

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

The Daymarker

August 1993 Vol. X Issue 8

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

JP

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Treasurer
Pam Beaulieu
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Coming Events

July 31

Start of OYC Week-long Cruise to the Bay.

August 14

Exotic Drink Raft-Up In Mattawoman Creek. See Vice Commodore Al.

August 21

Cruise for Crabs.

September 3-6

Labor Day Weekend Cruise to Crisfield and Dennis Point. Ray Steele @ 385-8615.

Commodore's Comments



Tom Coldwell

Did we win? In the mode of today's fist-pumping cliché... *rrYYESSS!*

Occoquan Yacht Club has won, for the *SECOND* year in a row, the (almost) highly coveted traveling trophy known as the Aquia Cup. The Aquia Cup was first offered up last year by our neighboring Aquia Harbor Yacht Club as a prize for fun-filled competition between yacht clubs participating in the annual Potomac River Yacht Club Association Float-In, which was held this year on the weekend of July 16-18, at the state-of-the-art Fort Washington Marina.

OYC's hard-charging team won the trophy first time out last year, thanks principally to the derring-do-do of Bob Michaud and Marcel Beaulieu, master dinghy flailers. Both had kept in training all year long (fully five minutes' worth), and they were ready. At the last minute, horror of horrors, both players had schedule conflicts forcing them to bail out of the weekend trip and nearly dashing our hopes even to show, let alone place or win. That's when the old OYC canned spirits

— make that *can do spirit* — kicked in, and by golly, we fearlessly entered grueling competition with possibly as many as 400 other member yacht clubs of the Potomac River Yacht Club Association.

To be honest, I believe only 8 clubs bothered to show up, but in further truth there were 79 boats there and 192 people. Truly a bunch of fun at a swell marina. OYC was represented by self here and Mary Ann, Al and Jan Hobson, Ned and Arleen Rhodes, Dave and Carol Ann Moore, Walt and Susan Cheatham, Dave Yarnell, Andrea and Kathy, Tom and Barbara Egmore, Steve and Paula Wexler.

As for the competition, which took up a good part of Saturday, there were both shore and afloat events. Ashore, we were among several clubs who collected all items in the scavenger hunt. Al and Jan and the two Toms tied all the required knots in that competition, but the four of us only placed in the rope toss (lassoing a fire hydrant). The one water event was the dinghy race—a two-lap affair with Steve Wexler and Tom Egmore taking the outbound leg, then exchanging places for Al and Jan to bring it home. Hey, no one could touch 'em. When all the points were added up, OYC took top honors, and the PRYCA presented "our cup" to me at the Saturday night dinner-dance.

Next morning, we enjoyed a big buffet breakfast before heading back home. Beautiful weather all weekend. Great fun with some swell folks, ours and theirs.

A word about PRYCA. I congratulate them on the outstanding job they did in setting up this eighth annual Float-In. In past years, much of the work was done by Aquia Harbor Yacht Club. The club had to stand down this year owing to some construction of their facilities. So PRYCA set to work finding a marina, hiring a hall (literally a huge white tent, complete with night lighting) and a portable dance floor, booking a caterer and band, PLUS arranging the schedule of events, drawings, collection of prizes, ordering of merchandise to sell to help cover all the costs. Among the prizes: 100 gallons of gas, a fee-free weekend at the float-in, and one of those recreational tubes you can pull your relatives on across ship wakes (thanks to Dick Lynn at OHM for the contribution).

Anyway, it was a nice outing, the kind you could as well see written and pictured in the National Geographic about things Americans do for fun. Much credit goes to our own Ned Rhodes, PRYCA's Vice Commodore, for his large part in setting up the Float-In and for being OYC's cruise coordinator for this event.

I can't help suggesting to the majority of OYC members who did not participate in the float-in that they plan now to do so next year. It will be held at a marina near us (not much gas for the trip), and the food, fun and benefits are as good or better a value received than one might invest for a weekend road trip to a cheap motel with a jiggle bed.

