

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

# The Daymarker

May 1994 Vol. XI Issue 5

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

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## Commodore's Comments

Ray Steele

My thanks to Vice Commodore Sandy Leathers and PRYCA Delegate Steve Wexler for attending the PRYCA membership meeting at Tantallon Yacht Club. Please look for Steve's PRYCA article elsewhere in this issue of the Daymarker.

Vice Commodore Leathers attended a Blessing of the Fleet meeting and reports elsewhere in the Daymarker on how wonderful this event is going to be. Thanks, Sandy, for representing the OYC at this event.

OK!! It remains impossible to report just how great the Early Bird Cruise to Alexandria was, because it has not yet happened as I complete this article. That will not stop me from thanking Al and Jan Hobson for coordinating this event, and assuming that all went well. Thanks, Al and Jan!

May 7th...the day dawns clear and beautiful!! The temperature is perfect!! At 10:00AM OYC members begin to arrive for FREE boat inspections provided by the Coast Guard Auxiliary, Flotilla 14-06. At noon flags are raised and cannon fire shocks the senses. Hot dogs and hamburgers soon follow. During the afternoon opportunities are provided for you to obtain photos of your yacht underway, and the sun goes down on a peaceful raft-up at Mattawoman Creek.

You have just enjoyed the agenda of the OYC official opening day of the 1994 boating season. The land-based portion of this Flag Raising Ceremony will take place at Occoquan Harbour Marina, and other events will take place on the adjacent waterways. I hope that every member will have an opportunity to participate during the course of this

day, and don't forget to bring a dish or dessert to share. OYC hats, shirts and burgees will be available for purchase.

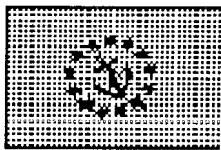
The OYC Breakfast/Swap Meet is scheduled for May 14th at Prince William Marina. Breakfast will be served from 8:30AM until 10:30AM. Bring those Swap Meet treasures and see if you can convince someone else to take them home!

“At noon, flags  
are raised and  
cannon fire  
shocks the  
senses”

Included in this Daymarker is information concerning the U.S. Coast Guard Boating Safety Grants. Please take the time to show continued support for a safety program that has made our waters safer for all.

Dennis Point Marina has been chosen by your Board as the Labor Day destination. Various other locations were discussed, but unanswered question and the great time enjoyed at this location last year swayed the vote. Rear Commodore Tom Egmore has agreed to coordinate this event.

See you at the Flag Raising!



## Vice Commodore's Comments

Sandy Leathers

Last month I wrote about the "Winter of '94. But now it's Spring! Some sure signs:

- Boaters are coming out of the woodwork—it's old home week at the marinas and boat yards.
- Boats are being cleaned, polished, and teaked in an attempt to restore their new boat shine.
- Winter repairs are being made to those frozen pumps, water lines, canvas cave ins, etc.
- Boats are filling up the marinas as they come out of dry dock.
- Would-be or will-be boaters are walking the docks looking for a "Deal".
- First mates are going to weight programs, checking bathing suit sizes, going to suntan salons and attending safe boating courses for captains.
- "Wilbur" is coming soon...check for details on the *Ursula*.
- Coast Guard inspections
- Removal of the '93 User Fee Decal for good!
- Water systems, engines, ACs, generators are de-winterizing.
- New OYC burgees are showing up on bows.
- New navigational GPSs are being installed, and equipment and radios are checked out.
- Sweeping out your slip of winter debris.
- "First wine (whine?) on the dock" with fellow boaters.
- Bottom sanding and painting, prop tuning
- Fishing poles and crab pots coming out like spring flowers
- Spring flowers, blooming trees (with pollen), birds, baby ducks and warm sunny days.

This is SO MUCH BETTER than the Winter!

