

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

The Daymarker

October 1991 Vol. VIII Issue 10

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

JF

Commodore
Aaron Martin
703-491-1287

Vice Commodore
David Yarnell
703-491-3797

Rear Commodore
Linda Dobbins
703-221-4643

Secretary
Patricia Urick
703-590-8881

Treasurer
Barbara Siegfried
703-658-0124

Yarnell Elected in a Landslide

October 19

Annapolis Power
Boat Show Weekend.

October 26

Chili Cookoff, Des-
sert Eat Off and Photo
Contest. Harbour
Point Marina.

November 9-11

Hearty Hardy Souls
Cruise to Alexan-
dria and Ghost
Tour.

December 7

Pearl Harbor Day,
Santa Cruise to Occo-
quan, Boat Decorat-
ing and Christmas
Party.

Commodore's Comments

Aaron Martin

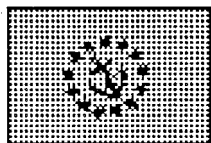
It seems like only yesterday when the present board was elected into office. As I look back at that night I remember Dave Yarnell decked out in his campaign best passing out campaign brochures with his campaign helpers. Linda Dobbins' speech that evening was a masterpiece of oratory and won the position of Executive Rear Commodore for her. Pat Urick and Barbara Siegfried rounded out the slate and the die was cast for the current board. The tension rose as everyone tried to make their best decision in the closely contested race for commodore.

Last night (October 5th) at Charlie Browns Restaurant at Tackett's Mill in lake Ridge, the OYC held its fall membership meeting and election of officers for the 1992 boating season. Each nominee for office had a chance to tell those members present about their aspiration for the coming year before the ballots were cast. When the ballots were counted the following members had been elected to serve as Commodore and bridge for the 1992 OYC boating season. Congratulations to

Dave Yarnell, 1992 Commodore. As you know Dave served on the 1991 board as Vice Commodore and proved to be a real asset to the club. Best of luck Dave for the coming year. The club expressed it's ability to match the man to the job when it elected Tom Coldwell to the Office of Vice Commodore. Tom's stirring speech before the ballots were cast ensured a landslide victory. Congratulations Tom, we know you will be a great Vice Commodore. The office of Executive Rear Commodore was won by Garland Dobbins of *Grumpy Bear*. Garland helped the club many times this year as chief cook for our picnics and participated in the setup of the scavenger hunt. Garland's wife, Linda, was this year's Executive Rear Commodore so the office stays in the family in 1992. Monica Storz was elected to the office of Secretary. Monica has been most helpful in obtaining the Ft. Belvoir Officer's Club with Phil Urick for this year's Christmas Party and Change of Command Ceremony. Al Herskowitz was elected Treasurer. Al's preelection comments were very interesting and I'm sure the club will help with the vacation plans. Al's wife predicted after the election that Al would have the OYC books computerized within a few days of being elected. Sounds like a great idea to me. All of us can help ensure a great boating season in 1992 by offering our support and best wishes to the new board.

The Annual Shrimp feast was held at the Dunes in Mattawoman Creek a weekend or two ago. Several members expressed concern about the location but as it turned out their concerns were groundless. We had approximately twenty-five boat participating and at least three yacht clubs, the OYC, Seafarers, and National Potomac Yacht Club. The shrimp were delicious and the camaraderie wonderful. The evening was clear with just a touch of a nip in the air. We were treated to another of those beautiful sunsets that can only be seen from the dunes. I want to express my thanks to those attending. We had a great time, wish more of you had been there.

Be sure and read your Daymarker for upcoming events. We need your support and be mark your calendar for the Chili cook-off, the Santa Cruise, the Hardy Souls cruise to Alexandria, and the Change of Command Ceremony. See you then.



Vice Commodore's Comments

David Yarnell

Congratulations, Tom Coldwell...for successfully competing and completing the Annual Scavenger Hunt in Occoquan Bay. After a late start to the playing field (Mary Ann confused Potomac Mills with the Potomac River, and hence the late start!), our first place winner took the stiff competition by storm with a fury akin to that of a bluefish feeding frenzy. Nevertheless, amidst such confusion and adverse conditions Tom and Mary Ann successfully navigated their way through an Aaron Martin time warp at No-Name Island, around the shores and shoals of Occoquan Bay from the power lines to High Point at Mason Neck, up the Occoquan to Harbour Point Marina for finger-printing, and still had time for a cold drink and shower before careening into the finish line at OHM to the cheers and roars of envious spectators! Congratulations, Tom!

