

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

The Daymarker

March 1993 Vol. X Issue 3

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

37

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703-323-1675

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Rear Commodore
Sandy Leathers
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Secretary
Janis Hobson
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Treasurer
Pam Beaulieu
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Coming Events

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.

May 15

Breakfast cookout and swap meet at Woodbridge Marina. Dave Yarnell 491-3797.

Commodore's Comments

Tom Coldwell

My first order of business this month is to urge you to come to the U.S. Navy Memorial's Visitors Center in Washington at 1:00 p.m., Saturday, March 20, to help OYC host a land-based "float-in" for Potomac River and Chesapeake Bay Yacht Clubs. We'll get a chance to meet other boaters in our area, and we'll view the spectacular film *At Sea*. Admission to the movie is only \$3.00 per person; admission to the Visitors Center is free. Please note: this is a fund-raising event for OYC. We could sure use a nice shot in the arm, fiscal-wise, at this point, so please bring your friends — boaters and landlubbers. Check out the quarter-page announcement in this Daymarker for directions. If you plan to attend, please let me know by phone. (Inadvertently I had my answering machine turned off when last month's Daymarker hit the street. If you had tried to call, please call again.

Moving on.... Please know that your Commodore has been working for you with some field research. Solidly mired in the utter depths of February, the longest month of the year, self here and First Mate Mary Ann had quickly tired of winter. So we threw caution to the chills and got ourselves underway

for an exploratory off-season land cruise around the Chesapeake Bay on the Valentine's-Presidents Day weekend.

Casting off all lines and skillfully backing our single-engine Oldsmobile out of her slip, we got underway for Occoquan for our weekly ritual pulse-taking of *Shalimar*. Lines not frayed. No lists. No wind damage. Bilge clear. Monthly payment didn't bounce. All's well.

Then we got the Olds up on plane and steamed off to Mount Vernon Yacht Club for a delegates meeting of the Chesapeake Bay Yacht Club Association — about seventy or so folks representing clubs all around the Bay. Especially interesting was a progress report on pending legislation at the federal and several state levels affecting boating in the Bay watershed. CBYCA legislative updates regularly appear in the Daymarker. Gotta tell you, we have some dedicated, hard-working and civic-minded boaters at work for us in this organization. Before departing we invited all clubs present to join in our OYC "Float-In" at the Navy Memorial Visitors Center on March 20.

Back underway again late Saturday afternoon, we did a long reach to Pennsylvania to spend two nights in port with relatives in Downingtown. After some local gunkholing on Sunday and dining on pizza Sunday night, we shoved off Monday morning, skimmed past North East, MD, the

tippy-topmost of the Chesapeake and roared into Chesapeake City for our first look at the C&D Canal. We poked around the city on the south side of the canal and rounded the perimeter of the yacht basin we've noticed on the chart. The town was still in hibernation, with less than a handful of boats wintering afloat. Even the canal was still, nary a ship in sight.

Holding a southerly course along Route 213, we crossed the Bohemia River laced with a smattering of marinas, then on to Georgetown, MD, on the Sassafras River, where we visited Skipjack Cove Yachting Resort. Here is a splendid, modern facility with all amenities... store, pool, restaurant, tennis courts, picnic area and, of course, transient slips, which would be fun to try on for size if we could cruise that far north. Someday, we said.

We did a "right standard rudder" to a course along Route 20 to Rock Hall, big time rag-hauler country. Lots of condos and clanking masts — and quick access to the Bay.

Reversing our track, we cruised back to (historic) Chestertown on the Chester River. We hove to for lunch at the Old Wharf Inn, overlooking the scenic but temporarily empty slips of a pair of marinas. The town is a delight, within easy walking distance from the marinas. Here's a sure-bet stop for OYC's week-long this year. Many dangerous-looking shopping outposts line the main thoroughfares. At water's edge is a line of ancient but oh so tastefully well-preserved (and documented) homes.

Moving further south, after briefly anchoring at an outlet mall at the oft-turbulent confluence of Routes 50 and 301, we headed west through Kent Island's crush of snoozing boats and powered across the Bay Bridge into Annapolis. At no-wake speed, we approached the city docks area to re-provision with ice cream cones at the small shop near that swell old hardware store. We completed a thorough inspection of all ships present along the quay wall, with me pointing-with-pride or viewing-with-alarm as, I suppose, commodores are supposed to do.

