

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

The Daymarker

February 1993 Vol. X Issue 2

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

3P

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Coming Events

February 20

Car-avan to Cobb Island for lunch. OHM parking lot 11:30. Tom Coldwell.

March 20

Land cruise to Navy Memorial. 1PM. Tom Coldwell (703) 323-1675.

April 24

Early Bird Cruise to Old Town. Al Hobson (703) 642-5022.

May 1

OYC Flag Raising. Noon.

Commodore's Comments

Tom Coldwell

Ahoy from the bridge... or, poop deck? (Hey, I'm new at this.) Anyway, we're here to give you the straight, uh, bridge, so to speak. It's the fallout from OYC's first event of the year, Planfest '93, January 16, at the Harbour Inn.

Twenty-five or so folks participated — an expected turnout, I'd say, as a percentage of the current membership. More about membership later.

First on the agenda, 'self here presented a Cruise Coordinator Appreciation Certificate to Mary Jo Worcester. We forgot to do that at the Change of Command, a lapse which stood in stark contrast to our profound appreciation for her running the Hardy Souls cruise last November. Esteemed Vice Commodore Allen Herskowitz, resident publisher of Grateful Certificatory, and I are proud to report that 99% of the spelling in Mary Jo's certificate was correct. I mean, what's the big deal about "Marry Jo," huh?

Marry Jo sure showed us; she promptly volunteered to be cruise coordinator for this year's Hardy Souls Cruise. What a sport. What a trouper!

Which brings us to the focus of the meeting — (1) getting input for the 1993 schedule, (2) making decisions and (3) appointing to committees all those who did not show up. Well, two out three. Elsewhere in this Daymarker you will see the result of our deliberations. I suggest you remove the schedule and post it on your favorite refrigerator so you will always know what's coming up in your Club.

The names and telephone numbers of the cruise coordinators thus far identified are included in the schedule; they are already taking names of those interested in each cruise. Of course, it may be too early for you to make a commitment for specific cruise dates, and there still may be some adjustments as to cruise destinations. But if you think you will plan to participate in a given cruise, I suggest you let the indicated cruise coordinator know. Reservation and advance deposit requirements will be published when known.

Looks like a great schedule for 1993, and my sincere thanks to those who volunteered to be cruise and events coordinators for this year.

Car-avan to Cobb Island, Feb. 20

Since our Planfest meeting, the Board has made one early addition to the schedule. We're repeating an event which has been successful in the past — a Car-avan to Cobb for lunch.

We'll gather in the OHM parking lot at 11:30 A.M., Saturday, Feb. 20, and leave no later than noon for Cobb Island.

This is an OYC event you can attend no matter where you park your boat. It's a nice drive and a good time to get together for some chow and chatter at Captain John's or Shemansky's (whichever the group prefers). Car pools are encouraged. Please call me by Feb. 19, if you wish to participate.

At Sea Screening at the Navy Memorial, Mar. 20

The billboard in this Daymarker closely resembles one we have distributed to each member club in the Potomac River Yacht Club Association. Only difference is, for the other clubs it's an invitation from OYC. 'Sright, we're the hosts — as well as guests in this unique event.

(Depending on the turnout and the timing that afternoon, we may be able to work in a general meeting for our club, which is traditional in March but not required by the bylaws. It's still up in the air whether we can use — or afford — Fairfax Yacht Club's facilities for a St. Patrick's Day party and general membership meeting. Much depends on progress in membership renewals which, to be quite clear about it, drives the size of our treasury and corresponding ability to hire halls, pop for food and drink, upgrade my GPS, etc. More on this next month.)

Anyway, when I am not actually sleeping or boating, I am posing as an employed person at the Navy Memorial Foundation. So I can speak with some authority (and probable bias) about the movie *At Sea*. As extremely discerning critics in the December and January Daymarkers have observed, the film is a beaut. I have seen it at least eleven-dy-sixty times, as often to help clear my sinuses as for the film's cinematic merit, which is plentiful.

Bring the kids to this event.

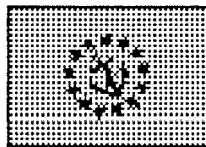
Like our poster says, the film is the ultimate in power boating.