Rules of the Road?

The Bigger the Boat, the Righter the Way

I learned this lesson anew on my return from the float-in. Moving down the Potomac, passing Mason Neck, I turned right, into Occoquan Bay, aligning closely with but not beyond the red markers on my right along the shore. From the distance we saw *him* coming, a 50-footer, headed for the classic meeting situation and port to port passing, except that this character hugged the same red markers on his left, and he showed no sign of falling off to starboard a tad. A small runabout came up his starboard side, so maybe that's why he did not turn away. I could not turn to port and cut off the runabout. So, with this big guy barreling down on me and about to squeeze me against a channel marker, I did the prudent thing and stopped. Eyeing his rolling wake, I waved to slow him down, but he kept coming, full tilt. I yelled, "Slow down!"

He yelled back, "Why?" And he hightailed along his way — leaving in his ample wake little evidence of intelligent seamanship and none of courtesy.

Now, Tom.

Make me mad? You bet it did. Well, you had to be there. Even the First Mate, usually restrained in such matters, seethed.



Looking ahead...

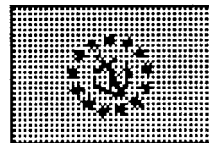
Ending on some up notes...

Item One: Check out the announcement from Vice Commodore Allen Herskowitz about the raft-up planned for August 14. Hope you will plan to be with us.

Item Two: ACT NOW if you want to sign up for Labor Day weekend at Dennis Point Marina inside St. Mary's River, down the Potomac. Y'see, not everyone, including me, is going to the Hard Crab Derby in Crisfield. Ray Steele is coordinator for this one and is waiting for your response. See the article in this Daymarker.

Item Three: Watch this space next month for the unexpurgated report of the 1993 week-long cruise. We will name names and tell all.

Lastly, Item Four: Nominations are still being sought for all positions on next year's OYC Board. If you would like to stand for office, or if there is someone you would like to nominate, please call the chairman of this year's nominating committee, Aaron Martin, 491-1287, or contact either of his committee members by dialing 1-900... *wait, strike that...* Mary Jo Worcester, 494-2383, or Arleen Rhodes, 534-2297.



Vice Commodore's Comments

Allen Herskowitz

On Saturday, August 14, the OYC will host the First Annual Exotic Drink Raft-Up. Having successfully ducked the responsibility for the week-long cruise, I have the honor and privilege of being the host for this affair. It will convene in Mattawoman Creek during the day and into the evening. The rules are simple—have a good time with your favorite concoction, share some of it with the other boat-hoppers. Those who can talk without squinting the next morning will be polled on the "winner." We do request that participants plan to stay the night—or have a designated pilot.

Remember:

"The worst thing about some men is that when they are not drunk they are sober." *William Butler Yeates (1865-1939)*

"I have to think hard to name an interesting man who does not drink." *Richard Burton*

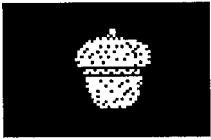
"An alcoholic is someone you don't like who drinks as much as you do." *Dylan Thomas (1914-1953)*

"Alcohol is the anesthesia by which we endure the operation of life." *George Bernard Shaw (1856-1950)*

"I drink to make other people more interesting." *George Jean Nathan (1882-1958)*

"The best audience is intelligent, well-educated, and a little drunk." *Alben W. Barkley (1877-1956)*



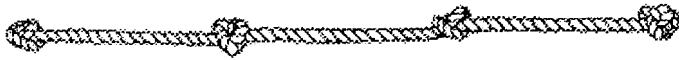


Treasurer's Comments

Pam Beaulieu

OYC Financial Statement June 3, 1993-July 13, 1993

BEGINNING BALANCE		\$1,524.10
Income:		
Burgee sale	\$15.00	
Total Income		15.00
Expenses:		
Dinghy Regatta	\$100.00	
D.J. for Xmas party	200.00	
Daymarker	99.89	
Bank charges (2 mos.)	<u>17.25</u>	
Total Expenses		<u>(417.14)</u>
ENDING BALANCE		<u>\$1,121.96</u>



Labor Day at Dennis Point Ray Steele

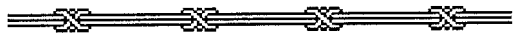
During discussions with your friends you're told they had the foresight to make timely reservations to spend the upcoming Labor Day weekend in Crisfield, Md., and that there are no slots remaining.

