

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

The Daymarker

January 1996 Vol. XIV Issue 1

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

JF

Commodore
Tom Egmore
703-256-8442

Vice Commodore
Steve Wexler
703-437-0687

Rear Commodore
Teresa Sorrenti
703-590-6724

Secretary
Walt Cheatham
703-491-3956

Treasurer
Dave Moore
703-494-0651



Commodore's Comments

Tom Egmore

Those of you who were there know that Steve Wexler out did himself. Thanks to you, Steve and Paula, for putting together one of the best yet Holiday Parties at the Fort Belvoir NCO club. All of your hard work paid off.

Fifty-plus members attended, the open bar until 9:00 PM was greeted with great enthusiasm in typical boaters style and the food was fantastic. The new Board was officially installed with the traditional Change of Command ceremony followed by the Recognition and Awards program. Teresa wore out two printer ribbons printing up all the recognition and awards certificates. It was a real pleasure to see how many members were recognized for being involved with various activities over the past year. Aaron Martin received the dubious honor of winning the Bent Prop Award. He had a lot of stiff competition this year. There were many candidates from the week long cruise alone, but the *Maggie Lynn* prevailed.

Barb and I were genuinely surprised and honored to be selected to receive the coveted Commodore's Cup. I had obviously already decided to run for Commodore so that couldn't have been why we were selected. It must have been something we did during the past year. Steve Wexler gave a complete overview of what the Commodore's Cup is and

what it takes to be its recipient. It is my understanding that Steve will print his remarks in the Daymarker so, I'll have to study it carefully to find out what we may have done. The cup is being prominently displayed in our living room.

I am pleased to advise you that we once again have selected Fleet Captains. Fleet Captains are stationed at various marinas and given the task of walking the docks talking up the club, looking for new members and reminding their home port members about upcoming cruises and events. The

Fleet Captains are:

- Jim & Dottie Jacobsen aboard *Uff Da* at Prince William marina
- Laslo & Linda Bozoky aboard *Southern Exposure* at Occoquan Harbor Marina
- Duane & Janet Jeirles aboard *Touch of Fate* docked at Fairfax Yacht Club
- Steve & Karla Donock aboard *Last Resort* docked at Mount Vernon marina

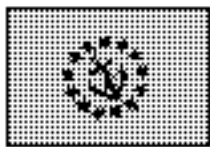
Congratulations! We know you'll be a great asset to the Club next season.

The next two months are when boating is typically at its lowest ebb. But, there is plenty to do. First remember

the January 20th Plan Fest at Gecko's at 2:00 PM. There will be club provided hors' d'oeuvres and drinks available for purchase. January 27th is the PRYCA Change of Command party, February 17th we will search (and find) some crabs to eat and March has the Washington Boat Show and OYC's St. Patrick's Day Membership Meeting. Then it will be time to fire up the engines for that spring shake down cruise. So, you see

“...remember
the January
20th Plan
Fest”

there is hardly time to check on your boat, stock up on boating equipment and supplies for next season, visit the Navy Museum, scout potential cruising locations, etc. SEE YOU JANUARY 20TH!!!!



Vice Commodore's Comments

Steve Wexler

Another successful year for OYC has drawn to a close. So it's time to thank those members who made this year special for the rest of us. We have to start by congratulating Sandy "Fun Index" Leathers for his accomplishments as Commodore (and new husband!!). Under Sandy's capable leadership, OYC's membership grew and, most importantly, member participation reached an all-time high. Starting with the Planfest in January and continuing through the dark winter months with a "Searching for the Event" gala at Gecko's in February, Sandy's spirit and enthusiasm were infectious, or was that really the flu??

Rear Commodore Rich Ziegler jumped in by organizing the March Membership meeting, and continued buying food, plates, cups and utensils for the Cannon Boom ceremony, the Dinghy Regatta, the Chili Cook-off and Photo Contest, and the Fall membership meeting. Rich apparently appreciated the opportunity to learn how to shop...actually Bronwyn appreciated the fact that someone told Rich where the food stores are located.

Fleet Captain Steve Donock orchestrated the Mount Vernon Yacht Club Marine Safety Day and Early Bird Cruise to Alexandria. On behalf of Worcester, Zimpel and myself, we would like to thank Donock for taking the lead-Steve position.

Captains Rhodes, Sorrenti, Egmores and Steele made fantastic arrangements for the holiday weekend cruises, respectively Memorial Day to Yeocomico, July 4th to Coles Point Plantation, Labor Day to White Point Marina, and Columbus Day to Aquia Bay Harbour Marina. It was super that they each got the dates correct (duh!!).

The year would never be complete without Captain Dave Yarnell's infamous Sausage Gruel at the OYC Breakfast and the Blessing of the Fleet Dinner which immediately followed under the direction of PRYCA Delegate Henry Lovell. Henry also led a strong OYC contingent to the PRYCA Float-In and the Tantallon Yacht Club End-of-Summer Party, where Commodore Bozutto and Della Fleury (TYC) made sure that I was truly all wet.