Now I Understand

This may come as a shock to you as loyal, right-thinking, already-renewed for '93 member of OYC that some folks out there who were members in 1992 A.D. have not yet renewed their 1993 membership! Egads! Even though we know almost full well that they certainly *plan* to renew when they get around to it; unless, of course, they are dropping out of boating to take up penguin snarfling or cribbage. Is it crass of the Commodore to talk about them so? Naw. They'll never know because they don't even get the newsletter; we've cut them off! Hah-HAH!

OYC Membership co-guru John Piper assures me, be patient, they'll trickle in as the warm fronts edge north. Meantime, your Board is biding time before committing to expenditures we're not yet sure we can fund.

I don't know about you, but First First Mate and I are looking forward to the new season.



Vice Commodore's Comments

Allen Herskowitz

Here comes another "boathold" tip from yours truly, "Learn It the Hard Way" Herskowitz. The story behind the lesson learned this time is entirely too ugly to be told in all of its detail here. After all, this is a family organization. But I will provide a story outline that will allow the more imaginative of you to fill in the necessary details.

1. Changing the oil on a diesel engine requires the oil to be well warmed in order for the built-in oil pump to remove the 5 gallons of oil from the belly of the beast.

2. Five gallons of warm diesel oil is a lot of warm oil. Very, very black stuff, this warm diesel oil.

3. Oil filters for an engine that uses 5 gallons of oil, as you might imagine, are very large compared with the filters on an average gas engine—a foot and a half long, and 8" in diameter. When filled with warm, black diesel oil they are also both heavy and slippery. The slippery part requires just a little sloppiness by the mechanic—but Sue assures me that I have a natural talent in that department.

4. Now, when the long, wide, heavy and slippery oil filter decides that it has had enough handling and would rather depart from the nurturing hands of the mechanic (who shall remain nameless) and complete the trip to the pail that is waiting for it alone, there would seem to be no real problem. After all, this is an engine room without a lot of head room, the filter is not being held very far off of the deck, not far to fall. The used filter has no further value so the fall won't do any damage that matters. It will be disposed of in an environmentally sound way, of course. The situation takes on a new color when the pail selected by the filter for its escape from human bondage is already occupied by 5 gallons of warm, black (it's hard to describe just how black) used diesel oil.

5. The splash made by a large, slippery oil filter, cannonballing into 5 gallons of warm, black (I've seen pure ebonite bowling balls named "black beauties" that looked pale by comparison), used diesel oil is awe inspiring. Oil goes everywhere. Everywhere it goes becomes warm and black. But with all of that engine room available most of the warm black oil knows its true place. It homes directly on the only other petroleum-based product in the vicinity—the nylon carpet in the galley.

6. Since I am alive to write this piece, still have possession of most of the important parts of my body and live at home, obviously I found a way to remove the wayward oil from its mother the carpet before Sue had a chance to survey the scene.

7. TRAK AUTO sells "Automotive Carpet Cleaner" in a blue and silver spray can. Buy some—it works!!!





Exec. Rear Commodore Comments

Sandy Leathers

During this cold weather, it's a good time to prepare for the upcoming boating season and maybe take time to review things like "INSURANCE" before the good weather returns. When obtaining boat insurance, we have a tendency to buy coverage necessary at the time of purchase and not really consider potential losses or additional coverage to protect ourselves and family against major losses. We insure the value of our boat against loss but leave ourselves short against claims of liability, medical payments, uninsured boater, personal effects, and towing limits.

LIABILITY for injuries can be very costly, whether or not you are found at fault. A serious injury related to your boat can incur large medical bills, lost wages, permanent injury and legal fees for which you could be held liable. If you carry basic coverage of \$100,000 and the loss is greater, the injured party could seek recovery from your personal assets. For a small additional premium you can increase your coverage to \$300,000 or \$500,000, or best of all, obtain a million dollar Umbrella Policy to protect against major liability claims. This policy will also cover losses in excess of your auto and homeowners policies. An Umbrella Policy can be purchased from the insurance company insuring your auto or home.

MEDICAL PAYMENTS coverage is to pay incurred costly medical bills that could be caused by a guest on your boat suffering an injury that was not your fault. I'm sure you do not ask each guest on your boat if they have health insurance. Again, for a small premium, you can increase this coverage from standard coverage of \$1,000 to \$5,000 or \$10,000. This coverage may prevent a liability claim against you by paying large medical bills.

