

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

The Daymarker

July 1993 Vol. X Issue 7

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

JP

Commodore
Tom Coldwell
703-323-1675

Vice Commodore
Allen Herskowitz
703-860-2043

Rear Commodore
Sandy Leathers
703-690-0038

Secretary
Janis Hobson
703-642-5022

Treasurer
Pam Beaulieu
703-490-4477

Coming Events

July 3-4

Fourth of July Weekend in DC. The Tilmons are in town.

July 16-18

PRYCA Float-In @ Fort Washington. Ned Rhodes 703-534-2297.

July 31

Start of OYC Week-long Cruise to the Bay.

August 14

Exotic Drink raft-up at some location at some time. See Commodore Tom.

Commodore's Comments



Tom Coldwell

The Right Honorable Immediate Past Commodore (Once Removed) Aaron Martin has graciously accepted appointment as chairman of the nominating committee for the 1994 OYC Board. Assisting TRHIPC(OR) this year are Mary Jo Worcester and Arleen Rhodes. *What? 1994? Already?* You got it, Chester. But hold on just a second, we're not jumping the gun—just trying to stay ahead of the game. Consider: we are forming a nominating committee this month, then the star search begins. The nominating committee has to prepare a slate by August 20, deadline date for the September Daymarker, the last edition to provide the required notification before the October 2 General Meeting and Election of Officers (at Fairfax Yacht Club). It's all right here in the Bylaws. You could look it up.

Today, dear OYCer, if beats within your boater's true heart the slightest interest in becoming an officer in the Club, please call Aaron Martin, 491-1287, and tell His Wiseness (or Assistant Wisenesses MJW 494-2383 or AR 534-2297) that yes, by golly, you are willing to step forward "Pomp and

Circumstance" playing softly here) and answer the call, to serve your fellow OYC members, to lead them grandly one year-step closer to the millennium, to take your place among the chosen few who are willing to carry the OYC banner high (especially since OHM's flagpole blew down in the storm). On the other hand, if you would be willing to serve on the nominating committee, call Aaron on that, too.

All board positions must be filled for 1994: Commodore, Vice Commodore, Rear Commodore, Secretary and Treasurer. Duties of each are spelled out in the Bylaws. Having been your Vice Commodore last year and Commodore this year, I can safely summarize the duties as follows:

Commodore—does stuff, *plus* "points with pride or views with alarm."

Vice Commodore—does other stuff, but with less pointing and viewing.

Rear Commodore—blindly assists Commodore and Vice Commodore on their pointless stuff.

Secretary—writes stuff down.

Treasurer—shops for bigger boat.

Well, it's a bit more than that. There are monthly meetings at someone's boat or house, so there is a commitment of time, cookies and coffee. (I have thoroughly enjoyed our current board's meetings, even when wrestling with some issues and chores.) All of us get some time on the telephones to get things done or scheduled—nothing extraordinary. Officers are expected to report to the membership via articles in the Daymarker, about upcoming events, past events or their own experiences in boating. There's work to be done, for sure, but there's good fun, too—more so as the year's schedule gets rolling. Plus, I am finding this is a great way to meet other people in the club.

The nominating committee is charged with presenting a slate with up to two persons per office for the October ballot. Any Regular Member (Family or Individual), including current board members, may run for any of the positions. (I'll go on record here that I am running for the position of Immediate Past Commodore.) If you are not contacted by a member of the nominating committee and you want to run, please call Aaron Martin. Or you can be nominated by petition which has been signed by a minimum of five regular members.

All nominations and petitions must be presented to our OYC Secretary, Jan Hobson not later than one month prior to the annual meeting to be valid, e.g., no later than September 2. As a practical consideration, we really need to have all inputs by August 20, the Daymarker's September deadline.

I sincerely and seriously urge and welcome you to stand for office in Occoquan Yacht Club. Out there among the members of OYC reside the Club's officers for 1994, our tenth anniversary year. One of those officers could well be you, and I hope you will consider serving.

What I Did at the Alexandria Waterfront Festival

Not much.