Then we headed home, behind us a great land cruise around the Bay, some important field research for OYC, and hints of some exciting new horizons in boating months and years to come.



Vice Commodore's Comments

Allen Herskowitz

Just as I was musing over what to write for the Daymarker this month, now that I have run out of personal disasters to use as object lessons, Dick Lynn called to ask if we would be interested in a safety tip from the Marine Retailers Association of America. The following article, from the United Safe Boating Institute, is clearly important stuff for all of us so here it is as lifted from "On the Safe Side..." courtesy of MRAA and OHM.

You are Responsible

As the operator of a vessel, you are required by law to file a formal, written report in the event of an accident with local authorities.

1. Where to Report

- There is damage by or to the vessel or its equipment*
- There is injury or loss of life
- There is disappearance of any person on board a vessel (under circumstances indicating death or injury)

*Damage is determined by federal regulation to be reportable when it exceeds \$500 or there is complete loss of the vessel. Note: Many states have set a limit less than \$500—contact the local boating authority to determine the amount.

2. What to Report

Boating accidents include:

- Grounding
- Flooding
- Capsizing
- Fire
- Falls overboard
- Explosion
- Collision
- Disappearance
- Sinking
- Stuck by Boat/Prop (other than theft)

3. Time Limits

Within:

- 48 hours if there is loss of life
- 48 hours if there is injury requiring medical treatment beyond first aid
- 48 hours of the disappearance of a person from a vessel
- 10 days if there is only damage to the vessel and/or property

4. How to Report

Boating accident report form: the Coast Guard Boating Accident Report Form may be used in all cases of accident reporting regardless of which state the report is to be filed. Copies of Boating Accident Report Forms, information on state dollar damage reporting thresholds is available through your local boating law agency or the Coast Guard Hotline at 800-368-5647.

5. Who Must Report

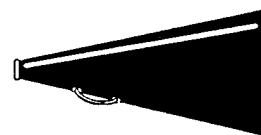
The form is usually filled out by the operator of the boat unless the operator is physically unable to complete the form. In that case, then the owner(s) of the vessel must submit the form.

6. Why Report

A report must be filed because the information you supply is used to develop safety regulations and manufacturing standards for the benefit of the boating public. The information is also used in boating safety education programs and other boating safety initiatives. Without good data, a boating safety hazard might be completely overlooked and other boaters could be hurt or killed.

Call 1-800-368-5647

if you need assistance in reporting an accident





Secretary's Comments

Janis Hobson

The BIG event at the Navy Memorial is shaping up nicely. OYC has issued invitations to all PRYCA clubs in the area to join us at this event. If you haven't made your reservations yet, better call Tom Coldwell as soon as possible.

The Board would like to thank Carol Ann Moore for her efforts in contacting non-renewed members. Club membership is still "down" for the year, but we expect warmer weather to boost the membership rate.

The expense of obtaining a site for a March General Membership meeting was a hot topic of discussion at the January Planning meeting. Since the OYC bylaws do not require that this meeting be held, that event will be deleted from the calendar.

The next event (and the first on-water excursion) on the schedule is the Early Bird Cruise to Old Town on 24 April. Slips have been reserved for Saturday night, but anyone wishing to go up Friday can be accommodated. Slip costs are .60 per foot including electricity. Please call the Hobsons (642-5022) to confirm your reservation. We need to know your boat's length, beam, electrical requirements and arrival date (Friday or Saturday). Cutoff for reservations on this event is Wednesday, 7 April. Leave a message on the recorder if we are not home.

All members are invited to contribute articles for the Daymarker. The newsletter is published monthly with a submission deadline of the 20th of the month. Articles may be typed or hand-written, faxed or mailed to the intrepid editor, Ned Rhodes.



Past Commodore's Comments

David Yarnell

Greetings, Mariners!

Looks like the makings for a bang-up season, thanks to the efforts of hard-charging Commodore Tom and his hard-working entourage of dedicated officers! Tom was last seen diddy-bopping down the docks in his new Humphrey Bogart ala "Tony Curtis Captain's hat" last week complaining that it had not acquired sufficient smudges to qualify as a truly seasoned skipper's hat! I can attest to the need to smudge and tatter such a hat to give it the proper appearance, and suggested that he let it ride around in the back of my Jeep for a week or so to properly cure the thing! Mine has been back there for a couple of months and is just now attaining the proper hue...a couple of days of weekend stubble on the face also helps one achieve that Coldwell/Bogart rum-running look.