With the spring opening of the 1994 boating season comes the Annual Blessing of the Fleet on May 15th in the Washington Channel. This is one of the largest events held at the Waterfront in conjunction with the Kidney Foundation's River Trek. The event is sponsored by the Waterfront Washington Association, which has invited OYC and other yacht clubs along the Potomac River to participate. We are invited to come as a group, pass in review at the Gangplank Marina to both be blessed individually for a safe boating season and be judged as the Best Boat in each of the following categories: Power, Sail, Classic Power, Classic Sail, Best Decorated, Best Decorated by Kids, Houseboat, Trawler.

Steve Wexler is the event coordinator for OYC and has detailed event arrangements and related activities elsewhere in this issue of the Daymarker. Five boats have already signed up to attend. We would like to see more participate due to the size of the event, the parade of boats it provides, the experience, contact with other yacht clubs and joining in on the fun-filled events of the Blessing before and after the parade. This event is well worth the trip, so give Steve a call now.

What a great Spring weekend was enjoyed by the OYC members attending the first cruise of the year, the "Early Bird Cruise" to Old Town Alexandria. Many thanks go to Al and Jan Hobson for being the event coordinators. They ordered up great weather, great slip arrangements, and dinner reservations. Four OYC member boats arrived on Friday—Al and Jan Hobson on *Lucky Ducks*, Ned Rhodes and friend Jack on *Southern Nites*, Monica and Henry Lovell on *Hanky Panky*, and me on *Sandy's Run*. Friday was just a beautiful day on the Potomac with sunny skies and smooth water. Friday night was topped off with the group going to Ecco Cafe for dinner. The food was great and the company was even better. Saturday arrived with another beautiful sunny day and the arrival of Tom and Barb Egmore on *Morning Mist* and Don and Gail Wright on *Argonauta*. This day was highlighted by a cruise up to D.C. aboard *Hanky Panky* and dinner at the well-known Fish Market Restaurant. Commodore Ray Steele and family and Steve and Paula Wexler came by land to join us for dinner. Sunday was an even sunnier day and the temperature reached 80 degrees. At about 4:00PM Al and Jan turned off their VHF radio after hearing that all vessels had returned to home ports safely. Thanks again, Al and Jan!



## Treasurer's Comments

Steve Wexler

One last reminder that the Flag Raising Ceremony will finally take place on May 7th at Occoquan Harbour Marina. The Club will provide hamburgers, hot dogs and fixings. You will provide side dishes, pleasant conversation and a rousing good time. Coast Guard Courtesy Marine Inspections start around 10:30AM. The Main Event at Noon. Photo-Afloat and Mattawoman Raft-Up to follow. May 14th is the Breakfast Swap Meet at Prince William Marina, formerly known as Woodbridge Marina, formerly known as Harbor Point Marina, formerly known as Harmony Seaport...oh, you know...the place next to Hoffmasters behind the Shell Station. That evening the PRYCA will congregate at James Creek Marina to enjoy dinner at the Fort McNair Officers' Club. (See PRYCA article by yours truly for details—if you're interested call right now!!)

I've signed up 13 boats for Memorial Day weekend to Yeocomico Marina. Always room for a few more...but call immediately.

Let's start thinking now about the PRYCA Float-In at Fort Washington Marina to be held on July 15th-17th. The PRYCA anticipates over 100 boats at this event which includes the Aquia Cup competition on Saturday afternoon (yes...OYC will successfully defend our status as reigning champs), to be followed by a catered dinner/dance under the Big Tent that evening. Look for the coupon in next month's edition of this Pulitzer Prize deserving periodical. (Note: Coldwell says that from time to time we have to stroke Rhodes regarding this wonderful work of journalistic enterprise.)

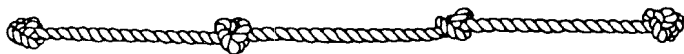
A special "Welcome Aboard!" to Jerry and Marla Armstrong on *Marla Jean* (guess her middle name), new members who will be joining us on the Memorial Day cruise.

See you on the 7th!!

