



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

The Daymarker

December 1994 Vol. XII Issue 12

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

JF

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Rear Commodore
Richard Ziegler
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Teresa Sorrenti
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Commodore's Comments

Sandy Leathers

The 1994 boating season is drawing to a close with shorter days, brisk temperatures, morning frost and conversations among boaters about winterizing—how long will this great weather last until we must winterize?...Should I do this annual boat preservation or turn the job over to the professional Marine Service? Whatever your decision, when we look back over this past season, we have to say "what a great year of boating!!" We have enjoyed great weather, numerous events and cruises with large attendance and no reported accidents or injuries involving OYC members.

By now, I'm sure you have made your reservations for the Holiday Party/Change of Command on December 3. Past Commodore Ray Steele is busy preparing his speech, having awards prepared and making final preparations with event coordinator Steve Wexler. We are looking forward to a fun evening. Hope to see you there.

OYC has been requested (last minute) to take Santa Claus to Occoquan December 3 by the City of Occoquan. The plan is to meet at Occoquan Harbour Marina about noon with or without a boat to give Santa a hearty send-off to Occoquan about 1:30PM. Call me if you have any questions (703-425-1994) or want an appointment with Santa to ask for a new boat.

The Hardy Souls Cruise to Old Town November 12 coordinated by Mary Jo Worcester (*Saint 'n Sinner*) was another great example of the fine weather this year with over fourteen boats in attendance plus several landlubbers. Over the long evenings we polished off most of the wine and all of the cheese on *Saint 'n Sinner's* Friday night and did more of the same during Saturday's dock party as we posed to watch the helicopter lift off the private yacht *The Highlander* (owned by the Forbes family). And some OYC event attendees even obtained souvenir hats from *The Highlander*. (Don't ask how!!)

Your new Board is now in place and cooking up some fine events for next season. Currently we have planned Memorial Day weekend at Yeocomico Marina and July 4th at Ragged Point. We had to make these plans in advance due the marina demands on those busy boating weekends. However, we are planning another Planfest January 21 to get the membership involved with next year's events. Come and let us hear from you! We need your participation and involvement to

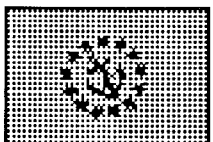
"How long
will this great
weather last
until we must
winterize?"

continue our success.

The Board is now meeting at the Prince William Marina Club House in Occoquan. Our next meeting will be December 12 at 7:30PM. You are always welcome. As always, OYC encourages you to renew your membership for 1995 as soon as possible so that the Board can better plan and budget for the new season. You can't beat the price of the OYC membership dues and the benefits derived. JOIN NOW!!

Have a wonderful Holiday season and let's start the New Year with thoughts of upcoming OYC boating activities and cruises.

One final note: The Waterfront Washington Association invites you to the annual Festival of Lights Parade in the Washington Channel December 10. The parade will be from 7:00PM to 8:00PM and conclude with a party at Capital Yacht Club. Call me for more details.



Vice Commodore's Comments

Tom Egmore

We had the best HARDY SOULS cruise ever (even though I have only attended the last four). I mean it couldn't get any better—there were 16 boats and 2 land yachts in attendance with absolutely beautiful weather. You did not even have to be close to hardy to boat in this weather. Just ask Commodore Leathers, who wore shorts all weekend. Another indicator of this being an unusually outstanding cruise was that *Shalimar* and *Lucky Ducks* did not head for their home port Sunday afternoon until nearly 3:30PM (they usually head for home at 9:00AM).

The Hardy Souls cruise capped off an extraordinary boating season. If we didn't have a record number of boats attend cruises this year it was darned close to it. We had at least 4 cruise events that had 16 or more boats in attendance. Six boats went on the week-long cruise and traveled farther than any other week-long in recent memory. The Chili Cookoff was attended by more than 40 people with 15 chili entries, the PRYCA Float-In...etc., etc. All in all, it has been a terrific year, but it's not over yet!