Anyway, it's good to see that the new Commodore is setting the pace for excellence and taking the lead in making such a fashion statement so early in the season—at least he's not jogging around the marina every morning with a fist full of McDonald's cheeseburgers and making Mary Ann do all the work! See ya on the docks!

Travels with Joyce and Dennis

2/12/93

Greetings from sunny Key West! Yes, we have made it as far south as we are going this trip, rounded the island and are heading northeast on the "homeward" leg. But wait, I'm getting ahead of myself.

Since the last newsletter we spent a week in St. Petersburg anchored all by ourselves in a basin near downtown. The waterfront Christmas decorations put us in the holiday spirit without cold and snow for a change. One day we were visited by a family of manatees. They're so homely, they're cute!

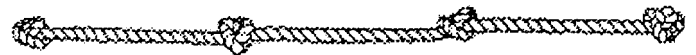
Fort Myers Beach was our work stop. We had to do the "V" word. Three coats will hopefully last a few months in this tropical sun. Temperatures were in the 80s, so we did a lot of splashing in the Gulf. We took a pass on taking the plunge and did not try bungee jumping. Went to see Thomas Edison's home and laboratory. He held patents on over 1,000 inventions. Couldn't he have left a few things for us to discover and become rich and famous?

Fort Jefferson on Garden Key in the Dry Tortugas was a rough 120 mile, 25 hour sail but an interesting place to explore. It never saw action defending our country, instead was used as a prison—Dr. Samuel Mudd who set John Wilkes Booth's leg being its most famous inmate. We did some snorkeling on the reefs nearby and saw numerous corals, multi-colored fishies and even a stingray. What a neat world under the sea! We sailed within a quarter-mile of the Atocha, the Spanish galleon that went down in a hurricane in 1622 with \$2-\$400 million worth of gold, silver and other treasure. Saw some of it in Mel Fisher's museum in Key West. Sure would like to make a find like that.

Key West will be our equivalent of Mardi Gras this year—day and night partying, touristy attractions, great food and drinks, shopping. After 10 days of that we need some seclusion again.

The captain is talking about returning to New Bern, N.C. by April 1 since that's when we left two years ago—also the date we left Occoquan four years ago. As admiral I'm trying to pull rank and overrule that idea. There's too much to see between here and there to make it in that short a time, especially at the speed we travel. Stay tuned to see who wins!

Joyden



Sea Tales

Dwight Williams, Spring Cove Yacht Club

Did you know that the word "BILGE" derives from the XV Century English word "BILLAGE" and that its origin was the French "BOUGE," meaning "BULGE"?

BILGE has two meanings: (1) the underwater transverse (athwartship) curve, or outer shape of the hull, (2) the lower part of the interior of the hull, usually below the deck.

Source: "Origin of Sea Terms," J. Rogers, Mystic Seaport Museum Inc. Press.

WEEK LONG TRIP—TAKEN BY CAR IN 24 HOURS

Mary Jo Worcester

It always amazes me that when we are on the week-long boat trip, that after finally arriving at our destination, we are really only 2 hours from home and not in some foreign country. I mean, how many times when arriving at our destination do we feel water-logged, worn, torn, bruised, sick, tossed about, disheveled—face it—a trip to hell and back!

Anyways, since the sun was finally shining last weekend, but still winter and not yet boating season, Steve thought it would be great to take a “road trip” to those “boating places” that we had never traveled to by land. We packed our boating bags for just in case, and headed out about noon on Saturday. Our first stop was Fairview Beach—we didn’t actually stop, but went sight-seeing down by the waterside to the infamous crab house and looked at waterfront property. It was reminiscent of the cottages around the Lake Erie shoreline where we grew up on the 1950s, built off the ground, large screened porches, jalousie windows, and with a slightly tattered look about the older ones. Those on the river front appear much newer and better maintained, as if they are permanent residences. We must be honest here—we decided that Fairview Beach is not exactly what we are looking for in a retirement community.

