

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

The Daymarker

February 1995 Vol. XIII Issue 2

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

JF

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Commodore's Comments

Sandy Leathers

OYC's first event of the year (Planfest '95) was a great success. We were expecting about 30 members to attend this meeting; however when Gecko's opened the food table there were 50 OYC members in attendance. It was really good to see so many club members enjoying themselves, talking about boating, the upcoming season cruises, looking at photos of last year's events, and watching the videos of last year's week-long cruise. After some great food, specially prepared for OYC by Gecko's Waterfront Restaurant (like mussels and pasta, Buffalo wings, and hot clam dip on garlic bread), a meeting broke out. Which brings me to the real reasons for the Planfest—getting input from the membership on '95 schedule of events and asking for volunteers to coordinate these events and cruises. The participation of the membership was super as can be seen in the '95 Schedule of Events included with this Daymarker. As Commodore, I am really pleased and excited about the Schedule of Events and want to thank all of you who have volunteered. At the Membership Meeting on March 18th, we can begin signing up for upcoming cruises starting with the Early Bird Cruise in April. Please review the Schedule of Events, mark your calendars and let the coordinators know your plans on attending each event.

“I am really pleased and excited about the Schedule of Events”

Some thank you's for the Planfest—Gecko's Waterfront Restaurant for the great food and private room arrangements, Dave & Carol Moore, Historians, for the photos, Rick Sorrenti for the use of the video of the '94 Week Long Cruise, Al & Jan Hobson, Quartermasters, for making available OYC clothing and burgees for sale, and Teresa Sorrenti, Secretary, for keeping me on track and taking notes. Also thanks to Tom Coldwell, Membership Chairman, for updating the '95 Membership Application and Steve Wexler for providing copies of the Schedule of Events and Membership Applications **now available**. And Rick Ziegler for his Big TV and for selling \$84.00 of 50/50 ticket—the big winner was Teresa Sorrenti—and Tom Egmore for his impact on the planned '95 Week Long Cruise and THANKS.

Our own PC Ned Rhodes will step down as Commodore of the Potomac River Yacht Club on January 28th at the Change of Command Ceremony. Our congratulations to John Hancock as he is installed as Commodore for '95.

Our club became very active in the PRYCA events last year due to Ned's leadership and Steve Wexler's representation of our club. As we make plans for '95, PRYCA cruises will be included in the OYC schedule of events. Henry Lovell has volunteered to represent OYC this year, so we look forward to hearing more as the cruises develop.

Our next event, Searching for Crabs, February 18, will be at Tim's River Shore Restaurant from 3 to 5 PM coordinated by Lonnie Love (703-590-9790). There will not be a meeting at this event but you will need reservations. This will be a good time to get together for some chow and conversation about our love for boating. You can come by boat or car. If by car, the directions are: Rt. 1 south past Georgetown Village, left at Cherry Hill Road to "T" intersection, turn left at intersection and follow 2-lane winding road to RR tracks to Sears for Tim's. When you make your reservations with Lonnie, you need to select from (1) All you can eat, (2) Choose from regular menu or (3) Special dinner selections such as Broiled Rockfish stuffed with crab meat. Reservations must be made by February 12. We look forward to seeing you there.

Final Notes:

- Washington Boat Show is February 17-19 at Washington Convention Center (703-569-7141 for information)
- Chesapeake Bay Boat Show at Baltimore Convention Center is January 28- February 5 (212-922-1212).



Exec. Rear Commodore Comments

Richard Ziegler

During these short days and long nights of winter, one of my favorite pastimes, since I'm not boating, is reading. Considering the name of this Yacht Club, I decided to do some historical reading on Occoquan the Town, and Creek (I didn't realize what I was getting into. I hope you like what I found out. Next month, I'll talk about boating in the 1990's).

Anyway, it all started around here with the Indians, and then Captain John Smith. The Indian village in the area was called "Aquoconde" which roughly translated means "at the end of the water." English charts as early as 1654 called the area "Ohoquin."