We still have the Santa Cruise to Occoquan and the Holiday Party. I hope these events set a record for attendance, too. Let's continue the pace and start out the new year with a big crowd at the January planning meeting. You only have a little over a month to think of places to go and things to see next boating season. See you all there, and in the meantime don't forget to visit your boat regularly this winter. Have a happy holiday season!



Exec. Rear Commodore Comments

Richard Ziegler

The Alexandria Hardy Souls Cruise was a success. The function was well planned by Mary Jo, turnout was high, and the weather cooperated. It was an excellent opportunity to kick back and relax (maybe you heard, but we didn't have the kids.) The Hardy Souls cruise came after my spending two full months attacking my new/old boat that I named *Dealmaker*. The Alexandria cruise gave me a chance to sit back and savor for a brief 48 hours all the hard work that I have been doing on that boat to date.

The fact is, *Dealmaker* has been a back-breaker, but I would say that everything has gone according to the plan that I envisioned when I made the decision to purchase the 1988 41 foot Chris Craft express cruiser.

For example, in the first 8 weeks, I spent \$11,000 on restorations, upgrades, and canvas. Hoffmaster's alone has executed a "punch list" of at least 20 pre- and post-sale items, and I can report that there is no other boat dealer that I would have trusted to pull off what Hoffmaster's has accomplished (I should know—this is my 6th boat). I have personally worked through a list of roughly 60 items by using every weekend daylight hour that I can muster. I am two-thirds completed with everything outside of the cabin with a plan to have all outside work done by the upcoming OYC Holiday Party on December 3, where I hope to see all of you. By then I will be done with the 1994 seasonal work and ready to relax again. However, just after New Years, your Rear Commodore will be tackling the interior, where my primary mission will be to use a professional marine decorator to add some "warmth" to the salon. By March 1st, my plan is to have the restoration 100% complete so that I can spend the time needed to attend and support the wonderful activities that the Club has lined up for all of us next year.

Would I do it again? Heck no. But like all challenges, I had to do it at least once.



Treasurer's Comments

Steve Wexler

A little Channukah treat—Steve Wexler's personalized "OYC Year in Review"...or my feeble attempt at once again trying to embarrass as many members as possible (including myself!).

First, the OYC year is defined to be November 1st through October 31st, a little solar/lunar anomaly which one of the Boards will eventually change. In any event, the new Board's year always starts with the Holiday/Change of Command Party—good food, good friends, bad weather...and it only got worse. Except for a little thing known as "Wisconsin beats UCLA in the Rose Bowl!!!!"

In the depths of depression, the members crawled out of their respective cocoons to help the Board plan a rousing schedule of events at the Annual Planfest at Gecko's...only to be quickly followed up by a land cruise for crabs (about as well attended as the water cruise for crabs six months later—maybe this club just doesn't like crabs...might explain why very few of you ever talk to me!). Anyway, the March Membership Meeting on St. Patrick's Day brought out pork and sauerkraut for the very green event—or was that Ned Rhodes' complexion?? Speaking of Ned—how about that PRYCA Change of Watch ceremony at the Army Navy Country Club, the beginning of Rhodes' Reign. And it was about this time that we were all riveted by the Kerrigan/Harding story—did any of you hear about the guy who had the opportunity to have dinner with Lorena Bobbit, Tonya Harding, and Hillary Clinton? Yes, he had his penis sliced off, his knees beaten bloody...only to find out that he didn't have health insurance. Think about it, as you remember the Alexandria Waterfront Festival.

