

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

# The Daymarker

January 1995 Vol. XIII Issue 1

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

JF

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Sandy Leathers  
703-425-1994

Vice Commodore  
Tom Egmore  
703-256-8442

Rear Commodore  
Richard Ziegler  
703-590-4630

Secretary  
Teresa Sorrenti  
703-590-6724

Treasurer  
Steve Wexler  
703-437-0687



## Commodore's Comments

Sandy Leathers

Happy New Year! I hope everyone had a wonderful Holiday Season full of joy, happiness and cheer. OYC started the season early on December 3rd by responding to Santa's call for a boat ride to the Town of Occoquan. OYC responded with four boats—*Handsome Transom*, *Panacea*, *Maggie Lynn* and *Sandy's Run*—and about 30 members to give Santa Claus a warm and spirited cruise to Occoquan for his annual visit. As the boats returned from Occoquan, Ned and Arleen Rhodes were given the OYC salute as they arrived from the Bay with their new 40' Sea Dog. After all boats returned to their home marinas, a mad rush was made to get ready for the OYC Holiday Party and Change of Command Ceremony at the Fort Belvoir NCO Club.

At the Change of Command party, everyone looked great in their "dress up" clothes and holiday colors. Our thanks to Steve Wexler for making the wonderful arrangements. IPC Ray Steele presented awards to his board, cruise and event coordinators, and special individuals for their service to OYC during the '94 season. I was honored to introduce the '95 OYC Board and present them with their flags and insignias. I was also honored to present a plaque to IPC Ray Steele for his service to OYC in '94.

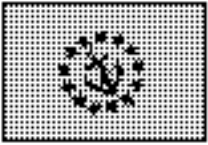
"Everyone looked great in their "dress up" clothes and holiday colors"

Ray and I relinquished the podium to the Bent Prop and Commodore's Cup Award Committee (Tom Coldwell, PC; Ned Rhodes, PC; and Al Hobson). They presented the awards to Barbara and Tom Egmore (Bent Prop) and Paula and Steve Wexler (Commodore's Cup). To Steve and Paula I say congratulations and well deserved, and to Tom and Barbara, I say better luck next year. The Holiday Party was another great event and we were glad so many members could make it.

January and February are slow boating months, so we try to plan an event on land to keep our minds off the bad weather. January 21st at Gecko's Restaurant (Occoquan Harbor Marina) from 2 to 4PM is Planfest '95 (good reason for a dock party). There will be finger food and a cash bar. Rick Sorrenti will have for our viewing the '94 OYC Weeklong Cruise. The first draft of the OYC '95 Schedule of Events will be available for your review, input, and suggestions for open dates. Come and be a part of this planning event. In February, we will go Searching for Crabs at Tim's Riverfront Restaurant, and on March

18th we will have a St. Patrick's Day Membership Party. By then it will be spring and time for our Early Bird Cruise.

Special Note: Our condolences to to Rick and Teresa Sorrenti on the loss of Rick's father. Know our thoughts are with you.



## Vice Commodore's Comments

Tom Egmore

Finally all the office parties are over and the holiday social gatherings are finished (except New Year's Eve) and we can sit back and relax. Of all the many events that Barb and I attended, we found the OYC Holiday Party at the Fort Belvoir NCO Club was truly the most enjoyable. The NCO Club is the perfect setting and the room we had was just right for our size group. This gave the party a comfortable atmosphere that accommodated the 50 people in attendance without being too crowded or too lost in a huge ballroom. Commodore Leathers' program was very entertaining and definitely NOT boring. IPC Ray Steele did a fine job with making up and presenting awards for those lucky and deserving members who received them. Most of the group stayed up to the end singing and dancing. They practically had to throw us out at the end of the night. Thanks to you, Steve Wexler, for putting together one of the best holiday parties ever.

Due to the holidays and the mild winter so far, I know you haven't been down to see your boat for a few weeks. Thoughts of boating weekends have probably turned into plans for winter chores around the house that you have been putting off all summer. However, do not put boating completely out of your mind! Saturday, January 21st is our planning meeting at Occoquan Harbour's Gecko's Restaurant. We have already roughed out a plan for next year's cruises and other events and we need your input and thoughts to finalize the plan. We had great activities last season and are hoping to have more fun this coming year. We want to get as much input as possible so, come on down, have some munchies and give us your ideas. See you then. By the way, the planning meeting is a good time to renew your membership or bring that slip mate that you have been trying to sign up.