It was in 1680 that Virginia passed "An Act for Cohabitation and Encouragement of Trade and Manufacture" which legislated in the towns of Aquia, Dumfries, Occoquan, Kinsale, and several others. It wasn't until early in the next century before people began "cohabiting," "manufacturing" or "producing" in Occoquan.

In the 1750's, John Ballentine took control of an existing iron works, and proceeded to build forges, water grist mills, roller mills, bake houses, sawmills, houses, etc. and the town of Occoquan was formed. The location possessed the rare combination of deep tidal water for shipping, and a 72-foot drop of the Occoquan Creek just above the town which helped drive mills.

From about 1840 to 1910, fisheries and packing houses for herring, shad, and sturgeon lined the shores of the Occoquan. There was an oyster shucking house and turtle farm that also prospered in the late nineteenth century. It's hard to imagine today just how prosperous the Potomac River seafood industry was prior to this century (that's why we all need to use shore based pump outs for our waste water). As an example, a record single Rockfish seine-haul from the nearby Occoquan Bay in 1827 produced 450 fish reported to weigh 60 pounds

each. During the 1890's, newspaper reports indicate as many as 20 fishing schooners were tied up at the Occoquan wharf simultaneously. This would clearly present problems today with docking a Sea Ray at Prince William Marine.

Occoquan also was a major port for quarry stone. Cobblestone for city streets was taken from the exposed Occoquan creek bed just above the town. The slate in the area was used to make blackboards. Stone from local quarries was also used in the 1800's for sailboat ballast. In 1851, the U.S. Lighthouse Service specified Occoquan Granite for the rip rap needed at Blackstone Island. Later, the lighthouse at Piney Point received the same Occoquan granite for the same purposes. For you 1994 week-longers, remember Smith Point light at the mouth of the Potomac? Well, in 1897 when it was built, no less than 500 tons of rip rap stone from Occoquan were placed around the base of that lighthouse to prevent scouring by tidal currents.

Occoquan was also a major shipping port for lumber and firewood. In some cases, large three-masted schooners were first towed backwards up the narrow creek to the town wharf to load tons of cargo (Ned's new boat may encounter this maneuvering problem).

In 1854, Occoquan's south end became a shipyard for the construction of schooners and longboats. Examples of vessels built are the Belmont-70', Mt. Vernon-75', and the Buckshot-66'. During the period 1880-1920 called the "River Ice Era," ice from the pure waters of the Occoquan were shipped to Washington since the waters around D.C. were already showing the effects of pollution.

Dave Yarnell probably already knows that Occoquan was a stopping point from excursions from various ports. For example, the steamer Mary Washington made daily excursions from Washington to Occoquan from 1881-1888. Entire articles could be written about proud steamships like the "Potomac" and others that frequented the Occoquan Bay and/or Creek.

Today, there are three highways and a railroad bridge that cross the tidal Occoquan. Prior to this century, ferries were the primary means of crossing the Creek. Probably the best known crossing is at the old town of Colchester located at the south edge of the railroad bridge next to Route 1. Prior to this century, it was said that wherever you had a tobacco warehouse, ferry, and a tavern—there would grow a town. Mason's ferry carried men and horses across Occoquan Creek at this location and there were TWO taverns called "The Fairfax Arms" and "Cross Keys."

I could go on forever but you'll just have to do some of your own reading before the Spring arrives. If you would like to learn more about this subject, obtain a copy of "This Was Potomac River" by Frederick Tilp.





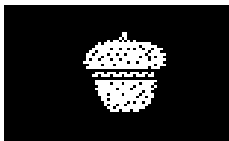
Secretary's Comments

Teresa Sorrenti

What does the Board do in the Winter?

Dream about spring. Dream about summer. Even dream about fall! In our new location at Prince William Marina, we are high above it all, looking down on all the boats that cannot come out and play until April (or maybe March). This is especially tough on the two members who have new boats just dying to go on a cruise with the famous Occoquan Yacht Club. Seriously, at these cold winter Board meetings a lot of effort goes into planning the next season's events, or at least providing a selection or outline for membership review. We hope that the choices you saw at the Planfest met with your approval.

