

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

The Daymarker

January 1991 Vol. VIII Issue 1

Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979

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Treasurer
Barbara Siegfried
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UPCOMING EVENTS

January 19

1991 Schedule Meeting. Harbour Waterfront Club. 1-4 PM.

February 16

Valentine's Day Bowlathon. 1-5 PM. Details in next Daymarker.

March 16

Spring General Membership Meeting and St. Patrick's Day Party

May 4

Flag Raising and Dock Party

Commodore's Comments



Aaron Martin

In my years as a member of the OYC I've never heard it said that OYCers didn't know how to throw a great party. If you failed to get your reservations in for the Annual Christmas Party, you missed a great time.

The evening temperature was fine as was the food, the dancing, and mingling with other members. Numerous awards and door prizes were given out during the evening. The new board received their office flags. Ned was given the Past-Commodore's flag.

Look carefully through this Daymarker for the article on the Santa Cruise. One of OYC's junior members took her pen in hand and wrote a very nice article describing the cruise to Occoquan. Thanks, Robin, for a job well done. We'll look forward to another article in the spring.

On Saturday, January 19th an informal "Schedule Meeting" will be held on the enclosed deck of the Harbour Inn from 1:00 PM to 4:00 PM. All hands are urged to attend. The club will provide 'finger snacks'. This meeting will afford each member an opportunity to let the 'Board' know

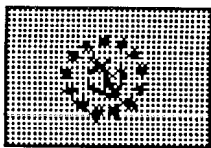
what your favorite activities are, where you would like to cruise, and what parties you would like to have. If you are unable to attend the meeting but would like to express your desires, call any board member and let them know.

During the period from Jan 15th through March 30th we can expect lots of very cold weather and even snow and ice. If you didn't pull your boat this year this is the time to make a few trips to the boat to check lines, knots, lights, shore power and connections, through hull fittings, etc.

Congratulations to Ned Rhodes and Arleen Poluha. They tied the 'knot' on the 21st of December 1990. Best Wishes from the OYC and its members.

Don't forget to make your plans to attend the Schedule Meeting on January 19th.





Vice Commodore's Comments

David Yarnell

Boating Season
No Endings...Just New Beginnings

Another boating season comes to a close as we tidy our bilges, empty our lockers, and take inventory of a season gone by. Embalming those vital fluid systems aboard, that will ensure a carefree season to come, and sorting through our many boating objectives that have yet to be realized.

If it's a few more feet of boat, a gunkhole yet unvisited, or a new burgee for the bow, the winter solstice is upon us and marks the culmination of the old and the turning point for the new.

The new Board has been vigorously brainstorming the many objectives of the OYC and with much input, guidance, and direction from our new Commodore, Aaron Martin (incidentally, a Past OYC Commodore and charter member of the Club) have addressed and exposed some common concerns.

The most obvious theme that has emerged from these discussions is that of member involvement and group participation. Our Club has a current maximum membership level (with all membership renewals in) of 322 members. Current stats without renewals stand at 183 with 142 family members, 21 individuals, 4 Associates (without boats), and 16 Juniors.

46 OF THESE ARE NEW MEMBERS ! REMEMBER WHEN YOU WERE A NEW MEMBER ?

With these membership statistics in mind, we have been examining the kinds of activities we have and the kind of involvement and participation they generate. Hoping to make this an EVERY MEMBER'S CLUB, and to accomplish the goals of a social boating club, we have been exploring the following ideas and methods to accomplish these goals:

1. NEW MEMBERS don't always feel comfortable attending planned activities for fear they will not know many of the members and will feel awkward. A new member 'BUDDY SYSTEM' will help introductions and participation in planned events. Read the CLUB ROSTER updates that come each month with your Daymarker and call the new members to welcome them and to invite them to attend our next function as your guest. A sort of 'OYC WELCOME WAGON!'

2. An OPEN HOUSE CLUB MEETING has been called by Commodore Martin for January 19th at the Harbour Inn Afterdeck for your help and suggestions in planning the 1991 BOATING SEASON SCHEDULE for our yacht club. Please attend and bring a new member (See #1).