UNINSURED BOATER coverage is for YOUR damages caused by an uninsured boat or an unidentified wake. This is one of the most overlooked coverages. Protect yourself as well as others you or your boat may injure by accident. Standard coverage is \$5,000. I suggest you obtain the maximum limit of coverage your insurance company offers. The small additional premium is well spent against your potential financial loss.

PERSONAL EFFECTS: I suggest you inventory your personal property located on your boat and compare that value to the coverage limit. You may be surprised that you are under-insured.

TOWING—very important coverage that is many times under-insured. Commercial towers charge \$95 to \$125 an hour from the time the tower leaves his dock and returns. This coverage is available from both your boat insurance company or BOAT/U.S. The latter is very cost-effective and can be added to your coverage or increased by calling 1-800-888-4869.

Review your boat insurance policy and consider increasing your limits of coverage that were overlooked when your boat was purchased. One final note: Due to recent boat devaluations, you should review your hull coverage for over-insurance. You may be able to lower your hull coverage

and save some premium dollars, or use the savings to increase other limits of coverage mentioned above.

HAPPY AND SAFE BOATING!



Secretary's Comments

Janis Hobson

The latest word from the intrepid OYC Board is: winter is almost over—we have to get ready for the boating season! But first, some news on the state of the club: A review of last year's accounts reveals that the Change of Command/Holiday Party was a great success. The evening's festivities cost the club approximately \$900—a substantial return of membership dues to the members. However, membership renewals are still slow. Only about half of last year's members have renewed. Talk to your friends and remind them to renew.

The calendar for the upcoming season is shaping up. For those of you who did not attend the January Planning meeting, you missed a great afternoon of fun and food (yes, there was plenty of food). We all had a great time planning cruise destinations and playing twenty questions with Al Herskowitz. There were a lot of new ideas for activities and plans were made for some of them as well as to repeat some old favorites. Be sure and review the calendar of upcoming events detailed in other articles in this issue and mark your calendars. The excursion to the Navy Memorial promises to be a very fun time and is planned for March. Sign up early for this one since the event will be dependent on the numbers of people attending.

Another new event for this year will be the Early Bird Cruise in April. This is the cruise all you early season boaters have been waiting for. The destination is Old Town Alexandria, just the right distance for a shakedown voyage with some great facilities at the end. Since my husband, Al, and I are coordinating this one, contact us if you are interested in participating. One last word on membership: we need new members as well as renewals. If we all get just one new member this year the club will be in much better shape to function.



Annapolis: All The Nautical Stuff

The Beacon, Del. River YC

"A MARINERS Guide to Maryland's Capital City," a brochure designed for boaters visiting the yachting mecca of Annapolis, includes instructions for docking and mooring in the harbour, a run down on public facilities and land transportation, plus important phone numbers. A map of the city from Eastport to West Annapolis spots over 200 marine businesses by zone. For a free copy, call the Harbormaster at (410) 263-7973.



Travels with Joyce and Dennis

Hi!

Spent a week anchored off downtown St. Pete all by ourselves except for the family of manatees. Easy to dinghy us and bicycles to shore and ride all over. Went up to Tampa for two days and met another couple we knew from our Dismal Swamp trip in '91.

Christmas was spent in Sarasota. Found the motel where we stayed on our honeymoon. Our marriage survived the 30 years much better than the building/business. It was closed and rundown. Finally arrived at friend's marina where we were supposed to be for Thanksgiving, then Christmas. Well, we were early for New Year's Eve. We only stayed at the marina one night—no water, no depth, no open slips and no negotiations on the \$1.25 per foot per night. We anchored off the island associated with the resort and were able to use their ferry service.

Today (January 4) we made it to Fort Myers Beach where we will anchor for a few weeks and maybe get some projects done. The varnish is flaking off from neglect.

Santa Claus brought Dennis a roller furling system which he promptly installed Christmas morning. Works great! I'm sure we will sail a lot more now.

From here it's offshore to Fort Jefferson in the Dry Tortugas.