## Exec. Rear Commodore Comments

Richard Ziegler

This year's Santa Cruise appeared to have record attendance. The mild weather and an increasingly active membership brought people out who wanted to have a good time. I thought I was arriving fairly early but the festivities were well underway when the kids and I got to Occoquan Harbour Marina. The first thing little Richard and Robert went for were the cookies. There was eggnog too, both in the low and high octane (spiked) varieties. And of course, there was Santa.

It never ceases to amaze me how my kids react to Santa. I think that the kids have seen so many different Santas on TV and in the malls that they are skeptical about which one is the real Santa. The four-year-old wouldn't even look up at Saint Nick and the eight-year-old was too cool to show a reaction. It was all I could do to get the kids and Santa together for a picture. Oh well, I guess it's the 90's.

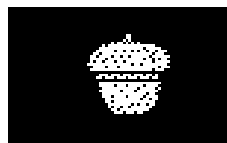
Eventually it was time to fire up the engines and get Santa to his appointed rounds. Santa and the kids went on John and Dora Kinter's boat, *Panacea*. As it turned out, I went on *Sandy's Run* (of course to take pictures of the kids). I learned that the *Panacea* never needs to be winterized because of a sophisticated hot water heating system, therefore, it is the vessel of choice for this late season function. This and the beautiful lines of this classical trawler give Santa the appropriate ambience for his trek to the 18th-19th century seaport of Occoquan.

The trip to Occoquan was lead by *Maggie Lynn*, followed by *Sandy's Run*, and then *Panacea*. We had a tail breeze so most of us were "on deck" during the cruise. Music was playing and carolers were singing. On the way, the boats did minuets about three times (why rush?). All in all, this must have been quite a sight since people on shore along the way were waiving, ringing bells, and honking horns (you should have been there).

Once we arrived in Occoquan, Santa departed into the group of people awaiting him in town, the boats turned south (into the wind), and most of us sought the protection of enclosed cockpits.

Before arriving at Occoquan Harbour Marina, we were successful in intercepting Ned and Arleen Rhodes on the VHF. They were just getting back from Kent Narrows with their new Sea Ray 400 with the Worcester's co-piloting. Since my kids were on *Panacea*, I picked them up and we went home. An armada continued on to meet the Rhodes.

This cruise was the prelude to the annual banquet later that evening. Who said winters are boring? Certainly not if you're a participating member in the Occoquan Yacht Club!



## Treasurer's Comments

Steve Wexler

Paula and I would like to take this opportunity to sincerely thank each of the members of OYC for making us this year's recipients of the commodore's Cup. OYC has truly made our boating experience and, in fact, our entire year more pleasurable. I personally want to express my appreciation to Al and Janice Hobson who, as close friends, have instructed me as to what those engines really do (actually Al had to tell me where the engines are!!) and to Tom and Mary Ann Coldwell, who from the very first OYC event we attended, flag raising in 1992, have always been there to make us feel part of the crowd and have allowed us to follow them up and down the Potomac to places we didn't even know existed. We hope we can continue to "give a little back to the Club" in appreciation of what it and the members have done for us.

For those who didn't attend the Santa Cruise to Occoquan, you missed a musical treat—with Paula, Teresa, and Pat providing their somewhat unique version of Christmas Carols to a truly unusual tape aboard Commodore *Sandy's Run*. It warmed the insides of my stomach and renewed by belief in Judaism. And upon our return to OHM, it was fun to head out to the entrance to the Channel to welcome the Rhodes and the Worcester's aboard CIT (Commodore-in-Training) Jess' new

boat—the *Impulse*—with a special OYC salute and the now infamous OYC cheer. It's big enough that Ned, Arleen, Jess, Willie, Sally, Ned's Mom, Ned's Dad, and that frilly little dog can all exist in perfect harmony.

The Holiday Party was everything we hoped it would be—food, awards, dancing and what some of us tried to call singing. **Wait a minute, Steve, do you really expect them to believe that your howling is actually on key?!?!?—not!!** Anyway, the OYC version of "Girds Just Want to Have Fun"—with Al Hobson leading the gathered sisters—well, it just doesn't get any better. A special thank you for attending to John Hancock, Commodore of PRYCA and Qualifications Officer of CBYCA.

The PRYCA Change of Command Dinner/Dance will be held on January 28, 1995 at the Army-Navy Country Club. For just \$35.00 per person you get a choice of Tenderloin, Chicken or Salmon (Cash Bar), a live band, and the opportunity to meet new friends or renew old acquaintances with the other boaters on the Potomac. Yours truly will be installed as a Member-at-Large (MAL) on the PRYCA Board and King Neddy will be elevated to the position of IPC. The cut-off date for reservations is January 9th, so I need to hear from you as soon as possible.