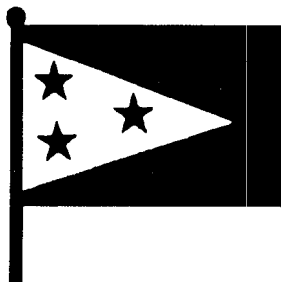
**Occoquan Yacht Club**  
**Financial Statement**  
**October 1, 1993-April 20, 1994**

Beginning Balance (10/1/93)		\$1,041.50
Income:		
Renewal Family Members	\$1,530.00	
Renewal Indiv. Members	175.00	
Renewal Assoc. Members	50.00	
Renewal Junior Members	15.00	
New Family Members	315.00	
New Individual Members	35.00	
New Junior members	15.00	
Club Sales	196.00	
General Membership 50/50	123.00	
Holiday Party	<u>1,875.00</u>	
Total Income		\$4,329.00
Expenses:		
Membership Activities	\$2,404.97	
Awards	302.64	
Postage	291.65	
Printing/Reproduction	304.42	
Miscellaneous	145.06	
Organizational Expenses	207.00	
Clothing/Burgee Inventory	953.50 <sup>1</sup>	
Bank Service Charges	<u>63.98</u>	
Total Expenses		<u>\$4,673.22</u>
Ending Balance		<u>\$697.28</u>

<sup>1</sup>The Club's clothing/burgee inventory includes 53 burgees, 20 shirts, and 17 hats.



**PRYCA Meeting**  
Steve Wexler



On April 4th your faithful PRYCA delegate with Vice Commodore Leathers in tow attended the Delegates Meeting/Commodore's Night of the PRYCA at Tantallon Yacht Club

(Commodore Steele was unable to join us, but Sandy comfortably filled his shoes!!!) Most exciting news of the evening—drinks were cheaper at Tantallon than they were at Capitol—but the traffic on the Wilson Bridge was miserable.

**Blessing of the Fleet**—The PRYCA will once again support the Waterfront Washington Association's celebration of the Blessing of the Fleet. The actual Blessing will occur in the Washington Channel on May 15th. The PRYCA dinner/dance will take place the evening before (May 14th) at the Fort McNair Officers' Club. Dave Goodman of Aquia has arranged for slips at James Creek Marina on the Anacostia River. Plan to come on up after the OYC Breakfast/Swap Meet. Dinner

will be your choice of either Delmonico Steak or Red Snapper (with all the side fixings) at 7:00PM. The cost of the dinner is \$16.50 per person with a cash bar available (at O Club prices). For those interested in either the dinner, dockage at James Creek or the Blessing event, please contact me as soon as possible. For those attending the Blessing, Capitol Yacht Club has invited us to attend a Barbeque at their Club facilities on Maine Avenue. Water shuttle service will be provided.

**PRYCA Float-In**—The Float-In will be at the Fort Washington Marina on July 15th-17th. The schedule:

July 15th: Early registration and Pot Luck Dinner in PRYCA tent.

July 16th: Registration, Aquia Cup Competition, catered dinner/dance in PRYCA tent (with music by The Traditions).

July 17th: Catered Brunch in PRYCA tent.

The cost is \$40.00 per person plus dockage fees (\$0.75/foot). Sign-up coupon will appear in next month's edition of the Daymarker. I can't stress enough how much fun this event was last year. PRYCA actually anticipates over 100 boats this year with 200 people in attendance. Our sign-up sheet already has eleven boats. We need a full turn-out for our defense of the Aquia Cup. Contact me for details.

**Guest Speaker**—Larry Innis, a consultant to the National Boating Federation on legislative issues, reported on a wide range of subjects:

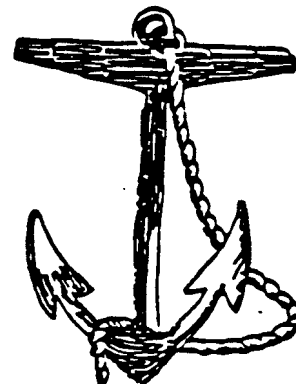
- Federal funding for boating safety has been slashed. The new exercise is a comparison between Gray Water, Bilge Water, and Whitewater.