Special thanks go to Garland Dobbins for his participation in creating and assembling the confidence course that morning and to Aaron Martin for acting as field marshal and standing on station all day (how was the fishing anyway, Aaron?). Thanks to Linda Dobbins and Lynn Martin for assembling the food and particulars and a special thanks to Tom Pesnicak and his new bride for bringing all that delicious marinated chicken to the cookout and dock party that followed the Scavenger Hunt! If you missed this wonderful event, my condolences go to you, and we hope to see you at the next OYC gathering. Reading your monthly Daymarker is a sure-fire way to keep you on top of the Club's goings-on. So on that note, read on for upcoming events!

Now, a moment of silence, please, to announce the arrival of our newest OYC member — congratulations, Monica Storz! Monica has been an active participant for three years under the all-encompassing membership of Henry Lovell, ala *Hanky Panky*. Her past enthusiasm and idea sharing has been greatly appreciated. Welcome aboard, and I hope all is well with *Hanky Panky*.

Other noteworthy events include television coverage of M/V *Panacea* owned and operated by John and Dora Kinter

of Dumfries, Va. *Panacea* is a Marine Trader trawler berthed at Harbour Point near Rich Higgins' *Bad Influence* (you don't suppose he is, do ya?). They have been at the Blessing of the Fleet with Rich and Vera, Alexandria Dinner Cruise with Rich and Vera, and now on the evening news. Whatever is going on, John, this kind of high visibility speaks well for the OYC and we look forward to your membership renewal for the 1992 season. John and Dora have a video of the evening news clip featuring their boat on the Occoquan, and if you would like to see it they can be reached at 703-221-5527.

Handsome Transom, Whiskey Alpha Bravo 6823 out...going back to monitor 16.



Past Commodore's Comments

Ned W. Rhodes

So long, farewell. I'm outta here, I'm history, I'm gone. Don't let the door hit you in the #\$@ on the way out. Yes, it is that time again, when we get rid of the old and bring on the new. Many thanks to the old Board for all their hard work. Look for a new Past Commodore to fill this space. I'm sure that I will find something to write about. Maybe we can get that lazy, no good Harry Hosepipe to come back to these pages.

No one took the bait about the meaning of "dunnage", so it looks as though we'll never know the true meaning of the word. In any case, remember to not throw it overboard the next time you are out.

See you all at the chili cookoff at the end of the month. I know I have some winning pictures and I have been working on a recipe called "Left Over Bait Fish Chili." I know that it will be better than last year's "Road Kill Chili" and the previous year's "Alpo Chili." Oh, I can hardly wait. Bring on the competition!



Hardy Souls Cruise!

Monica Storz

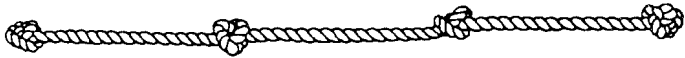
For those of you who stretch the boating season out for as long as possible (you know who you are — the ones who winterize as the first snow is falling, along with the temperature), mark your calendar now for the Hardy Souls Cruise. The date has been changed to the weekend of November 8th (Veteran's Day weekend). Slips have been reserved for Friday, Saturday, and Sunday (November 8th, 9th, and 10th).

As of this writing, we have 14 boats signed up, so get your name on the list for the last "official" cruise of the season. There will be the usual jaunts into town for some "Old Towne night life", the annual dockside bloody Mary party, swapping stores about lost props, anchors (of course, no one from OYC ever loses any of these), head trouble (those are always interesting stories to listen to), and much more.

For those who are interested, please call or send the enclosed sign-up sheet to: Monica Storz, 7818 Marconi Court, Springfield, Va. 22153 (phone: 703-451-3494).

The deadline is Friday, October 18. Hope to see you there!