Really, why would you want to spend time reading about the lunatic fringe here when you could be reading about fun had by everyone else in OYC who made the trip. Unfortunately, there was a tremendous demand for slips, and it came down to *Shalimar* finding no room in the inn, despite persistent efforts by ourcruise coordinator Pam Beaulieu, who worked under highly uncertain conditions as to the availability of slips.

So we anchored out, the Missus and me. But we also ran into a bit of a congestion problem—naval, not nasal. And when it became apparent that we would have to maintain a watch on board during all the comings and goings and swingings of too-closely anchored boats, we decided to lift the hook and head back south. We fervently hope that the honor of OYC was upheld by those we left behind on the front lines of the Waterfront Festival.

Next year I plan to give the Festival's sponsor, the American Red Cross, a pint of blood (if the IRS didn't get it all by then).

OYC Renews BOAT/U.S. Accord

Once again, OYC has renewed our Cooperating Group Accord with BOAT/U.S. Under this Accord anyone who is a member of OYC and joins BOAT/U.S. receives 50% off the regular annual BOAT/U.S. dues of \$17.00, i.e., \$8.50. Not too shabby when you think that BOAT/U.S. (Boat Owners Association of the United States), the nation's largest organization of individual boat owners, offers a whole bunch of benefits for its members. They provide: the nation's strongest voice for boaters on Capitol Hill; a good marine insurance program; lowest price guarantee on boating gear; towing reimbursement; boat financing; boat documentation and travel and yacht charters. One of the best benefits is their bimonthly newsletter, BOAT/U.S. Reports.

Contact OYC Secretary Jan Hobson for a new member application. If you are renewing your BOAT/U.S. membership, you can renew at the \$8.50 rate. Be sure to use OYC's Cooperating Group Number, GA80979Y, on your renewal notice to receive the reduced dues rate.

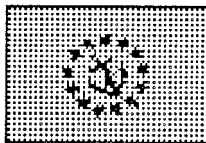
Potomac River Yacht Club Association Float-In to Fort Washington Marina, July 16-18

The deadline is past for this one. Hope you signed up and that we will see you at Fort Washington. We expect to have a bunch of fun defending our claim on the coveted Aqua Cup. Fortunately, our winning crew of Marcel Beaulieu and Bob Michaud will be competing, so is there really a question here?

Five Boats in OYC Week-Long Cruise to the Bay, July 31-August 8.

Five OYC boats are scheduled to participate in the week-long cruise to the Bay, July 31-August 8. Port calls include Yeocomico Marina in Kinsale, VA, July 31; Herrington Harbour, August 1, Harborview Marina in Baltimore, August 2-3; St. Michaels Harbour Marina, August 4-5; Spring Cove Marina in Solomons, August 6; and Ragged Point Harbor, August 7, with the last leg back home on August 8.

We hope the participants will turn in good reports for the September Daymarker.



Vice Commodore's Comments

Allen Herskowitz

The Dinghy Regatta is done, a series of cruising events are in progress or planning, the season is really here! Commodore Tom is showing all the signs and sighs of being the Cruise Coordinator for the week-long extravaganza (I told you it wasn't me!), Crisfield for Labor Day is fully subscribed, the December Holiday Party is almost under control (plan to be there, you won't be sorry!)—what else could there be to comment on? But I have some space to fill, so I'll take the opportunity to pass on a set of important, if somewhat random, safety tips that I have not seen in print recently.

1. It is generally a good idea to unplug the power cords before leaving the dock. Some boats are big enough to unplug the cords automatically if you get enough of a running start, but it tends to make them hard to plug in again when you return, and the marina management is likely to be less than pleased at having to reset the main circuit breakers.

2. Never yell at the crew while she (or he for that matter) is holding a boat hook or a wet towel.

3. Never tell the crew about anything having to do with hot engine oil and the carpeting on the boat.

4. Always look down while walking anywhere on the boat where a hatch or floor plate may have been removed by malevolent spirits, or by yourself in a carefree moment. (If you should forget this handy tip, I can give you the name of an orthopedist who knows how to deal with a cracked rib without asking too many embarrassing questions.)

5. In an emergency, it is possible to drink water while out on a boat should you run out of TTDCA (things to drink containing alcohol)—use moderation and you will probably be OK. Water, however, does not work when you have ignored the advice in #4 above.