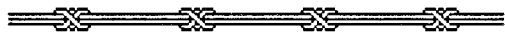
Joyden



Small Stuff

Seaworthy, BOAT/U.S., Jan. 1993

Radio reminder: Marine VHF CHANNEL 9 IS NOW A HAILING CHANNEL only. Use it to make contact by repeating the name of the boat you are calling three times followed by your own boat's name and radio call sign. Then switch to another channel. Channel 9 is no longer available for talking to a marina or for general conversation. (Channel 16 continues to be a calling and distress frequency.)



The Economics of the Boat 'User Fee' Tax Repeal

BOAT/U.S. Reports, Jan. 1993

Eleven years and eight months after the Reagan Administration first launched its campaign in 1981 to tax recreational boat owners without using the "t" word, President Bush signed into law a bill which phases out this experimental levy known in government parlance as an "indirect" user fee.

In the two months since this legislation was approved unanimously by Congress, we have heard from a handful of boaters complaining that they will have to pay the "user fee" once more if their boats are between 21 and 37 ft., or twice if their boats are larger than 37 ft.

Is this unfair? You bet it is! There is no justifiable reason why the owner of a 28 ft. boat should pay for one more year while the owner of a 20 ft. boat is now exempt.

The only reason that the "user fee" wasn't eliminated entirely for all boaters is that federal law now requires that when a tax or fee is eliminated, the lost revenues must be replaced by an "offset"—a new tax or fee on someone or something else.

As you can well imagine, while there may be some loose change floating around Washington, D.C., finding a spare \$300 million—or someone else who would be willing to pay \$300 million—for Fiscal Years 1993-95 was not the easiest of tasks.

Nonetheless, the ink was not even dry on the legislation authorizing the boat "user fee" in November 1991 when BOAT/U.S. and its Congressional allies set out on what was to become a year-long hunt to find the elusive \$300 million.

In the end, \$150 million was found—not enough to fully replace the "user fee" revenues, but enough to eliminate the "user fee" for 70% of all boaters now and 95% within a year.

While this may be of little solace for those with boats larger than 21 ft., let's consider just what has been accomplished.

Had there been no BOAT/U.S. in 1981 to fight the imposition of the "user fee" and challenge the government's assertion that boaters should pay, the government would have been authorized to collect nearly \$3 billion through FY 1995.

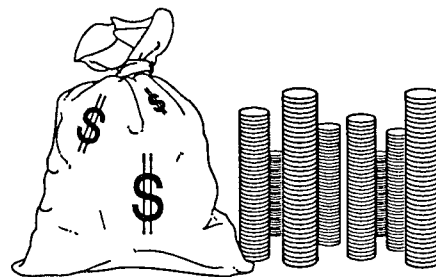
Had there been no BOAT/U.S. in 1991 to launch a "user fee" repeal campaign, the government could have collected some \$750 million just through FY 1995—and most observers agree that this "temporary" law would have become permanent.

In the end, instead of generating nearly \$300 million projected by the government during 1991-92, only \$60 million was collected. If this trend continues, the government will be lucky to collect another \$20 million in the two years remaining in which the law is on the books.

Simply put, the government's decade-long campaign will end up costing boat owners about \$80 million—a far cry from the \$3 billion price tag that could have been our fate. By any measure, this must rank as a lobbying effort that was well worth the Association's time and effort.

But perhaps as important, the notion that the government could require boaters to pay a "user fee" just because they owned a boat—and not because they used any government service—has finally been put to rest.

Credit for this success must be shared with thousands of BOAT/U.S. members who actively participated in this 4,255-day-long campaign which began in 1981, as well as to those who contributed generously to the BOAT/U.S. Political Action Committee and the BOAT/U.S. Legal Defense Fund.



New Coast Guard 'User Fee' Decal Rules

BOAT/U.S. Reports, Jan. 1993

After two years of intensive work on Capitol Hill by BOAT/U.S. Government Affairs staff, President Bush on Nov. 2 signed legislation completely phasing out the Coast Guard "user fee" over the next two years. Here are the new requirements for this year and next:

1993 "Fee" Schedule:

- Boats larger than 11 feet to less than 27 feet—\$35
- Boats 27 feet to less than 40 feet—\$50
- Boats 40 feet or larger—\$100

1994 "Fee" Schedule:

- Boats 37 feet and larger to less than 40 feet—\$50
- Boats 40 feet or larger—\$100

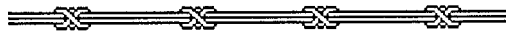
To obtain a decal by credit card, call 800-848-2100; to obtain an application form to pay by check, call the Coast Guard at 800-368-5647.