And there is planned an extra special event for Saturday evening. Creep through the night following a lantern light. A Colonial guide will take us by faded tombstones under witch lie old Colonial bones. We will hear bizarre and ghoulish tales that end with startling conclusions. Yes, it is the Lantern Light Ghost Tour, November 9 at 9:00 pm. The starting point will be Market Square and the cost is \$4.00 per adult and \$3.00 per child (7-17). You must reserve no later than October 20. Call Janeal Way at (703) 385-3070 days or (703) 385-2163 during the evening or afternoon or late morning when she doesn't feel like working. This will be more fun than watching Howard fall out of a dinghy!



Other Recent Cruises of Note

Tom Coldwell

Well known to discerning Daymarker readers is the drenching saga of the Rhodes-Petrey-Worcester two-week voyage to North Carolina. Mary Jo Worcester's incisive chronicle reminded us once again what downright FUN boating can be with heavy seas, heat, humidity, bugs, mechanical troubles, bad food, marital dysfunction, etc. There have been many cruises, and this will no doubt go down in history as one of them. As will a couple more.

"Occoquan Breakout"

Last year's "August Odyssey" became this year's "Occoquan Breakout" — a five-boat flotilla of OYCers going off to the Bay for nine days, July 13-21: *Bair Necessity*, Ray and Judy Bair; *Empty Nest II*, George and Ginny Frank; *Lance A Lot*, Gary, Terry and Jessica Lance; *Shalimar*, Tom and Mary Ann Coldwell; and *Walt's on Water*, Walt and Susan Cheatham.

The "Breakout" itinerary was ambitious — about 420 miles and seven port calls in eight nights — Yeocomico Marina in Kinsale, VA; Hospitality Harbor in Solomons; the Cambridge Yacht Club; Baltimore's Inner Harbor Marina; St. Michaels Harbor Marina; Vera's White Sands Marina on St. Leonard's Creek off the Patuxent River; Ragged Point Marina on the Potomac; and then home.

Anything that went wrong went wrong on the first day. *Shalimar* couldn't get her engines started until the battery charger was recalled to active duty. Ten minutes, then bingo, on our way. *Bair Necessity's* port chipmunk seemed to be overheating soon after start-up, but then that problem seemed to go away until after the cruise, when the larger *Bair* found a pesky pinhole leak in a cooling hose. *Walt's on Water* experienced some minor difficulty with her public broadcasting station.

We started out as a five-boat cruise and we ended that way. In between, *Lance A Lot* unexpectedly digressed from the float plan. She arrived at hurt city on the very first day; her fuel pump failed around Maryland Point, placing her utterly DIW (dead in the water) about mile east of the spider. *Shalimar* took her under tow to Goose Bay Marina on Goose Creek off the Port Tobacco River. Then, with *Lance A Lot* safely slipped and her crew ashore in a wonderfully air-

conditioned marina store, *Shalimar* headed south to Yeocomico Marina to join the others.

When next we would see the Lances on the following Friday, they would tell us of their own special Occoquan Breakout, beginning with a pleasant weekend with some extremely hospitable folks who run Goose Bay Marina. The senior geese, it seems, loaned the Lances their car so they could drive to Robertson's for dinner Saturday night. The following day, they loaned Gary their car to drive back to Hoffmasters to get a replacement pump, evidently almost as rare a vintage as the caring hospitality Lances received from Goose Bay Marina.

Meantime, downstream, *Empty Nest* lost an engine to some mystical electrical force, and she hove into Tall Timbers for a fortunately quick fix. By mid-afternoon, with all boats but the Lances' rid of gremlins, the four survivors dined at Yeocomico over some old favorite towing, fuel pump, electrical and cooling system anecdotes, etc.

After this eventful first day, the flotilla settled into a pleasant routine of generally smooth morning cruises, in turn, to six more marina ports on the Bay, afternoons in the pool, some moderate shopping binges, long walks or boat excursions (e.g., night ferry to Fells Point near Baltimore's Inner Harbor), dining out and in, reading, snoozing, gunkholing, talking and having a swell time together.

It was a great "Occoquan Breakout".

National Hard Crab Derby at Crisfield

Thanks to early reservations made by Pam and Marcel Beaulieu in *Second Choice*, a number of OYCers visited Crisfield on the Labor Day weekend for the 44th Annual National Hard Crab Derby at the 600-slip Somers Cove Marina. (Hint: If you want to go next year, you had better contact the marina on January 2, 1992.)

