

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

# The Daymarker

July 1992 Vol. IX Issue 7

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

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Commodore  
David Yarnell  
703-491-3797

Vice Commodore  
Tom Coldwell  
703-323-1675

Rear Commodore  
Sandy Leathers  
703-690-0038

Secretary  
Monica Storz  
703-451-3494

Treasurer  
Allen Herskowitz  
703-860-2043

## Coming Events

July 11

Foto Phloat Day at  
Rock/NoName/  
Dale's/Aaron's  
Island.

July 18

PRYCA Float-In at  
Aquia Harbour.  
Sandy Leathers,  
Cruise Coordinator  
(703) 690-0038

July 25

Water Sports at  
Gunston Cove.

August 1-9

August Odyssey to  
Tidewater/Norfolk.  
Tom Coldwell Cruise  
Coordinator (703) 323-  
1675

## Commodore's Comments



David Yarnell

Oars a flying, heads a duckin', motors revving...dinghy captains honing their skills!

Thar's the essence of the Dinghy Regatta, mate! Her oars-a-bobbin like her namesake, seldom operating, per usual, with both in the water! "Best Lookin Does the Cookin," yours truly, roasted some chicken parts on the Weber and toasted some juicy Oscar Meyers to a golden hue of black, most thoroughly enjoyed by host and dockmaster (as well as creator of this event), Tom Tokash! Several new members were inducted and introduced at this event and they all walked away with the winnings!

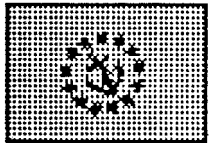
Agenda time:

Foto Phloat Day  
July 11, 1992  
Raft-up at "Rock Island"  
Occoquan Bay at 3:00PM

A beautiful 20x28 FotoBoat Poster of your dear vessel adorning the walls of your office or den...three more beautiful 8x12 color gems for the library, mantel, or on-board! Maybe just a great roll of 24 exposures for your boaterly scrapbook! That's what this event is all about. We'll raft-up, position a chase boat and do some splashy shots of each boat underway. Starting at 3:00 in the afternoon should give us ample daylight as well as some early evening photo opportunities as the available light falls nearer the horizon, shedding its glow across the water and highlighting the water's definition! Gee, I hope the water cooperates! Anyway, we have solicited the talent and processing skills of Occoquan Photo for this event, as they are willing to shoot a 24-exposure roll of each participating vessel, process it, and give the prints and negatives (usually unheard of) as a proof set, and then provide at additional cost (package priced) poster-prints, 8x12 framables, and/or other special requests! The fee for participation entry in this event is set at \$20.00 per boat, and this includes that film/shoot/proof set described above. A prospectus of the event and a specially priced package of enlargements will be made available for another \$35.00. All fees are for services rendered at a gracious discount from

Occoquan Photo—this is not a fund-raiser, merely an opportunity to benefit as a club! Please sign up and register your participation in advance with entry fee of \$20.00 (See entry form in back of this Daymarker). And bring your own camera as well—don't forget the Photo Contest at the Chili Cook-Off in October!

Make check payable to Occoquan Photo, and send it to: Dave Yarnell, Commodore, OYC, P.O. Box 286, Occoquan, VA 22125. Rain Date will be the following day!



## Vice Commodore's Comments

Tom Coldwell

By gosh and golly, here we are at the end of June and I have rashly decided to go ahead and de-winterize *Shalimar* for the warm weather boating season that may be just around the corner. I hope things have changed as you read this, but as I write, we have experienced a record overnight low temperature for June 21. Fortunately the Father's Day weekend had a better start with:

### OYC's First Ever (and Likely to be Annual) Dinghy Regatta

It was Saturday, June 20 at Woodbridge Marina, and it was a huge success. If you weren't there, you should have been, 'cause the 50 or so OYCers who did attend had a great time participating, potlucking, cooking, drinking and watching as six dinghy crews vied for glory.

Marina Manager Tom Tokash laid out a race (against the clock) course through and between the marina's three docks — some with obstacles like hanging rope "vines" and a lawn-sprinkler waterfall. One leg of the race required contestants to carry a skillet filled with a quart of water to be delivered at the end of the leg. Tom provided contestants a chart of the course along with the rules of the race.

