

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

The Daymarker

January 1994 Vol. X1 Issue 1
Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979

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Coming Events

January 22

Planfest 94 at Gecko's
Waterfront Cantina. 2
PM to 4 PM.

February 19

Searching for Crabs.
Location and Cruise
Coordinator TBD.

March 19

Membership
Meeting / St.
Patrick's Day Party
at Fairfax YC.

April 23-24

Early Bird Cruise to
Alexandria. Cruise
Coordinator needed.

Commodore's Comments



Ray Steele

The Holiday Party/Change of Command Ceremony was outstanding in every way!! Our thanks to Past Commodore Coldwell, his Board of Directors, and especially Pam Beaulieu, Event Coordinator. The Ft. Belvoir NCO Club management has extended us an invitation to utilize their facilities again next year. A decision will be made at "Planfest 94."

Our congratulations to Al and Janis Hobson, the latest recipients of the prestigious OYC Commodore's Cup. Their friendly, helpful attitude makes them a natural for an award like this.

Our condolences to George and Virginia Frank. To be awarded the 1993 OYC Bent Prop Award means that they spent a great deal of time and money on unexpected repairs. We hope that this award will help ease the pain and that the 1994 season provides them with fair winds and sunny skies.

Returning to the subject of Change of Command Ceremonies, our own PC Ned Rhodes is to be ushered in as Commodore of the Potomac River Yacht Clubs Association on Saturday, January 29th at the Army-Navy Country Club in

Arlington, Va. Although the deadline has past, please contact Steve Wexler (703-437-0687) if you wish to attend. We need to support those in our membership that move on to bigger and better positions. Yea, Ned!!!

Dave and Carol Moore have agreed to join in a combined effort to label and catalog the OYC pictures that have accumulated over the years. The word on the waterfront is that many of our members have accumulated photographs that would do our club proud. Assuming that is the case, please root around, gather them up, and bring them to "Planfest 94" or send them to Dave and Carol at P.O. Box 4463, Woodbridge, Va. 22194. Wouldn't it be great if a refurbished OYC pictorial history were ready for display at the OHM Flag Raising in May?

Everyone in OYC attempts to explain to their boating friends how wonderful it is to belong to OYC. Many of us believe that we could be more successful if we only had access to material that briefly explained our strong points and contained an example of our upcoming cruising schedule. Past Commodore Tom Coldwell has allowed the Board of Directors a glimpse of a personally prepared membership brochure that is guaranteed to bowl you over. Utilizing talents only dreamed about by most of us, PC Coldwell has briefly described why OYC can fit every boater's needs. This

professionally prepared presentation will provide our members with the means to increase our membership roll without needing the showmanship so many of us lack. Brochures will be available at "Planfest 94" and we plan to distribute copies to boats docked in Occoquan area marinas next Spring.

This issue of the Daymarker contains a copy of the working DRAFT of the OYC 1994 Schedule of Events. Please bring your ideas and boating spirit to "Planfest94," scheduled for January 22nd at Gecko's Waterfront Cantina from 2PM until 4PM. OYC will provide Buffalo wings and veggie platters. A cash bar will be available.



Exec. Rear Commodore Comments

Tom Egmore

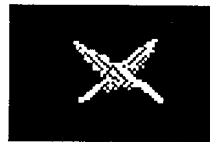
I hope that everyone got all the boating equipment and other goodies that they asked Santa for. Now that the holidays are over you can stay snuggled in front of the warm fireplace on the weekends daydreaming about the 1994 boating season. But don't completely ignore your boat during the winter.

Keep in mind that just as winters are not made for boaters, boats are not made for winters. Five months is a long time and your boat can get awfully lonely, and winter can be very mean to your boat. Therefore, it is a good idea to check on your boat every other week or so and particularly after any snow or rain storm. Even if your boat is dry-docked, it can be damaged by a heavy snowfall. I have seen canvas and tarps ripped from the weight of snow. Also, I have had a side window broken from the weight of the snow pulling down on a mooring cover. Almost all canvas pools water. This water can freeze and accumulate ice and snow that will add a whole lot of extra weight.