So the big day arrived—Flag Raising. Yes, the opening event of the year...the occasion for new and old members to meet again...the opportunity for the membership to see its

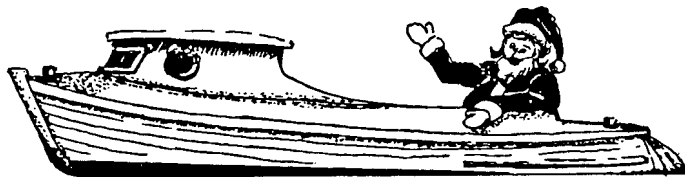
Board hard at work—and we couldn't fire the cannon. Kind of makes my knees knock just to think about it. The next weekend brought OYC's annual Breakfast and Swap Meet—watching former Commodore Yarnell work over pancakes, eggs, and some ungodly gruel mixture can make your eyes water...actually eating that combination can make other parts of your body cry out for help!! That evening and the next day was the Blessing of the Fleet trip...hand-held flashlights in the eyes of military aircraft pilots, scaling walls to military installations (Rick—do you remember Sargent Wells??) and my first bent prop of the year. Talk about crying...

Then came the Memorial Day Weekend Cruise to Yeocomico...with VC Leathers' desperate cry for a quick raft-up at the Route 301 bridge so that he could leave his flybridge for quick relief (not spelled R-O-L-A-I-D-S)...the Tantallon Steak Night...and the July 4th Cruise to Ragged Point where Sandy's Pam (as opposed to *Sandy's Run*) learned a little about ropes and knots (no Pam...just throw one end of the line) and we all learned about Zima in the morning, the OYC Breakfast of Champions. The PRYCA Float-In allowed for a continuation of the Great Snickers caper, a mystery which has continued unabated through the rest of the year...and the Moore's Float-In, which was memorable for a double rainbow, churning mud, and my second bent prop of the year.

The fun continued with the week-long cruise...no divorces, minor discussion of euthanasia, and a little about the OYC's version of the Queen Mary running aground...the Annual Dinghy Regatta (so Ned, who will your passenger be next year??)...and the Labor Day Cruise to Dennis Point. PRYCA followed up with the End of Summer Party at Tantallon...no power, great attendance, tough tug-of-war, with the founding of the OYC cheer-leading squad. The annual Shrimp Feast at the Dunes brought out great weather, good stories, and the Captain of *Southern Nites* trying to do his best shrimp impersonation while docking a dinghy...Ned—shrimp...NOT!!!

That brought us to the October General Membership Meeting, Columbus Day Cruise to Aquia, the Chili Cookoff and the Hardy Souls Cruise—which weather-wise actually reminded us of May, not November. Amazing that we were able to fit it all in one year...and I can't wait until next year to do it all over again.

Congrats to new boat owners Sorrenti, Egmore, Ziegler, Martin, Jeirles, Budd, Williams and Leathers. Remember to (1) renew your membership and (2) attend this year's version of the Holiday Party. Hope that you all enjoy the Holiday Season and have a very Happy New Year.



Occoquan Yacht Club Financial Statement October 1, 1994-November 16, 1994

Beginning Balance (10/1/94): \$2,080.08

Income:

1995 Membership Dues

Renewal Family Members	\$1,185.00
Renewal Indiv. Members	70.00
Renewal Assoc. Members	50.00
New Family Members	40.00
New Individual Members	0
New Associate Members	0
New Junior Members	0
Club Sales	513.00
General Membership 50/50	41.00
Holiday Party	840.00
OYC Breakfast	0
Miscellaneous	0
Total Income	<u>\$2,844.00</u>

Expenses:

Membership Activities	308.50
Awards	108.22
Postage	113.20
Printing/Reproduction	78.80
Miscellaneous	25.00
Organizational Expenses	0
Clothing/Burgee Inventory	1,102.73 ²
Bank Service Charges	17.08
Total Expenses	<u>\$1,753.53</u>

Ending Balance \$3,170.55

¹Includes \$545.00 of 1995 Renewal Membership Dues and \$315.00 of 1995 New Membership Dues.

²The Club's Clothing/Burgee Inventory includes 41 burgees, 23 shirts, and 5 hats.