Luxury Tax

CBYCA Chartroom Chatter, Dec. 1992

The Luxury Tax is still law. Unless you want to see a new marine diesel fuel tax enacted as the price of luxury tax repeal you must continue to express your opposition to both luxury and fuel tax to the new President and to Congress. Let's not stop now. Taxing the users of diesel fuel is just as wrong as taxing the large boat buyers. The proper place to tax the wealthy is on the basis of income, not on the basis of their choice of hobby. Any tax on boaters which doesn't directly pay for their costs is discriminatory. Recreational Vehicle or second home owners don't pay this kind of tax. Boatmen should not be so taxed. Let's keep on demanding our rights.



How I Spent My Birthday

Neddy Rhodes

For my birthday (and because the boat was up on blocks), Daddy and Mommy decided to take me to DinnyWorld in Florida. Boy, was I excited! We arrived on a Thursday night and sat around for two hours trying to find a chart that would explain exactly where we were and where the nearest liquor store was located. Mommy's sharp eyes spotted one in the Village Market and off we ran. The doorman said that the buses were not running until six, but that most normal people walked it. After we found out that it was only four blocks away, we decided to be normal.

After stocking up on rum, wine and popcorn, we had a wonderful dinner at Captain Jacks. Mom and Dad wolfed down the oysters, clams and Margret drinks. Mom ordered stone crabs and proceeded to crack them so that they flew all over the place. After two of those Margret drinks, it sure seemed funny to her.

Friday we are up bright and early for our first stop, Epcot Center. I remember three things about Epcot. First there were

about five 360 degree theaters (and we saw them all), there were neat fireworks at night, and the aquarium was great. We went on every water ride we found. Across the lake in a boat and backwards down a waterfall. That night we had dinner at the aquarium. The restaurant was surrounded by windows looking into the fish tank. Daddy said that all you had to do was pick out your fish and they would catch it and cook it for you.

Day Two was spent at the Magic Kingdom, where we again tried out all the water rides. Big Splash Mountain was great—it reminded me of riding with that funny Mr. Worcester. We saw Mickey's house and decided to not wait in line to have our picture taken with Mickey. Mommy kept saying that there were too many kids and could we go? Daddy kept singing "It's a Small, Small World" all day long just to prepare Mommy for the ride, but no amount of pushing and dragging could get her on the ride. She kept yelling something about Smith Point. We got wet on the Jungle Ride and the Pirates of the Caribbean.

For Day Three, we went to MGM studios. We couldn't find any water rides here although we did get a little wet at Catastrophe Canyon. After listening to the theme song from Aladdin all day, Mommy and Daddy found the Prime Time Lounge and watched black and white shows. Mommy could identify which "I Love Lucy" show it was after the first thirty seconds of the show. Daddy was impressed.

On Day Four, we took a bus tour to Kennedy Space Center in the rain. Mommy and Daddy had this all planned out. The girl at the front desk had assured us that we would return to the hotel between 3:30 and 4:00, in plenty of time to get to the airport for our 7PM flight. Upon reaching the Space Center, we were informed that the bus would depart at 3:30 and that we should be back at our hotel by 6PM. Ooops, now what do we do? Well, Daddy got on the phone and did his best Mr. Petrey voice and everything got worked out. We enjoyed the rest of the day in the rain. The movie was great, almost as good as the one at the Navy Memorial (Mr. Coldwell paid me to say that). We saw the shuttle launch pads and took pictures of dry Mommy on the bus.

And best of all, we actually were re-united with our luggage and made the plane with plenty of time to spare. The end.

New Gasoline Blend Now on the Market

BOAT/U.S. Reports, Jan. 1993

Boat owners should be aware that federal Clean Air Act rules that took effect last fall have mandated that gasoline in 39 areas around the country contain a minimum of 2.7% oxygen. This so-called "oxygenated" gas contains an ethanol or ether additive and should produce more complete combustion and reduce carbon dioxide emissions. The side effects for boaters should be minimal, say engine manufacturers OMC and Mercury Marine. The new gas won't harm engine components and should only have a minor impact on performance and gas mileage. However, boat owners should install water separator filters, in addition to using fuel stabilizers, since oxygenated gas is prone to "phase separation" in the tank or water absorption. Contact your engine manufacturer for specific recommendations.

