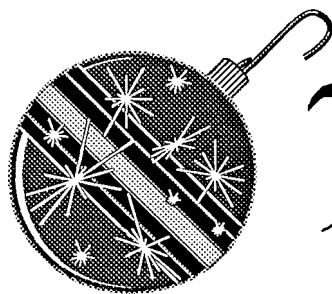


Occoquan Yacht Club
P.O. Box 469, Occoquan, VA 22125



The Daymarker

December 1992 Vol. IX Issue 12

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

JP

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Vice Commodore
Allen Herskowitz
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Rear Commodore
Sandy Leathers
703-690-0038

Secretary
Janis Hobson
703-642-502

Treasurer
Pam Beaulieu
703-490-447

Coming Events

December 5

Santa Cruz to
Occoquan @11 am.
Christmas Party @6:30
pm. at Sea Sea &
Company.

December 6

Winterize your boat,
the season is officially
over.

December 25

Christmas. Hope
you got that new
GPS for the boat.

January 16

OYCP Planning
Meeting from 1-4 at
some secret location.
Details later.

Commodore's Comments



Tom Coldwell

Halloween had slipped away along with the goblins and ghosts and leftover Snickers. November's first dawn seeped through our eastern window blinds and into my consciousness, rousing me to mumble, "I think I'm the Commodore, dear."

Barely beyond the outbound sea buoy of sleep, the first mate murmured, "Well, pursuant to Paragraph 7d., Article IV, Occoquan Yacht Club By-Laws, Amended, you certainly are. Where's the coffee?" ('Ever notice, guys mumble and gals murmur?)

Having thus 'cended—ass- or dee—without benefit yet of the December dinner-change of command, I began a new year. And wouldn't you know, not one week passed before the new commodore drifted onto a shoal—by skipping the Hardy Souls' cruise. I looked deep into my soul and discovered it was not, of all things, hardy. Oh, we wanted to go; to be called up yonder with that vast or half-vast fleet we later learned did go to Alexandria.

However, comma, (and this better be good), on the day of our scheduled sortie from Woodbridge Marina, the wind in

our slip was GALE FORCE. You look up Gale Force in the dictionary and there's a picture of my boat straining her lines in her Occoquan slip.

Well, okay, it wasn't that bad.

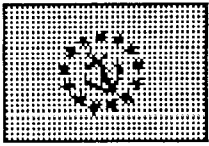
But hearing somewhere that boating is supposed to be fun, we reluctantly de-hardied and set up other plans for the weekend. Sure enough, the weather improved, sending us further into a landlubbed funk. Despite advisories to the contrary, notably from our esteemed Editor and the other stalwarts who made the trip, we expect to live down this inaugural omission. Maybe.

Enough of all that. Looking ahead...or behind.

Hope we will be seeing (or did see) you at the Santa cruise to Occoquan and the Christmas Party/Change of Command Dinner-Dance.

Moving on to wonderful 1993, our first "do" will be the all-members' planning meeting, tentatively set for January 16, 1:00 p.m. to 4:00 p.m. at OHM. We will be eager to hear your ideas about places to go and things to do. Firm and final arrangements for the planning meeting will appear in the January Daymarker.

If I see you or don't, here's wishing you and your crew a happy holiday season.



Vice Commodore's Comments

Allen Herskowitz

A superior sailor is best defined as one who uses superior judgment to stay out of situations requiring superior seamanship.

The weather currents and tides on October 25th conspired to provide the Captain, crew and passengers of the good ship *Gadgeteer* some exciting experience at sea. Having failed the central test of the definition above, good judgment, the assembled humans aboard *Gadgeteer* embarked on a voyage from Milford Haven to Occoquan that sunny Sunday, small craft warnings notwithstanding. The "on the job training" accumulated on that trip may provide useful to other, less obstinate, Captains in OYC. So, for your amusement, here are a few of the "lessons learned" that you may find interesting.

1. Small Craft Warnings means US. Warnings mean be warned. It is probably true that the (unnamed) Captain of *Gadgeteer* had come to believe that he had graduated out of the small craft category. That may be correct thinking when dealing with fuel consumption, slip rental fees and beer carrying capacity — Mother Nature however turned out to be entirely unimpressed on that sunny Sunday. The QE2 might have been more than a small craft that day, but *Gadgeteer* was certainly not.