Extra weight from ice and snow can accumulate on one side or in the stern and the resulting tilt can allow close to the water line thru-hulls to take in water and sink the boat.

While you're checking, go inside the boat and check the engine compartment, bilge and give everything a once-over look. Remember there are those who might not have gotten everything they wanted for Christmas and may try to fill the void by shopping on your boat. Believe it or not, there are some people who leave expensive electronics and other valuables aboard for the winter and never know anything is missing till spring. After all, even I don't take every single thing off the boat for the winter. Periodic checking will at least give you a head start with notifying the insurance company and replacing your stolen gear so you won't lose any time getting in the water next April.

On the bright side, you can get some of your fireplace daydreaming headed toward reality by coming to the January planning meeting and sharing your ideas for next season. See you there.

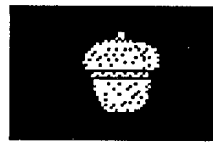


Secretary's Comments

Teresa Sorrenti

Board Meets But Not Bored

On December 7, 1993, your newly elected Board met for the first time alone (without the past Board!) and we believe we have a winning team. We all get along, we don't fight over who gets the cashews in the bowls of mixed nuts Pat Steele so kindly puts out for us, and we have a lot of great ideas (for boating, too!). We covered the news items you will see elsewhere in the Daymarker and spent a lot of time reviewing a wonderful membership brochure the Past Commodore Tom Coldwell created. (Creative guy that he is, we allow him to continue to attend Board meetings, and then we get to share all his wisdom and experience.) We will be finalizing that and getting ready for the Planfest when we next meet January 4, 1994. Hope you all had a Happy Holiday Season!



Treasurer's Comments

Steve Wexler

January—UGH!!

It's a month when...

It's too cold to even think about boating;

Sporting events occur on ice, not water;

A 3-10 football team forces us to think of the old Washington Senators.

It's just not a fun time of the year.

But wait...there's hope—fun in the sun—warmth in our hearts...Come dream about Spring and Summer at the OYC Planfest at Gecko's (OHM) on January 22nd.

Bring a dish for the pot-luck dinner,

Bring a dish as a date.

Bring your ideas for the season

It will help you endure the wait. [Boo, Hiss!!!]

A quick note: If you know someone interested in joining OYC, the Planfest would be a nice opportunity to show our camaraderie, participation, activities, and wonderful smiles.

By the way...do all of you know that the Wisconsin Badgers went to the Rose Bowl for the first time in 31 years? The movie version will be "Bucky Goes to Pasadena."

And it's never too soon to think about the next #@*?! month—February, when the OYC members are going to caravan somewhere; details to follow.

Also—for those who haven't signed up for the Rhodes' Coronation Ball—too bad!! But, it's never too late to send Neddy a little note of congrats.

Finally, a quick reminder about Memorial Day—a big weekend at Yeocomico Marina. Need to start feeding information to them in short order. I've got five boats signed up—always room for more. Let me know.



Occoquan Yacht Club
Financial Statement
as of December 17, 1993

Beginning Balance (November 19, 1993)		\$3,216.17
Income:		
Fam. Member Renewals	\$350.00	
Assoc. Member Renewals	25.00	
Club Sales	15.00	
Holiday Party	<u>787.50</u>	
Total Income		\$1,177.50
Expenses:		
Membership Activities	\$1,668.50	
Awards	218.24	
Postage	55.15	
Printing/Reproduction	49.74	
Miscellaneous	34.35	
Bank Service Charges	<u>9.87</u>	
Total Expenses		\$2,035.85
Ending Balance		<u>\$2,357.82</u>



**Past Commodore's
Comments**

Tom Coldwell

Startling Data from OYC Member Survey

If OYC members represent a cross section of our country, then Americans prefer Ragged Point Marina over Yeocomico Marina, by a margin of 54.6 million to 41 million, as the top cruise destination this coming summer. These are the astonishing findings drawn from the OYC member survey conducted last fall. As a result, the OYC Board is already planning to confer on Ragged Point "most favored vacation" status, previously held by a bunch of foreign countries ruled by dictators.