### New Members Sweep the Regatta

Three powered dinghies competed in the Mechanical Class and three competed in the Muscle Class. New members Skip and Kellie Paris, *In Lieu Of* at Riverview Marina, easily won the Mechanical Class, and more new members, Stan and Leslie Mawyer, *Bandit* at Hoffmasters, won the Muscle Class. Another award class, "Just Dinghy-est," went to Linda Dobbins and Dana Bryant, whose erratic dash in the Muscle Class nearly had to be timed with a calendar instead of a watch. These gals also got the wettest — it's amazing how long it takes to get through a waterfall when the crew are rowing in opposite directions. All the winners were given snazzy certificates created by OYC Treasurer Al Herskowitz.

### Dinghy Regatta Here to Stay

One thing we learned at this event, you don't have to have a dinghy to enjoy a dinghy regatta. Most folks who showed up didn't have dinghies. But everyone seemed to have a good time. I'm betting we'll see this event in future years.

The board especially thanks Tom Tokash for taking care of the operational aspects of this super event.

## Looking Ahead

By now, as you read this, we will have cruised off to Ragged Point and back, and now we're looking forward to the Foto Phloat Day on July 11, the PRYCA Float-In to Aquia Harbor, July 17-19 AND the drawing for the dinghy raffle (see separate story), and a gathering for water sports at Gunston Cove. Hope to see you at all events in July.



## Exec. Rear Commodore Comments

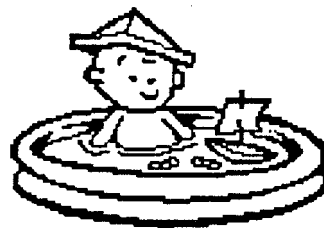
Sandy Leathers

The long-awaited "overnight" cruise to Ragged Point Marina is now history. This cruise was originally Linda Dobbins' inspiration. As she and Garland cross the "big water" on their way to Germany, a group of eight boats enjoyed the beautiful Potomac River. Check within this newsletter for "Ragged Point Highlights."

The Aquia Harbour Yacht Club hosted annual Potomac River Yacht Clubs Association Float-In is only 3 weeks away. Scheduled for July 17-19, OYC has eight boats registered for this cruise along the Aquia Creek for a fun-filled weekend. (Please refer to the June Daymarker for complete details of the agenda, menu and costs.) If you missed the deadline for registration and would like to participate, please call me ASAP. Also, last year we were able to get slips on the day of the event by calling Aquia Harbour Marina on Channel 16.

A special thanks to the contestants, helpers, and Tom Tokash, manager of Woodbridge Marina at the First Annual Dinghy Regatta held June 20th. Much fun was had by all and WELCOME to all the new OYC members joining our club during this event!

A final note: Please take time to review the new ad page in this issue of the Daymarker. We urge the members to consider the advertisers when in need of their individual services. Not only are they providing necessary services to our OYC members, but they are financially helping to defray costs of printing our great newsletter. Thanks!



Stakes Raised in  
Dinghy Raffle  
It's a far better  
dinghy that we do —  
larger and more  
powerful.

At the Dinghy Regatta on June 20, Commodore Dave Yarnell announced the OYC Board's decision on the purchase of the dinghy to be awarded to the winner of the Dinghy Raffle. The name of the winner will be drawn from all the raffle tickets purchased up until the moment of the drawing, which is now set for Saturday night, July 18, at the PRYCA Float-In at Aquia Harbor.

The OYC Board has decided to purchase Garland and Linda Dobbins' nearly new, four-person dinghy with hard transom and inflatable keel plus their 2.5 h.p. outboard motor. When the dinghy raffle was first conceived, the board

had planned to purchase a new 3-person dinghy and 2 h.p. motor, meaning we would need to sell about \$1,000 worth of tickets to pay for the package. While ticket sales have been progressing nicely, it was apparent at the June meeting of the Board that after the purchase of the new dinghy and motor there would be few dollars left over to beef up OYC's lean treasury.

#### The Prize is Right

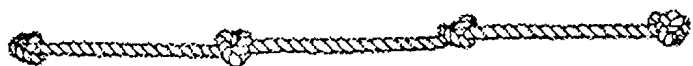
As Garland and Linda Dobbins pack up for their move to Germany, they are faced with disposing of their 34-foot Luhrs sport fisherman — and their dinghy and motor. The OYC Board decided, subject to a satisfactory inspection and price negotiation, to purchase the Dobbins' dinghy and motor — but, of course, *not* the Luhrs! The dinghy and motor are in superb condition, so we agreed to meet the Dobbins' price of \$700. With the larger size of the dinghy and the added feature of an inflatable keel and more powerful motor, the raffle prize will be better, larger and more powerful than promised — pristine clean but just not "brand new." This is a shift of plans but, we believe, a prudent one, financially and all otherwises. The club, the raffle winner and the Dobbins all benefit.