2. If the wind is 25-30 knots out of the NW and the bay has 5-7 foot seas the situation will not improve when you turn directly into the wind at the Smith Point light! In fact we can report that it is possible that the seas will run 7-10 feet under these conditions, until well inside Point Lookout, nearly to Piney Point.

3. The bay's "short chop" seas, at 7-10 feet, are easily capable of causing a 12-ton boat planing along at 16 knots to "wave skip" as if it were a wind surfer. Now although the crew of *Gadgeteer* has been known to enjoy speed, and an occasional jump over a large wake in an 18 foot bow rider that experience does not quite prepare one to be airborne in a 44 foot Motor Yacht. In fact it is downright unsettling when you almost intuitively understand that having gone up you will soon come back down, with all of the authority 23,000 lbs. can muster. There is no question about when you have landed.

4. The mark of experience is recognizing a mistake, the second time it is made. So pulling back on the throttle and dropping to displacement speeds can seem to be an important thing to do after the second landing. However, in the Chesapeake "short chop seas" any condition requiring the Captain to turn his craft into a trawler is also more than adequate to roll waves over the bow, if the craft is headed dead into the seas. As exciting as landing after a short flight over the wave tops may be, the experience pales by comparison to the sight of a wave, with a crest as high as the fly bridge, rolling across the bow. You guess right, even a boat designed for "West Coast big water" is not entirely watertight under these conditions.

5. The Captain's job is to drive the boat. An average boat will not operate effectively for long periods of time submerged. Even on the surface it will shed water as fast as Mama Nature (we know her better now) can pile it on. Some things

will leak under these conditions. The Captain could be distracted by water coming in under the salon door—a mistake, unless you liked the first wave over the deck so well that you would like to try for a second. In this case the second wave also proved that windshield wipers are not stronger than water, take the evidence of two of the three on *Gadgeteer*.

6. Quartering the large waves solves the problems of the boat and crew, except for the sea-sick passenger, who may decide that death would be an attractive alternative to the rolling motion obtained using this technique. The discomfort of the mal-de-mer case should not deter the captain from a quartering course—every return to an "into the head seas" route will lead to some reminder of the earlier excitement.

7. GPS is GOOD, especially with a plot capability. No drop-out from the heavy weather.

8. The most important lesson for this Captain is that the crew named Sue is at least as seaworthy as the Tollycraft named *Gadgeteer*. Both showed superior construction, an ability to ride out the mistakes of the Captain and the strength of character to shrug off the whole episode.



Exec. Rear Commodore Comments

Sandy Leathers

It's Christmas time and time for the annual Christmas Parade of Lighted Boats. Scheduled shows are:

Baltimore, Dec. 5, 6:00PM	(410) 828-8223
Washington, DC, Dec. 12, 7:00 PM	(202) 554-2487
Annapolis Harbor, Dec. 12, 6:00PM	(410) 263-6839
Hampton, Dec. 12	(804) 727-6429

Just a reminder, as a member of the OYC your BOAT/US dues are reduced by 50%. When you renew your BOAT/US membership or join for the first time, indicate your membership in the OYC and include the OYC BOAT/US Accord #GA80979. If you would like to join BOAT/US and don't have an application, call (703) 461-2866 to enroll by phone. BOAT/US is now 435,000 members strong.

I hope everyone had a great Thanksgiving with family and friends, and finally, I would like to wish everyone a Happy Holiday season. We look forward to seeing all our OYC members and friends at the Christmas Party Dec. 5th and watching Santa Claus cruise to Occoquan aboard Dora and John Kinter's M/V *Panacea*. (Capt. John: make sure someone brings Christmas Carol song books this year for the cruise to Occoquan.)