3. SPORT BOAT OWNERS make up a very large part of our membership. Whether in-water or on trailers, they hesitate to join planned overnight cruises. I personally have loved every boat I have ever owned and joined the OYC in a 17 ft. aluminum center console. It was a craft that took me to the OCEAN, CHARLESTON HARBOR, the OUTER BANKS, the ICW, PORT CANAVERAL, FL., and EVERY RIVER, LAKE, or POND I ever wanted to explore. This is

YOUR club and OUR club together. Your participation in the SCHEDULE meeting will ensure that activities are included for all size boats as well as your favorite programs.

4. The Daymarker is our medium for monthly club communication to the whole membership, not 'FROM US' (the Board) but rather 'FOR US' (the membership). Members are encouraged to submit articles for the Daymarker and to use the Daymarker as a vehicle for communication with other members, boaters, and clubs. Articles should be submitted to Ned Rhodes by the 20th of the month. His address is 2001 North Kenilworth Street, Arlington, VA 22205. His telephone number is (703) 534-2297.

THANKS FOR THE AIR TIME!!! SEE YOU AT THE JANUARY OYC MEETING. BRING A NEW MEMBER.



Exec. Rear Commodore Comments

Linda Dobbins

Attention all junior members! The OYC is actively seeking your comments/suggestions/recommendations regarding events you would like to be involved with for the 1991 boating season. Please send your comments, either by telephone or mail to Linda Dobbins, 103 Howard Street, Dumfries, VA 22026. Telephone (703) 221-4643.

As a note, the OYC currently has 35 junior members ranging in age from 8 to 20. An impressive number of young boaters!!! If there is anyone who would like to volunteer to be a Junior Member Leader, don't be shy. Just pick up your telephone and call.

ST. VALENTINE'S BOWLING PARTY

Mark your calendar -- February 16 -- Valentine's Day Bowl-a-thon.

Yes, since last year's bowling event was such a major success, we are going to carry on the tradition of a Saturday afternoon of bowling, storytelling and 'maybe' a little beer drinking. Again, the date is February 16 from 1 to 5 pm. As to where, we are still looking for just the right bowling alley, one that can accomodate our needs. Sooo - stay tuned for more info. Meanwhile dust off your old bowling ball and shoes. Final details will appear in the February Daymarker



Secretary's Comments

Pat Urick

The 1990 boating season was wrapped up by the OYCers with a flourish of activity. December 1 dawned sunny and bright with several of the members gathered on "C" Dock with Marilyn and John Piper leading the eggnog brigade, contributing to the Christmas Spirit along with red hats worn by all. Santa's Sloat (that's "sleigh" plus "boat") was decorated in a very festive air and so were most of the other boats with *Hanky Panky* sporting a red nosed reindeer on the bow. Many of the members thought the idea of a boat decorating competition for next year a great idea!

Upon the arrival of Santa, we all — children, adults, and dogs — jumped aboard our various vessels and proceeded up the Occoquan to deliver Santa, accompanied by the (attempted) sound of “Jingle Bells Concerto in Fog Horns”! Santa was received with lots of cheers from happy children and adults.

On the way back to port some members took advantage of the beautiful day and went for one last cruise of the season.

One week later, the season came to a close at the annual Christmas Dinner and Awards Banquet. All the ladies were decked out in their finest and the men rigged in their handsome fittings. Awards were presented, stories of the season swapped and gifts won, mostly by the out-going and in-coming boards. Finally the new board was installed, more gifts presented, and then the dancing began, to end in the wee hours.

I am sure we are all looking forward, over the next few months, to begin the boating season and all the great adventures all over again.

Don't forget the open membership meeting on January 19 from 1-4 pm at the Harbour Inn, or the Valentine's Bowl-Off on February 16th. See you there!



Treasurer's Comments

Barbara Siegfried

Ahoy! I hope everyone had a wonderful holiday season and most important, I hope Santa was good to you!