DO NOT DESPAIR!—slips remain available at Dennis Point Marina, Cartagena Creek on the St. Mary's River for those wishing to frolic during this end-of-summer weekend. Slips have been reserved for September 4th and 5th.

I am cruise coordinator for this event. You can contact me by phone at 703-385-8615 (home) or 703-920-2031 (office); by FAX at 703-920-2639; or by dogsled (U.S. mail) at 4408 Alta Vista Drive, Fairfax, VA 22030. The information I need: 1) Captain's name and telephone numbers; 2) boat name, length, and beam; and 3) power requirements.

Dennis Point Marina maintains facilities for swimming, fueling and repair. Their restaurant may be used for meals. The camaraderie must be provided by OYC club members.

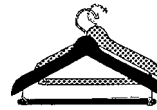
Deadline for reservations is August 15th. Hope to see you there!



New Members

John Piper

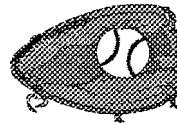
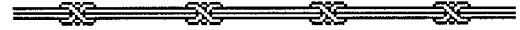
The OYC is pleased to welcome new members Richard and Kip Carroll, Family aboard *Kipper* berthed at Time & Tyde.



Quartermaster Quotes

Walt Cheatham

Big news from quartermaster land—the group at the PRYCA Float-In came through last weekend, and I have 12 orders for shirts. It was hard reaching this magic dozen, so if you want to be sure to get a shirt this season (and possibly before very late next season), get \$25 per shirt to me ASAP. I will place the order Friday, July 30th. Remember, shirts are 100% cotton (Cross Creek or equivalent) and come in red, white, or navy (all orders so far have been for white). Contact me at work (703) 685-3549 or home (703)491-3956.



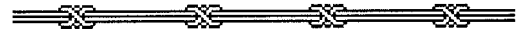
Train Cruise to Camden Yards

Dave Moore

The Virginia Railway Express (VRE), Fredericksburg Line, is offering a special baseball train to Oriole Park in Baltimore for the Orioles game against the Texas Rangers. Game time is 1:30PM.

\$25 tickets for limited seating go on sale starting at 10:00AM on Saturday, August 7. For tickets call TRACS (the Express Train Riders Automated Customer Service system) at 703-497-7777. The price includes round-trip train ride and game tickets. Group tickets are limited to 4 per order. Train times and information will be furnished with tickets or call VRE at 703-642-3808.

For more information and time of OYC Group Rendezvous at Woodbridge Station for train ride, call me at 703-494-0651. PLAY BALL!!



Show a Leg

Don Ransome, AHYC

Show a leg...Many of the old nautical expressions originated as a practical means of communicating vital information. One such expression is "show a leg." In the British Navy of King George II, many sailors' wives accompanied them on long voyages. This practice caused a multitude of problems, but some ingenious bosun solved one that made reveille a hazardous event: that of distinguishing which racks held males and which held females. To avoid dragging the wrong mates out of the rack, the bosun asked all to "show a leg." If the leg shown was adorned with silk, the owner was allowed to continue sleeping. If the leg shown was hairy and tattooed, the owner was forced to "turn-to."



Joyden Returns!

We have arrived, completed the circumnavigation, made it around, survived, etc.—about 7,500 miles, 2 years, 2 months, 21 days (with only roughly 325 days out to work, drive all over the country or visit family and friends). Maybe we could have done it in a year, but—backing up a bit....

On board again after a three-week land trip in April, we reprovisioned in Titusville, finally saw the shuttle launch, had fun playing with the manatees squirting them with our hose, and were underway.