Treasurer's Comments

Pam Beaulieu

Well Merry Christmas and Happy New Year, but what about Labor Day 1993? So let me tell you, the Hard Shell Crab Derby in Crisfield, Md. is the place to be. Festivities start Friday Sept. 3-Monday, Sept. 6. Events include crab races, crab picking, parade, carnival, boat docking contest, fireworks, and of course, the best blue crab restaurants, etc. I have been there the last two years and it's worth the trip. The reason this is being posted now is that reservations must be

made January 2, 1993 at 8:00AM because by January 3rd they are sold out of slips. So if anyone is interested in a Labor Day Weekend Cruise to Crisfield, you must sign up now! Last year rates were .75/foot plus \$3.00 per 30 amp power cord per day (rates subject to change in 1993). Please fill out the reservation form by December 20, 1992 (with no money, please—details to follow). Mail the form to Pam Beaulieu, 12592 Fascia Court. Lake Ridge, VA 22192. We would like a great showing from OYC. (You must pay for Sept. 3-Sept. 6 even if you don't stay the entire weekend. Cancellations can be made up to 48 hours in advance with full refund.)



Secretary's Comments

Janis Hobson

Due to popular (and some not so popular) demand, the Secretary's column will feature a synopsis of the monthly Executive Board Meeting decisions and other folderol. This has less to do with informing the membership than it does with making it easy for me to write something somewhat meaningful every month. It may also give the readers an insight into the less glamorous side of the club. As a practical matter, the board has decided to set the first Wednesday of the month as their regular meeting day. This may help us all to remember the meetings.

The report of membership renewal was a LITTLE disappointing—only 42 memberships had been renewed as of 17 November. If you haven't renewed yet, give yourself an early Christmas gift and mail your membership renewal today. You're going to miss a lot of fun in the next season if you don't.

The details of the Christmas Party and Santa Cruise were discussed but these events would be spoiled if I revealed any of them. Preparations for the January general membership meeting are underway. The details of this will appear in the next Daymarker. Have a Merry Christmas and hope to see you at the January planning meeting—details to follow in the January Daymarker.



Past Commodore's Comments

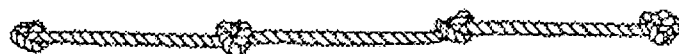
David Yarnell

Hey, you Merry Mariners...

Those of you Hardy Souls who have yet to winterize, as I do, should plan to participate in the season's last hoopla on Saturday, December 5th—the ever so merry "Santa Cruz" up and down the mighty Occoquan, ETD Occoquan Harbour Marina at 1200 hours, where Santa bounds down the ramp to board John and Dora Kinter's trawler. He'll be way up on the flybridge where he can best be seen on arrival at Prince William Marina, ETA 1300 hours. I will be piloting *M/V Duck One* again this year, and she will be all "ducked out" as a major contender in the boat decorating contest that takes place simultaneously.

And now a word about winter marine maintenance. As we all babysit our beloved vessels and prepare for the long winter's nap, I would like to leave you with these parting

words. In the early spring when the yard is bustling with enthusiastic boaters eager to start the new season, and all through those lovely boating weekends when the gas pumps are manned and ready, and Lord forbid we should experience a mechanical problem and miss just one glorious weekend of boating, of one thing you can be sure...our local marinas and services are of the highest professional caliber here, and they are ever present when we need their assistance during the season. They're not only supportive and responsive to our boat needs, they exhibit a genuine concern for legislation, law and order in our local waterways. In general, they go to bat for the boater and they are accountable for services they perform. It is important to realize that all these professionals get one day a week off during the season—Monday—that's it. Well, what I'm getting at is this: continued patronage during the fall and winter months is as critical to our local marine services as your weekend is to you during the season. So, don't slide downriver for your winter lay-up, and remember—you usually get what you pay for.



Hardy Souls Cruise

Mary Jo Worchester

Gather round and ye shall hear
About the annual trek to the Olde Towne pier.
On November 7th, or
The 6th if you chose,
If you snoozed, you lost.