#### Attention, Ticket Sellers

This new information about the dinghy and motor combination should help your ticket sales as you sell tickets right down to the wire. But ticket sale time is running out, with the last spurt occurring at the Aquia Float-In. (Those Aquians are a daring lot and will no doubt want to purchase some chances.)

Ticket sellers, your ticket stubs and ticket sales money must be turned in to any member of the OYC Board no later than Sunday, July 12.

Note: Tickets will be available for purchase at the Float-In, but it is imperative that all tickets (sold and unsold) and currently held by OYC members be turned in by July 12. If you do not get your stubs to us in time, you are depriving your customers the chance(s) they paid for to win the dinghy and motor. That's no fun.



### Ragged Point Highlights

Sandy Leathers

The Ragged Point trip was beyond description. You couldn't have asked for better weather. We had scheduled belly dancers, the Goodyear Blimp, Princess Di, George Bush, and many other attractions, but they did not show. You know what, no one noticed because everyone had a helluva good time without them!

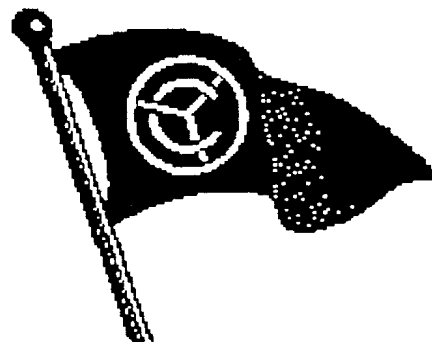
Making this weekend trip were Tom and Barb Egmore aboard *Sara III*, Frank and Ursula Schwartz aboard *Ursula*, Al and Janis Hobson aboard *Lucky Ducks*, Butch Newlon and Lonnie Love aboard *New Love*, Ned and Arleen Rhodes aboard *Southern Nites* (with Arleen's parents, Betty and Al, along for the ride), Vice Commodore Tom and Mary Ann Coldwell aboard *Shalimar*, Virginia and Sandy aboard *Sandy's*

*Run*, and Csaba and Lola Lukacs and daughter, aboard *Voyageur*. Frank and Ursula's niece JoAnn and husband visited from New Jersey by car via North Carolina to spend Saturday night. We were also joined at Ragged Point by some former OYC members, John and Dora Kinter aboard *Panacea*, and Rick Higgins and friends aboard *Bad Influence*. Most boats made the passage Friday, but all were in attendance Saturday—despite some fan belt problems experienced by the Lukacs on the way down—in time for all the fun and sunshine, and the cocktail party held by a picnic table on the beach between Ragged Point Marina and the Potomac River. It was an ideal location for friendship, food and drink, drink, drink...plus our own country music D.J. (Al and Jan) coordinating the stereos of six boats with the speakers at their max. Dancing was optional. After the party, some went to dinner for some fine dining at the marina restaurant, some continued to party beachside, and some returned to...oh, well, it don't matter.

At Saturday's cocktail party Cruise Coordinator Sandy announced that there would be a Bloody Mary contest at 10:30AM Sunday and all were invited to participate. Again, the weather Sunday was sunny, almost hot but with a cool breeze. The judges for the competition were Rick Higgins and Jean Schoenemen, friend of Butch and Lonnie. The contestants were Arleen Rhodes, Barb Egmore, Lonnie Love, Sandy Leathers and Frank Schwartz. After much serious tasting, the unpaid, impartial judges selected Sandy's Bloodies #1 and Arleen's #2. After congratulating the winners, the attendees polished off ALL the Bloody Marys in great style (including Arleen's parents, who claim to have never experienced a Bloody Mary—let alone an OYC function—before!). Ned, I'm sure, will have additional comments from them.

I guess the fishing was not at its best, but again, who noticed—well maybe Frank, Csaba, Al and Jan, and Butch, but they had fun anyway. We had fireworks scheduled, but didn't have a match to set them off, but everyone had so much fun from the inner sparks, we didn't notice. It was a weekend that won't be forgotten, unless you don't know what fun on the Potomac with OYC friends and perfect weather can be. (In fact, as Frank and Ursula's niece departed on Sunday, we heard her say "we will never be the same"—after just one day with us!)