PRYCA Meeting

Steve Wexler



On November 7th, your faithful PRYCA Delegate attended the Delegates' Meeting of the PRYCA at Capital Yacht Club—yes, the bar is still there and available. Captain Ned McCall of the Maryland Pilots'

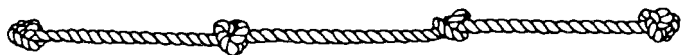
Association presented a very entertaining slide show regarding the activities of the Pilots on the Chesapeake Bay. Interesting points to note: The Pilots board the ships at Cape Henry and navigate 800 to 900 foot long vessels with 35 to 45 foot drafts for 14 hours up the Chesapeake channel. These ships move at speeds between 18 and 25 knots, and are very heavy—in other words, they don't slow down very quickly (in some cases over 2 miles of reverse thrust to bring the ships to a complete stop). They will crush your recreational boat—stay out of their way.

Elections were held:

Commodore	John Hancock (Aquia Harbour)
Vice Commodore	Penny DeMarco (National Potomac)
Rear Commodore	Bud Clark (Tantallon)
Treasurer	Harriet Douglas (District)
Secretary	Ineke Lavoie (National Potomac)
Members-at-Large	Mark Viehoever (Washington) Steve Wexler (Occoquan) Steve Donock (Mount Vernon)
Immediate Past Commodore	Ned Rhodes (Occoquan)

Anyone interested in serving as OYC delegate to PRYCA next year, please contact me ASAP.

The PRYCA Change of Command Dinner Dance will be held at Army-Navy Country Club on January 28, 1995. Cocktails at 7:00PM with Dinner at 7:45PM. The cost is \$35.00 per person (cash bar). Business attire—black tie/dress uniform optional. Your choices—as usual—are Tenderloin, Chicken Oscar, and Salmon. Those who attended Ned's coronation last year remember that they had a good time. Once again, it's a way to break up January with a fun event. Coupon in next month's Daymarker.



Getting Into Boating

Recently, a nurse friend of mine mentioned that her boy friend was thinking about buying a boat. She knew that I sailed and asked me several questions about boating. I couldn't help but think about an article I read last weekend while sailing. It was an article in The Mariner, a Chesapeake Bay newspaper. It dealt with the many things a woman should know about her man getting into boating. It went as follows:

No. 1

Your house will never be the same. It will start to look shabby. It will remain in need of paint. Your gutters will fall off. The plumbing will drip. The yard will take on the appearance of a vacant city lot. The carpet will begin to resemble matted yak hair.

The boat, on the other hand, will gleam in the sun, radiant as a shining jewel. He will have a compulsive need to lavish untold amounts of money upon it, sparing no expense to keep it meticulously maintained and equipped with stuff you never knew existed, like maybe a new barnacle incinerator or Popiel's Patented Gull Poop Scooper.

No. 2

Immediately upon acquisition of said boat, he will become instantly knowledgeable about all aspects of boating and things nautical. But you don't have to believe me, just ask him. He will become an expert on many diverse subjects, everything from engine and outdrive repair to sail trim to deep sea fishing, offshore racing, scuba diving and, of course, navigation. This is why, an hour out of Baltimore, he could probably turn to you and say, "I figured our position and we're somewhere between the Baja Peninsula and Cleveland."

No. 3

You will come to know his overriding philosophy: "There's always a next boat." This has absolutely nothing to do with income level, need, reality or even sanity. But it does bear directly on No. 4.

No. 4

Boat shows. Forget vacation, Little League, visiting your mother in Detroit, etc. If you're not on the boat, you'll be at the boat show.

No. 5

In short order it will become abundantly clear that you will be expected to schedule all social events—weddings, graduations, births, funerals, and so forth—around boating season. As long as these take place between November and March, they're probably okay.

No. 6

This one is a biggie. No joke. So listen up. You need to know how to run the boat, ladies, you need to know how to use the VHF to call for help should the occasion arise. Should the big jerk flop over on the deck for some reason, you better know what to do. Many women know how to run their boats, quite skillfully. That's great. But many more haven't the faintest idea of what to do should something go wrong. Make Mr. Nautical Breath over there teach you today!

Reprinted from the Delaware River Yacht Club newsletter

NetGuide:

Coast Guard BBS Sails with Net Connection.