The Christmas party was a success with a turnout of approximately 110 people. I did my first bloop as Treasurer and forgot to bring a check to pay for the evening! I'm doing my best to hold on to the money in order to purchase a larger boat, you see. However, the manager of the Harbour Inn requested that I come back the following day with a check. Oh well, better luck next time.

Shifting gears — at the last Board meeting we had discussed the possibilities of introducing a “buddy system” to OYC. All new members would be assigned a buddy who would be a present member. The buddy would call the new member and invite them to join in a couple of OYC functions. We're hoping this will increase attendance at club functions. If you are interested in becoming a buddy or can offer suggestions, please call me at 703-658-0124.



Past Commodore's Comments

Ned W. Rhodes

As has been a tradition, the Occoquan Yacht Club had a most successful Christmas Party and Change of Command Ceremony on December 8 at the Harbour Waterfront Club and Restaurant. The party was attended by 104 persons and although we did not have the required 120 person, we were still able to supply everyone with enough drinks to put them in a festive mood.

I wanted to take the opportunity in this article to mention the high points of the year as well as honor the recipients of

awards at the ceremony. We started off with Certificates of Appreciation to all cruise leaders who included:

- Memorial Day - Cobb Island - Tom Coldwell
- June 8 - Alexandria Waterfront Festival - Bill and Terri Petrey
- June 30 - Weeklong Cruise - Guy and Debbie Ferrante
- July 14 - PRYCA Float-In - Ned Rhodes
- August 4 - International Beer Night - Don and Mary Schebell
- Labor Day - Dennis Point - Travis and Debbie Mullan
- September 29 - Shrimp Feast - Aaron and Lynn Martin
- October 27 - Chili Cookoff and Photo Contest - Pam DeLancey
- Veteran's Day - Hardy Souls - Steve Worcester
- December 1 - Santa to Occoquan - Mer Piper

Next, I was able to make a special presentations to Tom Coldwell for his help in river clean-up. Then I presented Ron Tilmon with a special memento from his old boat *Southern Nites*. From the look in his eyes, I think we can count on seeing this award come up again at future OYC functions.

The Photo Contest winners were then presented with enlarged, matted and framed pictures made from their winning entries at the October 27 contest.

The Bent Prop award was then presented to Carl Way for his work on cupping both his props this past year, getting hit by lightning over at Mattawoman and always hitting his head on the bulkhead whenever going below. Congratulations to Carl!

After honoring his past Commodore with kind words and finally acknowledging the fact that Mary Ann had something to do with his winning last year, Tom Coldwell presented the Commodore's Cup to Martin and Rosie Betts. After pictures and the presentation, a few stories were told of Martin and Rosie's adventures during the weeklong cruise where they demonstrated, to all, their skill in docking before the storm an maneuvering in tight quarters at St. Michaels. Congratulations Martin and Rosie!

The incoming Board was presented with their officer's flags and then I presented my outgoing board with T-shirts emblazoned with a slogan that signified our unity this past year. In addition, the outgoing board was presented with a beautifully engraved Waterford plastic mug with the words “1990 Board Member” and a picture of a crab. This was so that they would always remember their Commodore and our working arrangement. Not to be out done, the outgoing board presented me with a plaque containing a pink leather bra and the words “Hoping your peaks are plentiful” signed “Your Broad Board.” No one would claim whose bra it was, but investigations later on eliminated a few of the Board members.

I was then officially able to turn over command to Commodore Aaron Martin by passing him a new OYC burgee to fly from the flag pole next year, his official “leadership” hat and the gavel. The incoming Board then honored the old Board with gifts. We were first given a beautifully engraved plaque as well as duffel bags color coordinated with our boats. Then each new Board member made a special presentation to their counterpart. I was

presented with a stuffed Macintosh computer that I can throw and otherwise mangle whenever my office computer is acting up. A perfect gift!