- Diesel fuel shortages may become a reality. The low sulfur content in clear diesel fuel (the fuel pumped into pleasure boats) is potentially causing leakage at the tanks resulting in water contamination. Apparent governmental response—don't pump the fuel until a suitable substitute can be implemented (talk about babies and bath water!).

- The Clean Water Act may require containment of all materials which could contaminate the waterways. These materials could include the particulate matter generated by bottom washing and sanding. Therefore marinas may be required to establish mechanisms for recycling of all such materials. This will result in increased expenses to you.

In any event, it appears that your government is diligently at work. Once these important issues are addressed, I assume they'll turn their attention to minor issues like the economy and foreign policy (sigh...).

I'll keep you posted on all the doings!!





## Past Commodore's Comments

Tom Coldwell

### 14 Boats Already Signed Up Ragged Point Cruise, July 2-4

OYC's first scheduled event for July is a three-day, 4th of July weekend cruise, and it's a doozie! As those of you inclined to read and retain our previously oft-published schedule for the year, you sterling people know that we are headed for one of our favorite destinations, Ragged Point Harbor, 60 lovely miles down the Potomac. What you don't know, smarty that you are, is that by special arrangement with the White House, our club cruise to Ragged Point is being made part of a research project under the Administration's plan to reformulate the Health Care Plan.

Yes, it's true. White House medical-type doctor persons and veterinarians will be receiving, courtesy of your Immediate Past Commodore, hourly reports on the recuperative aspects of yacht club cruising. Results of these observations will be the basis for recommendations whether Americans who are not presently covered by some form of health insurance will be issued a yacht. This plan is deemed by some observers to be cheaper than versions currently being considered on the Hill.

So, heck, you won't want to miss out on this. Several of our number have already stepped forward to be part of this noble experiment. Accumulating from the Planfest in January and the General Meeting in March, fourteen boats are already enrolled for this cruise. If you haven't committed, now's the time to make your move.

This is an almost-4th of July cruise, allowing you to take in a long weekend away and still get home on Monday the 4th to see your favorite local fireworks by boat or by other means. (Or find out if your slip has been taken over by some new boater under the Health Care Plan.)

Ragged Point Harbor is a well-equipped facility, with an outstanding pool, picnic grounds, a swell restaurant The Pilot's Wharf—plenty of hiking room, even a Potomac River beach interrupted only by a first class fishing pier. We have asked for the slips "out front," the ones that face the restaurant and gas dock. The slip rental is 85¢ per foot per night; single 30-amp power available out front goes for \$3 the first night



and \$2 per night thereafter. Stouter power accommodations—twin 30s and 50 amp, too—are available further back in the marina.

Your cruise coordinator, being marginally of sound mind—GET ALL OF THESE GIANT SCREECHING POISON FROGS OFF OF ME!!!!—oops, sorry. Your cruise coordinator is planning a pleasant sort of group activity for the cruise participants involving the sharing of food and drink late Sunday afternoon, perhaps some modest contests of skill and other genteel diversions.

Yes, there's still time to register, but don't push it. See me at the Flag Raising, May 7, and be prepared to fork over a \$10 non-refundable deposit, your name and phone number, name of your boat, length and beam, and power requirements. Or you can mail all of this to me at my quarters ashore, 10319 Commonwealth Blvd., Fairfax, VA 22032. Make your deposit check payable to Tom Coldwell.

Ragged Point has not given me a limit on slips, but I will pass along boat names in the order received. If you are the cow's tail, so to speak, you may have to tie up somewhere else. "What? And miss the Blue Angels' fly-over, or the Rockettes at the Pilot's Wharf?"

So you better act fast. Your President needs you

### Membership

John Piper

The OYC welcomes new members Jerry and Marla Armstrong, Family, aboard *Marla Jean* berthed at OHM.



## Noises That Mean Trouble

Boating Magazine, Nov. 1993

You hear a thud coming from the engine room. Or a squeal emanating from the cockpit. Do these noises spell trouble or are they just the typical sounds of powerboating? Here's how to figure out what your boat is trying to tell you.