Several local boats drifted into Crisfield at various times on the long holiday weekend. Garland, Linda and Tracie Dobbins in *Grumpy Bear* accompanied *Shalimar* on an early start on Wednesday to Ragged Point, then Point Lookout Marina, before a Friday morning run for Crisfield via Tangier Island.

We missed much of the classic Tangier Island visit, because nothing much opened before 11:30 a.m. (except for the grocery store). But nothing else. The few people we met were very nice, although we tourists must have been a strange sight, there as we were, before 11:30. To escape the heat, we saddled up for Crisfield.

In addition to Pam and Marcel, OYC visitors to Crisfield included Bob and Jackie Michaud's *Lady Jackie*, John and Dora Kinter's *Panacea*, and Rick Higgins' *Bad Influence*.

Crisfield pulled out all the stops for the out-of-towners, which reportedly trebled the local population. There was a carnival and craft show, a crab picking contest (winner: 4.3 pounds in 15 minutes!), the time-honored crab races (where losers AND winners get cooked), a beauty contest to select Miss Crustacean, a parade, a Nashville music show, tons of seafood to eat, and a watermen's boat docking contest.

The skill of these watermen in maneuvering their work boats is almost too much to be believed. Nine single-engined work boats competed in turn: Get the boat underway from

a dock about a city block away, spin it around in front of slip with four marked pilings, back in on full power without touching the gunwales, stop the boat, leap to each of the four pilings and tie them with a clove hitch, jump onto the dock. Best time: 48 SECONDS. Think about it.

Saturday night brought a fierce electrical storm to trumpet the arrival of a cold front, so Sunday was quite windy and threatening to blow into Monday. Fortunately, the winds abated (somewhat), and *Grumpy Bear* and *Shalimar* steamed out via Smith Island to a brisk quartering sea on the Bay and an otherwise pleasant voyage home.

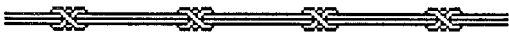


Shirts and Hats Are Here!

Walt Cheatham, Quartermaster

At last I got enough orders to total 12, made the order, and have received shirts and hats. All who have ordered can call me at (703) 491-3956 to make appointment for pick-up at home (Lake Ridge) or work (Crystal City). If it is more convenient, I will be at the October 5th elections meeting with the ordered items and 12 extra hats which were not ordered.

Our New Jersey supplier has advised that he is changing from a minimum order of 12 to a minimum of 144, which will undoubtedly require us to deal with a California supplier in the future. The new supplier will not have the same basic shirt stock, but his logo is fine. The solid colored shirts from him should be very similar, but the striped shirts will no doubt change.



Shrimp Feast at the Dunes

Ned W. Rhodes



It is the end of September, so that must mean that it is time for the annual shrimp feast at the Dunes. This year, OYC invited any and all

Potomac River Yacht Clubs Association (PRYCA) clubs to join us. We figured, the more the merrier. Well, two other clubs, National Potomac Yacht Club and Seafarers Yacht Club decided to join us. In the past, we have always gone over about noon, so I told them to meet us about then at the mouth of the creek so that we could all go in together.

The morning dawned bright and clear as we got *Southern Nites* ready to go. Where is everybody? More importantly where is Aaron? He's got the shrimp. Oh, well, time to go, I'm sure he'll show up. Upon arriving at Mattawoman creek, we caught up with the eight boat flotilla from National Potomac. They were sent on their way up to the Dunes, while I waited for Seafarers and Aaron. By 12:45, I figured neither were coming, so off we go to the Dunes to get settled in.

We caught up with National Potomac and had the privilege to watch them anchor. First one boat drops an

anchor and then backs down on it, only to drag it. Then they shifted people from one boat to another to help with the procedure. There is then much talk on the radio and after a few hours, Arleen and I decided to just anchor where we usually do and watch the festivities from shore. Still no Aaron! Now what? Let's see, we have chili, and corned beef hash and a few dog biscuits, so we won't starve. Ok!

We were then joined by *Seduction* and *QB III* for the afternoon, but alas, they had no shrimp. Then *Pasha* shows up, minus any shrimp but loaded with Marguritas. We are then joined by *Saint 'n Sinner*, who has crackers and pepperoni (just in case) and then by eight boats from Seafarers Yacht Club whose anchoring techniques are almost as refined as National Potomac YC.