A final note, all eight OYC boats also returned home without a problem, full of stores, pictures, and smiles.



## Blessing of the Fleet

It was a foggy Sunday, May 18, when over 300 boats participated with 10 PRYCA member clubs in the Annual Blessing of the Fleet in Washington Channel. The winners in each of the award categories were:

Best Decorated: *Anna Louise*, National Potomac Y.C., Ron McWilliams.

Best Decorated by Kids: *Never Enough*, Tantallon Y.C., Paul Fleury.

Classic Sail: *Sirenia*, Gangplank Marina, William Rentro.

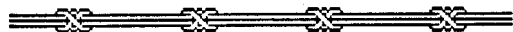
Classic Power: *Sea Baron III*, Capital Y.C., Dutch Von Ehrenfried.

Best Sail: *Callisto*, Gangplank Marina, Walt and Jane LeCompte.

Best Power: *Steelaway*, Capital Y.C., Robert Carolan.

Best Powerboat: *VI Knot*, Capital Y.C., Don Waldecker.

The most interesting excuse for dropping out was heard over busy channel 68 from a boat who had a dog jump overboard and they had to stop to rescue him!

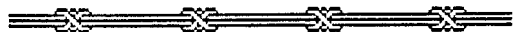


## Bay Alert

Chartroom Chatter, CBYCA, May 1992

Boat captains are advised that there is an intense drug surveillance program underway on the Bay and tributaries. It is a joint effort by the Coast Guard and Marine Police. If you are randomly targeted, you will be boarded for a detailed inspection of your vessel. So be certain that your equipment is in compliance, and that you have the proper stickers and registration papers aboard. This is not to be viewed as harassment, but an effort to counter the increased drug traffic in the Bay area. Full cooperation is essential.

Note also that the "USCG User Fee" is still the law of the land. Boarding officers reportedly will be looking for the decals this year. Obtain a decal by calling 1-800-848-2100. Have your credit card handy.



## New Members

John Piper

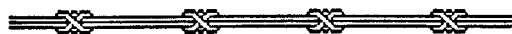
The OYC is pleased to welcome new members Alfred and Janis Hobson, Family aboard *Lucky Ducks*, berthed at Woodbridge Marina; Bandit, Stan and Leslie Mawyer, Family aboard *Bandit*, berthed at Hoffmaster's; Skip and Kellie Paris, Family aboard *In Lieu Of*, berthed at Riverview Marina; Steve and Kathy Lee, Family aboard *Family Boatster*, berthed at the Pilot House Marina; Peter and Geraldine McNeil, Family, and Sunan Sue Sat McNeil, Junior, aboard *Sawsadee*, berthed at OHM; and John Pence, aging fifth member of a barbershop quartet and boat wanna-be owner (who joined to be insulted within the pages of this newsletter).

## REWARD—Up to \$1,000.00

For information leading to the arrest and conviction of person stealing, using, or otherwise disposing of fabric taken from 12317 Livingston Road, Ft. Washington, Md. 20744. Most of the material could be used for making cushions. He could be saying he works for Fleury's Canvas.

If he has had you store this material or help him make cushions, no charges will be brought against you. We want the person that removed these items from our shop to pay for it!

If you have any information, please contact Paul Fleury at 301-292-0840.



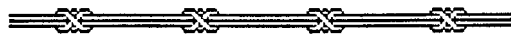
## Coast Guard Proposes New Fees for Vessel Documentation Services

USCG Local Notice to Mariners #22, June 2, 1992

The Coast Guard is soliciting public comments on a Notice of Proposed Rulemaking published in the Federal Register on May 20, 1992. The proposal would establish fees for commercial vessel documentation activities and would revise existing fees for documentation of recreational vessels and other services. (A vessel of less than five net tons is excluded from documentation.)

As a result of the Omnibus Budget Reconciliation Act of 1990, the Coast Guard must establish user fees for vessel documentation services. The Coast Guard has proposed fees based on the revisions to part 67 proposed in the Notice of Proposed Rulemaking published in the Federal Register (57 FR 10544) on March 26, 1992.

The full text of the Notice of Proposed Rulemaking can be obtained by calling Coast Guard Headquarters (G-MP-1) at (202) 267-6923. Written comments should be mailed to the Executive Secretary, marine Safety Council (G-LRA-2/3406) (CGD89-007a), U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, D.C. 20593-0001. Comments must be received on or before July 20, 1992.