St. Augustine's waterfront provided the backdrop for the next two weeks. The municipal marina is brand new, has deluxe amenities and welcomes dinghies from anchoring boats for a minimal fee. There are dozens of attractions to see in our oldest city, great food and a variety of stores.

After six months and one week we crossed into Georgia. The scenery made a dramatic change—miles of marsh grasses (swamps) in every direction, secluded side streams where we could drop the hook and BUGS, millions of them! Stopped at a couple of the sea islands—Cumberland, St. Simon, then on to Savannah, another historical mecca with forts, museums and park-like squares full of fountains, statues and surrounded by mansions once lived in by famous sons.

Beaufort, S.C. was really hard hit by the March '93 Storm of the Century. The docks were trashed, but at least the old restored houses were spared. There is the most wonderful establishment in town called the Chocolate Tree. Thought I died and went to heaven!

If foot abuse were a crime in Charleston, we would be behind bars. Must have walked every street; the buildings are fascinating. The city marina and certain stretches of the waterway still show evidence of Hugo's visit four years ago, but most places look like they are back to normal.

For people who love to shop 'til they drop, Barefoot Landing with dockage along the ICW near North Myrtle Beach is a must. It would have been much more enjoyable if I could have spent money, but unfortunately this was at the end of our vacation.

Some friends joined us in Beaufort, N.C. for the last leg of our journey. We spent our last night out in almost exactly the same spot as we did our first night. At 10:50AM on June 21, 1993 we went through the Trent River Bridge and backed into a slip on C dock at the Ramada Inn Marina in New Bern. What an adventure! Most experiences were wonderful with only a few scary times.

Now I guess it's back to the real world for a while. Since there are no promising high-tech construction projects at the moment, we will probably stay in New Bern—maybe buy some real estate and play landlords, start a boat maintenance business or even get regular jobs. Totally new concept!

We can get mail direct now and have a phone number again. Looking forward to hearing from you.

Dennis & Joyce Moeller
aboard S/V *Joyden*
Ramada Inn Marina, Slip C-6
101 Howell Road
New Bern, NC 28560
(919) 638-4925

Captain's Test... Boating Magazine

Question 1:

You are traveling on your boat at twilight, following another sportfishing boat home, when you suddenly see someone fall overboard from the boat ahead. The boat finally slows and starts to turn, but you come up on the overboard crew member first. He is treading water and seems okay. You should:

- a) Back off and wait for the other boat to return and pick him up.
- b) Throw him a ring buoy and back off while the other boat completes the turn to pick him up.
- c) Throw him a buoy and immediately maneuver to pick him up yourself.
- d) Continue on home since the boat he fell from is on top of the situation and is coming back to pick him up.
- e) Maneuver upwind of him to ease the seas while the other boat picks him up.

Question 2:

According to Coast Guard rules, what does it take for a vessel to be officially classified as "engaged in Fishing"?

- 1) You've got to be kidding. Throw a line over the side of the boat, snag a fish and bring it onboard. That's fishing.
- 2) Your vessel is stopped and the fishfinder is on, trying to determine where the fish are hiding.
- 3) You've dropped anchor and have begun to fish.
- 4) You're using nets, lines, trawls or other gear which restricts maneuverability.

Answers on Page 7.



Geese....

In the fall when you see geese in a "V" formation, heading back south for the winter, you might be interested to know why they fly that way. Scientists have learned that as each bird flaps its wings, it creates an uplift for the bird immediately following. By flying in a "V" formation, the whole flock adds at least 71% flying range, more than if each bird were on its own.

Basic Truth #1: Those who share a common direction and sense of community can get where they are going more quickly and easily because they travel on the thrust of one another's effort.

Whenever a goose falls out of formation, it suddenly feels drag and air resistance from trying to go it alone. It quickly gets back into formation to take advantage of the lifting power of the bird immediately in front.

Basic Truth #2: If we have as much sense as a goose, we will stay in formation with those headed the same way as we are.

When the lead goose gets tired, it rotates back in the wing and another flies point.