Info Services

Federal Computer Week

Contributed by Bill Fulford

As befits its motto, *semper paratus*, the Coast Guard operates a communications system always prepared to back up its mission of marine safety. Until recently, this meant running a globe-grinding radio communications system designed to respond to mariners sending distress calls in Morse code.

Today *semper paratus* in communications means Internet connectivity and the operation of on-line information services, which the Coast Guard has recently improved and expanded. The service, an agency of the Transportation Department, recently expanded its on-line Coast Guard Global Positioning System Information Center Bulletin Board System to provide information on a wide range of navigation communications. The new board is dubbed the Navigation Information Service BBS.

The NIS BBS still offers a wealth of information on GPS and the Differential GPS network the Coast Guard has under construction, but it also features new file areas in a marine communications library operated by the service's Office of Command, Control and Communications (C3). Just hit "M" from the NIS main menu to access this library.

If you download the NEW.TXT file from this library, you'll discover that the Coast Guard has decided to use one of its newest forms of communication—a BBS—to announce the death of the oldest—high-seas Morse Code Service.

Searching this file, you'll discover that as of April 1, 1995,

the Coast Guard will no longer provide any Morse Code Service.

That does not mean the Coast Guard has decided to ignore its roots, as the International Iceberg Patrol file (IIP.TXT) clearly indicates.

Formed in response to the sinking of the Titanic—the first use of high-seas Morse code to report a disaster—the multinational iceberg patrol still relays information on the location of these floating mountains to ships at sea, today using either voice VHF radio or International Maritime Satellite Organization (Inmarsat) birds. The IIP.TXT file details frequencies and systems used by the IIP.

Another section offers users an entree into the worldwide Coast Guard Internet electronic-mail network. Download the COMMSYS.TXT file from the "C" submenu under the "C3" (for Coast Guard Communications) menu, and you'll end up with the Internet addresses of every Coast Guard district as well as the e-mail addresses of the worldwide communication stations.

NIS also offers the first easy-to-access file of Notices to Mariners. These extensive files contain information on conditions, such as temporary outages of lights or buoys, that cannot be easily updated on paper charts but are absolutely essential to safe navigation. Be warned: These detail-packed files take a long time to download.

To access the new and vastly improved Coast Guard NIS BBS, you can either dial up or use the Internet, though Internet access is a bit kludge. Dialing up is straightforward to (703) 313-5910.

The NIS BBS is also accessible to Internet users by first telnetting to Fed-Word (telnet fedworld.gov) and then accessing it through the FedWorld government BBS Gateway system by selecting "DD54."

Virginia Legislative Report

Nicole Sours Larson, CYBCA Chartroom Chatter, Nov. 1994

The Virginia General Assembly has met several times since its veto session in April, but only to consider specific proposals which do not relate to recreational boating. The next session which will consider boating-related issues will convene in January. Meanwhile, CYBCA's legislative directors are using the intervening time to lay groundwork which will increase our effectiveness in Richmond during the session.

Since our influence with Virginia legislators is directly related to the strength of our membership and the activity of our members, we are actively recruiting new member clubs in the southern Chesapeake Bay region and especially the densely populated Hampton Roads area. We have initiated discussions with two yacht clubs in Norfolk and Portsmouth, both of which have serious interest in getting involved in the legislative process. We believe we will be able to nurture these new relationships and be able to develop an activist nucleus in the Tidewater area of Virginia.

We firmly believe that, increasingly, boaters will need to work energetically to protect our interests in the legislative forum. That's why we are eagerly seeking both individual members and member clubs who are prepared to take a role

in influencing the legislative agenda on behalf of recreational boaters. Please call me to get involved! Tel. 703-893-4971, FAX 703-893-9008.



Boating Green.... Heads, Holding Tanks & Pump Outs

Probably no other issue draws the attention of regulatory and environmental groups to boaters more quickly and vehemently than the illegal dumping of raw sewage.

It is a practice that must stop if we hope to put boaters' environmental issues behind us.