Finally, a note of appreciation to Henry Lovell for agreeing to serve as this year's OYC delegate to PRYCA.

Happy Holidays to everyone—see you at the Plan Fest on January 21st at OHM.

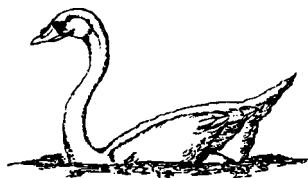
On a more serious note: Rick Sorrenti's father passed away on December 18th. A donation has been made in Pat Sorrenti's name from "his friends at Occoquan Yacht Club" to the Cancer Research and Treatment Center of the Richland Memorial Hospital in Columbia, South Carolina.

### Kilmon Award to Penny DeMarco

CBYCA Chartroom Chatter, Dec. '94

CBYCA Past Commodore Linton E. Kilmon, Jr., (1984) established through his estate a perpetual fund for the purpose of annually recognizing the non-CBYCA elected individual who contributed the most effort to the ideals of CBYCA each year through the award of a perpetual trophy. P/C Kilmon hoped this award would stimulate non-board members interest and involve "new blood" in CBYCA activities.

Ms. Penelope N. DeMarco of the National Potomac Yacht Club was nominated for her work with the Editor of the 1994 Yearbook. She was responsible for the layout work and was the focal point in setting up the book with the printer. She made many suggestions which added to the quality of the book and will enhance future editions. She coordinated with P/C Gene Davis in the preparation of information from our Member Clubs. For her work on the Yearbook, Ms. DeMarco received the Kilmon Award for the year 1994 and was presented a plaque at the November 19, 1994 Delegates Meeting.



## Occoquan Yacht Club Financial Statement October 1, 1994-December 13, 1994

Beginning Balance (10/1/94) <sup>1</sup>	\$2,080.08
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Income:

<u>1995 Membership Dues</u>	
Renewal Family Members	\$1,235.00
Renewal Indiv. Members	105.00
Renewal Assoc. Members	75.00
New Family Members	90.00
New Individual Members	0
New Associate Members	0
Club Sales	543.00
General Membership 50/50	41.00
Clothing/Burgee Raffle	105.00
Holiday Party Raffle	170.00
Holiday Party	2,000.00
OYC Breakfast	0
Miscellaneous	0
<b>Total Income</b>	<b>\$4,364.00</b>

Expenses:

Membership Activities	\$2,276.03
Awards	454.85
Postage	169.80
Printing/Reproduction	116.84
Miscellaneous	25.00
Organizational Expenses	150.00
Clothing/Burgee Inventory 1,102.73 <sup>2</sup>	1,102.73
Bank Service Charges	24.99
<b>Total Expenses</b>	<b>\$4,320.24</b>

Ending Balance	<u>\$2,123.84</u>
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<sup>1</sup>Includes \$545.00 of 1995 Renewal Membership Dues and \$315.00 of 1995 New Membership Dues.

<sup>2</sup>The Club's Clothing/Burgee Inventory includes 36 burgees, 23 shirts, and 5 hats.

### Did You Know?

Power & Motoryacht, Dec. 1994

According to a survey conducted by BOAT/U.S., the 10 most popular charter boat destinations are:

1. British Virgin Islands
2. Bahamas
3. Florida Keys
4. St. Maarten/St. Lucia
5. Tahiti
6. **Chesapeake Bay**
7. Greek Islands
8. Australia
9. Pacific Northwest
10. Turkey

## **Things Al Never Told You (and should have)**

Dave Moore

My friend and yours, Al, helped me winterize my boat this year. This was a new experience for me with our new boat and inboards, water systems, etc. In return I helped Al haul and winterize his boat. In fact, he really did need my novice experience because he added 37 gallons of anti-freeze to one engine before he realized it was all running out the shaft fitting instead of running through the system and out the exhaust port.

The point is, no matter how much experience Al has with boats, he and others (including myself) can always learn more. I know I learned more about my engine room and what everything is down there, what goes to what and where, etc., in the last two weeks of the boating season than I had learned the whole rest of the year. This made me want to learn more.

I've discovered many valuable items that Al never told me (and likely does not know) and I'd like to pass some of this information on to my fellow OYC'ers.

The following items are important to you if you want your boat to run more efficiently, look great and be safer. Some things may be optional, depending on your boat's specific design and amenities.