We traveled across the 301 Bridge to Pope’s Creek. We’ve cruised under but have never driven over the bridge before. I never realized how low the bridge approach to the channel span is. From the roadway it appears that you are only 8 or 10 feet off the water. Robertson’s Crab House is of course closed for the season, but Captain Billy’s Crab House is open on weekends year-round. We hadn’t yet had lunch, so we stopped and dined on spiced shrimp, which were steamed to perfection. The sun was shining and the river was calm. It seemed very strange not to see a single boat tied up outside.

After leaving Capt. Billy’s, we “cruised” down to Cobb Island and drove around. Capt. Johns, Schmansky’s, and the restaurant at Cobb Island Marina were all open. (*Steve’s Note: Mary Jo was looking for the cowboy who kept hitting on her two Memorial Day cruises ago.*) The little beer joint where Howard DuVol and Dick Kelly dragged us to at midnight to play pool was also open. No, the nostalgia did not overcome us. We did not stop.

Next we drove down around Leonardtown. The end of Breton Bay is a quiet, secluded anchorage. Leonardtown itself is only a block off the water. It’s a little like Occoquan or St. Michaels without the touristy cuteness. It seemed strange to us that no one has built a marina there, in view of its proximity to the Potomac.

After leaving Leonardtown we continued down Route 5 and astonishingly found the little crossroads store a number of us found, many more of us didn’t, on that bike trip from Hell that happened one Labor Day cruise to Dennis Point Marina.

We drove around St. Mary’s City (an exaggeration if there ever was one) and thought perhaps to try and find Tipety Wichity. Unfortunately, none of that area is well-marked on our road atlas.

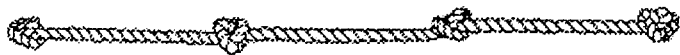
We then went to Ridge, Maryland, attempting to find Point Lookout Marina on Smith Creek. By now the daylight was nearly gone and there were no signs indicating the turn off to the marina. It appeared that we had left civilization behind (the last McDonalds was at Leonardtown). That area is very **sparsely populated**, although Steve noted what he referred to as a few “interesting” looking taverns along the way.

It was now fully dark so we decided to round Lookout Point, so to speak, and go up to Solomons. That trip in our boat is approximately 2 hours, depending on wave conditions at the Point. By car we were “tied up” at the Holiday Inn in about 30 minutes! We decided to spend the night (thank heavens for boat bags!). And NO, we did not dine at the Lighthouse Restaurant. And NO, we did not dine at that “other” restaurant. (Anyways—they would never have let Steve back in after his last stunt in that place!)

Sunday A.M. found us visiting St. Leonard’s Creek and Vera’s White Sands Yacht Club and Marina. (We saw no Paulie, no Penis Colossus, and no Harvey Harveys.) There is a lot of building going on all around the area and real close to the marina—think Vera must have sold off a lot of her land.

After breakfast at the Surrey Inn on Route 4, we headed back for Lake Ridge and arrived shortly after noon. All that and no rough water, no bent props, no broken microwave trays, no arguments and only \$20 bucks, \$20 bucks for gas. Can you beat it!

Stay tuned—coming up next—ROAD TRIP TO PHILLY! P.S. Steve has read this article and says it’s OK except that I need to end it by saying something like Gee! After all is said and done, going by boat is really much more fun. Ok, I have and it is.



What I Learned in Philly

Neddy Rhodes

Mom, Dad, Mr. and Mrs. Worcester and I took a trip to visit the funny Tilmon family in Philadelphia this past weekend. Dad said I could go only if I learned things as Philadelphia is a very historical place. So, this is what I learned.

- When Mr. Tilmon says it is only a three hour drive, that really means that it is a five hour drive for normal people, especially those who cannot be rushed.
- The reason that Mr. Tilmon drives so fast is because Mrs. Tilmon rides with him and he can’t wait to get home.
- Mr. Worcester likes popcorn with lots of salt and doesn’t like to share.
- Mr. Tilmon’s mother really does live in the basement. She says that she is not sure if they are treating her right, but she’ll let us know in a couple of days.
- You can see into the bathroom from the living room.
- Nitro patches do not explode on contact.
- If you are laughing, you cannot say “God D***it Jean.” If fact, if you can’t say that, you can’t begin any sentences.
- Wine left in the freezer will freeze given sufficient time.
- Husbands (such as Mr. Tilmon and Mr. Worcester) who

do not get Valentine's Day gifts for their wives, suffer for a long time.