At each meeting, we review the Treasurer's Report you see in the Daymarker, along with membership records. Each of the current upcoming events are reviewed in detail, to ensure everyone knows who is responsible to bring or do whatever (and of course the secretary must underline and **BOLD** their names in the minutes because the Board is busy during the week earning money to go boating and they may forget their assignment). Events are planned down to details like "Sandy will bring the OYC banner"; "no, there is no more beer left"; "should we order mussels or wings?"; "last year it took 47 hotdogs"; and a myriad of other points. After an event we kind of do the reverse, discussing what went well and what did not (maybe a different DJ for the party next year?). The main theme of each Board meeting is just how to make this season the best ever, to get the most participation. Participation means new members but also attendance from current members who seem too often to be content to send in their dues (which Steve likes) and enjoy the Daymarker (which Ned likes) but not come join in the fun. Speaking of fun, if you want to see your Board in action, Sandy has declared meetings open—the next one is February 13, 1995 at 7:30 pm at PWM, top floor. The best way to see what your Board does was at the Planfest—hope you went!



Treasurer's Comments

Steve Wexler

Well, it's Winter again...dull...cold...boring...hard to think of something to write about—although just reading about Newt Gingrich does provide some sort of entertainment...but, I think that it's X-rated. Anyway, I told Paula that I thought that a metaphysical discussion regarding the Major League Baseball strike and its effect on the economic condition of the United States might be interesting. She told me that no one else cared...it would be a test of the comprehensive skills of the average reader of this area-renowned periodical—but then I realized maybe nobody is actually reading the Daymarker—and certainly anyone who is reading is not average. So that idea didn't work.

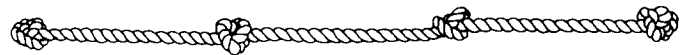
Then I thought about a repeat of last year's tawdry little piece on the sport which uses our lakes and rivers during the frozen winter months. But the hockey players recently were permitted to re-enter their training facilities after a 104-day lockout—and in reality, did anyone south of Montreal actually care? I noticed this afternoon that Katerina Witt, Scott Hamilton, et. al. are still skating—but without T.T. ("Trailer T__h") Tonya? Without her, ice skating just doesn't have the same bang that it did before (Get it?—Bang!)

I can tell you that the Planfest had a lot of people, eating, drinking, planning and enjoying. Commodore Sandy gave a full report. The preliminary schedule is elsewhere in this month's edition of Boats of Our Lives!!

I just thought of something...Aquia Harbor Yacht Club has planned their early bird cruise for April 7-9 to the Occoquan River. OYC and Prince William Yacht Club have agreed to jointly host the visit. Al Hobson has agreed to coordinate the event which will probably include a cocktail party on Saturday night, April 8th at Prince William Marina—you know, the one that's had ten names—and a brunch the next morning. Just keep it in the back of your minds (not to far back...) that Al's going to be calling for your help. Those of you who attended White Point in 1993 remember how nice they were to host us!!!

The PRYCA Change of Command Dinner/Dance at Army-Navy Country Club was super. Over 80 couples in the main ballroom—quality food, nice band, good friends. Talking PRYCA, I want to once again personally thank Henry Lovell for offering to serve as PRYCA Delegate...working together with MAL Steve Donock, PC John Robey, and IPC Neddy, all members of OYC, Henry and I hope to involve as many of you as possible in the great schedule of events that PRYCA has put together.

Well as usual, I had absolutely nothing to say, and was able to fill up my entire article saying it...see you on the 18th at Tim's Rivershore.



Napkin Notes/Commodore Quotes

Your Roving Reporter—Mimi Rodriquez

It seems a good time was had by all on the weekend that Ned and Arleen brought their new 40' yacht around. Some of those in the party forgot the boat warming gift after many hours were spend on JUST THE RIGHT one. And someone else who was in charge of the food forgot various items, such as sugar, tomatoes, lettuce. It's said that one of the crew (of four) fingered everyone at Harrison's Crab House, was heard to say that he can't whistle worth a damn since he had his teeth worked on and was called a "lying scum bag" at one point during the evening (I'll never tell by whom). It was also discovered that SOMEONE spends his Friday evenings in Pennsylvania watching the X-Files! (HO-HUM)

X-Commodore Ned celebrated his 42nd birthday on Saturday, January 21, after the OYC planning session, which I might add, ended on a very successful note with many great summer trips planned. At one point of the meeting, we all wondered IF the week-long trip would EVER really happen.