6. When returning to the boat after an evening shore, always make sure the boat is where you expect it to be, and that your eyesight has not played some deceptive trick on you, before stepping off the dock — loosely related to hint #4 but not as painful.

Well, I guess that is enough of a safety lesson for today. No doubt there will be more of these timely tips that occur to you as a result of your own experience. If you would like to share any of them, drop me a line.

[Editor's note: After observing happenings this weekend, we're sure Al would like to add: "#7. NEVER, NEVER allow your first mate to wax philosophical about nothing having gone wrong with the boat lately!!"]



Secretary's Comments

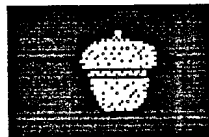
Janis Hobson

The word from the OYC Board is that we are just rollin' along. It seems that we have done such a good job of laying groundwork and preparing for the season earlier this year, that we don't have all that much left to do except enjoy the events scheduled. Most of the events have coordinators and are well past their planning stages. Membership rose a bit since early spring, and the Breakfast/Swap Meet event in May added some revenue to the coffers. In general, we are looking pretty good. Now, if we can just get the balance of the orders Walt Cheatham needs for those OYC shirts, the summer will be perfect.

The Nominating Committee for the next election of Board Members has been formed and will be chaired by Aaron Martin, assisted by Mary Jo Worcester and Arleen Rhodes. Anyone wishing to offer suggestions for nominees or who would like to run for office should contact Aaron (703/491-1287), Mary Jo (703/494-2383) or Arleen (703/534-2297) as soon as possible.

On the gossip front, a little (but reliable) birdie says that the Coast Guard and the FCC have been vigorously enforcing

rules on radio licenses in the Chesapeake Bay and the Potomac River. If you have a VHF radio and have let your license lapse, it may be a good time to renew. One other tidbit that has come to my attention is the much-rumored sale of Woodbridge Marina. If all goes according to plan, by the time you read this a new owner will have taken over. (NO, it is NOT the county.)



Treasurer's Comments

Pam Beaulieu

Financial Statement

May 11, 1993 - June 2, 1993

BEGINNING BALANCE		\$1,395.06
Income:		
Proceeds, OYC Breakfast	313.00*	
Total Income		313.00
Expenses:		
OYC Breakfast	32.43*	
Daymarker	151.53	
Total Expenses		(183.96)
ENDING BALANCE		\$1,524.10

*Profit from OYC Breakfast: \$80.57.



Quartermaster's Quotes

Walt Cheatham

At the Flag Raising ceremony on May 1, four individuals ordered seven shirts. Since then I have not heard a word from anybody. Thus we are seven-twelfths of the way to placing an order. The good news is that your \$25 each is safe in my hands (at least until they move the Navy out of Crystal City and they close the place down, or until Susan makes a move to buy me a boat that will change gears—whichever comes first). The bad news is that you guys may have to wait that long to get your shirts.

Remember, while we do stock burgees (\$15.00) and I do have a few more hats (\$8.00), we order clothing items which require embroidering (minimum order of a dozen items). If you want to procure any of these items, get in touch with me at home (491-3956 in Woodbridge) or work (685-3549 in Crystal City). If it is an item I have, I'll try to work out a rendezvous at the dock or at marker 64 or somewhere. If you want to order a shirt, I'll ask you to send a check to me at 11791 Antietam Road, Woodbridge, VA 22192. Shirts are 100% cotton (Cross Creek type) in the official white, navy or red. (So far everyone has ordered white.) Yes, I can mix in other items of clothing but, hell, nobody is even ordering shirts.



OYC Makes Big Splash(es) in 2nd Annual Dinghy Regatta

Rhodeses Win Muscle Class

Hobsons Take Power Honors

Last Year's Bent Prop Honoree
is This Year's "Dinghiest"

Ned and Arleen Rhodes rowed their way to top honors in the Muscle Division of OYC's 2nd Annual Dinghy Regatta, Saturday, June 26, at Woodbridge Marina. Their time of 14 minutes and 10 seconds beat out Second Place winners Steve and Paula Wexler by a scant 75 seconds (almost 9 minutes in dog years). Observers attribute the victory to Captain Rhodes' using his head, giving him significant advantage in the Muscle Division.