1. Turn signals—often overlooked. Have someone look at each light while you operate each mode. Replace any burned out bulbs.

2. Back-up lights and warning signal devices—test and make certain they are in working order. Repair as necessary.

3. Change air in all your boat fenders—deflate and reinflate. New air makes the fenders “perky.”

4. Airbags—If you have a late model boat, check the SRS for cracks, leaks, etc. Only a factory-trained person can repair, however.

5. Seat belts (do you wear yours?)—Most accidents occur within sight of your dock. Check for breaks, tears, stress cracks, and clean thoroughly.

6. Dock feelers (like curb feelers)—These are often bent or missing due to scraping the docks. Replace if necessary. This item was popular on older boat models.

7. Suspension system—If this past year your boat experienced excessive rocking after hitting a large wave or wake, your shocks may need replacing. At the same time, check out the springs. The boat must be hauled for this repair.

8. Lubricate door locks and electric windows (self-explanatory).

9. West coast mirrors and other rear-view mirrors—clean and adjust.

10. Mud flaps—also often overlooked. We all have stirred up mud in shallow water encounters. There is likely caked mud deposits on the back side of your mud flaps. Remove mud and clean.

11. Swim platforms—When did you last look at the underside of yours? You may find spiders, fishing tackle, beach balls, buoy fragments, lines and deflated dinghies there. Remove and clean. You don't need all that extra weight.

12. Lines—When storing lines, tie knots every five feet. This keeps the lines flexible and “tuned” during the winter months.

13. Weigh your anchor—Many anchors lose weight during the boating season. If more than 50% is missing, replace.

14. Sharpen points on anchor (Danforth) and sand other surfaces. This will allow for better “grab” when you set anchor.

15. Fog bell—clean and wax. The sound will penetrate the fog better if waxed and shiny (otherwise, you get a dull sound).

16. Antenna(s)—All antennas should be cleaned and waxed to prevent air drag when underway.

17. Blow out radio lines—If you experienced any static this past year, blow out your lines to clear away any static that still may be present.

18. Practice your call sign—When answering your telephone use your call sign to keep in practice. Many of us forget how to properly do this over the winter.

19. Adjust visors—remove all the “stuff” you've tucked away there last summer.

20. Bottom painting—(boat must be hauled, very important). If you need to do this before Spring launch, add a pinch of chili powder to the paint. Barnacles hate the taste and will spit it out and move on to an untreated hull.

This is just a partial list of the things Al never told me. For more information, call Al, not me.

Have a good winter.

## **Money from Virginia Bay License Plates**

### **Unspent**

CBYCA Chartroom Chatter, Dec. '94

DSL Larson reported at the November CBYCA Delegates Meeting on the issue of funds collected through the sale of special Chesapeake Bay license plates in the Commonwealth of Virginia. Virginia has \$385,000 in the Chesapeake Bay Restoration Fund which “supports environmental education and restoration projects on the bay and its rivers,” according to a state brochure advertising the plates. The plates have been available for two years and so far none of the money in the fund from the sale of the plates has been dispersed.

The Chesapeake Bay Foundation and Del. Harvey B. Morgan (R-Gloucester, who was a co-sponsor of the bill creating the special plates) want Virginia to name a citizen board to approve grant applications for appropriate projects. This is the method the State of Maryland uses to dole out funds from its Chesapeake Bay license plate program. Maryland grants (most under \$5,000) are approved by a committee with representatives from the state, business, environmental groups, and others. According to the Maryland trust's assistant director, Richard Leader, grant projects have included projects such as marsh grass planting, teacher training, and household hazardous waste recycling. CBYCA Virginia clubs should make their ideas known. Contact DSLVA Larson at 703-893-4971.

*Reported by Nicole Sours Larson, CBYCA Director of VA State Legislation and adapted from an article in the November 19, 1994 issue of The Washington Post*

## **Bent Prop Award**

Text of Award Speech  
Ned W. Rhodes

Good Evening Ladies, Gentlemen and Sandy. I have the honor and privilege to be presenting the prestigious Bent Prop Award to that lucky, or should I say, unlucky boating couple that has had the worst luck with their boat this past boating season.

The Bent Prop Award was established in 1988. Simply stated, "It's simple to give an award to someone who has nothing but good luck all year, but for the majority of us who have, at one time or another, run aground, bent a shaft or two, dinged a prop or two, or just had something go wrong, it's more difficult because there are so many contestants." And, I might add, better them than me.