The annual Occoquan Yacht Club "Hardy Souls" voyage to Olde Towne, Alexandria, took place on the weekend of November 7. Slips were reserved at the City Docks for 15 boats. However, it seems the OYC has some members that are less hardy than others. We ended up with six boats in all: *Bandit, Hanky Panky, Pasha, Saint N' Sinner, Sara III, Southern Nites* and *Slo Coast*. Jean and Ron Tilmon honored us with a surprise visit for the weekend—they had a motel reservation in town. We were also visited by the Ferrantes (with Haley), Petreys, Kellys and Ways. Ned and Arleen had lots of company—Ned's sister Sallie (who stayed on board), Ned's father Ed and his wife Mary-Lou (who stayed at a B&B), and Jess and Mon-i-que, who also stayed on board. Marty and Rosie Betts had lots of company and Monica's mother paid her a visit. Seems that Olde Towne just draws lots of friends and visitors.

As usual, the trip to Olde Towne was as smooth as glass. Most everyone arrived on Friday. The weather was somewhat cool, but quite nice actually. We dined OUT. It only rained for a short time on Saturday. Most of us were so busy "shopping" or "visiting" George Washington Tavern that we didn't notice. In fact, the shopping was go good, we continued on Sunday (after breakfast at Bullfeathers, of course).

I must report that NO ONE: fell overboard, fell off the docks, recited poetry from park benches, spouted words of wisdom standing on restaurant chairs, or got thrown in jail for drunk or disorderly conduct.

All in all we had a really pleasant weekend. For those of you who opted out, you missed a nice time. The trip home was smooth sailing. Now it's time to winterize, haul all that stuff off the boat, etc. So, until the Christmas party, see ya.



A Non-Boating Activity (Sort Of)

Ned W. Rhodes

I don't know about the rest of you, but I only go down to see the museums when I have out-of-town guests in town, or right outside of town in Arlington. Such was the case during the week following the Hardy Souls Cruise when I my sister was in town. Many of you have heard me talk about Sally, but that is the cat. Sallie is my wonderful, loving sister who lives in Colorado and needed a place to stay while she attended a convention in town. She got finished early one day and I joined her downtown to visit the high spots, one of which was the newly opened Navy Memorial on Pennsylvania Avenue right at the Archives-Navy Memorial Metro stop. I say newly opened only to find out that it was dedicated on October 13, 1987. At any rate, it was new to us.

Sallie and I had a great time there because the Memorial is fun place to visit. Our Commodore Tom "Gale Force Winds" Coldwell "works" at the memorial. He had been whining inviting us down for a visit, so Sallie and I asked for him by name. The receptionist wanted to know if we had an appointment, to which we responded, yes. She then went down the hall to warn or find Tom. After lunch (we had to pay), he then took us on the 50¢ tour. We started in the outside amphitheater which contains a 100-foot diameter granite map of the world. That is surrounded by fountains containing water "salted" from the oceans of the world. This, in turn, is surrounded by 22 bronze reliefs depicting events in Naval history. The steps nearby are engraved with real nautical sayings such as "Sighted Sub. Sank Same" and "Don't Come a Knockin' if the Boat is a Rockin'."

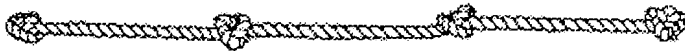
Anyone familiar with this year's OYC Weeklong Cruise will recognize that all of the above is contained in the book "Granite Sea," by Thomas Coldwell, Captain U.S. Navy (Ret.), an OYC Book of the Month Club Selection. As you will remember, Tom met with the illustrator at Windmill Point so that he could write-off the whole trip as a business trip.

On our way down to the movie theater, we stopped by the "Homecoming" statue which is also known as the "Go Away Kid" statue. You next pass the Wave Wall, where Sallie and I actually did a Wave, which is hard to do with only two people.

The best part of our visit was a behind the scenes visit to the projection booth, where we saw the 70 mm projector and how the film wraps around the room and several floors all in one continuous loop. The sound track for the film is stored on a computer hard disk in digital form and played back in sync with the film. The film, *At Sea*, is 35 minutes in length and was filmed entirely in 70 mm. The film is the creation of MacGillivray Freeman Films. For those of you who took out-of-town guests to the Air and Space Museum, you will recognize the name as the firm who produced the film *To Fly*.

After seeing both movies on the same day, we both felt that *At Sea* was better. The scenes of water breaking over the bow of the big Navy ships reminded us of our recent trips around Smith Point.