Basic Truth #3: It pays to take turns on hard jobs — for people as for south-bound geese.

The geese honk from behind to encourage those up front to keep their speed.

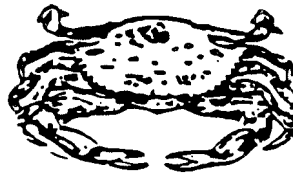
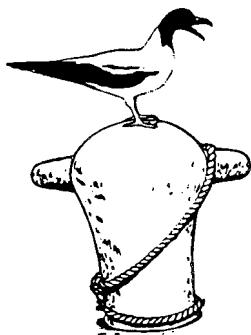
Basic Truth #4: We need to be careful of what we say when we honk from behind.

Finally, when a goose gets sick, or is wounded by gunshot and falls out, two geese fall out of formation and follow it down to provide help and protection. They stay with it until it is either able to fly or is dead, then set out to catch up with their flock, flying on their own or with another group.

Final Truth: If we have the sense of a goose, we will always stand by one another.

—Author Unknown

Reprinted from *The Gull*, newsletter of the Aquia Harbour Yacht Club. This article was contributed to *The Gull* by JoAnne Hess.



Bay on Display at National Geographic Potomac Basin Reporter, June 1993

A small boy reaches into a box containing holographic images of a horseshoe crab, a seahorse, and a moon jellyfish. As he reaches for the crab, the other two animals explode into sparks and disappear. "Yow!" He yanks his hand back as the crab grows slightly larger, its moving legs visible as it seems to float in the box. He listens intently as a recorded voice tells him about the crab's life and habits. Afterward, the three animals reappear and he grabs at the seahorse, this time with more confidence.

The holograms are just a small display in "Chesapeake Changes," an exhibit about the bay and current restoration efforts at the National Geographic Society's Explorer's Hall in Washington D.C. The exhibit is part of the society's Freshwater Water Initiative, a program to raise public awareness about the value of water and its need for protection and proper management in North America.

The exhibit uses interactive elements as a technique to draw people into an educational environment. Computer screens with trackballs allow people to choose topics that explore aspects of the natural systems of the bay and how man's development of the basin has caused some of them to go awry. After briefly touching on agricultural and urban nutrient pollution of the bay, the screen displays a three-dimensional model of the bay, tracking the fluxes of nitrogen and phosphorus monthly through an annual cycle. The impact of nutrients on dissolved oxygen levels is displayed with understandable explanations of the interactions. The explanations are simple enough to be understood by youngsters, while the graphics engage adults already exposed to the relationships. Another part of the program highlights the life cycle of the blue crab, perhaps the most universal symbol of the Chesapeake.

The wildlife of the bay region is given much attention through dioramas of stuffed animals, videos and a crab. Areas with animal and other displays feature recorded bird calls and other bay noises, adding to the feeling of being along the bay's shores. Other displays depict efforts to restore stressed species and their habitat, such as the removal of barriers to the historic spawning range of anadromous fishes. A few panels with sliding glass overlays highlight the loss of submerged aquatic vegetation, its resurgence, and the areas that could be recolonized with improved water quality.

The culture that has been fostered by the bay gets plenty of attention, with videos and displays on crabbing, wood decoy carvings, and models of boats that work the bay crabbing, oystering, and fishing from the days of Native Americans to the present.

Along with the use of many videos and the popular holograms, the society also has made much use of its traditional mainstays—photographs and maps—in the exhibit. The maps range from those drawn by Captain John Smith, drawn after he sailed the bay in the 1600s to satellite images, to a plaster model of the bay. Wallsize photographs

of bay scenes lend color and a human reference point to the higher-tech portions of the exhibit.

The designers are to be commended for the balancing of many issues that span the bay environs, and for reminders that the bay's beauty and problems extend far beyond the shores of the bay and its tributaries. They show the bay as a watershed that encompasses farms, mountains, rivers, and cities.

Even those already well-versed on watershed and Chesapeake Bay environmental issues will enjoy the way the information is presented.