We finished up the awards ceremony by giving away a new OYC burgee, the old burgee that had been flying from the flag pole for the year, a few items of clothing and the centerpieces from each table. Mike McCormick and Boater's World donated two \$25 gift certificates that were given away and members Phil and Pat Urick provided two bottles of wine from their personal collection that were also given away. Thank you Mike and Boater's World for the Certificates and Phil and Pat for the wonderful wine.

Finally the stage was cleared off and the DJ started and we all danced well into the night. Thank you Travis and Debbie for getting the centerpieces and thank you Bill and Terri for helping at the check-in table. The management and staff at the Harbour Waterfront Club and Restaurant did a wonderful job with our party this year. The food was great, the facilities were wonderful and the club would like to personally thank Robert Fuss, Kevin Tracy and Bob (the dining room manager) for making this a great Christmas Party.

And finally, along with the many specific thank-you's for the Christmas Party, I would like to make sure that we don't forget to thank Dick Lynn and the staff at the Occoquan Harbour Marina. Throughout the year they have been extremely supportive of the club by supplying ice, facilities and sponsoring parties such as the Flag Raising in May. Thank you, thank you, thank you. You helped to make this a great year.

So, *Southern Nites* is winterized and shrinked wrapped for the winter. Now I can go back and catch up on all the boating magazines and figure out where I want to go next year. Thanks for a great year and Happy Holidays to all.



Santa Goes to Occoquan

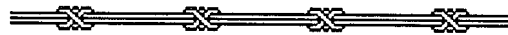
Mrs. Claus

The morning of Saturday, December 1 dawned bright and beautiful (another plus for the Weather Woman of the 4th Power). The sleigh boat, *Lotus IV* was decorated with garlands, a new burgee, and the Club Banner and patiently awaited the arrival of the honored guest. *Saint 'N Sinner*, *Maggie Lynn*, *Hanky Panky*, and *Handsome Transom*, each nicely decorated, joined the gathering on C Dock, where one could find a table full of goodies (a typical scene when any OYC happening happens). There was eggnog (with and without), fresh nutmeg, champagne (with and without), fresh homemade cocoa, cookies and doughnuts to start the day. As is typical, there was a good turnout of OYCers and guests numbering 34, 2 dogs, but no Dennis. Santa and two elves arrived to the shrills of everyone gathered. Young and younger sat on his knee telling him of wishes, pictures were snapped of hugs and all the tomfoolery that accompanies this special day. Everyone boarded the boats for the leisurely no-wake cruise to Occoquan. At this point, Ms. Robin Charles began a log, and I turn the article over to her notes.

Taking Santa to Occoquan

Robin Charles

The tide is low, and the music plays. Jim Walters, carrying Santa and his two elves, pulls out of the slip. We stop at Riverview/Hoffmasters, well out in the river. As we sit here, the crows sit in the trees and cry, while almost all the boats want to take pictures. This year Jim's boat, *Lotus IV*, is Santa's sleigh boat. We pass a private marina with *Maggie Lynn*, Santa's sleigh, *Saint 'n Sinner*, *Hanky Panky*, *Handsome Transom*, just in that order. We come to the bridge at Prince William Marine and I look out as kids on shore yell "Hi, Santa!" I hear the music play, Santa yell "Ho! Ho! Ho!", and the horns of the other boats. Santa then gets off the boat and nobody even notices that the boats are even there. As we head back we head into the wind. As we come back to the 95 bridge all the kids that rode with Santa are getting up on the bow with John and Merilyn. All the boats except the *Maggie Lynn* and the Santa's Sleigh went out to the river, while my dad, Richard Charles, was winterizing Charlie Barrows' boat. Taking Santa and his elves to Prince William Marine is a lot of fun. Did you go?



Woodrow Wilson Bridge Schedule

CBYCA Immediate Past Commodore Ken Kier

The Coast Guard proposal to extend the emergency schedule period for openings of the Woodrow Wilson bridge over the Potomac River until completion of the repair work, was supported by the Association. The emergency schedule, as published in the October issue, will extend until January 23, 1991, unless rescinded sooner. Further, because of the almost continuous heavy flow of traffic across the bridge, CBYCA has proposed to the USCG that the following permanent schedule be implemented when the emergency repairs have been completed:

Monday - Friday

12 midnight - 5AM; on signal, on the hour only.