The Navy Memorial is a great way to have a boating experience during the winter months or for those times when the wind is too strong for you to leave the slip. Sallie and I give it two thumbs up and the tour guide was wonderful.



Congress Votes 'User Fee' Repeal; Bush Signs Bill

BOAT/U.S. Reports, Nov. 1992

Nearly two years to the day after the federal boat "user fee" tax was approved behind closed doors and BOAT/U.S. launched a campaign for its repeal, the Congress and President Bush have publicly reversed course, ordering that the boat "user fee" be buried at sea and relegated to the junk heap of bad ideas.

Under the terms of the repeal legislation just signed by the President, all boats 21 feet and less no longer have to display the "user fee" decal. Less than a year from now, on October 1, 1993, all boats 37 feet and less will become exempt. And, on October 1, 1994, the levy will be repealed on all remaining vessels.

The two-year phase-out was required by a law which mandates that any taxes repealed by Congress have to be replaced with offsetting revenues. Unfortunately, the boat "user fee" revenue offset—a new access charge for the use of Federal Maritime Commission computer data—does not yet raise sufficient revenues to allow for the immediate repeal of the "user fee" for all recreational boats.

"Seventy percent of all boats have just become exempt for the 'user fee' requirement and more than 95 percent will be exempt less than one year from today," said BOAT/U.S. President Richard Schwartz.

"The repeal of this tax masquerading as a fee is a major achievement for recreational boating, especially since there was no doubt that the federal government would have turned this five-year 'user fee' in to a permanent tax if we had not challenged it immediately and succeeded in getting it repealed," he added.

"This repeal effort was a classic example of effective grassroots lobbying," said Michael Sciulla, Government Affairs Director for BOAT/U.S., who credited tens of thousands of boaters around the country for keeping the heat on Washington for two straight years. "When we asked them to write, they wrote, and when we asked them to call, they called."

"While pressure from constituents brought the issue to life on Capitol Hill and sustained it over time, we would never have made it through the Congressional maze without the leadership of a bi-partisan coalition of legislators led by Rep. Bob Davis (R-MI) and Sen. John Breaux (D-LA), who relentlessly pushed the repeal effort," added Sciulla.

Other key legislators included Rep. Gerry Studds (D-MA), who, at the last minute, performed a minor miracle by

nauling down the deal when it appeared that the effort was about to be swamped. The support of Sen. Fritz Hollings (D-SC) in moving the bill through the Senate's legislative shoals was also critical.

Other legislators who played key roles and whose continued support was essential include Reps. Dave Bonior (D-MI), Don Young (R-AK), Porter Goss (R-FL), and Sens. Trent Lott (R-MS) and Bob Kasten (R-WI).

"All BOAT/U.S. members who were involved in this effort can take great pride in this accomplishment," said Schwartz.

Boat Diesel Tax Axed BOAT/U.S. Reports, Nov. 1992

Diesel boat owners who had been facing a 20.1 cents per gallon federal fuel tax have been spared—at least for the time being.

As this issue of *BOAT/U.S. Reports* goes to press in early November, President Bush has vetoed an omnibus tax bill that would have imposed various new taxes, including the tax on diesel fuel. He had pledged during the campaign to oppose any new taxes.

The diesel tax was actually approved by Congress in early October and included in H.R. 11, the major omnibus tax bill for 1992.

The diesel tax was included in the tax bill at the behest of the marine industry which needed to raise offsetting revenues to allow for the repeal of the 10% luxury tax on boats costing over \$100,000.

The diesel tax could have cost boat owners as much as \$125 million over the next five years. Unlike all other federal fuel taxes which are placed in trust funds to improve highways, airways and waterways, these diesel tax revenues would have gone into the government's general fund.

In spite of the marine industry, BOAT/U.S. lobbied against the diesel tax and succeeded in the final hours in limiting the tax to five years duration. A permanent tax had been proposed.

