "Rescue One" was close by. Another rescue was effected, but it took longer than it should have due to the fact that it is hard to pilot a boat and laugh at the same time. All attempts to go "off the record" were refused after the fact, right Debbie F., Guy F. and Ned R.?

Who was shipwrecked two weekends in a row on his boat? Bob S.

Who was giving lessons on how to cleat in Alexandria? Was that you Bill P.?