At 10AM, 12 Noon and 2PM; on signal only.

8PM - 12 Midnight; on signal, on the hour only.

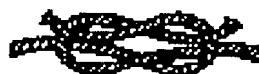
Saturday, Sunday and Holidays

12 Midnight - 7AM; on signal, on the hour only.

10AM - 4PM; on signal, on the hour only.

8PM - 12 Midnight; on signal, on the hour only.

The CBYCA feels that this would be a more realistic schedule than that which prevailed prior to the present emergency period. The proposal represents a compromise which would minimize the disruption of vehicular traffic across the bridge, and yet satisfy the needs of ALL river traffic. The CBYCA strongly opposes any suggestion that the bridge be permanently closed to recreational boating, as has been proposed by several state and local officials.





**CBYCA Delegates Briefed on
1991 Budget**
CBYCA Newsletter, November
1990

CBYCA Delegates in attendance at the November meeting of the Association, held at Bush River Yacht Club, were presented with information concerning the Association's Budget for 1991.

The Budget which had been previously approved by the CBYCA Board of Governors revealed that 69% of the total expenses were incurred in services to the Membership, such as preparation and distribution of meeting minutes, preparation and distribution of Chartroom Chatter and the Yearbook; 17% of the total expenses were incurred in Legislation Activities and Affiliations and the remaining expenses of 14% results from the Administrative area.

Income for CBYCA is derived from two major sources, Dues and Yearbook Ads.

Hydrilla Remains Dominant Aquatic Plant in Potomac

It is safe to say that hydrilla is by far the dominant submerged aquatic plant in the tidal freshwater Potomac.

Some of the more northern tributaries, such as Piscataway Creek, Maryland, and Gunston Cove, Virginia, which at one time were inundated with hydrilla, only contained remnants of what were once heavy beds. Other tributaries in this stretch of river, such as Broad Creek and Hunting Creek, continued to contain extensive beds of hydrilla. Access to these creeks, however, was not hampered by the hydrilla growth. The more southern tributaries, such as Quantico, Neabsco and Chopawamsic Creeks, Virginia, and Chicamuxen Creek and Mallows Bay, Maryland, all contained thick hydrilla beds, extending virtually from shore to shore. Boating access in these areas was somewhat limited due to these dense beds. Extensive beds of hydrilla were also found along the Potomac proper, extending out from shore several hundred feet.

Although hydrilla was by far the dominant species within the northern portion of the Potomac, other aquatic plants were found in various amounts. Native species such as wild celery, coontail, water stargrass, and two species of naiids were observed during the survey, as was the other Potomac exotic, Eurasian milfoil. Below Mallows Bay, where the salt content of the water increases, these native species replace hydrilla as the dominant species of submerged aquatic vegetation.

What is in store next summer for the Potomac River and the boating public is difficult to predict. A cool, wet spring may cause another harvesting season similar to the last two seasons. Or hydrilla could come back with a vengeance all along the Potomac. Or it might not come back at all. In any case, the Aquatic Plant Control Program (APCP) will be ready and waiting for whatever surprises are in store.

For additional information on the APCP, contact Giselle Bernstein of COG, at 202-962-3345.