True, there were only 19 respondents, but it was enough for a close personal friend who works at the Bureau of Statistics ("B.S.," for short) to run the projections on how America really feels about the OYC's last and upcoming seasons. My friend, who is actually a night watchman in the Bureau's basement cafeteria, analyzed our survey questionnaires with a microwave scanner, or maybe it was an oven.

'93 in review

The most popular events of 1993 were social activities ashore. The Change of Command and Holiday Party topped the attendance list with a 78.9% turnout of survey respondents, followed by the Chili Cook Off (63%), the May Flag Raising (63%), Breakfast Cook Out (53%) and all other events less than 50%.

The top rated cruise activities were the PRYCA Float-In; the Columbus Day Weekend raft-up tied with 36.8% participation.

Based on a 57.9% response, we could expect a crowd of 150.5 million Americans to take part in the Planfest on January 22, according to B.S. So come early and get a parking place.

Where you want to go?

In response to the question, where would you most want to visit in '94, ports mentioned were Ragged Point (21%), Yeocomico (15.8%), Solomons (15.8%), 10.5% each for St. Michaels, Alexandria, Colonial Beach, Annapolis and White Point. All the other choices were single mentions, so my friend grouped these in a category called "Others," which amounted to 68.4% of places mentioned. This means, he said, that 177.8 million Americans would rather go to some other place. So the OYC Board is working up plans to go to "other."

On the other hand, 31.6% of OYC respondents said they did NOT want to go to "other," followed by Tall Timbers (15.8%) and Baltimore (10.5%).

Home away from home

Based on OYC survey data, Americans last year spent 14 weekends on their boats out of a 22 weekend season, and spent an average of 18 nights aboard their boats doing heaven knows what.

How far have you gone?

As for how far away OYC members (and hence all Americans) have cruised, 78.9% have cruised to destinations beyond the Potomac River. A couple of respondents said that they had once or twice gone "all the way," but this response was not subject to further analysis.

How far will you go?

As to how far OYC boaters would travel for one overnight stay in 1994, 42% said they would go as far as the Cobb Island/Colonial Beach area. Other one-night destinations were Ragged Point (21%), Port Tobacco (15.8%), beyond Ragged Point (15.8%). Two respondents said they would be willing to "go all the way" for only one night.

The long and short of it

On cruise destination preferences, 52.6% preferred short distance cruises, 15.8% wanted long distance cruises, 21% said they wanted both short and long distance cruises. Overnight trips outnumber day trips 9 to 5, with another 16% wanting both types. About 53% preferred marina destinations over anchoring or rafting up (11%), with 26% wanting both types. Preference for Potomac cruises over cruises outside the river ran 68% to 36%. For social activities, there was an 8 to 1 margin for more events ashore, although about 37% voted for the current level of events. On raft-ups, the margin was 10 to 3 in favor of more raft-ups, with 21% satisfied with the current level. (Concerned about the number of respondents who said they wanted "both" in the two choice categories, I asked one respondent if he was being ambivalent. "Well, yes and no," he said.)

What's to do in '94?

For activities in 1994, 60% endorsed the 1993 schedule as a model for 1994. A repeat of the 1992 Photo Afloat Day was

suggested as were a Bay charter fishing trip for up to 25 people (not *El Toro II*), a raft up in Dismal Swamp and a visit to Disney World.

The other stuff...

According to survey data, several million Americans support Al Hobson winning the First Commodore's Cup. Which he did.

By a margin of 52.6% to 5.2%, Americans believe the OYC and PWYC should combine. The others had no opinion.

Nearly 74% of Americans sought to comment on The Daymarker and 100% of them made highly complimentary (richly deserved) remarks, including those from the editor of The Daymarker, blatantly attempting anonymity (also richly deserved). The verbatim texts of these responses have been etched on the wall of the editorial offices, next to the print of the dogs playing poker.

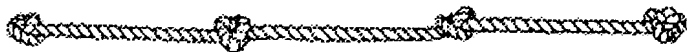
Overall, respondents seemed satisfied with OYC operations and programs. One respondent urged the Board and members to get more boats to participate in the cruises. Another suggested a resumption of advertising to help build revenue. (Although unlike 100% of Americans, OYC is not in debt.)