Winners in the Mechanical Power Division were Al and Jan Hobson, with a course record time of 7 minutes and 20 seconds, edging out Stan and Leslie Mawyer by a teensy-weensy 35 seconds.

Colorful certificates were awarded to first and second-place winners in each category. Produced by Vice Commodore Al Herskowitz, the certificates themselves are prize winners which set a new standard of artistic merit and correct spelling.

The most colorful certificate of all—awarded to the "Dinghiest" competitor—went to the day's most colorful entry, Dave Moore. Winner of last year's OYC Bent Prop Award for intrepidity in the wake of lightning striking his boat, Captain Moore was clearly the "Dinghiest" on all counts. His dinghy is best described as variably inflatable. Its source of power was a lawn mower battery, which drove a plastic-encased motor with a small, household electric fan blade better suited to mixing Margaritas. On the "GO" signal, Captain Dave used a crude linkage of plastic pipes to lower the whirling prop into the water at full throttle—"pure speed"—and after several seconds, the dinghy appeared to move generally, but not always, forward. Alas, after proceeding several yards through the race course, Dave's prop lost a blade, disabling the engine and forcing the judges to shift from stopwatches to calendars to time his progress. As you read this newsletter, Dave still has not completed the course.

If there were any doubts on Dave Moore's claim to the "Dinghiest" award, they were dashed when he removed his hat and bowed to reveal the letters "O Y C" emblazoned in bold, two-inch Helvetica black typeface, Mohawk-style down the center of his noble bald head.

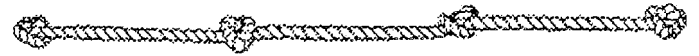
The turnout of approximately 50 OYCers and guest convey our warmest thanks to event coordinator Steve Wexler, marina manager Tom Tokash and Rear Commodore Sandy Leathers for their splendid work in making this another successful OYC outing. Thanks to all who brought side dishes for the cookout of hamburgers and hotdogs. It was another great day of boating, people-wise and dinghy-wise.

Coast Guard Auxiliary Short Course

One lesson learned when Lieutenant Paul Zunno, U. S. Coast Guard Auxiliary Flotilla 14-6 taught a one-hour safety course the morning before the Dinghy Regatta: 10:30 in the morning is too early for OYC boaters. Or maybe, like, we already know it all, or we can't stand free coffee and donuts. But eight folks did show up for this useful review, including the opportunity to light emergency flares and fire flare pistols.

When we do a safety thing again, we will schedule it closer to some other larger OYC activity.

Our thanks to Lt. Zunno and also to fellow Auxiliary member Tom Tokash for their excellent short course.



Captain's Log, Memorial Day Weekend 1993

Steve Wexler

First Day (Saturday, I think)

Sweet Gussie arrives at White Point fuel dock with three people aboard, Steve, Paula and our guest for the weekend, Richard Weiser. Naturally, Commodore Coldwell is stationed at fuel dock to observe Steve's nautical skills. After obligatory compliments he wants to know who Richard is. Steve introduces Richard as Paula's "plaything" for the weekend...Paula gives appropriate disclaimer, on deaf ears. Upon leaving fuel dock to nearby bulkhead berth, Commodore once again observes docking procedures (first bottle of wine consumed by *Sweet Gussie* crew between fuel dock maneuvering and bulkhead maneuvering...elapsed time, 30 minutes). Commodore Coldwell and Cruise Coordinator Egmore advise *Sweet Gussie* crew that White Point Yacht Club (WPYC) has invited OYC to cocktail party at 1800 that evening. *Sweet Gussie* crew consumes second bottle of wine trying to determine what time 1800 really is. Paula announces forced march to Yeocomico Marina. Steve and Richard agree based on third bottle of wine and promise of future liquid treasures upon arrival (thrilled to find \$1 per can beers at Yeocomico). After three games of Boccie and Sea Breezes at Yeocomico bar, *Sweet Gussie* crew awakens to realize that it's 6:00PM and that's 1800 in other language. Commence re-hike with Steve's thumb extended. Myrtle (in station wagon) stops and offers ride to WPYC. During three-minute ride we learn all of the intricacies associated with Myrtle's crab balls for cocktail party.