## Big Changes Across the River

Stuart Matthews, Power Fleet Captain, MVYC

Those of you who thought you knew all about Ft. Washington Marina should take another look. Big things have been happening over on the Maryland side since the State took over the facility. While I understand there were some actions which were considered to be quite heavy handed when they were implemented, gone are all those old docks and sheds. Also gone are most of the old boats that frequented them. In their place is a new, completely modern, floating dock system with nearly 300 full service slips (all with 30/50 amps electricity and water) and accommodating boats up to 50 feet in size. There is a gas dock with four separate refueling stations pumping gas and diesel. Also available are two separate head pump out and kleen-a-potti stations. (No longer do we have any excuse for not using our

on-board loos in case we could not empty them!) In addition, for those who might need a haul out, there is a 35 ton travel lift, which will also accommodate sail boats. During the past winter the whole facility has been dredged to 6 ft. at MLW. On shore there is a big new building facility which rather dwarfs the former restaurant. It houses the marina office, boat supplies store and an "up scale New York style" deli. There are also restrooms, showers and a laundromat. Refurbishment of the old restaurant is under consideration. Operating hours are currently 8:00AM to 4:30PM during the week and 8:30AM to 5:00PM on weekends. Gas dock hours will be longer during the summer.

Obviously the State of Maryland and the Federal Government have been spending a lot of money with all the upgrading and there are some concerns expressed by the small boaters that the facility no longer caters to their needs; also by the local residents about increased traffic through their neighborhoods. However, for those of us across the river who lack some of the basic facilities (i.e. pump out) and who will arrive by water, the changes are only for the better.

Ft. Washington Marina is located on the south side of Piscataway Creek and is managed by Mr. Mitchel Nathenson. The Office Manager is Ms. Aneisa Hall. The telephone number is (301) 292-7700 and they also monitor Channel 16.

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### A Federal Diesel Fuel Tax?

The Lookout, NBF, March/April 1992

National Boating Federation [Past] President Burton Jay in a personal letter to President Bush and in letters to leading Republican and Democratic Congressional leaders, expressed boatmen's opposition to a Marine Diesel Fuel tax. This tax source is proposed by both political parties as an offset for the disastrous Past Luxury Tax.

NBF President Jay told congressional leaders that shifting the tax from one set of boaters, buyers of boats costing over \$100,000, to another set, the middle class owners of smaller vessels, "Makes a bad tax worse." Another discriminatory tax on boaters will further depress the smaller boat sales.

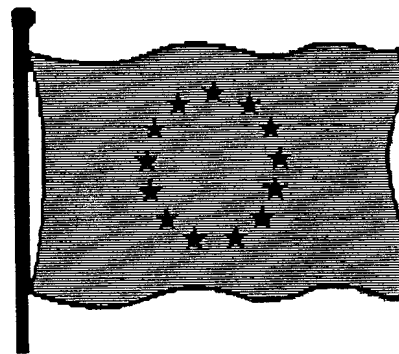
NBF strongly supports the repeal of the Luxury Tax that has been avoided by boaters and is widely credited with causing a large loss in sales of new boats costing over \$100,000. "Power and Motoryacht" reported a 75% reduction on sales of large new boats since 1989. The results of the Luxury Tax is the loss of many manufacturing jobs. Reportedly sales of boats under \$100,000 have declined more than 42% for the same period. This second set of losses stems from the Coast Guard Users Tax and the recession. Jobs in the marine manufacturing segment have dropped from 18,310 to 7,965 (56.5%). This is besides job losses in sales, repairs, and elsewhere in the boating economy. Total job losses nationwide are estimated to total over 20,000. The luxury tax is a net revenue loser. No other government in the world would require a tax offset. How muddled can our government's logic become? Congress passed the 1990 Budget Reconciliation Act and the President signed it. They have the power to repeal all or portions of it, if they wish. Why don't they just repeal the tax and stop costing jobs and losing tax money on

it? No one seems to have been thinking of what is best for the country.

For over ten years NBF has been fighting against the idea that "if one can afford a boat, one can afford to pay another tax." This wrong-headed thinking has driven boatmen to their limits. The taxes that result from this thinking discriminate against boaters because no other segment of the economy is treated similarly. They become personal property taxes because they are conditioned on owning a boat. Now, new taxes levied by any level of government is "unnecessary roughness," this is piling on after the boater is down. Boaters aren't spending their discretionary dollars because of the situation. After all, it is the boater who must ultimately pay the tax bill regardless of why or by whom it has been levied. The "Power and Motoryacht" data illustrate just how badly boaters are being overtaxed. Some boater's budgets are stretched to the breaking point. Boaters can't or won't tolerate any more. We have great sympathy for the boat dealers, they are going bankrupt at a horrifying rate. When will Washington get the message?