"Chesapeake Changes" can be seen at the National Geographic Society, Explorer's Hall, 17th & M Streets, NW, Washington, D.C., through September 26. The exhibit is open from 9 a.m. to 5 p.m. Mondays through Saturdays, and from 10 a.m. to 5 p.m. Sundays.

(Editor's Note: Arleen, Mom and I actually went to see this exhibit and we all enjoyed it. It is nicely done and very entertaining. For all you PC fanatics out there, you will be happy to know that all the gee wiz computer stuff was done with Macintoshes.)

Oyster Pie

Skip Harford, Spring Cove Yacht Club

Double recipe for 9" deep pie dish

1 pint oysters
Salt and pepper
Sprinkling of Old Bay seasoning
2 or 3 thinly sliced precooked potatoes
2 precooked carrots, thinly sliced or chopped
1 chopped onion
Approx. 1 cup peas (precooked or canned)
2 stalks chopped celery

Prepare crust and line bottom of dish. Layer potatoes. Add celery, onion, peas and carrots. Top with thoroughly drained oysters reserving oyster juice for sauce and dot with butter. Cover with crust making several slits in top. Bake at 400 degrees for 10 min. and 350 degrees for 35-40 minutes.

For sauce to pour over at serving time: use juice reserved from oysters. Combine with butter and cornstarch for thickening. Add salt and pepper to taste and cook over medium heat until sauce thickens. Pour over individual slices of oyster pie. Mmmm, Mmmm, good.

Copper Carrots

Spring Cove Yacht Club

2 lbs. carrots
1 small green pepper
1 med. onion
1 can tomato soup
1/2 c. salad oil
1 c. vinegar
1 tsp. prepared mustard
Salt and pepper to taste
1 tsp. Worcestershire sauce
1 c. sugar

Slice carrots, boil in salted water until tender. When cool, alternate layers of carrots, pepper rings and onions (thinly sliced). Make marinade of remaining ingredients beating well until completely blended. Pour over vegetables and refrigerate. Tastes best when allowed to marinate for a few days. Keeps in refrigerator very well for long periods.

Seafood Bisque

The Skipper, NPYC

2 Tbsp. butter
2 Tbsp. flour
Salt and pepper to taste
1/4 tsp. paprika
2-1/2 cups milk
3 Tbsp. sherry
1 can (5 oz.) meat from any shellfish (crab, lobster, or shrimp)

Melt the butter in large fry pan or sauce pan. Over low heat, blend the flour, salt, pepper, and paprika into the melted butter. Slowly add the milk and sherry to the mixture, stirring constantly until the mixture thickens slightly. Add the shellfish meat to the sauce. Stir gently and heat thoroughly. Serve in small bowls or hot liquid cups with spoons. Serves 4.

Note: I have only used the small shrimp, but you could use a mixture for variety. I have served this in large quantities for a way to take the chill out off a group for a fall party on board using a large kettle and ladle. *Doris Snow*

Chicken Salad

Joan McInnis, NPYC

3 cups chopped cooked chicken
2 cups torn lettuce
1 cup cooked long grain rice
1 (10 oz.) package frozen peas, thawed
1/4 cup chopped parsley
1 cup thinly sliced cucumber
1 small sweet red pepper, chopped
1 small green pepper, chopped

Dressing:

1 cup mayonnaise
1/2 cup sour cream
1/2 cup finely chopped onion
1/4 cup sweet pickle relish
2 Tbsp. milk
1/2 tsp. each celery, dill seeds, dry mustard
and garlic salt

Layer 1-1/2 cups chicken and the lettuce in 3 quart bowl. Combine rice, peas and parsley. Spoon over lettuce. Layer cucumber, chopped red pepper, chopped green pepper, and remaining 1-1/2 cups chicken. Spoon dressing evenly over top of salad, sealing to edge of bowl. Cover and chill eight hours. Toss before serving. Yield: 8 servings.