Attend cocktail party (fourth bottle of wine with pitcher of margaritas). Nice party (I think!). OYC cookout at WPYC grills was OK (I think!). Dancing (with second pitcher of margaritas) until lights out (pass out!!).

Second Day (Sunday)

Steve beats Richard 6-3 on tennis court—nice way to sweat out booze, but odors are somewhat overwhelming. Paula announces forced march to Kinsale Marina. Richard and Steve agree based on promise of fifth bottle of wine. Wine is depleted before arrival. Mad search for change for soda machine—success!! Leisurely walk back to WPYC (these initials are starting to hurt my head!!). Nap time. Inflate

dinghy and tour marina with beers. Commodore takes pictures—very nice!! *Sun Club*, the Franks and Rick and Theresa arrive. OYC cocktail party at bulkhead. Everyone brings dish...not covered. (Third pitcher of margaritas.) Cruise coordinator arranges for transportation to Yeocomico Marina restaurant...private room (thank God!). *Sun Club* and *Sweet Gussie* crews toast Commodore and Cruise Coordinator several times (necessitating the purchase of several bottles of wine). All other crews depart by Cruise Coordinator-arranged transportation. *Sweet Gussie* and *Sun Club* crews commence Paula-enforced march back to White Point Marina. Someone reminds the group that Cruise Coordinator is cruising with vehicle. Richard Weiser lies down in middle of gravel road to stop oncoming vehicle—unfortunately, not Cruise Coordinator's. Paula stops death from occurring. Second set of lights is Cruise Coordinator...reluctantly stops and returns group to White Point. Dancing and booze until well past lights out...other boats are very polite about not complaining regarding noise.

Third Day (Monday)

Break of day...Commodore is ready to leave...blocked by Cruise Coordinator's boat. Cruise Coordinator leaves, followed by Commodore. Richard questions gravel pieces on his face. Richard remarks that Steve and Paula should be very thankful that there are a lot of marinas on the Potomac River because there's no way White Point will ever permit *Sweet Gussie* to dock there again. *Sweet Gussie* departs. Great trip (I think!!).



New Members

John Piper

The OYC is pleased to welcome new members Joseph and Marian Dean, Family aboard *Sea-Quence*, temporarily berthed at OHM.



\$30 Million Restoration for Truman Yacht

Soundings, June 1993

An international investment group says it will spend more than \$30 million to restore a rotting yacht that was once Harry Truman's floating White House.

The USS *Williamsburg* Corp., based in Jacksonville, Fla., was given control of the 343-foot, 1,900-ton vessel in April. Corporation officials said they would tow the yacht, docked on the Potomac River near a sewage plant in Washington, to a shipyard near Genoa, Italy.

The Corporation hoped to start restoration this spring and recommission the boat, named the *Williamsburg*, in Washington on July 4, 1996.

The USS *Williamsburg* Corp. believes that failure to restore the boat "would be a tragic shame," said its attorney, Gregory Anderson in Jacksonville.

"It could be a floating embassy for the United States," said Boris Kirilloff, a naval engineer hired by the Jacksonville-based investors.

Kirilloff said restoring the *Williamsburg*, even though it

would cost tens of millions of dollars, would be cheaper than building a replica.

A restored *Williamsburg* could become a passenger-carrying, money-making venture, Kirilloff said.

The corporation's project faces a couple of hurdles. The District of Columbia in April was considering a lien for unpaid docking and maintenance fees of up to \$100,000.

And a Kansas City, Kan., dentist who had control of the boat but was unable to raise money to restore it said he might try to block the ownership transfer in court.

Ken Yadon said he invested time and money in the yacht and felt betrayed by the Presidential Yacht Trust. He wanted to repair the yacht and sail it to Truman's hometown of Independence, Mo., where it could be a floating museum.

He claims the trust sold him the ship outright for \$1 in 1991.

The trust says the transfer was voided because Yadon could not raise money to pay for the restoration job.

"He has failed to prove he has the wherewithal (and) has failed to move the vessel," says trust attorney Ben Cotten. "Our position is that he breached his part of the agreement."

In its glory days, the yacht served as a floating White House during Truman's weekend getaways. He once hosted Winston Churchill in its cabin.

City officials in Washington have long wanted to be rid of the vessel, which had a tree growing through its deck.