The big picture...

There you have it, gang, the solid, hard-hitting results of our incisive and insightful member survey, subjected to rigorous tests for sadistical explifiance and deemed completely valid, plus or minus 19 responses.

We extend our thanks to those who took part in the survey, precisely 19 of our members, and especially to the 13 of them who said they would volunteer as a coordinator, helper or committee member.

And, thanks to my B.S. friend, we now know what



BOAT/U.S. Bulletin

Elaine Dickinson

Dear Washington area BOAT/U.S. Member,

Congratulations! They say when life hands you a lemon, make lemonade. I am pleased to report that is exactly what BOAT/U.S. members did in response to a proposed ban on recreational boating during smoggy days.

By a unanimous vote, the proposed ban on boating has been officially changed to a "voluntary" measure in the final Metropolitan Washington Air Quality Plan approved on Dec. 17. We believe a voluntary effort to help reduce air pollution on days when the ozone level reaches an unhealthy level is one that we can all support. Such ozone alerts occur about 11 times per year, usually on very hot, sunny days.

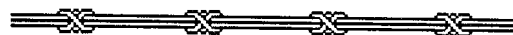
The favorable outcome for boat owners has shown us, once again, that when it really matters, BOAT/U.S. members come through. Even though time was short and the public comment period was inconveniently scheduled around the Thanksgiving holiday, the outpouring of opposition from area boat owners far outnumbered the comments heard from any other affected group. The *Journal Newspapers* reported that at the Northern Virginia public hearing held on Nov. 29,

boaters made up the majority of the 200 people who came to express their opinions on the air quality plan. Virginia officials also said that out of more than 130 letters they received, all but *one* of them was on the boating ban. Similar turnouts were experienced in the Maryland hearings.

BOAT/U.S. would like to thank you for taking the time to participate in this effort. Once again, you have shown that when boaters join forces and speak up with one voice we can make a difference. We were able to take a bad idea, hatched by government officials who know nothing about boating, and turn it around because you and your fellow boat owners were willing to get involved.

Next summer, as we launch a public education campaign to encourage boat owners to take a few simple steps to reduce engine emissions, we hope you will participate. Any suggestions you may have are also welcome.

Best wishes the the New Year and a safe and enjoyable 1994 boating season!

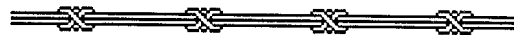


The Law of Cosmic Cussedness!

The Lookout, NBF, Sept./Oct. 1993

In the what the New York Times calls "a perverse measure of environmental progress" the achievement of cleaner water in New York harbor has meant the return of wood-eating sea life known collectively as bore worms. By the end of next year New York City will have spent \$100 million to brace and wrap plastic around the wooden pilings that support a dozen of their most vital piers.

In a related indicator, officials in Hoboken, N.J., said a steel pier there collapsed in April, in part because corrosion was increased by the absence of the oil and grease that coated the metal when the waters were polluted.



Toxic Wood Along the Waterfront

The Lookout, NBF, Sept./Oct. 1993

The Problem

The chromated copper arsenate (CCA) treated lumber, which accounts for 90% of the treated lumber sold in 1987, is widely used in marina applications. In recent years CCA has replaced creosote and pentachlorophenol as wood preservatives due to concerns about the health effects of the other two chemicals. Now laboratory and field experiments are showing that in service, the toxicity of CCA, which is essential to its purpose of preventing bore worm damage, is having unwanted side effects on other marine creatures. The CCA is leaching out of the wood and affecting a variety of marine life including fish, crabs, snails and algae. As might be expected, this effect is more dramatic on newly installed wood that it is on older panels as the concentration is leached away. Sediments near the wood however collect the metal leachates and appear to provide a route of transfer into sediment dwellers and hence into the food chain. Since the toxicity of the wood decreases with time it may prove possible to let the wood soak out for several months before using it. (Excerpted from Coastlines)

One Town's Solution

Ebba Heirta, staff writer for Soundings, described one solution for the CCA toxicity problem. When the four year old wooden bulkheads in Brightwaters, N.Y., on Long Island's south shore began failing, village officials looked for an alternative to the marine grade treated lumber they'd always used. "It was obvious we had to try something different," says village engineer Dan Falasco. "It's an expensive project. We couldn't go back to the taxpayers every few years."