Many people, understandably, want nothing to do with pumping out their boats. Yes, it can smell bad. Yes, you're dealing with exactly what you think you're dealing with.

Because you don't want to think about it, however, doesn't mean you can pump directly overboard, where "out of sight, out of mind" quickly takes over. Your boating friends and neighbors still have to live with it.

And yet, all boaters must share the blame for this ongoing problem; we now need to step forward to share the responsibility in finding solutions.

To date, this problem continues to exist partly because we have not been more insistent in asking for an adequate number of reliable, convenient pumpouts.

Like most things in the free market system, supply will rise to meet demand. And honestly, the demand from boaters just hasn't been there. That has to change.

What Can Boaters Do?

We must start by using our holding tanks and by using pumpouts. By changing our habits, marina owners, the industry and the agencies will need to follow our lead and offer adequate services. Here are a few simple things we can do to help move in that directions:

- *Encourage more marina owners to install pumpout units.* They can be portable, stationary or come floating in on a barge, but we must continue to encourage more marina owners to make pumpout services available. To encourage wide-spread boater use, pumpout units need to be convenient, reliable and affordable.

- *Encourage better maintenance of pumpout facilities.* When the pumpout breaks down, inform marina management immediately. Let them know you need and rely on the service. Too often when a facility goes down for repairs, management never hears from the boaters. They assume no one misses the service. As a result, they are in no hurry to fix it.

- *Recognize there is a cost for both of the above.* Boaters have to recognize and share the costs of installing and maintaining pumpouts. The price doesn't have to be a burden, but neither should we expect it to be free.

- *Use shore-side facilities whenever possible.* Make the walk up the dock. The few minutes it takes to walk to the marina's bathroom is the few minutes it takes from illegally discharging to responsible change.

- *Educate your peers.* It should no longer be acceptable for friends and neighbors to dump directly over, it should no

longer be acceptable to say, as is all too common, "I've never used my holding tank." Let other boaters know that you comply with sewage disposal regulations and that you expect them to comply as well.

- *Hire a Mobile Pumpout Service.* If you don't want to be bothered by pumping out, pay a commercial service to pump out your holding tank for you.

Tips on Pumping Out

Pumpouts too often breakdown because they are improperly used by boaters. Many of the problems are avoidable, if we use a little common sense and follow instructions. Here are a few tips from marina owners on how to prevent some of the most frequent causes of breakdown:

- *Follow pumpout instructions.* It seems so simple, and yet so many people still ignore the basic operating instructions.

- *Ask, when instructions aren't posted.* If the pumpout instructions aren't posted or aren't clear, find someone who can explain the process. Encourage the marina to post clear, concise instructions.

- *Upon finishing, rinse water through the system.* A common cause of breakdown occurs when the marina's sewer lines are clogged by lack of adequate rinsing. It's an expensive repair, as the problem is often difficult to locate anywhere in several hundred yards of sewer line. After pumping your holding tank, take a minute to flush some water through the system. It's cheap preventive maintenance.

- *Pump out only your holding tank.* The same principle applies to pumpouts as to heads: *nothing should go through a pumpout that you have not eaten first.* Pumpouts are not designed to handle bilge water; pumpouts cannot handle solid objects. Be responsible: pump out only your holding tank.

- *Turn off the pump when done.* It may seem silly to mention, but, yes, boaters too frequently pump out their boats and then drive off, leaving the unit still running. To ensure that the pumpout will work for the next boater, make sure the pump is off before pulling away.

From The Skipper, NPYC, as published in the 7/15/94 issue of Mariner

Lighthouse Grounds Open on Potomac

Potomac Basin Reporter, Aug. 1994

A new museum has opened on the tidewater Potomac, the centerpiece of which will retain a faded facet of river history. The Piney Point Lighthouse Museum, 14 miles upstream from the mouth of the Potomac River in St. Mary's County, Md., "is a work in progress," according to curator Mike Humphries. He also runs the St. Clement's Island Potomac River Museum for the county. He has been working on the project since the first grant was approved in 1990.