Decadent Fudge Cake

This recipe is from the Southern Living magazine's best list (via Fells Point Yacht Club's newsletter). It sounds like a great Valentine's Day dessert.

1 cup butter or margarine, softened
1-1/2 cups sugar
4 eggs
1/2 teaspoon baking soda
1 cup buttermilk
1-1/2 cups all-purpose flour
1-1/2 cups semisweet chocolate mini-morsels, divided
2 (4-ounce) bars sweet baking chocolate, melted and cooled
1/3 cup chocolate syrup
1 teaspoon vanilla
4 ounces white chocolate, chopped
2 tablespoons plus 2 teaspoons shortening, divided
Chocolate and white chocolate leaves (optional), or for Valentine's use chocolate and white chocolate hearts

Cream butter in a large mixing bowl; gradually add sugar, beating well at medium speed of an electric mixer. Add eggs, one at a time, beating after each addition.

Dissolve soda in buttermilk, stirring well. Add to creamed mixture alternately with flour, beginning and ending with flour. Add 1 cup mini-morsels, melted chocolate, chocolate syrup, and vanilla, stirring just until blended. (Do not overbeat.)

Spoon batter into a heavily greased and floured 10-inch Bundt pan. Bake at 300 degrees for 1 hour and 25 to 35 minutes or until cake springs back when touched. Invert cake immediately onto a serving plate, and let cook completely.

Combine 4 ounces chopped white chocolate and 2 tablespoons shortening in top of a double boiler; bring water to a boil. Reduce heat to low; cook until mixture is melted and smooth. Remove from heat. Drizzle melted chocolate mixture over cooled cake. Melt remaining 1/2 cup mini-morsels and 2 teaspoons shortening in a small saucepan over low heat, stirring until smooth. Remove from heat, and let cool; drizzle over white chocolate. If desired, garnish with chocolate and white chocolate leaves or hearts. Yield: one 10-inch cake.

Homemade Kahlua

Pat Harford, Spring Cove Yacht Club

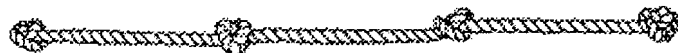
Dissolve 2 oz. instant coffee in one cup hot water. Bring to a boil. In a large pan, put 3 cups water and 4 cups sugar. Bring to a boil and let boil briskly for 5 min. Add coffee mixture to sugar water. Remove from heat and cool for 20 min., then add one quart either 86 proof bourbon or vodka (most folks prefer vodka). Split and flatten one vanilla bean and cut into thirds. Using 3 fifth-size bottles, put a piece of vanilla bean into each. Pour in the liquid brew and let stand for 3 weeks. It is best to use dark bottles and keep in a dark place. Yummy!

Margaritas (The Best!)

Ineke Lavoie, NPYC

1 (6 oz.) can limeade
6 oz. water
6 oz. tequila
1/2 can triple sec
1 tray ice cubes

Mix in blender and serve in salt-rimmed glasses. Add a touch of lemon with the salt around the rim of the glass.



Answers to Questions...

Question 1:

c) Get him out of the water immediately. The other boat may have lost sight of him and in the failing light of day, they may have a hard time finding him again. Also, panic and fear may sap his strength, and if he takes a big gulp of saltwater, he could suddenly go under.

Question 2:

4) You must be using apparatus that restricts the maneuverability of the vessel, and you must be actively engaged in fishing in order to claim the privileges granted by the rules of the road.

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. Can you believe it, we actually almost made the deadline this month? Thanks Board!

Articles should be sent to the Daymarker Editor 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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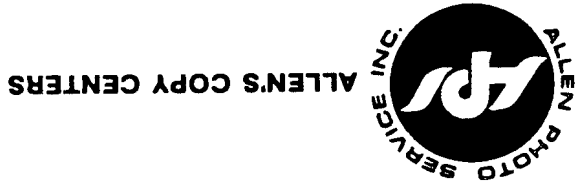
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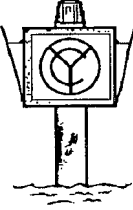
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