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### ALERT — ALERT — ALERT



Dateline: May 18,  
1992. Portland,  
Oregon

Herman T. Van Mell,  
member of the Coast  
Guard's National  
Boating Safety  
Advisory Council,  
claimed the floor

unexpectedly to announce the introduction of a bill, in both houses of Congress, which, if passed, would change at last the definitions of both "PASSENGER" and "CONSIDERATION," in Section 2101, title 46, U.S. Code.

Regrettably, the long-awaited change will exacerbate the definition of "PASSENGER" and "CONSIDERATION," to wit:

"SEC. 5. Section 2101 of title 46, U.S. code, is amended by inserting between paragraphs (5) and (6) a new paragraph (5a) to read as follows:

"(5a)...'consideration means a past, present or anticipated economic benefit, inducement, right or profit, direct or indirect, including but not limited to pecuniary payment, economic advantage, or business good will accruing to an individual, person, or entity, but not including a voluntary donation of food, beverage or other item which is of a nominal value considering the circumstance." (emphasis added.)

**INDEED!**

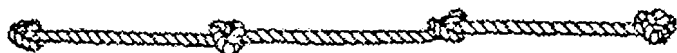
It appears that

NODEALER can "demo" a boat without a license; (anticipated economic benefit);

NO ONE who deals with the public in any way could offer a ride to anyone who MIGHT become a client or customer some time in the future; AND REMEMBER: If cited, good bye "pleasure boat" insurance!

**LET'S NIP THIS ONE IN THE BUD BEFORE ALL OF US BECOME FELONS!** Contact your representative in Congress—TODAY!

Margot J. Brown  
President  
National Boating Federation



**National Boating Federation Annual Meeting**  
**The Lookout, NBF, May/June 1992**

The NBF met on 3 April 1992 at the Jubilee and on the 4th at the Palmer Cove Yacht Club of Salem, Mass.

Guest speakers were: Capt. Chad Doherty, Chief Auxiliary Boating Consumer Affairs Division USCG, Columbus Brown, Ch. Federal Aid Div., U.S. Fish and Wildlife Service, George Steward NASBLA and Eric Ott of SOBA. NBF's guest speakers at the semi-annual meetings continue to talk and get their questions answered by experts in their fields. Thank each of you for attending.

NBF is examining ways to increase their income because the cost of doing business is growing in Washington just as everywhere else. Every Association was urged to support Club and Individual memberships from within its Association. Each delegate was asked to suggest new ways they could raise money that would work in their own Association. NBF has an individual member status which costs \$15 per year and a Club membership which costs \$50 per year which is open to any Yacht Club which chooses to join. Regular memberships, open to Yacht Club Associations form the voting backbone of the organization and cost \$200 annually. NBF also has a non-voting associate membership which is available to Commercial Companies. If you have suggestions on way NBF might increase its income, please contact any of the officers or your delegate.

The 1992 officers which were elected are: Pres. Margot Brown, Alameda, CA; Vice Pres. Randy Cummings, The Dalles, OR; Sec./Treas. Lew Ahner Jr., Oak Lawn, IL; Pub. Affairs Officer Jim Webster, Chesapeake Beach, MD. Members of the Executive Committee are: Immediate Past President, Dr. Burton Jay MD, San Diego, CA; Jack Lucey, Fairhope, AL; Bob Taggart, Federal Way, WA; P/P Barry Golomb, Ardsley, NY; Bill Heider Sr., Erie, PA; Jim Finch, Alamo, TN.

In newly elected President Brown's inaugural remarks she requested that we take a strong stand against the two

most frequently made misrepresentations about boaters. Firstly "we foul our own nests," a reference to the supposed lack of adequate sanitary facilities on our vessels. Secondly boaters don't pay for the governmental services we receive. I'm sure you all have heard these charges time and again. President Brown's plea is for all of us to stand up and defend ourselves each and every time we hear it. Tell the speaker the facts, that our boats are in compliance with federal law on sewage processing unlike many industries and cities. We find representatives at every level of government who don't know about all the taxes boaters pay; let's list them back to them. Let's back President Brown and make 1992 the year boatmen speak out to change our public image.