In, 1988 Bill and Terri Petrey were the "lucky" recipients based upon their ability to wrap a tire around their props during the week-long trip. I have inside information that indicates that Ron Tilmon, former owner of *Southern Nites*, hit the tire first, driving it to the bottom, timing it just right so that it would surface at exactly the right moment to foul the Petrey's vessel.

In 1989, the Bent Prop Award went to the crew aboard *Partner's Three* for reasons that escape me at the moment. I believe the highlight of that Christmas party was 1) forgetting to give out the appreciation plaques to the out-going board and 2) having Debbie Mullen and Arleen swap coats. It seems that Debbie, who is 6-8 inches taller than Arleen, wore the coat for three days before realizing that it was just a little short.

At the 1990 Christmas Party, Carl Way was presented with the Bent Prop Award for cupping both his props, getting hit by lightning over at Mattawoman and always hitting his head on the bulkhead whenever he went below. Other highlights of that party included Tom Coldwell receiving a special award for river clean up and Ron Tilmon receiving the porcelain wok from *Southern Nites*, a present that, I might add, was thrown away by Jeannie right before their past move.

The headline in the January 1992 Daymarker proclaimed "Rhodes Gets Cupped, Lovell Gets Bent." Yes, our own Henry Lovell was the proud winner for 1992. The Daymarker had reported on the awards ceremony as follows, and I quote: Martin: "Expensive blah blah both engines blah blah blah both carburetors blah blah blah Carl forgot the award blah blah blah old boat blah blah blah most money blah blah wonderful Monica blah blah blah Bent Prop Award Winner Henry Lovell."

Lovell: "Babble babble Couldn't have done it without Monica babble babble How could things get any worse? Babble Thank you."

I guess Henry knows now!

This brings us to 1993, when David and Carol Ann Moore were the proud recipients of the Bent Prop Award whose travails with boating that year (lightning damage—common theme—and a prolonged saga of repair) were enough to effect a turnaround in the boating industry, putting people back to work.

And now, finally, we are ready to present the Bent Prop Award for 1994. As an aside, I must gratefully acknowledge

that world—renowned publication, The Daymarker, as my historical or is that hysterical source of truth concerning this award.

This year, the judges had a really tough time making a decision due to the high level of competition. For example, Steve Wexler attempted to influence the judges with his blow-by-blow account of his double prop dings in the last issue of the Daymarker. Immediate Past Commodore Steele reported all year about his trials and tribulations with his outdrive. At one point this year, he had himself towed in all the way from Tantallon Yacht Club, hoping that would put him over the top. Arleen and I entered the competition during the weeklong trip by having our engines cut out (loose ignition wires at the key switch) and then getting a head job, which was almost as good as the year that I got my nuts packed.

But, my friends, even with that sort of stiff competition, there is one boating family that did even better, in the opinion of the judges. This couple started the year off as new boat owners. During the first cruise of the year, they proceeded to leak gas all over their bilge due to a faulty pick up tube. Later, on the weeklong cruise, they ignored the counsel of Commodore and Commadorable Steele and cut it a little close at Point Lookout, grounding on a bed of shells. A towboat was engaged to pull them off and was it a sight to behold! Here was this tiny boat straining to pull this large boat off the shoal. As the line tightened for the last time and the boat was slingshot off the shoal, his fellow traveling companions were heard to remark that they had never seen the boat move that fast all year. And finally, not to be out done, the Captain and Crew of *Morning Mist* swapped out a battery and starter motor Labor Day Weekend, arriving at Dennis Point just in time for cocktails. And who can forget Tom and Barb having those "training sessions" while docking—Tom on the loudhailer, Barb on the bow doing everything else. So, it is with great pleasure that I present the Bent Prop Award for 1994 to Tom and Barb Egmore. Congratulations.

## **A Brief History of the Origins of the Ship's Bell Clock**

Weems & Plath

The present ship's bell clock actually evolved from a crude sand clock dating back to the time of Columbus. This primitive clock was called a sand or sandglass clock and was an absolutely essential device for controlling the routine of duties at sea as well as for navigation purposes.

Records of epic voyages tell us that this device was generally measured by the helmsman in half hour increments. Watches or shifts were organized into increments of four hours: a tradition that today is still widely observed aboard ship.

With the sandglass at his side the helmsman would signal the passing of half hour increments starting with the strike of one bell at the end of the first half hour, two at the 2nd and so on until reaching 8 bells which signaled the end of the watch.

The tradition of the sand clock continued for hundreds of years and was replaced only by the development of the pocket watch from Italy and Germany and the chronometer from England.