Virginia Withdraws from the Hydrilla Program

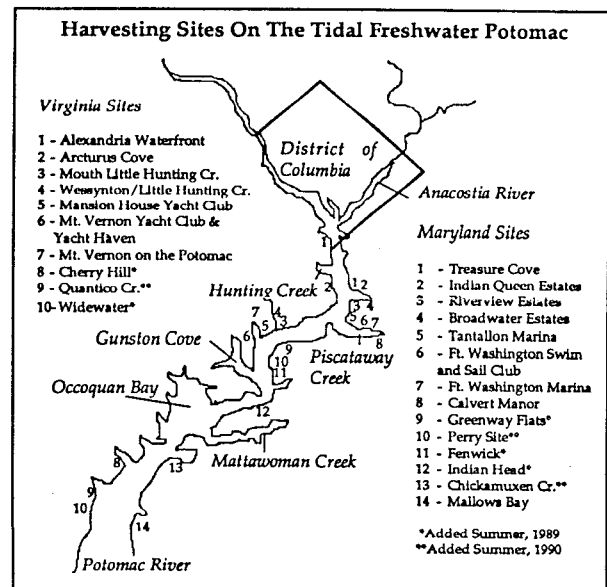
The Council of Governments (COG) has recently been notified by the Virginia State Water Control Board (VASWCB), that Virginia will not be able to participate in the Potomac Aquatic Plant Control Program (APCP) this year or next. Recent budget cuts were given as the reason for this withdrawal from the program.

The APCP is the cost-shared program that is responsible for the cutting of hydrilla in the Potomac River and its tributaries. The program has been in existence since 1986 when the Corps of Engineers, the states of Maryland and Virginia, the District of Columbia, and COG signed a Local Cooperative Agreement (LCA), which established the program and identified federal and non-federal obligations. The LCA has been renewed, every year since 1986. As a result, hydrilla has been removed every summer from high public-use areas in the Potomac.

What effect Virginia's withdrawal will have on the program has not yet been determined. Because each state is responsible for paying half the actual harvesting cost in their jurisdiction, it appears that program sites on the Virginia side of the river will not be cut for the next two summers. Currently there are 10 sites on the Virginia side of the river, located between Alexandria and Widewater, that are cut under the program. These sites include marinas and community dockage, as well as sites serving commercial fishermen.

Those sites on the Maryland side of the river should not be affected by Virginia's withdrawal from the program. Representatives from both the state of Maryland and the Corps of Engineers, which provides the federal funds, have indicated their willingness and commitment to continue funding the program for at least this fiscal year, guaranteeing that Maryland sites will be cut next summer.

COG will be meeting with Virginia officials to discuss the implications of their withdrawal from the program. Any questions pertaining to the status of Virginia sites should be directed to Robert Ray of the Virginia State Water Control Board, (804) 367-0792. General questions on the APCP can be directed to Giselle Bernstein of COG, at (202) 962-3345.



ICPRB 50th Anniversary Exhibit Opens in November

Potomac Basin Reporter, October 1990

The Potomac River means many things to many people. For watermen, it is a source of livelihood. For scientists, a complex system with many questions to answer. During floods or droughts, it is a source of apprehension. For others, it is a source of enjoyment as we sail, swim, or walk along the beauty of its banks. For those who live within its five-state basin, it is something that touches all our lives in one way or another.

For the past 50 years, the Interstate Commission on the Potomac River Basin, along with numerous other agencies, groups, and individuals, has worked to improve the value of the river to all. The road to healing the Potomac's ills has been a long one, and a tribute to the cooperation among those involved.

On the occasion of its 50th anniversary, the Commission takes a look at the process and the progress with "Healing a River: Fifty Years in the Life of the Potomac," at the Smithsonian National Museum of Natural History on the Mall in Washington, D.C. The exhibit will be at the museum's second floor North Gallery from November 29 through January 25. Museum hours are 10 am to 5:30 pm daily, except for Christmas Day, when the museum is closed.



Creek Pigs

Potomac Basin Reporter, August 1990

A year or so ago, the editor and another ICPRB staff member were walking an Anacostia tributary and observed numerous grocery store shopping carts along and in the creek. We jokingly came up with a new method of gauging stream quality based on the number of shopping carts per kilometer of stream. The "shopping cart stream index" became an in-house joke, although the humor is lost on those who don't see this sort of thing frequently.