The Hardy Souls Cruise matched its name this year...and as usual Mary Jo Worcester made sure that everyone enjoyed the event, in spite of rain, wind, snow, and free floating sail boats. A true test of the strength of that ever present Fun Index. The Shrimp Fest Cruises separated the wimps from the not-wimps.

And finally, the Holiday Party, at which Aaron Martin garnered the Bent Prop Award and Tom and Barb Egmores stepped forward to receive the Commodore's Cup.

So now it's time to start the cycle anew...Commodore Tom Egmores is making arrangements for January's PlanFest at Gecko's on January 20th (2:00-4:00 PM). The Board will present this year's Schedule of Events for your comments.

While we may not have a video of last year's weeklong...with some urging, we might get PC Coldwell to recreate his long walk off a short pier, or Captains Walsh, Saunders and Martin to give a short lecture on boatsmanship. Ah....memories.

A brief reminder...on January 27th, Steve Donock will be installed as this year's PRYCA Rear Commodore and Jim Ball and Monica Lovell will take their positions as Members-at-Large. So let's get out there and support them at PRYCA's Change of Command Dinner/Dance. If you haven't sent your reservations in, get your pen and checkbook out right now and fill in the coupon.

Paula and I want to wish each of you a Happy and Prosperous New Year!!! See you at the PlanFest.



Secretary's Comments

Walt Cheatham

Happy New Year!

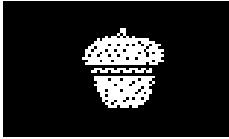
I figure everybody else will write about the Change of Command/Holiday Party and Christmas so I will concentrate on wishing everybody a great New Year both on the water and off.

On the water, things are already looking bright based on discussions at the last Board meeting in preparation for the January 20 Plan Fest at Gecko's. Tom's list has 29 potential events—I say again, **twenty nine!** Now that is an active club, and there is, not just the proverbial "something," but, **a lot** there for everyone. If you have held back and not taken cruises with the club, this is the time to start. We are going to have the normal week-long cruise to the Chesapeake and cruises on 3-day weekends way down the Potomac, but we are also going to emphasize local cruises on 2-day weekends that should create more participation from those waiting to get their cruise toes wet so to speak.

Our first boat was a single engine 28-footer (two boats later we have now a 29-footer—wow!), and we immediately started taking trips with the club. Susan felt much more secure having twin screws (a topic for another article) and real salts so close at hand to back up her captain who didn't know a bowline from a bow line and frequently couldn't find forward from reverse. She also found out that those salts have a lot of fun while her captain spent time in the bilge drilling holes through the hull and performing other engineering feats. So the message is to start thinking now about the great season ready to open up for 1996. Think Alexandria, Ft. Washington, James Creek, Mattawoman, Tantallon, and all those close at hand places we go and you should too. May your new year be full of safe, enjoyable boating.

Now for off the water, I also wish you a great new year. If it is healthy, hassle free, and prosperous you will have more energy, time, and money to cruise with the club—even including those trips way down the Potomac and into the Chesapeake.

Happy New Year!!!!



Treasurer's Comments

Dave Moore

The Change of Command and Holiday Party at Ft. Belvoir has come and gone, but fond memories of a good time by all remains. If you missed it, I hope it was for a good reason because this annual event is always special and you should always plan to attend.

Congratulations to Tom and Barb Egmore who received the Commodores Cup presented by Steve Wexler who spoke in detail about the history of the award and what it means. Likewise, congratulations to Aaron and Lynn Martin for their past achievements which qualified them for the Bent Prop Award, presented this year by yours truly.

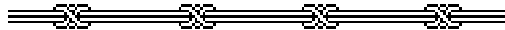
Other achievements by many throughout this past year were also recognized. Becoming involved with events as a coordinator, helper or whatever makes our activities easier for everyone. Do plan to volunteer for something next year at the January 29, 1996 planning meeting. This event in itself is a fun gathering. Mark your calendars now!

As Treasurer, I would like to see the new year begin with a substantial account balance. This can happen by renewing your dues for 1996. We need to restock many items in our club sales inventory as well as introduce some new items for next year. We can't buy the necessary inventory without paying up front with the manufacturer, so help out here and renew.

The By-Law changes made last year make our fiscal year and membership year the same, which is now the calendar year. Financially, the fiscal 1996 budget is under strain because it is 15 months long instead of 12 to allow for this change. So you see my reason for plea! Support your club and don't procrastinate; plus you'll make our Membership Chairman TOM so happy. He might even give you a KISS (if you want...)

Happy New Year and I'll see you January 20th, or else.