Then, as the sun sets, who should arrive, but our illustrious Commodore bearing shrimp, followed shortly by our Vice Commodore in *Hansome Transom*. Let the festivities begin and so they did. We had at least four pots boiling and steaming and boy was it good! As the sun set, the pyromaniacs started a huge fire using wood contributed by all three Yacht Clubs. Yes, indeed, they dragged wood all the way from Washington to the Dunes.

As night fell, so did a few people. We had one confirmed dunking and at least two other close calls. Howard decided to turn in early so as to stay dry this year and he was successful. In the morning, the air was filled with the smells of eggs and bacon, pancakes and Irish Coffee. The Irish Coffee is unconfirmed, although a certain someone in a certain boat that has a III in its name promised it. I personally was not able to verify that it ever existed.

Around 11, the Washington Clubs pulled anchor and made their way down the creek for home. The five OYC boats stayed to enjoy the afternoon ashore talking trash and kidding Andy. Finally at dead low tide, we decided it was time to head home and we proceeded to pull *Saint 'n Sinner* off the beach. Hey, where were the other 20 boats from last year? Must have been too cold for them. I still felt strange leaving the 8 pieces of wood, but maybe someone else will enjoy them with their next bonfire.



New Members

John Piper

The OYC welcomes new members Jerry and Myra Funkhouser, family aboard *Treasure Chest* berthed at The Pilot House; and Monica Storz, individual aboard *Hanky Panky* berthed at Fairfax YC. In addition, welcome to Peter and Zoe W. Masterson, family, David Norcross, individual and Mahlon and Pat Drabick, family.



Travels With Joyce

Hi ho,

Finished our stay in the North Channel, Ontario and re-entered the good ol' U.S.A. Went to the northern tip of lower Michigan to make all the arrangements for driving back to Chicago for Mom's wedding, then found out it had been postponed. Emil had brain surgery; of course Dennis is having a good time with the reason. He (Emil) had passed out in July and was told it was from over-medication. He has extremely high blood pressure. He hit his head in falling, and now he has water on the brain. They drained it, and I guess all is well because we talked to Scott, and the wedding has been rescheduled for Sept. 29. Great, we and the *Joyden* will be there by then.

Our next destination was one of the most touristy places in the Midwest — Mackinac Island with its Grand Hotel, carriages and bicycles (no cars), t-shirt shops and world-famous fudge. Locals call vacationers "fudgies" because that's primarily what they buy. Naturally we lived up to that nickname. We visited the fort on the island, the one on the mainland, and rented a tandem bike and pedaled our butts around the 8-mile perimeter road and all the crossroads, too.

Made it under the Big Mac Bridge and into our old cruising grounds of Lake Michigan. The winds came up something fierce out of the southwest and we spent four days anchored in a little bay on the north side of tiny St. Helena Island. Two of the days we saw no boats, no people anywhere on the lake. Was kind of neat, really, being alone (but together).

Stopped for an afternoon at Beaver Island — only 350 residents, but they have three museums — a Mormon print shop, a maritime, and a toy. How's that for variety? It's the only place in the country that has ever been a kingdom. James Jesse Strang (Dennis pronounced it "Strange") had himself proclaimed Mormon King in 1850. He was active in Michigan state politics but not very popular. He was assassinated six years after "ascending the throne". I thought that meant going upstairs to the bathroom. Oh, well!

The resort towns of Harbor Springs and Petoskey on Little Traverse Bay boast exclusive shops and Michigan's state gem, the Petoskey rock. It's fossilized "colony coral" that supposedly lived in the warm tropical seas that covered the area millions of years ago. They use it to make all kinds of jewelry and sculptured things.

"Fishtown" is the old fish shanties and net sheds that have been turned into quaint boutiques and restaurants in the town of Leland. Commercial fishing is still the main business in many of the lakeside villages, and we sure have had some delicious walleye and whitefish dinners. One thing you just don't see on the menus are Great Lakes shrimp or crab cakes!