Visitors to the site can now stroll a new boardwalk around the site that features interpretive signs explaining the history of the lighthouse and the surrounding area. The exterior of the 35-foot tall conical brick tower, the only one of its type constructed on the Potomac, has been partially restored. The tower's interior restoration will occur in the near future. A separate building also has been renovated, and will serve as a museum for the lighthouse and exhibits on underwater archeology.

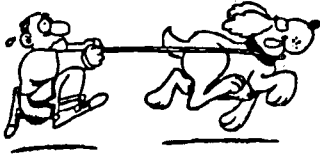
A major part of the museum will highlight the *Black Panther*, a sunken World War II German U-boat that lies in the Potomac's bed a short distance off the point. The site is Maryland's first underwater archaeological preserve. The exhibit might expand to cover other wrecks in the area that occurred around the time of the Civil War. "There are so many aspects to the history and culture of the tidewater Potomac," Humphries notes. "One aspect that I would like to expand on is the area's military history." The river environs house many military installations that build and test ordnance. The Piney Point area once was the site of a station that tested Navy torpedoes built at a factory in Alexandria, which is now an arts complex, he said.

The lighthouse is one of the 11 that once guided mariners on the Potomac. It was built in 1836, and served until its decommissioning in 1964. It is one of four Potomac lighthouses still in existence. In 1836, the tower housed 10 oil lamps and 10 reflectors, casting a white light that could be seen for more than 11 miles. The lamps were replaced by a fresnel lens in 1855, and a stone breakwater was built to combat erosion of the point. The breakwater has done a good job, as the point has built up over the years, with the now-buried breakwater some distance from the present shore. Navigation problems because of fog prompted the installation of a bell tower in 1880. The wooden structure later was fitted with a reed horn in 1936. The bell tower was damaged by Hurricane Hazel in 1954, and was dismantled. According to "This Was Potomac River" by Fred Tilp, the white light was replaced by a cadmium yellow light in 1936 as an experiment to improve visibility. The lighthouse later fell victim to the many lighted mid-channel markers in the Potomac, Tilp notes, and along with the keeper's job, the facility was decommissioned in 1964.

During its heyday, the lighthouse was a well-known and appreciated place. Piney Point was a social center for Washington, D.C., between 1820 and 1910. A cottage known as the "Summer White House" was used by President James Monroe in 1820. Franklin Pierce and Theodore Roosevelt were frequent visitors to the area, which was served by steamboat excursions bringing many to enjoy the beach. Daniel Webster, Henry Clay, and John C. Calhoun fished and bathed at the beach. Tilp's book also notes the presence of several "bath houses" on pilings on the water a short distance off the beach that served as "houses of ill fame."

Historical preservation in general is not an easy job, and Humphries has benefited greatly from the help of the area's residents and businesses. Steuart Petroleum, whose docks are adjacent to the lighthouse, has helped with the work, and the nearby Harry Lundeberg School of Seamanship has lent support. The 300-plus Friends of the St. Clements Island Potomac River Museum are working with the new museum as well. Humphries' ingenuity in restoring the site has helped. The old lightkeeper's house now helps keep the lighthouse. It was restored by local jail inmates and is rented out as a private residence. Proceeds from the arrangement go toward the site's upkeep.

The lighthouse can be visited daily from dawn to dusk. School groups or private tours can be arranged for a small fee by contacting the St. Mary's Division of Parks at (301) 769-2222.



Hardy Souls Cruze

Jess Rhodes

Things started out a little strange. Instead of leaving me home alone, the owners got out the magic line and we were off to the home on water. We got there and weren't in a hurry to leave, when who shows up but Monique, Granddad, Step GrandMother and ten bags of clothes! This was going to be some trip as I would have to share all that affection with another dog! I climbed up to my seat and watched Granddad put three shirts and a lifejacket on Monique. I don't know how she can move.