The Village chose "Trimax" lumber manufactured in nearby Ronkonkoma. The three year old company uses ground up recycled plastic bottles, combined with 20% loose fiberglass and extruded into a variety of planks and posts. Three colors are available—gray, green and brown—and the lumber can be produced in any length required. Trimax costs about 50% more than treated wood, says Jon R. Ronback, the marine construction contractor who installed the Brightwaters bulkhead (a mile long). But installation costs are the same, so the total job is the range of 10 to 15 percent higher. While costs are higher up front, a plastic dock or bulkhead will save money in the long run because the material lasts much longer. Trimax will not rot and is not affected by borers or termites, he says. And Trimax is guaranteed for 50 years.

The material has the same impact resistance strength as wood, Ronback says, and the plastic planks will not warp or split. The planks are homogeneous throughout, without knots and grain and can be cut and nailed just like wood. It's easy to work with and looks great. We've had nothing but praise from village residents. Plastic lumber weathers better than wood, it resembles stone more than wood and doesn't fade, crack or splinter with age. The first section installed is now three years old and shows no sign of weathering and withstood Hurricane Bob and the blizzard of 1993. Ronback, who is president of the company his father founded in 1945 says, "I've seen bulkheads fail completely in five years. It's becoming a serious problem. The wood is deteriorating at a faster rate than previously due in part to proliferating borers. Also the wood available to contractors today is primarily from tree farms where fast growth is encouraged. The faster the tree growth the more soft wood is in the grain."



Hydrilla Harvested from Five Sites in 1993 Virginia, Army Corps of Engineers Fund Eighth Season of Cutting

Potomac SAV News, Fall 1993

A total of 11.75 acres at five marinas and fishing docks along the Potomac River were harvested in 1993 through the Potomac Aquatic Plant Control Program coordinated by the Metropolitan Washington Council of Governments (COG).

A contractor for COG mowed the underwater vegetation, primarily the non-native species, *Hydrilla verticillata*, during the latter part of August when its rampant growth had begun to clog boating channels. About 107 tons of material were hauled out of the water and composted or otherwise disposed of on land.

The sites were located along the Virginia shoreline of the upper Potomac estuary from the Alexandria waterfront to

Aquia Creek in Stafford County. Eleven sites in this area were evaluated for potential control measures, but harvesting occurred only where the growth of the submerged aquatic vegetation (known as SAV) was thick enough to impede boat traffic. At the other sites, the SAV was either not present or too sparse to warrant cutting, according to Jim Shell, COG's project manager.

The amount harvested through the control program was less than the 16.5 acres cut in 1992 for a number of reasons, according to Shell. At Leesylvania State Park, for instance, which accounted for 8.3 of the acres cut under the program in 1992, park officials did their own mowing in 1993. (Cutting also occurred at the Quantico Marine Base and several federal facilities in the District that are outside the jurisdiction of the program.)

In addition, 1993 saw a continuation of the downriver "migration" that the thickest hydrilla beds have shown since first appearing in the Potomac estuary in the mid-1980s. Growth of SAV was thickest in the area from Quantico Creek to Aquia Creek, Shell noted. Hence, four of the five harvested sites—Cherry Hill, Quantico Creek, Widewater and Aquia Creek—were located at the southern end of the program's jurisdiction. The other site, the Alexandria waterfront, was at the northern end. In between, in the area from the Woodrow Wilson Bridge to Quantico, none of the surveyed sites were harvested.

The density of the submerged vegetation also appeared to be somewhat less than in previous years even at the sites where harvesting occurred. This condition probably reflects weather conditions more than any long-term trend in SAV growth, according to Shell.

"Those for whom excessive hydrilla growth is a nuisance caught a break from the weather," he said. "A spring that was cooler and wetter than normal delayed its development and lessened the problems it posed later in the growing season."