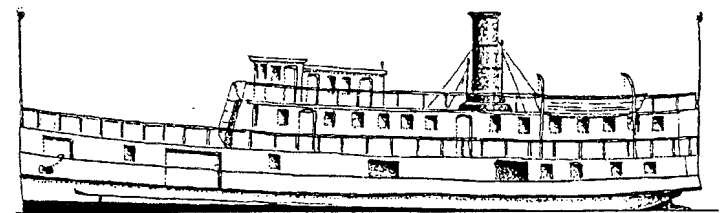
"The boat has been there at least five years, and we are anxious to have it moved," said Cynthia Hawkins-Leon of the city's administrative services department.

"There is oil or gasoline in its hold. It is in great disrepair. It is listing at a 40 to 50 degree angle, and we are afraid it's going to turn over in the water. If it does, it will be really difficult to move," she said in April.

Williamsburg was built as a pleasure boat and sold to the government in World War II as a convoy flagship for the North Atlantic. It was converted to a floating White House in 1946.

Truman's successor, Dwight Eisenhower, rejected the *Williamsburg* as a symbol of needless luxury. He preferred the Maryland mountain retreat that later became Camp David.

"It is a truly historic vessel," says Benedict K. Zobrist, director of the Truman Library in Independence. "It was really a meaningful vehicle for conducting many affairs of state."



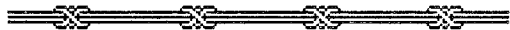


No Shortage of Rock This Year Pat Harford, Spring Cove Yacht Club

The Spring rock fishing season for 1993 was tentatively set for the entire month of May and according to local fishing columns, there are plenty out there to be caught. But there is a catch (ha! ha!). During this specified period, each licensed fisherman is allowed only one fish and it must measure 36 inches. When you purchase your license, and I presume all you fishermen out there have already done so, you will need to pay \$2 for a rockfish stamp and you will be provided with a tag for your legal catch.

After all, 36 inches isn't so big when you consider that last year's state record in Maryland for a rockfish was a 64-1/2 pounder. Maryland resumed Spring fishing for rock in 1991 after a 7-year closure to allow depleted stocks of the state fish to replenish but imposed a severe, one-fish-per-season limit which remains in effect. The idea is to give local anglers one shot at the huge, trophy strippers that return from the sea each Spring to spawn. Nearly 1,000 keepers, 36 inches or longer, were caught last year. That figure is expected to exceed 3,000 this year. To prevent disrupting spawning in the rivers, all tributaries are closed to fishing, as is the upper Bay, above the Bay Bridge.

For those who don't get their rockfish this month, the Department of Natural Resources expects to open up the season once again in the Fall. The dates have not, however, been set yet. Until then, GO GET 'EM!



VHF Channel 9

VHF Channel 9 still "working"—FCC has amended its rules to permit channel 9 as a second calling channel, but it is still available for talking with marinas and general conversation. Channel 16 continues to be used as the main hailing channel and distress calling channel.



Official NOAA Hurricane Reports Available by Phone

News from BOAT/U.S.

Alexandria, Va., June 10—It's hurricane season and the official advisories issued by the National Oceanic and Atmospheric Administration's (NOAA) National Hurricane Center in Coral Gables, FL are available through BOAT/U.S. Weather Watch, a telephone information service sponsored by the Boat Owners Association of the United States (BOAT/U.S.).

Up-to-the-minute hurricane information for the east, west and Gulf coasts as well as the Caribbean can be obtained by dialing 1-900-933-2628 from a touchtone phone. The cost per call is 98 cents a minute and the average call about three minutes. The charges will appear on the caller's monthly telephone bill.

Not Mae West? Soundings, May 1993

When those athletic shoe companies came out with inflatable sneakers with a little squeeze pump, it was probably only a matter of time before someone applied similar technology to the bathing suit.

Now, under the trade name "Top Secret," Cole of California is offering women a \$72 bikini with an itsy-bitsy pump that expands an inflatable lining in the top half of the suit.

Lynne Koplin, a vice president at the company, says that bigger, fuller breasts are a fashion trend for the 1990s and that the company is giving some women what they want. "Besides, it's safer than silicone, and fun too."