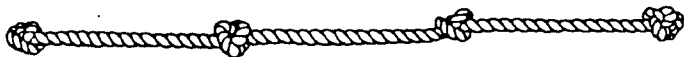
Once underway, Granddad and Step GrandMother proceeded to change clothes. They had each changed twice by Craney Island and twice more by the time we hit Wilson Bridge. They just didn't seem happy unless they were moving around and changing clothes. Once we arrived at Old Towne, everyone got off the boat, leaving Mom and Dad to do all the work. There was a testy moment when Dad poked Mom's eye with a wine glass, but the effects didn't seem to last long. Jim Walters kept yelling that he had TWO bottles of wine this weekend and would that be enough? Mom and Dad only laughed until Jim went to the liquor store.

After cocktails on *Saint 'n Sinner*, where Granddad entertained everyone with stories about how he voted for Jessie Helms, the gang was off to Chadwicks for dinner. After sampling the calamari, Step GrandMother was heard to say, "Aren't these onion rings a little chewy?"

Our Saturday morning walk took us down to the Drooler and up to visit the homeless people at the Power Plant while our Sunday morning walk took us down to Jones Point. Dad borrowed Mr. Lovell's copy of the *Gay Blade* to do a little research. Granddad suggested a boat ride and right as we were ready to leave, he proceeded to take Monique for a 20 minute walk. After he returned, we were finally able to get underway with the Coldwells as our guests. Everything was fine until Mr. Coldwell pushed Dad out of the way so he could drive. He gave the wheel up only when we motored past the water patrol at Georgetown.

Meanwhile, Granddad spent the entire trip in the cabin looking for more clothes to wear. He said later that the view from the portholes was breathtaking. When we passed the Town Docks, we saw Commodore Leathers attempting to fish something out the the river. It turns out that Stormin's mother had dropped her gold engagement bracelet into the water and they were attempting to get it out with a net. Upon seeing this, Mr. Worcester suggested that they tie a rope around Mary Jo or Arleen and let them dive for it. He implied that either of them could find it faster than any professional diver since they were the experts. All the men laughed. All the women did not.

The ride back home only involved three changes of clothes and was followed by a beautiful sunset.



About that star by your address.. ★

If there is a star (★) on your address label, your membership renewal is due--in truth, overdue. Please renew now. We have a good start on the 1995 membership roll, and your fellow OYCers want you to be part of the action in '95. Also, the club has operating expenses all year, even when our boats don't operate.

Renewal is easy. Send your check for the applicable membership: Family—\$50, Individual—\$35, Associate—\$25. Include an extra \$15 if you want a new OYC burgee. Mail to OYC, P.O. Box 460, Occoquan, VA 22125. Tell us if there's any change we need to make in our files, e.g., change of address, boat, marina, etc.

(Our plea for your renewal check has nothing, absolutely nothing to do with our new Commodore having just bought himself a 38' Chris Craft double-cabin belch-fire, wave-smashing, power-hawg uppity yacht. He assures us he has other financing arrangements.)

Tom Coldwell, Membership Chairman

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. So, sue me. I got the month wrong on last months mailed copy, but correct on the computer. Save it as a collectors item along with the other issue (do you remember which year) where I did the same.

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 (3.5" or 5.25"). Our preferred word processing format is Microsoft Word. Your articles may be faxed to our corporate offices at (703) 237-9654. In addition, we are also on the information highway at milepost.rhodesn@aol.com.

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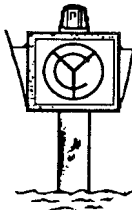
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Software Systems Group



<p>January 28</p> <p>PRYCA Change of Command at Army Navy Country Club.</p>	<p>January 21</p> <p>1995 Planfest at some location at some time. Details in next month's newsletter.</p>	<p>December 25</p> <p>Christmas. Make sure you check on your boat to see how she is doing.</p>	<p>December 3</p> <p>Holiday Party/Change of Command at Fort Belvoir</p>
Coming Events			



The Daymarker

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Address Correction Requested

Is there a Star on your address label? Better look inside.