Although their findings are still preliminary, scientists examining data from aerial and shoreline surveys of the river say that SAV acreage has reached another plateau in the last few years after several years of gains between 1989-1992. New beds continue to emerge, however, even as some older beds decline, according to Nancy Rybicki of the U.S. Geological Survey office in Reston, Va. USGS conducted a ground-based survey of SAV earlier in the summer.

According to Rybicki, the survey turned up the existence of a new bed in the river's main channel across from the National Airport. And a recently-established bed near the Woodrow Wilson Bridge has become more consolidated. In neither case is hydrilla the dominant species.

One of the survey's more interesting findings concerns the emergence of SAV beds in the free-flowing section of the river, above Great Falls. Rybicki said observers recorded the presence of SAV, primarily water stargrass and wild celery, at four of the five sites they surveyed in this section of the river.



Crow's Nest

Don Ransome, AHYC

Crow's Nest. The crow was an essential part of the early mariner's navigation equipment. These land-lubbing fowl were carried on board to help the navigator determine where the closest land lay when the weather prevented sighting the shore visually. In cases of poor visibility, a crow was released and the navigator plotted a course that corresponded with the bird's because it invariably headed toward land. The Crow's Nest was situated high in the main mast where the lookout stood his watch. Often he shared his lofty perch with a crow or two since the crow's cages were kept there: hence, the Crow's nest.

Nautical Phrases

The Gull, AHYC

Mind your P's and Q's: In days of old this phrase had nautical beginnings as a method of keeping books on the waterfront. When sailors were paid a mere pittance, seamen drank their ale in taverns whose keepers were willing to extend credit until payday (sound familiar?). Since many salts were illiterate, keepers kept a tally of pints and quarts consumed by each sailor on a chalkboard behind the bar. Under each sailor's name, a mark was made under "P" for pints and "Q" for quarts whenever a seaman ordered another draught. On payday, each seaman was liable for each mark next to his name, so he was forced to "mind his P's and Q's" or get into financial trouble. To ensure an accurate count by unscrupulous keepers, sailors had to keep their wits and remain somewhat sober. Sobriety usually ensured good behavior, hence the meaning of "Mind Your P's and Q's."

The term Knot, or nautical mile, is used world-wide to denote one's speed through water. Today, we measure knots with electronic devices, but 200 years ago such devices were unknown. Ingenious mariners devised a speed measuring device both easy to use and reliable: the "Log-line." From this method we get the term "Knot." The Log-line was a length of twine marked at 47.33TM foot intervals by colored knots. At one end was fastened a log chip; it was shaped like a sector of a circle and weighted at the rounded end with lead. When thrown over the stern, it would float pointing upward and remain relatively stationary. The log line was allowed to run free over the side for 28 seconds and then hauled on board. Knots which had passed over the side were counted. In this way the ship's speed was measured.

Devil to Pay

Don Ransome, AHYC

Devil to Pay. Today the expression "devil to pay" is used primarily as a means of conveying an unpleasant and impending happening. Originally, this expression denoted a specific task aboard ship such as caulking the ship's longest seam. The "devil" was the longest seam on a wooden ship, and the caulking was done with "pay," a form of pitch. This grueling task of paying the devil was despised by every seaman and the expression came to denote any unpleasant task.

Winter Vegetable Stew

This recipe comes from National Potomac Yacht Club's newsletter. (Hopefully, we won't need these warming, hearty recipes much longer!)

2 tablespoons olive oil
1 onion, chopped
2 garlic cloves, chopped
1 teaspoon dried oregano
1-1/2 tablespoons chopped parsley
1 teaspoon grated lemon peel
1/3 head shredded cabbage
2 waxy "boiling" potatoes, peeled and cubed
2 turnips, trimmed, peeled and cubed
2 parsnips, trimmed, peeled and cubed
1-1/2 cup canned plum tomatoes, with juice, chopped
1 bay leaf
2-1/2 cups chicken broth
Salt and pepper to taste
1-1/2 cups canned beans (kidney, pinto or cannellini), well drained

Heat olive oil in a casserole, add the onion and garlic and cook for 3 minutes. Stir in the oregano, parsley, lemon peel, and shredded cabbage and cook, stirring, about 1 minute. Stir in the potatoes, turnips, parsnips, and tomatoes. Add the bay leaf and chicken broth. Season with salt and pepper to taste.