Some of us got lost during the "If you can go on this week, raise you hand (1 per boat)" to "Ok, if you don't prefer that week, but would go anyways", to "how many can't really go but would if they could???", to "How many boats will go if the Wexlers, Rhodes and Egmores all stay home?" Bottom line—trip planned for July 29-August 6, with the first night's stay at Dennis Point Marina. Glad we got that all straight! (We think)

Anyways, a lively fun-filled evening was spent aboard *Impulse* celebrating with wine, beer and beautiful birthday cake, all organized by Arleen. A star appearance was even made by the Occoquan Harbour Marina Manager. At one point a head count was taken and totaled 1, then we counted the persons aboard and we got 33 (for those anal people who make lists and track these kinds of things). NOTE: Whoever left with Ned's new book on navigation in tight situations, please return it to him post-haste. He needs it more than you do!

During the evening, our brash, daring OYC Commodore was heard to ask "Why do I always get the dogs?" He also enlightened us by stating "Oh man, I hate pussies, they make me sneeze!" "Speaking of pussies, I really like Arleen's new boat." He later clarified his statement by saying that he really meant CATS-CATS—he's allergic to cats! Further, he feels like he's never been in the River?? Did he mean up the River? Without a paddle? I have a feeling that he will, REAL SOON.

Other tidbits heard during the evening include: According to a medieval royal directive, First F—rights references the King (Fornicating Under the Command of the King). (What does this mean? I don't know, ask Susan Cheatham.) The Commodore brought his laptop to Neddie's Birthday party, AND he showed it to us, AND physiologically speaking, dusted it off. Some computer geek told him, technologically speaking, for the record, his hard drive needed to be blown out. Speaking of "physiologically speaking," we overheard Jim say that sheep aren't bad. Someone, at one point became rather serious. He said he was thinking about last year's week long trip to Virginia Boat (Did he say Boat??). (We know he REALLY meant Beach) Must be all the swatches. Someone was heard to say that the poor guy has gone nuts on us. OR did they say who spilled all the nuts on us? OR did they ask who let all the nuts on board?

So, until next time—SMILE, you may be on Napkin Notes!

Christmas 1994

Dennis and Joyce Moeller

A Holiday Howdy to Y'all.

We really don't talk that way yet, and we aren't true Texans because we haven't bought boots and hats; but we have probably seen more of our new state than most "born heres." Just about every weekend we drive out a different direction to see the sights; there sure is a lot of territory to cover.

Joyden is gone; it was a sad day when we stepped off for the last time. She was home for over 9 years. Someday we hope to find another boat on which to live and cruise. Right

Occoquan Yacht Club Financial Statement October 1, 1994-January 23, 1995

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

Income:

<u>1995 Membership Dues</u>	
Renewal Family Members	\$1,435.00
Renewal Indiv. Members	105.00
Renewal Assoc. Members	110.00
New Family Members	230.00
New Individual Members	0
New Associate Members	0
Club Sales	745.00
General Membership 50/50	41.00
Clothing/Burgee Raffle	105.00
Holiday Party Raffle	170.00
Planfest 50/50	42.00
Holiday Party	2,000.00
OYC Breakfast	0
Miscellaneous	0
Total Income	\$4,983.00

Expenses:

Membership Activities	\$2,571.16
Awards	454.85
Postage	224.95
Printing/Reproduction	326.74
Miscellaneous	50.00
Organizational Expenses	195.00
Clothing/Burgee Inventory	1,582.98 ²
Bank Service Charges	75.21
Total Expenses	\$5,480.89

Ending Balance \$1,582.19

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

²The Club's Clothing/Burgee Inventory includes 32 burgees, 31 shirts, and 27 hats.

now we are enjoying our new house and yard with all kinds of room and space we haven't known for quite awhile.