*Treasurer's thought for the month: You can renew those dirty, stiff boat and dock lines by putting them in the washing machine. Don't overload. They come out soft, pliable and clean!



Birthdays

January Birthday Wishes to:

Al Setikas, January 1
Dottie Strunk, January 2
Mike Strunk, January 7
Jim Ball, January 7
Richard Ziegler, January 8
Vonda Barrow, January 12
Beverly Shortnacy, January 15
Mike Washington, January 19
Ned Rhodes, January 22
Lynn Martin, January 23
Marla Armstrong, January 24
Katie Ann Jones, January 28

Occoquan Yacht Club Financial Statement October 1, 1995-December 14, 1995

Beginning Balance (10/1/95)¹ \$1,136.47

Income:

1995 Membership Dues \$ 35.00
1996 Membership Dues
Renewal Family Members 1,300
Renewal Indiv. Members 35.00
Renewal Assoc. Members 25.00
New Family Members 150.00
New Individual Members 0.00
New Associate Members 0.00

Club Sales 222.00
Gen. Membership 50/50 (Oct) 48.00
Gen. Membership 50/50 (Mar) 0.00
Clothing/Burgee Raffle 0.00
Holiday Party Raffle 145.00
Planfest 50/50 0.00
Dinghy Regatta Raffle 0.00
Chili Cookoff Raffle 95.00
Holiday Party 2,280.00
OYC Breakfast 0.00
Occoquan Raft-Up 0.00
Miscellaneous 160.00
Total Income \$4,495.00

Expenses:

Membership Activities \$2,895.11
Awards 174.87
Postage 201.55
Printing/Reproduction 138.47
Miscellaneous 0.00
Organizational Expenses 115.00
Clothing/Burgee Inventory 0.00²
Bank Service Charges 27.94
Total Expenses \$3,552.94

Ending Balance \$2,078.53

¹Includes \$250.00 of 1996 Renewal Membership Dues.

²The Club's Clothing/Burgee Inventory includes 20 burgees, 13 shirts and 12 hats.



Anniversaries

Happy Anniversary to the following couples for the month of January.

Laslo & Linda Bozoky, January 3
Alfred & Janis Hobson, January 11
Floyd & Bettye Paltridge, January 13

Why wait for the Spring rush... **It's time to renew for '96**

Tom Coldwell, PC
Membership Chairman

As you lovingly embrace and peruse this latest edition of The Dayburper, take note of the mailing label which helped the Postal Service make this crucial delivery. If appended thereon is a fine-print admonition, "'96 dues are due," it is a message specifically directed to you—not some generalized proclamation to the world (and the Postal Service). We have attempted to minimize any embarrassment this news may cause you by using a font size of the most discreet proportion. And we did not, for example, boldly state,

Get with it, slowpoke!

or perhaps the more blatant,

Whatcha waitin' for, spendo?

But of course not. We would never, NEVER resort to such a crass outburst of hucksterism. To do so would unnecessarily disguise our purely altruistic interest in ensuring that you, dear friend, will not miss out on all the benefits which a current membership in this yacht club affords. And we hasten to point out that really splendid things have happened to those many members who have already renewed, not unlike those who receive and fully comply with chain letters, to wit:

Ron Tilmon recently renewed and, mere hours afterward, was informed by Ed McMahon that he may have won \$10-million!.

Steve Donock also renewed this last month and, fate of all fates, was promptly adopted by Steve and Mary Jo Worcester.

All members of the '96 board had renewed and they were promptly elected. And the husband of the rear commodore revealed he had purchased a brand new 40+ foot yacht!

And the list goes on...

This issue conveniently includes your very own membership renewal form. Please fill it out and fill up an envelope with the form and your check (payable to OYC) and mail to OYC, P. O. Box 469, Occoquan, VA 22125.

Note: Renewal notices on mailing labels are based on mail receipts as of 12/23/95. In the event your renewal is already in the mail, we are truly sorry we pushed you around.

Commodore's Cup Presentation

by
Steve Wexler
Text of Award Speech

One of the items on the OYC Board's Agenda for the November meeting was the selection of this year's recipient of the coveted OYC Commodore's Cup. Commodore Egmore opened the floor to nominations. There was a real pause in the always lively conversation...everyone seemed to know that the Commodore's Cup existed, although Tom pointed out that he had never really seen the Cup. That's because it is presented at the annual Holiday Party to a deserving recipient and then the Cup is taken home only to surface again at next year's festivities. So before we go any further, I thought that I would hold the Cup up, so each of you could see that it actually is here.

Then an interesting question was raised...what is the criteria for selection of the worthy recipient? The discussion which followed was entertaining. I thought that I would try to crystallize the who's, why's and how's that were raised. In addition, after the Board meeting, I contacted several members and previous recipients to get their ideas.