Although the Coast Guard is currently evaluating inflatable PFDs, there's no intention that "Top Secret" be used for flotation, says Kellie Totten, a spokeswoman for the company.

There is no option for inflation of the bottom half of the suit, and no pump-a-hunk men's model has been announced.



Social Kissing Advisory

**A Kiss is Just a Kiss, But It Helps If You Know When
Enough is Enough**

Should I resolve to give up social kissing in 1993?

Social kissing is not taboo, as long as you do it properly. The public—and the boating crowd in particular—is lamentably unaware of the prevailing international standards of behavior in this area. Both parties assume they can choose the style of kissing, often with different assumptions.

The result is both uncouth and dangerous. In the physical sense, improper social kissing has "unexpected interaction effects" with jewelry and eyeglasses, which can range from a severed lip to a broken nose. The problem is particularly acute at boat shows, where it is difficult to rely on contact lenses as a self-defense mechanism.

So, for your own safety, listen up! Here are the rules of the game:

Rule No. 1: Qualify your customer. Judith Martin, in her *Miss Manners' Guide To Excruciatingly Correct Behavior*, explain the social kiss as a "tactile aid to the use of the words, 'Hello again.'" If those words are inappropriate, so is a kiss. So don't kiss people you (a) don't know or (b) see every day in a business setting.

Rule No. 2: Choose an appropriate platform. Traditionally, there are only three: the hand, the lips or the cheek. The California-style, full-body hug should be used with extreme discretion on out-of-staters.

Rule No. 3: Check for compatibility. Whatever your private preferences, lip and hand kissing are, in a business setting, limited to persons of the opposite gender. In the United States, cheek kissing for business purposes requires a minimum of one lady.

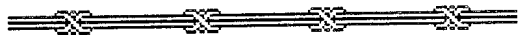
Rule No. 4: Observe standard protocols. The gentleman initiates a hand kiss; the lady a lip or cheek kiss. Ladies, don't raise your hands to be kissed unless you're royalty. Gentlemen,

don't kiss hands without an appropriate continental background and don't swoop down on ladies unless they offer you an appropriate kissing platform. A hint: an upturned mouth indicates a lip kiss is expected. In the more likely event of an upturned cheek, refer to Rule No. 5.

Rule No. 5: When kissing on the cheek, there is only one place to start, the right cheek. It is up to the lady who initiates the kiss to choose an actual smack on the cheek or the more common "air kiss." This can, again at the option of the lady initiating the kiss, be followed by a continental-style second kiss on the left cheek. It is also up to the lady to choose the aggressively continental style of a third kiss on the right cheek. Continental gentlemen do not give that automatic second or third kiss. Be a sport and operate in downward compatibility mode.

Rule No. 6: Know when to stop. Social kisses are brief and superficial. When the kissee backs off, take the hint.

—Adapted from an article by Nina Lytton in a February 1 issue of "Open Systems Today"



Recommended Stopover Point:
Salt Ponds Marina, Hampton, Va.
Mary and Jim Bellor, NPYC

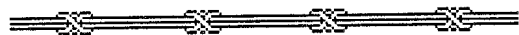
We first heard of the Salt Ponds a couple of years ago on our ICW cruise. On our way south, tied up at the River Forest Marina, Belhaven, North Carolina, we struck up a conversation with a couple tied up next to us. In the course of our talk, home ports were mentioned, and the Salt Ponds turned out to be the home port of the cruising couple next to us.

On our cruise back home, the Salt Ponds was not a destination, but turned out to be a very welcome stopover. We had departed Coinjock Marina on the Virginia Cut on our way north. Our intended destination for the day was Windmill Point Marina. By the time we got through Norfolk and hit the entrance reach, the seas were getting choppy. When we reached the bay, the ride was starting to get uncomfortable and we had resigned ourselves to a rough ride to Windmill Point. Then, just as we turned north near Old Point Comfort, the Coast Guard advised all small craft to seek safe harbor. A short time later, the CG advised that water spouts had been sighted on our route as well. That convinced us. Since the course entrance to the Salt Ponds was about three miles north and almost on course from our position at the time of the weather advisory, we decided this would be a good time to see where our slip neighbors from Belhaven lived. By the time we arrived at the narrow entrance channel to the marina, we appreciated the sound weather advice from the Coast Guard.