Potomac River Fishing... The Skipper, NPYC

From the *Chesapeake Bay Magazine* is a report that starting January 1, 1993, sportfishermen will need a license to fish the tidal Potomac. Maryland already requires a saltwater license and now Virginia requires one starting with the New Year. Anglers on the Potomac will have two options: they can obtain a Potomac River Fisheries Commission license covering the Potomac and its tributaries, or they can purchase a Maryland or Virginia saltwater license. The two states and the Potomac River Fisheries Commission have reciprocal agreements and each honors all licenses. Fishermen need only purchase one license to fish in the Potomac. The Potomac River Fisheries Commission license costs \$7.50 for an individual, \$30 for a boatowner whose vessel is under 27 feet (the license covers all guests aboard), \$60 for a boatowner whose vessel is 27 feet or over, and \$240 for a charter boat. Anglers under 16 and over 65 are exempt, as are those fishing

from shore or a pier. For more information contact the Commission at 222 Taylor Street, Box 9, Colonial Beach, VA 22443.

New Members John Piper

The OYC is pleased to welcome new Associate member Holly Acres Marine & RV of Woodbridge; and new Family members Bill and Jayne Gunneson, aboard their nameless Bayliner at Ft. Belvoir.

Travels With Joyce and Dennis

We left Mobile November 10, our 30th anniversary. Anchored in a secluded bayou off the GICW for fun and games. Only motoring so far—as usual. Raining and winds from east for three days. Have been in Pensacola five days. Our refrigerator unit died—waiting for a new one. Depth sounder is not registering in the cockpit and we're not too sure about the accuracy of inside reading. So far we have not run aground. More for the Daymarker next month.

Joyden

New Service keeps "Watch" on Weather The Telltale, Spring Cove Yacht Club

Official NOAA weather radio broadcasts for any port in the nation are now available by telephone through a new service provided by BOAT/U.S.

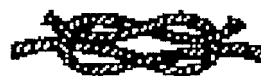
The new service will use state-of-the-art telephone switching technology to connect callers directly to NOAA's weather radio broadcasts from about 70 National Weather Service stations coast to coast. The latest hurricane briefings will also be provided direct from the National Hurricane Center.

Boaters no longer have to depend on their VHF radios, which have a limited range of 40 miles, for comprehensive, up-to-the-minute marine weather information, according to BOAT/U.S. President Richard Schwartz.

The service will be particularly useful to boats planning to cruise beyond the area covered by their local NOAA weather radio broadcast. Weather Watch can be accessed 24 hours a day. The phone number is 1-900-933-BOAT. The new service is available from touchtone phones and requires the caller to know the area code for the location desired. Calls will cost 98 cents a minute, billed directly to the calling phone number.

Chesapeake Bay Foundation Burgee CBYCA Chartroom Chatter, Sept. 1992

The Chesapeake Bay Foundation (CBF) announced the availability of a new CBF Burgee. The light blue and teal 12" x 18" swallow tail burgee is available at the CBF "Save the Bay" shop at 188 Main Street, Annapolis, MD, or call 410-268-8832 to order one by mail.



Oyster Diseases Linked to Pollution
CBF News, November 1992

Two of the most hotly debated issues in Chesapeake Bay, toxic contamination and the decline of oysters, can no longer be debated as separate issues. Recent studies on the effects of pollution on oysters indicate that exposure to toxic chemicals increases oysters' susceptibility to disease. This may seem like common sense, but it is the first time this connection has been documented for the Bay.

In a recent study at the Virginia Institute of Marine Science (VIMS), oysters were exposed to extracts from Elizabeth River sediments, which contained a variety of toxic chemicals. These pollutants, when discharged into the river, tend to accumulate in the sediments. Researchers found that the greater the concentration of pollutants, the more oysters became infected with Dermo. (Dermo and MSX are two diseases plaguing the Bay's oysters. While neither affects humans, they are deadly for the oyster population.) This and other research at the University of Maryland suggest that pollutants attack the immune system and lower the oyster's resistance to disease.

These results support two long-held positions of staff at CBF: 1) persistent low levels of toxic chemicals can have chronic effects on Bay life, and 2) the diseases which have decimated Bay oysters in recent years may be due in part to water quality.