### Knocking in Engine Compartment

*Sounds like:* A woodpecker chopping away on a hollow log, but in this case, it's your gas engine.

*Cause:* Probably a loose connecting rod. Old age will cause it to loosen, but so can a lack of oil, low oil pressure or excessive stress on the engine.

*Remedy:* Not a pleasant one. You need to replace the rod bearings, if accessible from inside the engine compartment. If not, you'll have to remove the engine and inspect related components such as the crankshaft and piston.

### Metallic Taping in the Engine Room

*Sounds like:* A vaudeville tap dancer two-stepping on your gasoline engine.

*Cause:* The hydraulic lifters are worn out or are bleeding down oil pressure. It also could indicate trouble with the rocker arms.

*Remedy:* You'll need to replace the hydraulic valve lifters—they're not expensive. Problem is you'll also have to change the cam shaft, which jacks up the price considerably. The whole fix can cost as much as \$800.

### Whining Engine

*Sounds like:* A high-pitched whir that gets louder with an increase in rpm.

*Cause:* It's normal to hear this sound. Usually it's just the alternator charging the battery after the boat hasn't been used for a while. An alternator with high amperage output will be even louder. The noise will continue if you constantly use power.

*Remedy:* You'll have to be patient and allow the batteries to recharge. With batteries property maintained and not completely drained, you may avoid this noise in the future.

### Flapping While Gas Engine is Idling

*Sounds like:* An army of crickets taking over the engine room.

*Cause:* Some stem-drive engines have flapper valves inside the Y-pipe to prevent water from entering the engine through the exhaust. When the valve is worn, the exhaust beats the valve against the pipe, producing a metallic sound.

*Remedy:* You'll be able to get home, but when you do, remove the exhaust bellows to gain access to the valve and replace it with a new one. (The boat will have to be hauled out first.) It will take about an hour and cost almost \$200. It's a good idea to check the valve yearly. At the same time, look for exhaust leaks and tighten hose clamps that have loosened.

### Pinging from a Gas Engine

*Sounds like:* Chirping birds in the engine compartment. Usually heard when running under severe load.

*Cause:* Probably poor-grade or low-octane flue. It's known as engine ping or detonation. Basically, it's produced by the uncontrolled burning of the fuel/air mixture.

*Remedy:* Pull back on the power slightly until the ping disappears. Get to a marina and buy higher octane. If they don't sell fuel, buy a can of octane booster. (Don't use both.) If you allow this condition to continue, it can lead to engine damage. Severe detonation happens even before you hear the ping.

### Clanking as Boat Planes

*Sounds like:* A bag full of aluminum cans rattling on the hull. Also heard when the boat slows down.

*Cause:* It may be a broken baffle in the fuel tank. When the boat stops or accelerates, fuel sloshes fore and aft, rattling the aluminum baffles.

*Remedy:* Tanks aren't cheap to fix, so hope it's not the baffle. Maybe it's just a few empty soda cans rolling around the bilge. If it's the baffle, see a mechanic when you get back to the dock.

### High-Pitched Screeching Gas Engine

*Sounds like:* A squealing pig. Especially shrill when boat hits high rpm.

*Cause:* Slipping fan belts. They tend to burn and squeal loudly when worn or coming loose.

*Remedy:* You're probably foresighted enough to carry a spare emergency V-belt onboard, but if the belt breaks and you don't have an extra, tie anything that can be tightened around the pulley—it may get you safely back to shore. In the future, inspect V-belts and tighten often; they tend to stretch out. For extra insurance, keep V-Links emergency replacement V-belts on board (\$17.95). To order, call 203/426-7070.

### Squeal from the Cockpit

*Sounds like:* Fingernails scraping against a blackboard.

*Cause:* If you hear this sound as you slow your inboard-powered boat down to an idle, it means coarse sand has gotten into the cutlass shaft bearing. If you hear the noise while traveling at low rpm, it's probably a new cutlass bearing breaking itself in.