- It is possible for two to sleep in a single bed.
- Daughter Sandy has gotten to love Dixieland jazz. The assistant bartender is a hunk and the head bartender is someone Mr. Tilmon could call "Son."
- Mr. Worcester still hasn't called his mother.
- There are four Commonwealths in the United States (good trivia question) and the difference between a state and a Commonwealth has to do with the form of government they can have.
- Jefferson was in Europe when the Declaration of Independence was signed.
- Jefferson copied George Mason.
- Those black things in the back of the fireplace are heat reflectors.
- Never pick up those orange pylons that have flags from the street after the horse goes by.
- Never use the words "macerate" and "raspberries" and "beer" in the same sentence even if the beer is good.
- If you want someone to buy your meal, threaten to complain about the waitress to the manager. Rather than be embarrassed, someone in your party will fight you for the check and pay. (Dad thanks Mr. Petrey for this tip).
- After singing three verses of "Nothing Would be Finer...", Mr. Worcester threatened to sing the infamous "Verse Four," whatever that is.
- Mr. Worcester's goal is to attain the "Moral High Ground."
- The phrase "It Will Never Happen Again," has some deep significant meaning that has now been forgotten.
- It is possible to cry and laugh at the same time and no one knows if you are mad or happy, although everyone has an opinion.
- Mr. Tilmon's mother apparently like extra crispy bacon and burnt sausage.
- Mr. Worcester has used the words "Hyper," "Bitch," "Trophy," and "Wife" in many different combinations, some good, some bad.
- Mrs. Worcester usually draws first blood on a shopping trip and uses a map to plan her route.
- Mom follows the "Chicago Rule" of shopping, which is "Shop Early and Shop Often." Why would anyone buy a mirror in Pennsylvania?
- Shopping is more fun when Mr. Tilmon announces that "You have three minutes in this store and then we are leaving."
- A person stepping through the floor of the attic will actually come through the ceiling of the room below and it still is Mr. Tilmon's fault even if he is not home.
- The Tilmons appear to be all right, although a little out of practice.

Virginia Report

CBYCA Chartroom Chatter, January 1993

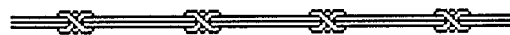
Virginia resident boaters have a rare opportunity to substantially assist their under-funded boating program in the Commonwealth. All monies which are generated by the state's two percent watercraft sales tax are presently paid into

the General Fund of the Treasury. State Senator Stanley C. Walker (Norfolk, VA) is sponsoring a bill, as yet unnumbered, which would revise Section 58.1-1410 of the Code, to rightfully set aside this tax revenue for the exclusive use of recreational boating. This is consistent with the User-Benefit/User-Pay principle. If this Bill is to pass, it must have the overwhelming support of the boater residents of the State of Virginia. This Bill DOES NOT have the support of the Wilder Administration, so please write, phone or visit your State Delegate AND Senator in Richmond, today, to urge their support of this pending Bill. When the Bill number becomes known, we will pass it along.

Address for the Senators: General Assembly Building, Richmond, Virginia 23219.

Address for the House of Delegates: General Assembly Building, Capitol Square, P.O. Box 406, Richmond, Virginia 23203.

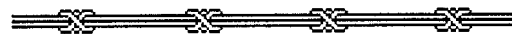
If you have any questions, please contact P/C Ken Kier, 1900 Bargo Court, McLean, VA 22101—Phone: 703-536-7547.



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.



Notes From CBYCA Change of Command

Chartroom Chatter

From Commodore Homberg:

Thank you for showing your confidence in me. This year CBYCA celebrates its 35th anniversary. It was founded on 9/25/57 with 5 member clubs. Today we have grown 20 times in size to 101 clubs, representing over 40,000 members. In the coming year our ambition is to further the growth of the association. In doing so—first we'll be addressing the yacht clubs in the Virginia area that are already members of CBYCA. We'll work with them to generate interest for more Virginia clubs to join. This effort is referred to as our Southern Strategy. To date we have 43 clubs targeted as potential new members. There is a special meeting scheduled on 3/13/93 at Aquia Harbour Y.C.

Secondly, it's foremost in our objective to further expand our efforts to protect the interests of better boating in the Chesapeake Bay Area thru legislation. Our LLO Jim Webster and all other past LLOs that have worked for us have done a great job. With Jim's constant presence in Annapolis and Washington, D.C. we are able to keep in touch with the

heartbeat of law making as it reflects the best interest of our member clubs.