**Product Recalls**

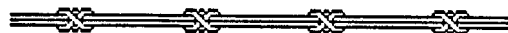
The Coast Guard has announced boat recalls on certain 1991 and 1992 boats:

—Smoker-Craft 1991 Models Stilleto 161, Stilleto 162, and Fazer 192. Series 05-102-91, 05-102-91PCO, and 08-008-91. These boats have improperly wired courtesy lights which bypass the fuse. It is a potential fire hazard.

—Outboard Marine Corporation 1991/1992 Model 232 Crowne I/O. HIN Numbers CCVGJ121A191 to CCVGJ189E191 and CCVGJ101E192 to CCVGJ108G192. These boats have a circuit wrongfully placed in the engine compartment. It is a potential fire or explosion hazard.

—1991 Four Winns Model 365 Express Cruiser, 4WNCZ002G091X and WNCZ004H091 to WNCZ013C191; 1991 and 1992 Four Winns Model Twin Inboard 365 Express Cruiser, 4WNCZ011B191 to 4WNCZ016D191 and 4WNCZ001C192 to 4WNCZ003E192. These models are missing a battery ground cable between the engines which could result in engine overheating and a possible fire. Some models have weld failures on the inboard propeller shaft struts which could result in hull damage. Owners are entitled to corrective repairs by the manufacturer at no cost to the consumer.

Owners who have not received notices can check if their vessel is subject to the recalls by calling the Boating Safety Hotline at (800) 368-5647 or (202) 267-0780 in the Washington, D.C. area.



**Newly Established Virginia Boating**  
**Advisory Committee**

The Virginia Boating Advisory Committee (VBAC) is an eleven member committee established by the 1991 Virginia General Assembly as an advisory body for the Department of Game and Inland Fisheries, the Marine Resource Commission and other state agencies concerned with recreational boating activities. The Committee, appointed by the Secretary of Natural Resources, Elizabeth Haskell, is charged with the review of all proposed rules, regulations and administrative policies affecting recreational boating. The U.S. Coast Guard Auxiliary, the U.S. Power Squadrons and the Chesapeake

Bay Yacht Clubs Association (CBYCA) are each statutory members, with the remaining membership being selected from the general boating community.

The Committee, meeting regularly since December 1991, has reviewed the 1992 Legislative program and is considering such issues as mandatory boating safety education, boat titling and registration regulations, and other local issues brought before the Committee. Further, the Committee has established a liaison relationship with its counterpart, the Maryland Boat Act Advisory Committee, to coordinate consideration of common interests in the Chesapeake Bay area. A joint meeting of the advisory committees is scheduled for November 10, 1992, at a time and location in northern Virginia to be determined.

All meetings of the VBAC are open to the public. The boating community is especially invited to bring its interests and/or concerns before the Committee, either through the Department of Game and Inland Fisheries or any committee member. For further information, please contact the Committee Coordinator, Nancy Jamerson, Boating Law Administrator, DGIF, 4010 West Broad Street, Richmond, Virginia 23230 (804/367-1000), or the Committee Chairman, Ken Kier, 1900 Bargo Court, McLean, Virginia 22101 (703/536-7547).

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### Spread of Zebra Mussels Could Impact Bay, Potomac

Environmental Quarterly, Metropolitan Washington  
COG, Spring 1992

Until a few years ago, zebra mussels were virtually unknown in this area. Today, however, scientists and resource managers around the Chesapeake Bay are preparing for the impending arrival of these pesky mollusks.

Zebra mussels are freshwater mollusks native to Europe. First found in the Great Lakes in 1986, they are thought to have been transported via ballast water from one or more ocean-going ships. The zebra mussels quickly took hold in their new home and began reproducing at alarming rates, quickly expanding their range beyond the Great Lakes.

In 1991, zebra mussels were found to be spreading through the Susquehanna River and were moving down-river toward the Chesapeake Bay.

This has been cause for some concern. Zebra mussels are an exotic or non-native species, and therefore have no natural predators to help keep their populations in check. This is one reason they have been able to spread so quickly.

The rapid proliferation of the mussels has already caused a number of problems. In the Great Lakes region, the build-up of zebra mussels has clogged water intakes to municipal water suppliers and power plants. It has been estimated that the cost of keeping intake pipes scraped free of the mussels will be \$50 million to \$100 million a year in the Great Lakes alone.