*Remedy:* Bearings are self-cleaning so the noise should dissipate over time. The noise from a new bearing will also subside with regular use.

### Hollow Sound from Exhaust Port of Inboard Engine

*Sounds like:* The engine is running without a muffler.

*Cause:* Bad water-pump impeller.

*Remedy:* Check the raw-water flow and watch the temperature gauge. Overheating may follow so slow down, run on one engine or change the impeller. To double-check, place hand on water pump faceplate. If it's hot, you've cooked the impeller and need a new one.

### Squeal from Front of Engine

*Sounds like:* Grating metal.

*Cause:* A bad water pump bearing is the likely culprit.

*Remedy:* The pump will need to be rebuilt, so travel slowly back to the dock to avoid rendering the pump useless.

### Loud Chattering from Diesel Engine

*Sounds like:* Metal plates knocking against each other.

*Cause:* Poor quality fuel with low cetane rating, air in the fuel system or a bad injector nozzle.

*Remedy:* Cetane boosters added to the fuel will up the ignition quality; air in the system must be carefully tracked down (start at the filters). Injector problems usually require the services of a mechanic, but most of them can be traced to bad fuel or water in fuel that gets past the filter system.

### Clicking from Electrical Breaker

*Sounds like:* A pen click when you hit the head button, followed by silence if it's malfunctioning.

*Cause:* The motor is seized, usually from lack of use or sitting idle during the week.

*Remedy:* Unscrew the faceplate of the motor and, using a pry bar, twist the motor to unseat it. Hit the button—it'll work.

### Popping Noise Over the VHF

*Sounds like:* A muffled firecracker. Usually increases tempo when you shut off the engine.

*Cause:* It's the ignition. Each pop is a spark plug firing.

*Remedy:* Install a suppressor resistor in the high-voltage wire between the coil and the distributor cap. This fix will run you about \$17.

Waterfront "Landmark" Slowly Leaving Washington  
Potomac Basic Reporter, October 1993

She has been a Washington waterfront fixture for more than a decade. An eyesore in need of removal to some, a neglected piece of history in search of resurrection to others. Both views are being accommodated as she is moving slowly from the waterfront, eventually bound for Italy.

The *Williamsburg*, the former presidential yacht of Harry S. Truman, was moved from the pier in front of the Blue Plains regional wastewater treatment plant in the District of Columbia in August. She had rested there since about 1980. Currently, she is tied up at the James Creek Marina at Fort McNair near the mouth of the Anacostia.

A Florida-based group of investors will have the boat taken to Italy, where after a more than \$60-million refit, it will carry paying passengers in the Mediterranean and Caribbean. All seem to agree it will be a more fitting purpose for the venerable vessel than being sold for scrap or sunk as a fishing reef.

The *Williamsburg* carried a long history to the pier at Blue Plains, where it rested until last summer. The 243-foot ship, named *Aris* when built in 1930 in Maine for a wealthy industrialist, sailed around the world as a pleasure yacht. It was sold to the Navy in 1941 and was converted to a gunboat, renamed the *Williamsburg*, and served as the admiral's flagship of the North Atlantic Fleet until 1945. It was again converted after the war and became Truman's presidential yacht. The vessel was given to the National Science Foundation as a research vessel from 1962 through 1966.

The aging vessel went into drydock for repairs in 1966. Its drydock sunk, flooding the ship's engine compartment. The accident left the boat with a repair bill in excess of its value, and the ship, now without engines, was sold and made into a floating restaurant in Philadelphia.

A District business concern bought the ship around 1978, and it was towed to the District in 1980. The boat stayed at Blue Plains' massive pier that was constructed for large barges to carry sludge from the plant. (Ocean dumping of sludge was prohibited after the pier was built, leaving it unused.) Plans called for turning the ship into a museum and restaurant to be docked in Georgetown. Money was hard to raise for the project and the *Williamsburg* changed hands. Low bridges between Blue Plains and Georgetown caused other problems. The owners considered chopping the boat up and reassembling it in Georgetown, or sinking it partially to fit under the bridge. All the while, the vessel aged ungracefully at the Blue Plains pier. Finally, the construction of the very low Metro bridge over the river sealed the ship's restaurant fate. The *Williamsburg* again was sold, this time to foundation created to revive presidential yachts. The foundation already owned the *Sequoia*, the yacht sold by the Carter Administration. The foundation later went bankrupt. (The *Sequoia* lies for sale in a Norfolk, Va., shipyard.)