And there are more than just the carts to go by. On a recent reconnaissance of Lower Beaverdam Creek, one of the most polluted Anacostia tributaries, the following foreign items were observed in one 50-meter (164 feet) stretch of the stream:

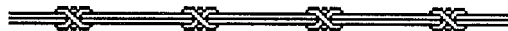
Miscellaneous Debris:

1 large trash dumpster, 7 55-gallon steel drums, 1 refrigerator, 1 small refrigerator, 2 air conditioners, 1 compressed air tank, 1 hot water heater, 1 metal cart, 2 shopping carts, 1 roll of fencing wire, 18 cable/wire bundles, 1 piece of wire mesh, 6 metal grates, 2 road guardrails, 3 railroad ties, 1 lawnmower, 1 washtub, 2 office chairs, 1 aluminum downspout, 1 storm drain pipe, 2 electric fans, 3 garden hoses, 1 artificial Christmas tree, 4 wooden skids, 2 foam sheets, 1 piece of plastic packing foam, 1 plastic bucket, 7 rugs, 3 mattresses, 1 stereo cassette system, 1 telephone, 1 blinking hazard light, 1 large stuffed panda bear (synthetic), 2 "big wheels" type tricycles, 2 metal trays, 15 plastic trays, 16 plastic bags, 58 beverage cans, 43 beverage bottles, and 79 Styrofoam cups.

Auto Parts

1 hood, 4 fenders, 2 doors, 27 gas tanks, 1 gas tank pipe, 7 sheet metal pieces, 1 truck battery, 1 dashboard, 3 seats, 1 drink holder, 1 carburetor, 1 exhaust pipe, 1 hydraulic jack, 8 hubcaps, 5 wheel rims, 3 truck tires, and 58 car tires.

Government programs and citizen efforts to improve water quality won't go very far without a strong social ethic against littering and dumping. Let's make the shopping cart index a thing of the past!



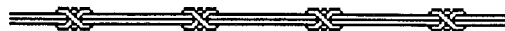
Watching the River Flow

Potomac Basin Reporter, September 1990

For the third consecutive month, the flow of the Potomac River in August was above normal, according to the U.S. Geological Survey.

August flows averaged 3.2 billion gallons per day (bgd), about 40 percent above the long-term average. Daily flows ranged from a low of 1.4 bgd on August 19 to a high of about 7.8 bgd on August 26. The upper river also was above average, with Paw Paw, W. Va., registering about 67 percent above the norm.

Municipal diversions of water from the Potomac averaged about 411 million gallons per day, a little below the August 1989 level. Freshwater inflow to Chesapeake Bay averaged 24.6 bgd, about 25 percent above the long-term August average. The Potomac contributed about 18 percent.



Weird Science

Potomac Basic Reporter, September 1990

Many of us harbor vivid memories of the 1960s. It was a decade of social upheaval, changing our thoughts and attitudes. Citizen activism on a range of issues, including environmentalism, began to come into its own toward the end of the decade. Some ideas and attitudes have continued to this day, the result of hard work by dedicated citizens. Some others were, well — weird.

Many people had ideas on ways to improve a badly polluted Potomac River, and one of them, in the form of a self-published booklet from the mid 1960s, rests on our library shelves.

The author proposed a way of using saltier water from the Chesapeake Bay to flush out the Potomac up to the District of Columbia by building an earth and steel "median strip" down the middle of the river from just below Hains Point to at least Colonial Beach, Va., and preferably to the river's mouth. The median strip, with gates across the river near Quantico, would allow tidal action to carry water up the Virginia side of the river to the District, with a return flow back down the Maryland side. In this way, the river would be continuously flushed with "clean" salt water from the bay.

The idea was based on the tidal basin above the Washington Channel. The tidal basin, above East Potomac Park, accepts tidal flow from the Potomac. At high tide the gates near the 14th Street Bridge are closed, trapping the water. Lower gates emptying to Washington Channel are

opened a few hours after high tide, flushing out the Washington Channel.

In addition to the gates at Quantico to keep the river flowing north on the Virginia side and south on the Maryland side, the wall running up the middle of the river would be punctuated with gates that would allow the passage of small boats from the Virginia to the Maryland portions.