OYC is hosting Potomac River yacht clubs...

A Get-Acquainted "Float-In"

Saturday, March 20, 1:00 P.M.

U.S. Navy Memorial—Visitors Center, Washington
Pennsylvania Avenue, NW, between 7th & 9th Streets

Meet and mingle with your fellow boaters in the Visitors Center and see the exciting new "experiential" 70MM, digital sound film...



There's no other journey like it.

A MacGillivray Freeman Film (producers of *To Fly*)

"★ ★ ★ ★"—
WASHINGTON TIMES

"The film is the best around."
—OYC DAYMARKER

Admission, \$3.00

Contact Commodore Tom Coldwell, work (202) 737-2300, extension 726, (24 hours daily); home (703) 323-1675 (NOT 24 hours daily). On voice mail or answer machine, leave your name and the number in party. Reserve now. Sign-up deadline is March 17.

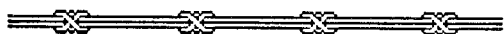
Metered parking on the streets. Or park free at the Pentagon (or other Metro lot) and take Metro's Yellow Line to Archives/Navy Memorial Station.

While at the Float-In, the Navy Memorial invites you to see the interactive videos on Navy ships, aircraft and history, view the Navy Memorial Log and check out the Ship's Store nautical gear.

Help OYC host our fellow Potomac River boaters in a fun afternoon ashore.

USCG Commandant's Bulletin CBYCA Chartroom Chatter, July 1992

From the Commandant of the U.S. Coast Guard, we learn that the USCG's Commandant's Bulletin is terminating its free subscription program with the July 1992 issue due to the budget squeeze. Anyone interested in receiving the Commandant's Bulletin may purchase a subscription through the Government Printing Office for \$21.00 per year. Send your subscription order, with \$21.00 to Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954.



Keychains

BOAT/U.S. Reports, Jan. 1993

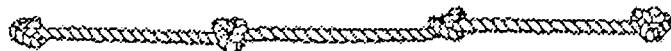
Those floating BOAT/U.S. key chains are more useful than you think. We hear from Trish Newberg of our Product division that during a launching of her friend's powerboat at a Potomac River marina, the drainage plug was left open. Horrified as they watched the boat begin to sink, a marina hand whipped out one of those spongy yellow BOAT/U.S. key chains and plugged the hole to save the boat. And they sell for only \$1...

Buying Rockfish? Look for the Label Potomac Basic Reporter, Nov/Dec. 1992

All residents of the Potomac basin share a responsibility for the protection and preservation of our natural resources, from the water to the creatures that live in it. For those of us who fish, part of our responsibility is to obey season, size and catch limits.

Not all of us do that, and some get caught. A point in case occurred in November, when a judge sentenced a Charles County waterman to four months of home detention and a \$5,000 fine for catching rockfish out of season and exceeding catch limits. The man and an accomplice still at large caught several tons of the fish from the Chesapeake Bay and Potomac River last summer, according to authorities. The fish were sold to a wholesale seafood establishment that really was a front for a Natural Resources Police operation.

Which brings us to what we law-abiding fish eaters can do. Any wild rockfish being sold whole must display a catch tag placed on the fish by the waterman when it was caught. Farm-raised hybrid rock are not included, but can be identified by the broken stripes on the side of the body. If you suspect that your local seafood store is selling "hot" fish, contact your state's natural resources department.



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, plugs for where you work 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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★ Occoquan Yacht Club 1993 Schedule of Events ★
Save this schedule.

Unless otherwise noted, dates listed are Saturdays. Schedule changes will be reported in **The Daymarker**.
Marina destinations subject to availability of slips.

Note: Several events listed include the name and telephone number of the event coordinator. As soon as you know that you plan to participate in a cruise or event, please contact the coordinator to get your name on the list.

FEBRUARY

- 20. Car-avan to Cobb Island for lunch. Rendezvous in the OHM parking lot at 11:30 A.M.
- 24-28. (Wed.-Sun.) Washington Boat Show.

MARCH

- 20. 1:00 P.M., OYC hosts Potomac River Yacht Clubs at screening of *At Sea*, U.S. Navy Memorial Visitors Center, Washington, D.C.