In addition to water intake damage, there is concern that massive populations of mussels will filter too many microscopic organisms from the water column, thus depriving

nature species, such as oysters, of food, and disrupting established ecosystems. Chlorine, one compound known to control the mussels, is toxic to most other aquatic organisms.

How far the mussels can and will eventually spread throughout the Bay remains uncertain. Research indicates that the mussels are relatively intolerant to salinity, so they may not spread as far down the bay as Baltimore. If zebra mussels become more salt tolerant, however, they may spread to the Potomac and other bay tributaries.

Research on zebra mussels is on-going. In addition, the Chesapeake Bay program has formed an "exotic species" work group to address concerns about the mussels and their anticipated impacts on the Bay watershed.

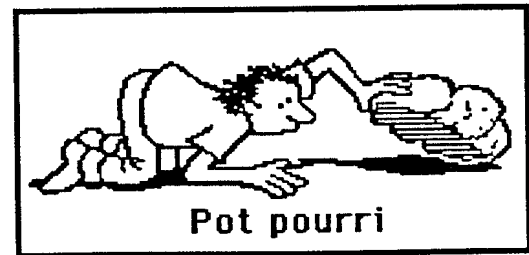
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### In Memorium

William Gaines

Literary people in the know all were saddened to learn of the passing of that great publisher of MAD Magazine, Bill Gaines. It is unfortunate that in his final days, Mr. Gaines had to endure the constant hammering from Tom Coldwell as he went on and on and on and on about how the Daymarker was based upon old issues of MAD magazine. We have denied this, Mr. Gaines denied this and now see what has happened. We do admit to having grown up with MAD magazine and maybe we have been influenced by it, but nay have we copied from it. We only hope that by-gones can be by-gones now as we all concentrate on including more of the Dickensian tradition in the Daymarker as requested by Mr. Coldwell. As my sister pointed out to me, she is not aware of any other publication that has been favorably compared to the collected works of Dickens as has the Daymarker by Mr. Coldwell. It is compliments such as yours that keep us publishing the Daymarker.



Did you know that in the dark, Mennen Skin Bracer looks like Scope? You didn't, just ask S. Worcester. According to MJ, the taste and smell isn't any better.

At the Alexandria Waterfront Festival, Barbara Kelly did not fall in once. Neither did Howard DeVol. And Ned and Arleen Rhodes actually went to the festival for the first time in 4 years. "Gee, I didn't now I was missing all this great shopping," Arleen was overheard saying.

If you ever need something off of someone's boat, just ask Janeal, because she said it was ok. (Very obtuse reference here, ask anyone who was at the Waterfront Festival.)

It was universally agreed that it is tacky to have mold growing on the underside of your canvas. Right S. Leathers?

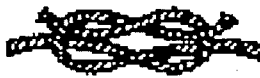
At Ragged Point, we learned from Frank and Ursula's niece JoAnn, that women with small, er, ah, chestacles are harder to hear than those with large ones.

Overheard on the dock: Who is that dip in that boat with the full Captain's uniform? Oh, hi Dave, *Handsome Transom* sure looks nice with that new canvas and boat lettering. Get a good deal?

Did you know that Tom and Mary Ann Coldwell always depart the dock with "Anchors Aweigh" blaring from their public address system? This so moved the other OYC members that 8 of us lined up along the channel to give Tom the official OYC salute as he left. There was not a dry eye in the marina.

Memorial Day Weekend at the Yeocomico Marina, Debbie and Haley Ferrante were seen hanging around the docks with a guy with very hairy armpits.

Overheard on the docks at OHM - New Member Pete McNeil: "How are those wine coolers?" Arleen's Mom (who is very proud of her daughter and wonders why she didn't do better in a husband): "Okay, but you know, I'm not a drinker." Pete: "Well now, everyone has their problems."



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, not the 27th as is the custom of the Board. Articles, announcements, slams 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 coming soon).

Editor	Ned W. Rhodes
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Stuffer	Arleen Rhodes
Everything Else	Arleen Rhodes
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Complaining	Sally Rhodes
Running Around	Willie Rhodes
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### OYC Foto Phloat Day Reservation Form July 11, 1992

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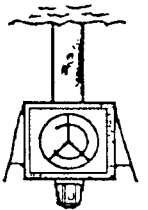
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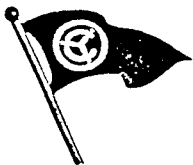
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