As the boat sat at Blue Plains, slowly aging and suffering from vandalism, D.C. resident Kim Nielsen saw the boat frequently and dreamed of its former grandeur. The District wanted to get rid of the boat, and considered the scrap heap and an offer from Maryland to haul it to the Bay to be sunk as a reef for fish habitat. Nielsen, formerly a Coast Guard officer and photographer for the Smithsonian Institution, started a foundation to find money to restore the vessel and house a

Truman museum in it. Again, funding for the project was hard to come by, but Nielsen became an authority on the boat's history. When the Florida business group contacted him, saying they would put up more than \$60 million to refit the boat, Nielsen was ecstatic.

He recently told a meeting of the Potomac River Pilot's Association (PRPA) that his interest in historic marine preservation had taught him that the best way historic craft can be preserved is to have them run as profit-making operations. "I found it hard to believe that they could sink that much money into the boat and recoup it," as a cruise line. People will pay for the history, he noted. He hopes to work with the group as the historical consultant during the refit, and include a museum area of the Truman era on the ship.

Moving the ship from Blue Plains to the Anacostia was something of an ordeal, he noted, and the attempted move went unpublicized for a good reason. Even waiting for a day with a particularly high tide would yield the barest of clearance over a shoal that had formed outside the ship's berth over the years. Using the largest commercial tug on the Potomac and the *Jim Purce*, a smaller tug operated by PRPA, failed to get the ship over the bar, and it was returned to the dock. A second attempt using the larger tug and a sister vessel did the trick, with observers noting that the *Williamsburg's* hull rose two feet above its waterline to clear.

No date has been set for the ship's departure to Italy. The business group is awaiting backing from the Italian government for the project. A 400-foot floating drydock will be sent from Italy to come pick the ship up in the Anacostia, perhaps as soon as this winter. The drydock will be partially sunk, and the ship moved into it, after which the drydock will be refloated.

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. Ask Monica the meaning of "Emoclew."

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).

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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.



# Chesapeake Bay Yacht Clubs Association

26 March 1994

Dear Commodore, CBYCA Delegate, and Fellow Boater:

We need your help -- and the help of all your club members and boating friends -- to save an endangered federal program critical to boating safety.

Over the last ten years a portion of the taxes we boaters pay on marine fuel and boat motors and fishing equipment has gone into the Wallop-Breaux Aquatic Resources Fund. Boaters have benefited greatly from this Federal trust fund, which is used to make grants to states to improve boating safety, increase boating access, and undertake sportfish restoration projects.

The Administration now proposes eliminating the \$32 million annual payment from this fund for boating safety and access grants, currently channeled through the U.S. Coast Guard. These grants have enabled the states to take over -- and pay for -- many of the boating safety activities previously carried out by the Coast Guard on behalf of boaters, such as marine patrols, boating safety education programs, and search and rescue missions. These grants also help improve boating access, and support construction and maintenance of publicly-owned boat ramp and marina facilities. However, these taxes are not proposed for elimination.

The state boating safety grants are an excellent example of a users' fee-supported government program that **WORKS** -- and truly benefits the people paying the tax. The danger is that the \$32 million in grants to the states will disappear, but boaters will **STILL** be paying the same users' fees as before, without any benefit to the boating community.