In the town of Charlevoix we saw dozens of "mushroom homes". An architect named Earl Young designed and built these houses from native boulders with mushroom-shaped cedar shake roofs. (These last two stops are reversed, if anyone cares.) We have been traveling between 25 and 40 miles each day and spending a few hours in the afternoon seeing the attractions in the port cities that dot the western Michigan shore. They each have something different to offer, some more interesting than others.

We had another call from North Carolina about another job in Rocky Mount, N.C. I think our trip down the Mississippi will be put on hold. This project is only about four or five months long and would work out even if we go to England. Don't know until we make a bunch of phone calls tomorrow whether we will ship the boat back to the East Coast or store it here and rent a furnished apartment. One way we would continue on south from this point next spring; if *Joyden* winds up in N.C., then we start again and go another way. Is anything ever for sure?

Good ol' Helmer the autopilot konked out a few weeks ago. Boy, have we gotten spoiled! Now we have to hang on to the wheel constantly. It's going to be rough crossing to Illinois. We are looking at the narrowest part of the lake, but even that's 60 miles. Wouldn't be bad if the wind and waves are just right, but that doesn't happen often.

We will keep you informed of where we are if we can figure it out!

Joyden

Hydrilla Falls, Rises

Potomac Basin Reporter, July 1991

Despite a drastic decline in overall density the past two years, the aquatic plant *Hydrilla* has increased its range to the south in the Potomac River.

Populations of the non-native plant surged during the mid 1980s, raising concerns that the plant would choke use of the river. Areas of high boat use have been kept relatively clear through mechanical harvesting, and the plant has been a great boon to Potomac wildlife.

The past two seasons, however, saw the population crash in many of the northern areas, while it increased its range to the south. Overall, the number of plants has dropped markedly in the river, however.

According to researchers, *Hydrilla* has gained ground in some areas south of Marshall Hall, Md., while areas such as Dyke Marsh, Piscataway Bay, and Broad Creek have thinned out or lost their populations.

After disproving some more-exotic explanations, researchers are in general agreement that the plant's temporary decline is because of the weather, or more specifically, the amount of sunlight available to the plants. The wet springs of 1989 and 1990 resulted in less sunlight and higher water turbidity, blocking the sunlight that was available. The stormy weather also brought winds that kept particulates in the water from settling. The weather resulted in cooler water temperatures that stunted spring *Hydrilla* growth more than native species. These effects were less pronounced further downriver, where freshwater inflow is less, and helped the plants increase the range to the south. *Hydrilla* is not very tolerant of salty water, and is not expected to grow below the Harry Nice Bridge near Morgantown, Md.

Nonetheless, the reaction of the plants is more than was expected. "The astonishing thing is the complete collapse," of the plant in some areas, noted Richard Hammerschlag, who heads the National Park Service Center for Urban Ecology. "We saw areas that had held biomass of 10 to 12 tons per acre go to nothing." The center has been involved

in continuing research on the plant since it arrived in the early 1980s. Dyke Marsh, along the Virginia shore, is Hammerschlag's primary study area. Marsh populations of the plant have declined, although not as precipitously as in many areas. He noted that the decline in Hydrilla may help other plant species. Earlier research noted a tendency for Hydrilla to crowd out other plants growing nearby. Other aquatic plants also have been affected by the weather conditions, but not as much as Hydrilla.

Commuters crossing the Wilson Bridge each day can still see the mammoth island of Hydrilla that stretches from Blue Plains well south of the bridge. The plants are rooted in mud shallows that provide both a good footing and little water between the plants and the surface. Hammerschlag noted that just a few inches in water depth could have a great effect on the success of the plants under low light conditions. Plants growing under optimal habitat, such as the stand around Wilson Bridge, could continue to flourish, while plants living in deeper waters could collapse, as seems to have happened in many areas. The plant could survive a number of bad seasons and then repopulate stands with the tubers that Hydrilla leaves in the sediments. Some areas that had become barren last season are showing signs of recovery.

In the meantime, mechanical harvesting of areas with high boat traffic continue under a regional program managed by the Metropolitan Washington Council of Governments.



Did You Know....

CBYCA Chartroom Chatter,
Sept. 1991

— The Watershed of the Chesapeake Bay covers over 64,000 square miles, over 6 states and the District of Columbia?