It wasn't until the 19th century that the first mechanical ship's bell clock was produced in America. The working principal of this American innovation remains almost unchanged to this day.

The Ship's Bell Code:

4:00	8:00	12:00	=	8 bells
4:30	8:30	12:30	=	1 bell
5:00	9:00	1:00	=	2 bells
5:30	9:30	1:30	=	3 bells
6:00	10:00	2:00	=	4 bells
6:30	10:30	2:30	=	5 bells
7:00	11:00	3:00	=	6 bells
7:30	11:30	3:30	=	7 bells
8:00	12:00	4:00	=	8 bells

### **The Answers to the Top Ten Questions About Our New Boat**

Ned and Arleen

1. Sea Ray Express Cruiser
2. 40 feet
3. 13 feet 3 inches
4. Todd at Harrison's in Kent Island
5. T-340's
6. 7 hours
7. 220 gallons
8. Yes!
9. Wherever she wants
10. *Impulse*

The editor's have promised to publish the ten best questions to fit these answers in the next issue of the Daymarker. Send your contributions to 2001 North Kenilworth Street, Arlington, VA 22205.

### **Congress Fails to Pass Important Boating Bills**

CBYCA Chartroom Chatter, Dec. '94

Congress, in their haste to adjourn, dumped most of the legislation ready for final passage that CBYCA had supported all year. Included was the legislation to restore the Wallop-Breaux funding authorization, the boating safety bill, the diesel sulfur/color/tax mess that Congress inadvertently made and removal of the \$150 million liability threat to recreational fuel docks—all were overtaken by Congress' haste to adjourn. To compound matters, Congress was drastically reorganized by the November elections. Now we face restructured committees; perhaps even the disbandment of the House Merchant Marine and Fisheries Committee. With new committee and subcommittee chairman having different agendas and over 100 new faces, it's clear we have much homework to accomplish. More than ever, CBYCA members must pull together and make their voices heard. We must educate the new congressmen and staff on the plight of recreational boaters as the critical issues pile up.

*Adapted from the NBF Dec. 94 Lookout by CBYCA's Jim Webster*

### **Birthdays and Anniversaries**

Happy Anniversary to the following for the month of December:

David R. and Carol Ann Moore  
Garland and Linda Dobbins  
Ned W. and Arleen Rhodes  
Ron and Jean Tilmon

December Birthday Wishes to:

Nancy Bireley  
Mary Martha Fortney  
Gary Story  
Garland Dobbins  
Richard Steele

January Anniversaries include:

Floyd and Bettye Paltridge  
Terry and Bonnie Dean

January Birthday Wishes to:

Jim Ball  
John Piper  
Vonda Barrow  
Pat Story  
Beverly Shortnacy  
Bonnie Dean  
Ned Rhodes  
Lynn Martin  
Marla Armstrong  
Katie Ann Jones

If you would like to see your name in print, make sure that the Membership Guy knows your vital statistics.

### **End-of-Summer and More!**

MAL Bud Clark

**Exchange visits among the PRYCA clubs adds to our boating enjoyment.** One of the great things about PRYCA social events is that they give us an opportunity to visit or revisit our member clubs and enjoy exchanges with friends, old and new. The End-of-Summer party included participation by Landmark, Mt. Vernon, Prince William, National Potomac, Eastern, Aquia, Seafarers, and Occoquan Yacht Clubs, as well as Tantallon. The Seafarers even showed up a day early so they could hold a birthday barbeque on the lawn at Tantallon—a great idea!

Another follow-up on the PRYCA-sponsored End-of-Summer party was a visit to Landmark Yacht Club at the mouth of Aquia Creek. Ten Tantallon boats stopped at Mattawoman Creek on Saturday, 8 October, and half of these then proceeded to Landmark on Sunday. To say that the Landmark club members made Tantallon welcome is a gross

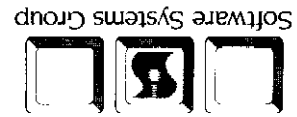


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**(703) 524-7121**

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

Ned W. Rhodes, CDP  
*president*



ALLEN'S COPY CENTERS



<p>March</p> <p>St. Patrick's Day Membership Party</p>	<p>February</p> <p>Search for Crabs at Tim's Riverfront Restaurant</p>	<p>January 28</p> <p>PRYCA Change of Command at Army Navy Country Club.</p>	<p>January 21</p> <p>1995 Planfest at Gecko's, 2-4 PM.</p>
<p>Coming Events</p>			



## The Daymarker

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

Address Correction Requested

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