**WE MUST SAVE THIS PROGRAM!** To do this, we **URGENTLY** need **YOUR** help. Please write or call your Representative and Senators -- and ask your fellow yacht club members and boating friends to do the same. Attached is a sample letter which you can use in writing to your elected officials. Because it is so important to save the boating safety grant program, we also ask you to send this letter and the sample letter to your club members and boating friends. Ask each of them to write to their own Congressmen and Senators. (You can learn the names of your Congressman and Senators by calling your local county or city voting registrar.) Time is a key factor. **WE MUST ACT NOW!**

Thank you for your assistance. With your help, we can save this vital program -- and continue to save boaters' lives and prevent boating accidents.

Sincerely,

Alvin Schweitzer  
Commodore

Serving over 40,000 Yachtsmen  
Charter Member of the National Boating Federation

/nsf

Date

The Honorable (Name)  
United States House of Representatives (or Senate)  
See address below

Dear Congressman (or Senator) (Name):

I am writing to you to express my strong opposition to the Administration's proposal to eliminate the boating safety grants from the Coast Guard's Fiscal Year 1995 appropriation.

The boating safety grant program is an excellent example of a federal program that works, and is paid for **EXCLUSIVELY** by users' fees on boaters -- no regular tax dollars are used. The \$32 million targeted for cutting comes from the Wallop-Breaux Aquatic Resources Trust Fund, which is supported by users' fees paid by recreational boaters on marine fuel and boat motors and fishing equipment. If the boating safety grants are cut, the "user's fees" will remain, but any service to boating "users" will disappear. These taxes are **NOT** proposed for elimination.

My fellow boaters and I feel that this is a very successful matching-fund program. For every dollar the federal government gives to the states, state and local governments provide over \$4 in additional money. State boating law administrators have testified that, if the federal program ends, most of the state money will also disappear.

The boating safety grant program has been demonstrated to cut down on accidents, save lives, and prevent injuries. Since the federal boating safety grant program began in 1971, boating fatalities have **DROPPED** by 49%. In the same time period, the number of boats on the waters has **GROWN** by 250%.

Elimination of this federal funding program will mean cancelled boating safety classes, fewer police on the waters, reduced search-and-rescue capabilities, reduced enforcement of new operating-while-intoxicated laws -- and yet **MORE** laid-off marine workers, **MORE** lost law enforcement jobs, and **MORE** boating accidents and fatalities.

The survival of this program is absolutely critical to continued safety on the public waters. Please support restoration of the boating safety grants program to the federal budget.

Thank you very much for your consideration. I urge you to protect this program and save lives -- and jobs -- on the waters.

Sincerely,

Signature

Please address your letters to your Congressman/woman to the U.S. House of Representatives, Washington, DC 20515; and to your two Senators at the U.S. Senate, Washington, DC 20510. The telephone number for all Members of Congress is (202) 224-3121.

2001 North Kenilworth Street • Arlington, Virginia 22205 • (703) 534-2297  
FAX: (703) 237-9654

3410 WILSON BOULEVARD  
ARLINGTON, VIRGINIA 22201  
(703) 524-2020

2800 SHIRLINGTON ROAD  
ARLINGTON, VIRGINIA 22206  
(703) 524-7121

Ned W. Rhodes, CDP  
*president*

Software Systems Group



ALLEN'S COPY CENTERS



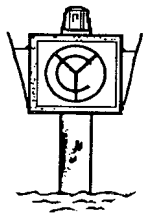
## Coming Events

May 7  
Flag Raising, Noon,  
Occoquan Harbour  
Marina.

May 14  
Breakfast Cookout/  
Swap Meet at Prince  
William Marina.  
Dave Yarnell, 703-  
491-3797

May 14-15  
PRYCA Dinner at Fort  
McNair. Sunday, WWF  
Blessing of the Fleet. Steve  
Wexler, 703-437-0687.

May 28-30  
Memorial Day Weekend  
Cruise to Yeocomico  
Marina. Steve Wexler, 703-  
437-0687.

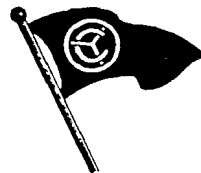


# The Daymarker

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

Address Correction Requested

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



Flag Raising May 7, Breakfast Swap Meet,  
May 14, Memorial Day Cruise, May 28-30