What we found was a very nice, new, modern marina, floating docks and all. Great restaurant and bar, swimming pool, tennis courts, ships store, super clean and spacious restrooms and showers, fuel, and marine services. Car rentals are available for short trips into Norfolk or Williamsburg or anywhere for that matter. A helpful staff is there for any assistance you might need. Transient rates for 1993 are \$1.00 per foot (30 foot minimum). The pump-out fee is \$10.00 for visitors. Telephone number is (804) 850-4300.

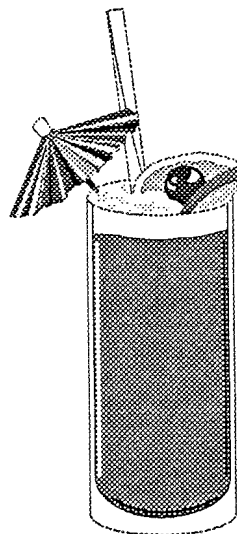
The marina is located in Hampton, Virginia and the entrance is on the bay about 2.8 kn northwest of Thimble Shoal Light. Loran coordinates for the G "1" and R "2" entrance markers are N37.03.80 and W76.16.00.

We first used the Salt Ponds as a stopover, but plan to enjoy it as a destination point on our bay cruise this summer.



Orange Slush

Ineke Lavoie, National Potomac Yacht Club



- 7 cups water
- 2 cups sugar
- 1 (12 oz.) can frozen orange juice
- 1 (12 oz.) can frozen lemonade
- 2 cups vodka
- 7 Up

Heat water and sugar to dissolve. When cool, mix rest of ingredients in and freeze. When serving, fill glass with 1/2 slush and 1/2 7-Up. The slush should be kept in the freezer until time to serve. Not as good when it melts. Will keep forever!

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, except for this month, when we waited for us to win the Muscle Class of the Dinghy Race. We'll never know if you would have been faster, Steve, because you wimped out and didn't even try.

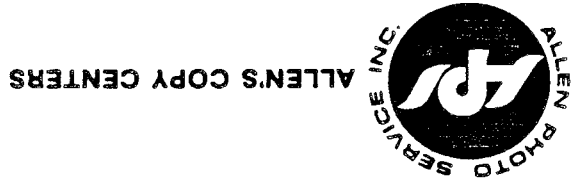
Articles should be sent to the Daymarker Editor at 2001 North Kenilworth Street, Arlington, VA 22205. We prefer typed text (no crayons please) or you may submit your text on a disk in Apple Macintosh format or IBM-PC format. Your articles may be faxed to our corporate offices at (703) 237-9654. In addition, 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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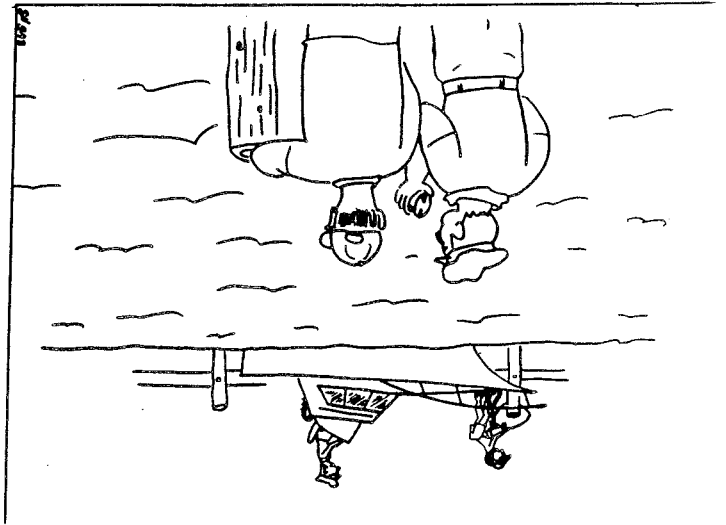
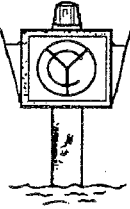
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He's a lousy Captain. He doesn't
scream confusing orders at his wife.

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July 4th fireworks-Washington Channel
July 16-18: PRYCA float-in