Until now the only well known effects of toxics on Bay life were those resulting from relatively high doses that quickly kill large number of fish or larvae. It is now apparent that such lower concentrations of toxics may have effects that are at least as harmful but are difficult to recognize. Because of their elusive nature and persistence, these chronic effects may pose a greater long-term threat to Bay life than do the more conspicuous fish kills.

Scientists have long held that oysters growing in contact with sediments near the Bay's floor are not in their best environment. Because oysters filter their food from the water, they must continually grow upward to get above the sediment level. In addition, the water they filter in such a habitat has a high concentration of suspended sediment. Naturally, the harder the oyster has to work to separate its food from the suspended sediment, the less energy it has left for growth and reproduction. Furthermore, the periodic occurrence of low levels of dissolved oxygen in bottom waters makes it difficult for oysters to breathe. The research at VIMS and the University of Maryland adds another very strong argument for getting oysters away from the Bay's floor.

In the past, Chesapeake oysters grew in "reefs" high enough to be visible above water at low tide. Growing on top of each other over thousands of years, oysters established a habitat that was raised above the bottom and way from sediment. With the introduction of the oyster dredge in the 19th century and its virtual uncontrolled use through the early 20th century, Bay oyster reefs were worked down to a much flatter configuration. The transition from reefs to a flatter substrate moved oysters into closer contact with the toxics and sediments on the Bay's floor. As the VIMS research indicates, this sort of environmental stress could increase the oysters' susceptibility to disease, contributing to their current depleted state.

Scientists, watermen, environmentalists, and resource managers are trying to better understand the causes of the oyster decline in an effort to revive the populations. The VIMS research underscores the impact of toxic sediments on oysters, and it clearly supports the idea that rebuilding reefs would help restore oysters in the Bay. Oysters will not be able to rebound, as long as they must contend with a habitat that makes eating and breathing difficult and strains their immune systems.

The perception that chemicals rarely present a problem to the Bay has been a major roadblock to environmental protection. The VIMS study is a significant step in making the case for more effective controls on toxic pollutants.

Best Rum Cake Ever
Fells Point Yacht Club



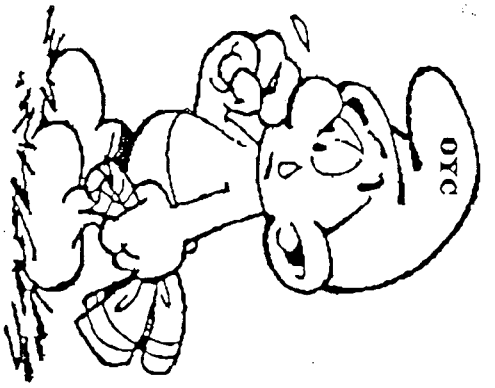
- | | |
|-------------------|--------------|
| 1 or 2 quarts rum | baker powder |
| 1 cup butter | 1 tsp. soda |
| 1 tsp sugar | lemon juice |
| 2 large eggs | brown sugar |
| 1 cup dried fruit | nuts |

Before you start, sample the Rum to check for quality. Good, isn't it? Now go ahead. Select a large mixing bowl, measuring cup, etc. Check the Rum again. It must be just right. To be sure Rum is of the highest quality, pour one level cup of Rum into a glass and drink it as fast as you can. Repeat. With an electric mixer beat one cup of butter in a large luffy bow. Add one seaspoon of thugar and beat again. Meanwhile make sure that the Rum is of the finest quality. Try another cup. Open second quart if necessary. Add two arge leggs, two cups fried druit and beat till high. If druit gets stuck in beaters, just pry it loose with a drewdriver. Sample the Rum again, checking for tonscisticity. Next sift three cups of pappe or salt (it really doesn't matter). Sample the Rum again. Sift half pint of lemon juice. Fold in chopped butter and drained nuts. Add onn habblespoon of brown thugar or whatever color you can find. Mix well. Grease oven and turn cake pan to 350 gredees. Now pour the whole mess into the coven and ake. Check the Rum again, and bo to ged.