Bring the contents to a simmer, cover and simmer for 25 minutes, or until vegetables are just tender. Add the beans and continue cooking for 5 to 6 minutes or until piping hot. Remove bay leaf before serving. Serve with a loaf of whole grain bread. (Makes 6 servings.)

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. Just remember to shovel the snow off your boat every once in awhile.

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" only). 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).

Editor	Ned W. Rhodes
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Stuffer	Arleen Rhodes
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Stamp Licker	Jess Rhodes
Complaints	Sally Rhodes
Running Around	Willie Rhodes
Mailing Labels	John and Mer Piper

The Daymarker is produced on a Macintosh IIfx with 16MB of memory, 500 MB of disk storage, a CDROM, a Syquest Cartridge Drive, a Radius 19" TPD, an Apple 13" Color Monitor, an Apple LaserWriter IIf and a Microtek 600Z Color Scanner using PageMaker, Adobe PhotoShop, MacWrite II, Ofoto II and DeskDraw.

Draft
Occoquan Yacht Club
1994 Schedule of Events

- January 22, 1994:** "Planfest 94" at Gecko's Waterfront Cantina.
(2PM until 4PM)
- February 19:** Searching for CRABS!!! Location and land cruise coordinator needed.
- February ????:** Washington Boat Show.
- March 19:** Membership Meeting/St. Patrick's Day Party at Fairfax Yacht Club. Event Coordinator needed.
- April 23-24:** Early Bird cruise to Alexandria. Cruise Coordinator needed.
- May 7, Noon:** Flat raising at OHM. This will be the traditional ceremony officially opening the 1994 Boating Season. The day will begin at 10AM with courtesy marine examinations by the USCG Auxiliary, followed by the Flag Raising with food to follow. In the afternoon a Photo Afloat opportunity will be followed by a raft-up at Mattawoman Creek. Cruise Coordinator needed (it would be ideal if two people teamed upon this one.)
- May 8:** Mother's Day.
- May 14:** Breakfast Cookout/Swap Meet at Prince William Marina. Event Coordinator Dave Yarnell (491-3797).
- May 15:** Blessing of the Fleet, Washington Channel.
- May 28-30:** Memorial Day Weekend Cruise to Yeocomico River. Cruise Coordinator Steve Wexler (437-0687).
- June 10-12:** Alexandria Waterfront Festival. Cruise Coordinator Pam Beaulieu (490-4477).
- June 19:** Father's Day.
- June 25:** Exotic Drink Raft Up at Mattawoman Creek. Cruise Coordinator Rick Sorrenti (590-6724).
- July 2-4:** July 4th Cruise to Ragged Point. Cruise Coordinator Tom Coldwell (323-1675).
- July 15-17:** PRYCA Float-In. Cruise Coordinator needed.
- ????** Week-Long Cruise. Cruise Coordinator Richard Ziegler (590-4630).
- August 13:** Dinghy Regatta at Prince William Marina. Event Coordinator needed.
- August 20:** Cruise for Crabs to Pope's Creek, to be followed with a raft-up at Goose Creek. Cruise Coordinator needed.
- September 3-5:** Labor Day Weekend cruise to Aquia Creek. Cruise Coordinator Tom Egmore (256-8442).
- September 17:** Shrimp Feast Bonfire and Raft-up at the Dunes. Cruise Coordinator Aaron Martin (491-1287).
- October 1:** OYC Membership Meeting.
- October 8-10:** Columbus Day Weekend Cruise. Location and Cruise Coordinator needed.
- October 15:** Annapolis Power Boat Show weekend.
- October 22:** Chili Cookoff. Event Coordinator needed.
- November 12-13:** Hardy Souls' Cruise to Alexandria. Cruise Coordinator needed.
- December 3:** Holiday Party/Change of Command. Event Coordinator needed.

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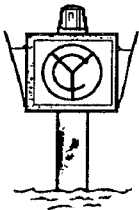
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Software Systems Group



The Daymarker

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Address Correction Requested