Mark, Dayna and Jason spent 10 days with us in September. It sure was fun playing grandparents. Scott joined us for Thanksgiving and enjoyed the attractions of Fort Worth. He just moved into his new townhouse in East Amherst, NY. Happily we will all be together at Christmastime in Illinois.

Don't hesitate to call us if you are nearby. We would love to see you.

May 1995 be a wonderful year for you.

Dennis and Joyce
(817) 294-8442

A Delightful Sail—By Any Other Name

Some Sailing Rag My Dad Reads

From Eric the Red and his tales of “Greenland” to Columbus and his claims to have found India, sailors have a tradition of not letting the facts get in the way of a good story about the wonders of their voyage.

Modern sailors uphold this proud tradition. It’s not that we intentionally mislead our listeners. And it’s not that we’re too embarrassed to admit that our most recent cruise was a series of stomach-churning passages, noisy anchorages, and engine failures. It’s just that we tend to overlook these minor unpleasanties when extolling the joys of the sailing life.

There is no know cure for this optimism. But as a public service, Gary Fulton of West Chester, Pennsylvania, has decided to break the code of silence surrounding it by compiling a brief guide you can use to translate sailing phrases into facts. Here it is:

“We decided to paint the bottom ourselves this year, and the job wasn’t as bad as we thought it would be.”

The marina charged us only double to undo our work and the divorce settlement was amicable.

“We almost never have any problems with our engine.”

We had to be towed in only once this year.

“The wind was a little light today.”

We bobbed around until our brains fried, then we motored home.

“I sleep like a baby when I’m on the boat.”

I wake up every hour and cry.

“Meals cooked aboard a boat just seem to taste better.”

I never knew there were do many ways to fix beef stew.

“It’s in the lazaret.”

I left it at home.

“The head was working fine the last time I used it.”

I just held my nose and tried not to look down.

“I think the Coast Guard has been changing the markers.”

We’re lost.

“I don’t hear anything.”

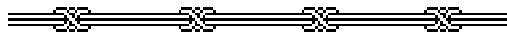
If we ignore that noise, it might stop.

“I wasn’t yelling at you.”

I was screaming at you.

“We had a great vacation cruise.”

The boat didn’t sink, the mutiny was unsuccessful, and the injuries were minor.



The Questions to The Answers

Various Authors

We were welmed by the responses to our challenge to provide the correct questions to the answers that were published in last month’s issue of the Daymarker. Three respondents suggested the following questions and since they are better than the real questions, we thought we would publish them here.

1. What model Bayliner did you buy? (Tom Coldwell)

This is not really a bad question or even a slam, since we all know that the Brunswick Corporation owns Sea Ray, Bayliner and Mercury Marine. And did you know that the Brunswick Corporation is also one of the oldest and largest corporations in the United States? We learned this from the video about our boat, code named “The American Jobs.” Can’t wait to show this at the next raft up.

2. How big is that swim platform? (Tim and Beth Chaffin)

How long is the anchor line on that boat? (David Moore)

3. Arleen, what’s the beam on Ned’ ass? (Tim and Beth Chaffin)

4. What parking lot attendant did you use when eating at Harrison’s Crab House? (David Moore)

5. What’s the stock number for the WonderBra? (Tom Coldwell)

6. How long did your loan officer roll laughing on the floor? (Tom Coldwell) How long does Ned say he can make love (David Moore) How long did it take to get it docked? (Tim and Beth Chaffin)

These were so good that I had to include them all.

7. What is the hat capacity of 22 Texans? (Tom Coldwell) How much beer is consumed at an average OYC Party? (David Moore)

8. Do you plan to, uh, you know, CHRISTEN the boat? (Tom Coldwell)

9. Only one head, where’s Jess gonna poop? (Tim and Beth Chaffin)

10. What causes pregnancy? (David Moore)

Boat Development

Bud Clark

Tantallon Yacht Club

A previous article discussed the potential impact of advanced information processing technology on boating operations. In a similar way, advances in materials and propulsion technologies enable continuing changes and variations in forms and characteristics of our watercraft. It’s interesting to consider just where all this will take us.