Third—keeping CBYCA solvent—more emphasis will be placed on promoting our yearbook and patrons programs to generate additional revenue. The yearbook and patrons program and membership dues are the 3 main sources of income of the association.

I would like to congratulate Dolph Beuscher on the excellent job he did as Commodore. Dolph will be a tough act to follow. I would like to thank all Past Commodores, board members, committee members and behind the scenes people that make CBYCA the great Association it is today. My ultimate goal is to further the advancement of CBYCA.

From Legal Liason Officer Jim Webster:

The user fee has been repealed. The phase out is as follows: under 21 ft., no fee in 93; under 37 ft., no fee in 94; and under 65 ft., no fee in 95. The luxury tax repeal was vetoed by the President, all boats over \$100,000 pay luxury tax. The offset to the luxury tax was to be a 20-1/2 cent tax on all marine diesel fuel. We may have a letter writing campaign coming up. The Capitol and Annapolis are preparing for the Clinton Inaugural by dusting off some old bills they can get ready to pass early in 1993 to make it look like Clinton is making progress.

There are \$15 billion in 1992 funds that are still unspent. Proposing ways to spend this—we want to suggest one way to spend \$5 million is to restore the money they cut from the Wallace Breaux Boating Safety Account as part of the appropriation bill in the last congress.

There are rumblings on restriction of construction of waterfront residential areas, restricting your ability to get a pier in front of your house. This has apparently been proposed in a new Corps of Engineers/EPA exercise which is supposed to surface early in 1993.

There was a report in the Federal Register regarding use of PFDs in boats under 16 ft. The old rule said all you need were type 4 throwables. The new rule states you must have type 1, 2 or 3 vest on board along with any throwable cushion you may want. Out of 865 fatalities, in 62% PFDs were not used—there were none on board. Forty-one percent were boats under 16 ft. (Please note these statistics are incomplete.) Comments are due in by 1/8/93; I see no reason for us not to support this.

State of Virginia: 2/24/93 They are trying to get monies which rightly belongs to recreational boating. The 2% boarder tax on boats registered and titled in Virginia, also the sale of boats that are not required to be registered and titled, 4-1/2% sales tax. Both are now going into the general fund and we're trying to get that changed. We're looking for several sponsors to introduce a bill in this coming session.

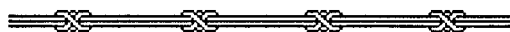
Individual vs. Pleasure Boat Fishing License Clarification Pat Harford, Spring Cove Yacht Club

Last summer there was a great amount of discussion among some boaters about the use of individual vs. pleasure boat fishing licenses and where they applied. Some said the

\$30 (new amount) pleasure boat fishing license which is affixed to the boat allows the owner to fish not only from the boat but also from dinghies, piers and shore as well. NOT SO, according to the Secretary of the Dept. of Natural Resources in a recent response to an inquiry earlier this year. It is not valid anywhere but on the boat.

The individual Chesapeake Bay sport fishing license, now costing \$7, allows the license holder to fish anywhere not restricted by law in the Bay and its tributaries whether from a large fishing vessel, from a dinghy, from a pier or from shore. It is valid only for the individual to whom it was issued.

If you take friends out fishing often, you will probably want the \$30 license but you may find you also need the \$7 individual license if you fish off the boat often. However, if you are an occasional fisherman, the individual license is no doubt your best buy.

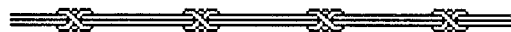


Smoke Detectors A Must

Joe Luton, Commodore, Spring Cove Yacht Club

Not many of us would leave our slips without enough life jackets for each person on board, but some leave without a working smoke detector. People pay large sums of money for fire protection for their engines, but will not or do not think about spending \$20 for a smoke detector for their cabins. This device will give you a chance to maybe use the new fire extinguisher you got or more importantly, give you the extra seconds to escape a fiery death. I know of two occasions where a smoke detector saved the boat occupants' lives and one where there was no smoke detector and two friends died.

The cost is minimal but the benefits are beyond cost, so let's all make it one of our first projects of the year. So make a trip to your local hardware store a #1 priority and buy that smoke detector. It doesn't need to say "marine."