In selling the idea, he noted, "This entire idea is based on a median strip down the center of the Potomac River...We can readily see the practical and beautiful effect of the median strip that divides our super highways, such as Route 95...I am sure that the Potomac River can be just as attractive and efficient in sending its flow of water to Washington up the Virginia side of the river and back down the Maryland side. The water flow will be just as easy and simple as the traffic flow up and down Route 95.



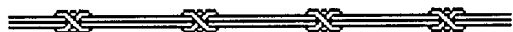
Boat Thefts on the Rise

The Lookout, National Boating Federation

Nationwide statistics showing a 20 percent annual increase in marine thefts are casting a cloud over boat owners. Based on the latest figures available from agencies and companies reporting, tighter security to protect boats and marine equipment should be a key item on any list.

The National Crime Information Center currently lists over 28,000 missing boats, and only about half of all thefts are ever reported.

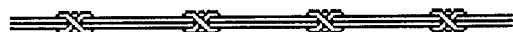
The rapid rise in boating popularity has driven law enforcement, insurers and marine equipment manufacturers to take a critical look at factors for increased theft, as well as methods for prevention.



Environmentally Safe Boat Horns

CBYCA Newsletter, November 1990

Falcon Safety Products, as a result of its concern for the ozone layer, has recently introduced a new line of environmentally safe boat signal horn. The new line of unbreakable horns has been reformulated, based on recent reports, to eliminate any potential danger to the ozone layer and are currently available through local marine dealers.



FCC License Check is Enforced During Coast Guard Boardings

Nov 1990, *Boating* Newspaper

The Federal Communications Commission (FCC) and the U.S. Coast Guard have agreed to enforce existing radio regulations and help reduce the growing problem of hoaxes, interference to distress operations and other problems involving maritime radio in an effort to improve maritime safety.

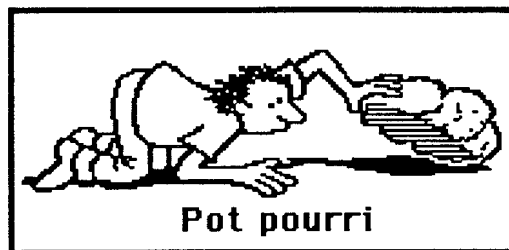
Because of evidence that many boaters and operators of uninspected vessels disregard FCC maritime radio

licensing and usage rules, the Coast Guard will begin including checks for the presence of an FCC Ship Station License on radio-equipped vessels during boarding inspections. The FCC has agreed to prosecute radio violations based upon evidence provided by the Coast Guard.

Under FCC rules, operators of radio equipment in the maritime service capable of transmission (e.g. VHF maritime radio, VHF handheld, EPIRB, radar or radiotelephone) must have a "clearly legible copy" of a ship station license posted, "kept where it will be readily available for inspection."

"If a copy is posted, it must indicate the location of the original." Those who fail to obtain an FCC authorization to operate such equipment are liable for a criminal misdemeanor penalty of up to \$10,000, one year in prison or both. CB radio, cellular telephones and receive-only equipment are exempted.

The Coast Guard Auxiliary will also address the need for boaters to carry necessary FCC licenses in their Courtesy Marine Examinations.



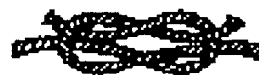
J. Walters had his boat nicely trimmed, everyone aboard and plenty of safety equipment for the trip up the Occoquan with Santa. It seems that some elf on his boat forgot to untie that 30 amp yellow line before he left the slip. I have two sources that say that cord can really stretch. Right R. Tilmon and C. Way?

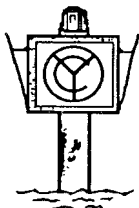
In the interest of safety, S. Worcester ran his radar all the way up the Occoquan while taking Santa. But, Steve, what were those funny "blips" you kept saying you were seeing?

P. Urick was the first to play Jingle Bells on the airhorn under the bridge at Occoquan. At least we thought it was an air horn.

Thank goodness Woody had balloons around his collar so that he could keep his head up.

Rumor has it that Mer passed weather responsibility to Ned as a part of the Change of Command. Look for cloudy weather and lots of thunder this coming year.





The Daymarker

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Address Correction Requested