Where Did We Start? The “Basic” Hull Forms

Traditional hull forms date from the days of sail and oars, with major changes as powered vessels appeared on the scene. Basic types include:

- Displacement Hulls which can reasonably be driven at “hull speed,” based on waterline length. Once the wave formed by the boat reaches a length that matches the hull, application of lots of additional power causes only small changes in speed. Trawlers, long-range cruisers and most sailboats are the standard examples of displacement hulls.

- Hydroplanes combine relatively light hulls and substantial power with lifting shapes in order to escape the drag of displacement hulls and skim over the surface. For these planing shapes, increases in power can indeed result in speed increases. Racing hydroplanes and many small craft (e.g., "bass boats") all fall into this category. Interestingly, so do some sail boats; the high-speed racing scows of the Great Lakes are an example. At the extreme end of this category are the special shapes designed to reach speeds on the order of 50 knots. Not your usual watercraft, these "vehicles" consist of sails, a minimum frame and floats, with some carefully formed and located hydrofoils to develop the thrust vectors necessary for control; the whole thing is sort of a sailboat with keel, sails and rigging, but without a hull.

- Deep Vee Hulls combine some of the characteristics of displacement hulls and hydroplanes, to provide a reduction in drag while retaining some ability to deal with realistic (i.e., rough) water conditions. Commonly seen examples are offshore racers ("cigarette boats") and the high-powered sport fishermen that make fast trips to the offshore canyons for fishing.

- Multi-Hull Vessels attempt to obtain the advantages of long, narrow hulls at reasonable overall hull lengths. They have a long history in Polynesian watercraft and are used in current craft, both power and sail.

All of this is sort of a common-knowledge summary as a prelude to a survey of newer developments. Then you can make your own predictions of how boats may evolve in the future.

What's Been Happening Lately? Some Recent/Current Developments

Before considering current watercraft developments, a note on materials and power plants is in order. Most of the new pleasure boats are based on the application of fiber-reinforced plastics, which provide for building advanced hull forms at reasonable costs. Glass is the most commonly used fiber, with special forms and layups available to improve strength. Advanced fibers, such as Kevlar and carbon, and resins can provide even better strength-to-weight ratios and water resistance, but at increased costs. Even the construction of wooden boats are likely to make some use of resins (e.g., wood saturation and cold molding). Metals are also available, but mostly appear in very large and quite small vessels.

Advances in nautical propulsion systems also are continuing. Water jets seem to have started in mega-yachts and are now found on personal watercraft. Outdrives with surface piercing propellers or counter-rotating propellers can provide high speed performance. If you can stand the initial cost and high operating expenses, gas turbines can provide tremendous power-to-weight ratios. Throughout all this is the search for improvement in powerplant efficiency (e.g., diesel and four-stroke gasoline outboards).

Boat construction is largely dependent on materials available and, as noted earlier, these are changing continually. Still, there are many holdovers from the past. The absolute reliance on caulking to provide long-term waterproofing is really amazing, perhaps a carry-over from the times when there was no other solution. Examples are the installation of window/ports and the use of screws to fasten teak decks, even at the cost of introducing hundreds or even thousands of screw holes in an otherwise water-tight

fiberglass deck. Given the materials now available and shapes that they can provide, perhaps this dependence on caulking, and the damaging leaks that often result, can be avoided.

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. Whoever took my book, please return it. I need to re-read a chapter.

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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Mailing Labels	Tom Coldwell

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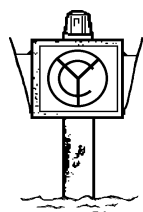
Coming Events

February 18
Searching for Crabs at
Tim's Rivershore, 3-5,
Lonnie Love
(703) 590-9790

March 18
Membership
Meeting, Fairfax
Yacht Club, 6PM

April 22-23
Early Bird Cruise to
Old Town, Steve
Worchester
(703) 494-2383

April 29
PRYCA Marine Safety
Cruise, Henry Lovell
(703) 494-5986



The Daymarker

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If there's a ★ on your address label, we have good news and bad news.