Help Save Our Waterways

CBYCA Chartroom Chatter, January 1993

Many people on the Delmarva Peninsula are working to preserve the Delaware estuary, the Delaware inland bays, and the Chesapeake Bay. Protecting these waterways is critical to our environment and our economy.

The millions of people who live in the areas surrounding the estuary and the bay directly contribute to the protection or demise of the waterways.

Every time you wash dishes, fertilize your lawn, or drive your car, your action impacts the water quality of the bay and the estuary. By using some of the following water-saving tips, you can help save our waterways.

- Use low-flow shower heads. They can cut in half the amount of hot water you use for showering; this action could translate into an energy savings of \$50 or more per year.
- Turn off the water while brushing your teeth or shaving.
- Use cold water when washing clothes. It cost more than 50 cents per load to wash in hot water versus 3 cents per load in cold. Washing 10 loads per month, switching to cold could

save more than \$50 per year. Special cold-water, low-phosphate detergents are available.

- Wash fruits and vegetables in a bowl of water rather than under a running faucet. Water plants with leftover water.

For more information on how to help preserve our waterways, call the Delaware Estuary Program at 1-800-445-4935, the Delaware Inland Bays Estuary Program at 302-734-4590, or the Chesapeake Regional Information Service at 1-800-662-2747. (Source: Energy News Jan. 1993)

Coast Guard Proposes to Change PFD Rule for Vessels Under 16 Feet The Lookout, NBF, Jan./Feb. 1993

The Coast Guard has proposed to eliminate a Type IV Personal Flotation Device as a primary flotation device on vessels under 16 feet. At least one Type I, II or III device will be required for each person aboard. No changes are proposed for larger vessels. The requirement to carry at least one Type IV throwing device will be retained for vessels 16 feet or greater.

The Coast Guard proposes that States be permitted to continue to legislate laws within their jurisdiction regarding the wearing or carriage of PFDs in the following subject areas:

a) Children under a certain age, b) Operating a canoe, sailboard, personal watercraft or kayak, c) Operating a racing shell, or rowing scull. Further details can be found in Federal Register Vol. 57, No. 217, Monday, Nov. 9, 1992. Comments are due to the Coast Guard by Jan. 8, 1993.



"Safe Cruise Chowder" The Ensign, January 1993

RECIPE: Closely study charts, publications, etc. prior to embarking. They contain a wealth of information that will prepare you for the encounter.

INGREDIENTS:

- 1 conscientious and enlightened skipper. Avoid sour, caustic or harsh variety as they could spoil the flavor.
- 1 or more informed and/or helpful crew members. The actual number will vary, depending on size of vessel.
- 1 approved Personal Flotation Device for each member listed above, plus a throwable one for the pot.
- 1 adequate first aid kit.
- 1 package emergency signal devices: flag, flares, horn, whistle, etc.
- 1 or more cases of rations, depending on length of journey and number of guests.
- Sufficient potable water.
- Suitable clothing for planned activity, plus spares if considered appropriate.
- Sufficient fuel for journey.
- Spare parts for emergency repairs en route, plus tools to repair/replace.
- Appropriate communications equipment.
- Anchors, fenders, line to taste.

Combine above in fully-equipped vessel large enough to hold all ingredients, plus baggage, without crowding.

Simmer on open body of water, at least several hours (but overnight preferably) until complete.

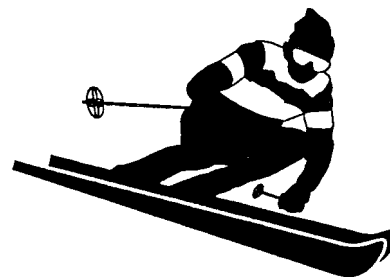
Record progress of cooking process in log for future reference.

Add extra ingredients as necessary to suit special guests (special diet, special medications, cardiopulmonary resuscitation training, etc.).

NOTE: It is prudent for someone to act as alternate chef (skipper) in case primary skipper falls sick or "in." Practice man overboard drill to test reaction.

ENJOY!

—P/C Bill Herridge, AP, Ponce de Leon Inlet (FL) Squadron



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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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

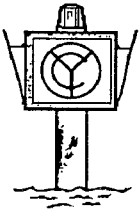
Admission, \$3.00

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.



The Daymarker

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

Address Correction Requested