— National boat sales in the first quarter of this year have declined 45% from the first quarter of last year? Approximately 50 marine related firms in Maryland have either closed or declared bankruptcy in the last 6 months? **DISCRIMINATORY TAXES DO HAVE AN IMPACT!**

— Recreational boaters with cellular telephones aboard now have a new way to call for help? By dialing 'CG' and pressing 'Send', the call will be connected to one of two CG Rescue Centers. Air time is free and will continue for the rest of the summer. This new trial emergency service is available from Ocean County, NJ to Chincoteague Bay, VA and the upper Chesapeake Bay (Tangier Island and north).

— Four hours of exposure to sun, glare and motion of the sea produces fatigue and reduced reaction time equal to a condition as if a person were legally drunk?

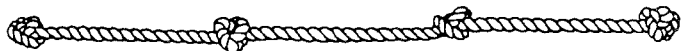
— In Maryland, the Forest Park and Wildlife Service will pay private landowners \$200.00 per acre to plant and maintain forested buffers around the Bay and its tributaries?

— There is no fee for U.S. recreational boats upon entering Canada; however, upon their return, if greater than 30' in length, a one-time fee of \$25 is assessed by U.S. authorities? No such fee is assessed upon returning campers, motor homes, trailers or automobiles!

— That 75% of the U.S. population lives within 50 miles of a coast?

For Sale: 1988 Sea Ray 305 Sedan Bridge. T-260 hp inboards, full enclosure, AC/heat, generator, AM/FM cassette, UHF, Loran, stove, microwave, central VAC, winter cover. Low hours. Call June or John Labansky (703-690-0319).

Recycle for the Bay! Does your company use Hewlett-Packard/Apple Laser II cartridges? If so, you can take part in a new way to save the Bay. Automated Office Products of Lanham, Maryland, recycles these cartridge heads, thus reducing the number that go into landfills. For each cartridge that your company donates, AOP gives \$5.00 to the Chesapeake Bay Foundation. For more information, call AOP in Washington (301-731-4000), in Baltimore (301-792-2810), and elsewhere in Maryland (800-673-8553).



Highlights from the General Membership Meeting

Al Herskowitz identified his boat *Aleus* for the crowd and someone asked where he got the name. He explained that it was a combination of Al and Sue. One wag in the group thought that the current Secretary had tried to spell *Alias*. (Confidential to those who missed the meeting: This is one of those inside jokes that would have you falling down laughing if you had attended the meeting. If you don't get it, ask Pat.)

Sandy Leathers passed on the advice given to him by Tom Coldwell concerning the qualifications for Treasurer. It is rumored that he said that if you can count to 21 with your clothes on, you should be elected Treasurer. (You all should get that one even though you weren't there!)

John Harvey's reasons for running for office were rooted in civic pride and the fact that Commodore Yarnell said he would reletter his truck.

Another wag from the crowd agreed that Garland was over qualified for the position 'cause he had all that extra time on his hands seeing that he was a government worker.