The Daymarker is published monthly by Ned, Arleen, Jess, Willie and Sally Rhodes. The deadline for submission of materials to the Daymarker is the 20th of every month. Articles, announcements, slams, weather reports about the wind in your slip and other assorted interesting stuff should be sent to That Wacky Daymarker Editor and His Wonderful Staff at 2001 North Kenilworth Street, Arlington, VA 22205. We prefer typed text (no crayons please) or you may submit your text on a disk in Apple Macintosh format or IBM-PC format. Your articles may be faxed to our corporate offices at (703) 237-9654. In addition, we also can support a direct feed from your computer to our corporate computer facility utilizing a variety of file transfer protocols and two modem lines (9600 V.32bis/V.42bis available).

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Complaining	Sally Rhodes
Running Around	Willie Rhodes
Mailing Labels	John and Mer Piper

The Daymarker is produced on a Macintosh IIx with 16MB of memory, 500 MB of disk storage, a CDROM, a Syquest Cartridge Drive, a Radius 19" TPD, an Apple 13" Color Monitor, an Apple LaserWriter IINT and a Microtek 600Z Color Scanner using PageMaker, Adobe PhotoShop, MacWrite II, Ofoto and DeskDraw.



We'll miss you.
 This will be your final
 issue of the Daymarker!
 Unless you renew now.
 Use the form below
 and continue with
 the Club for another year.

OCCOCOQUAN YACHT CLUB
APPLICATION FOR MEMBERSHIP
FOR THE 19__ SEASON

Date _____
 New Membership
 Renewal Membership

Name _____ Phone (____) _____
 Address _____
 City, State, Zip _____
 Spouse Name (Family Member) _____
 Junior Member Name(s) @\$5 ea. _____

BOAT DATA (will be held as confidential):
 Boat Name _____ Length _____
 Builder _____ Power or Sail? _____
 Where Berthed _____ Slip # (if OHM) _____
 Call Sign _____
 Sponsored by: _____
 Optional: Birth date _____
 Spouse birth date _____
 Wedding anniversary _____

Please make check payable to OCCOCOQUAN YACHT CLUB
 P.O. BOX 469, OCCOCOQUAN, VIRGINIA 22125

Family \$45
 Individual \$35
 Associate \$25
 Junior \$5
 (to 21 yrs)
 Burgee \$15.00



November 16, 1992

Dear Area Boater:

Waterfront Washington Association (WWA) is happy to invite you to join in celebrating the Fourth Annual Festival of Lights. WWA includes businesses and citizens committed to improving the ambience of the Southwest waterfront and providing opportunities for residents and tourists to enjoy this area's special qualities.

On Saturday, December 12, WWA is again sponsoring a competition for the best decorated boats. As a new element of our festival, we invite you to participate in the Parade of Lights, a procession of beautifully lit boats up the channel. The judging will begin at 5:00 PM and the Parade of Lights will be from 7:00 to 8:00 PM. (You do not need to participate in the parade in order to compete in the lighting).

Prizes will include airplane tickets, dinners at the waterfront restaurants, dinner cruise tickets, a helicopter tour of D.C., and theatre tickets, fresh produce from the Fish Wharf, and a weekend stay in Ocean City.

A party will conclude the festivities at the Capital Yacht Club beginning at 8:00 PM. Hors d'oeuvres will be served and a cash bar will be available. The winners of the lighting competition will be announced and prizes will be awarded at this reception.

Boaters who wish to dock their boats during the afternoon and overnight should contact the dockmaster of the Gangplank Marina, Rick Morris, 202-554-5000. Please do this as soon as possible to ensure space.

If you have any questions, please contact one of the committee members listed below.

We hope you join us!

Jay Thietten
 Gangplank
 202/488-9192

Barbara Ehrlich
 WWA
 202/554-2487

Guy Nolan
 Capital Yacht Club
 202/488-8110

Mail to: Pam Beaulieu at the address in the article

Power Cord:

No.: _____ Amps: _____

Length:

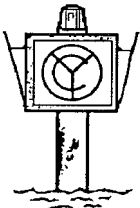
Beam:

Boat Name:

Telephone No.:

Captain Name:

Labor Day Cruise to Crisfield, Md.
Reservation Form
Deadline: Dec. 20, 1992



The Daymarker

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

Address Correction Requested