APRIL

- 24. Early bird cruise to Alexandria. Cruise coordinator, Janis Hobson, 642-5022.

MAY

- 1. Flag raising at OHM. Traditional ceremony officially opening the season, followed by refreshments. Courtesy Marine Examinations by USCG Auxiliary.
- 8. Mother's Day (9th) weekend.
- 15. Breakfast cookout, swap meet and boating dealers' expo, with OYC hosting Potomac River yacht clubs at Woodbridge Marina. Immediate Past Commodore Dave Yarnell, coordinator, 491-3797.
- 23 (Sunday). Blessing of the Fleet in Washington Channel. Start the season right with the Big Navigator.
- 29-31. Memorial Day Weekend cruise to Ragged Point Marina. Cruise coordinator, Tom Egmore, 256-8442.

JUNE

- 11-13 (Friday-Sunday). Alexandria Waterfront Festival. Cruise coordinator, Pam Beaulieu, 490-4477.
- 19. Father's Day (20th) weekend.
- 26. Dock Party (Potluck) & Dinghy Regatta at Woodbridge Marina. Event coordinator, Steve Wexler, 437-0687. (You don't need a dinghy to participate. OYC has *plenty* of dinghies.)

JULY

- 3. July 4th Weekend. Cruise to Washington Channel for raft-up for Sunday night fireworks.
- 16-18 (Friday-Sunday). Potomac River Yacht Club Association Float-In. Destination to be announce. Cruise coordinator, Ned Rhodes (PRYCA's Rear Commodore), 534-2297.

JULY (continued)

- 31-August 8. OYC's Traditional Week-long cruise to the Chesapeake Bay.... Northbound to Chestertown, MD, and other favorite ports in between. Interim cruise coordinator, Vice Commodore Allen Herskowitz, 860-2043.

AUGUST

- 14. Exotic Drink raft-up (location to be announced). Instead of trading recipes, sample the real thing while safely anchored.
- 21. (Tentative) Cruise for crabs to Pope's Creek.

SEPTEMBER

- 3-6. Labor Day Weekend cruise to Dennis Point Marina, Carthagen Creek on St. Marys River. Cruise coordinator, to be announced.

Note: Several OYC boats will cruise to Crisfield, MD, for the celebrated Hard Crab Derby this weekend. Reservations are now closed. Cruise coordinator, Pam Beaulieu, 490-4477.

- 18. Shrimp Feast Bonfire at the Dunes. Cruise coordinator, Aaron Martin, 491-1287.

OCTOBER

- 2. Annual General Membership meeting and election of officers. Location to be announced.
- 9-11. Columbus Day Weekend. Fall foliage cruise (tentative), location to be announced.
- 16. Annapolis Boat Show weekend. Time to trade up.
- 23. Chili Cookoff at Woodbridge Marina, followed by wine tasting event in Alexandria (by boat or land yacht).

NOVEMBER

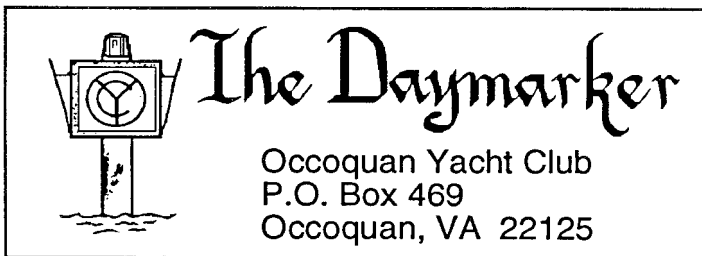
- 13-14. Hardy Souls Cruise to Alexandria. Cruise coordinator Mary Jo Worcester, 494-2383.

DECEMBER

- 4. Santa Claus Cruise to Occoquan. This evening, Change of Command and Holiday Party at the NCO Club, Fort Belvoir. A magnificent feast and an open bar to help us close one season and open the next.

Meet in the OHM parking lot on Saturday, Feb. 20 at 11:30 A.M. We'll motorcade to Cobb for lunch and return. If you plan to participate, please tell Commodore Tom Coldwell, 323-1675.

Caravan to Cobb February 20



Address Correction Requested

Ned W. & Arleen Rhodes
2001 North Kenilworth Street
Arlington Virginia 22205



Only 6.937 days until Spring!