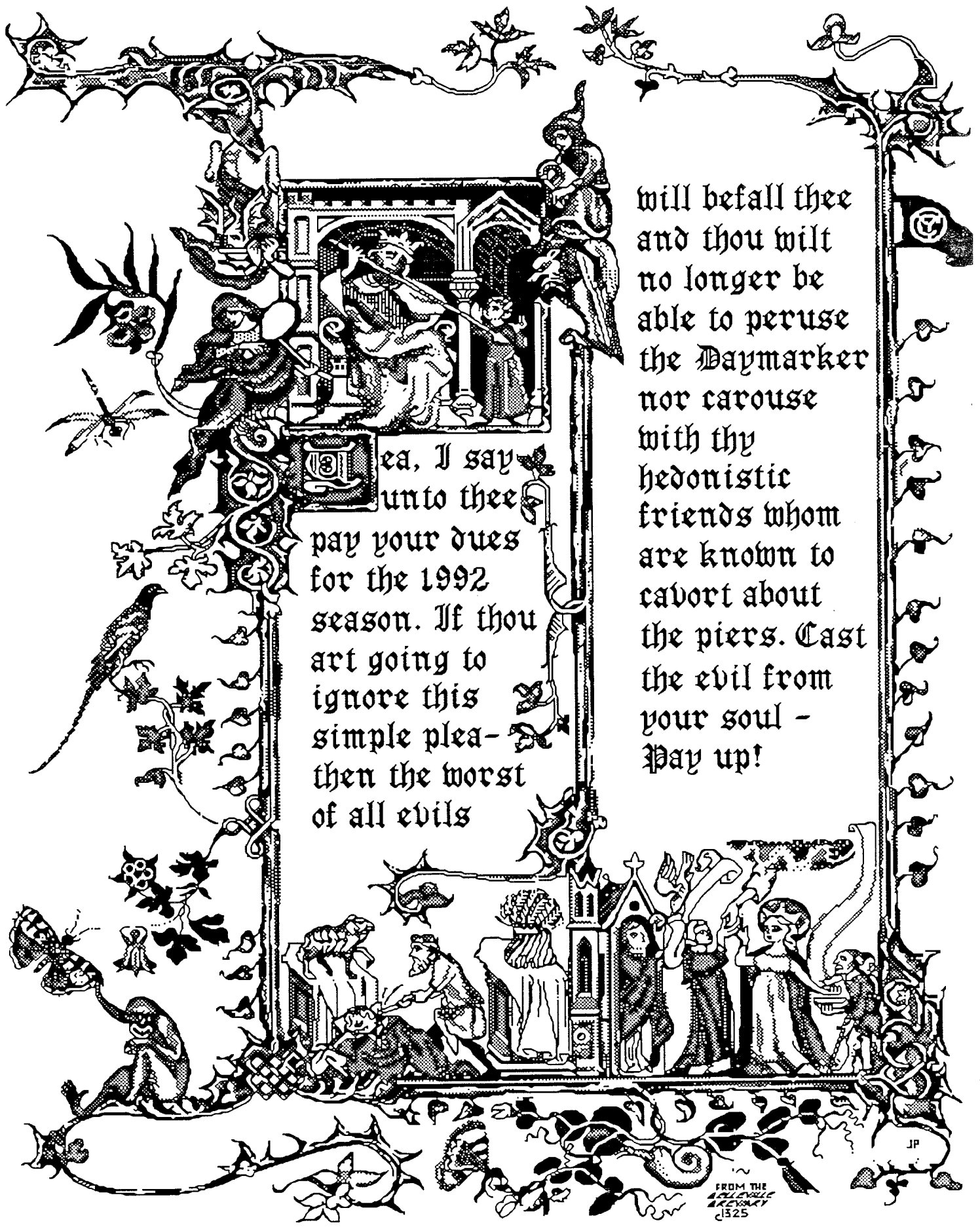
Tom Coldwell explained the origins of his vessel's name, *Shalimar*. It is the name of Mary Ann's favorite perfume. He added that his boat was too narrow for "Evening in Paris".

Commodore Yarnell explained one of his planks for the coming year as being "Cash for Trash." The crowd promptly offered him \$1 for his boat. He asked the group for other suggestions for club events and someone suggested "Wining (whining?) on the Docks." Good luck Dave. You'll need it with that crowd.

I had a good one about Monica, but neither Arleen or Monica would let me use it. Beggars can't be chowers, I always say. (There you go, another inside joke. You should really plan on attending these club meetings!)

Walt Cheatham modeled the new OYC cap and kept us rivited with stories such as the fact that our current supplier has upped his minimum order to 144 pieces. Tom Coldwell said, "That's gross!"

And, last but not least: S. Cheatham, there was no alarm going off on our boat. S. Worcester, call you mother more often. She told me you never call anymore.



Hea, I say
 unto thee
 pay your dues
 for the 1992
 season. If thou
 art going to
 ignore this
 simple plea-
 then the worst
 of all evils

will befall thee
 and thou wilt
 no longer be
 able to peruse
 the Daymarker
 nor carouse
 with thy
 hedonistic
 friends whom
 are known to
 cavort about
 the piers. Cast
 the evil from
 your soul -
 Pay up!

Enclose with check for \$25, made out to OYC, and
mail to the address mentioned inside.

How Many Nights ? _____

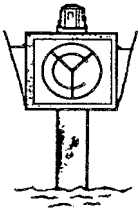
Boat Name _____ Length and Beam _____

Phone No: _____

Address: _____

Name: _____

Hardy Souls
Reservation Form



The Daymarker

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

Address Correction Requested