First of all, let's review the history of the Cup. It was presented to the Club in 1985 by Commodore and Mrs. William Shaw. The first three names on the Cup are William Petrey, Nick Katsarelis, Jr., and Richard Charles. I've never met any of those guys, but here are the comments I received from less than knowledgeable sources:

Bill and Terri Petrey were faithful supporters of the Club. They were real fun lovers. Terri was an officer and the original Newsletter Editor. She currently lives in Arizona and is still an Associate Member.

Nick Katsarelis is still in the area, but is no longer a member. He apparently was actively involved in all of the Club's activities.

Richard Charles is remembered as a guy who always kept his boat immaculate and was constantly available to help other members.

So I guess we can start with the concepts of Club activists, fun lovers, and available to assist other members enjoy boating a little more.

The next name is Tom Coldwell. I discussed this matter with Tom...he said that he was a new member at the time and had coordinated a cruise or two and was very surprised to receive the award. In fact he thought that they gave him the award so that out of guilt he would become more actively involved in the Club. It apparently worked.

Marty and Rosie Betts received the Cup in 1990. Ned reports that Marty and Rosie were not real active in all Club events, but on that year's week-long, Marty's vast experience in boating, particularly as a graduate of the Merchant Marine Academy, helped everyone and they simply made members feel better. I can also personally report that Marty has a complete set of fully annotated charts of the Intercoastal Waterway which he and Rosie developed on their trips up and down the East Coast. That worked at the 1993 PRYCA Float-In Scavenger Hunt.

Ned and Arleen Rhodes garnered the big Cup in 1991. Ned said that it was a "suck-up" move so that he and Arleen would continue to produce the Daymarker...as we all know, that worked.

John & Susan Harvey got it in 1992. The Harveys are no longer members, but apparently the members thought they could get Cruise-Air installed at discount prices...that didn't work.

I voted for Al and Jan Hobson in 1993. Al's Master Marine Credentials and his constant offer to help all of us do anything in our engine compartments was good enough for me...not overlooking Jan's participation as an officer, and Al's readiness to dance with all the women in the Club. Talking about getting help for winterization...it worked.

Last year was Paula and I. Clearly not for boating skills...and only half of the team has a pleasing, helpful personality. But I did stay on the Board...I guess it worked.

So I thought about it...

Helpfulness
Spirit
Club Participation
Boating Skills

It seems to be a little of all of the above.

I asked some members if they knew what Bill Shaw had in mind. There was not one clear answer, but it seemed that the recipients were intended to be an individual or member family who best epitomized the spirit of OYC and made the Club just a little better for all the members. An early Newsletter article indicated that Bill and Paula Shaw wanted the Commodore's Cup to be presented to the member or family whose yacht best typifies the title of "Yacht of the Year" based on all factors including underway operation, maneuvering, docking and year-round upkeep and appearance. So maybe the award is supposed to go to the member who attends a lot of club events in a clean boat that doesn't knock down a bunch of pilings. Aaron Martin reported that he knew Commodore Shaw and all of the recipients. In fact, Aaron said something about knowing another boater by the name of Noah. Aaron confirmed that Bill Shaw wanted the award to go to the "ideal" member, the type of people we would all strive to be more like.

Given that Rhodes, Coldwell and I received the award, the concept of "ideal" may have become a little hazy over the years and clearly the award is not a popularity contest...not if Ned and Tom got it. While Paula and I have stored Snickers in it for our year of possession, I don't think that it was intended to be a candy dish. It's pretty heavy, but once again, it certainly was not meant to be a door stop.

I also reviewed the list of recipients to determine if there was a significant common thread...but Ned, Arleen, Al and Jan drink white wine, Paula and I drink red wine, and Tom, Marty and Rosie don't drink any wine. Richard, Al and Marty know a lot about boats. Paula and I don't. Tom and Marty were in the military...Ned doesn't know how to spell it. Bill, Terri, Ned and Arleen prepared the Daymarker...Tom insists that he doesn't read it. So you can see, that exercise was fruitless.

I inquired whether it could be viewed as a Rookie of the Year, Manager of the Year, or Most Valuable Player of the Year Award. Based on the responses, the Cup is a combination of all of the above...but then again, I don't think that Cal Ripken or Sonny Jurgenson have ever been considered as candidates.

After a month of thinking about it, I concluded that everyone who has received the Cup has been proud to be recognized for helping their fellow Club members to enjoy the camaraderie, give a little back to the Club for the pleasures received, and simply have tried to make OYC that much more by their efforts. The recipients are members who make other members feel better.

With all of that as a prologue, I take great pleasure in recognizing this year's recipients' dedication and service to Occoquan Yacht Club by awarding the OYC Commodore's Cup for 1995 to Commodore Tom and Barb Egmore.

Bent Prop Award

by
Dave Moore
Text of Award Presentation

Good evening and Happy Holidays!

- Have you ever pulled up to the fuel dock with your boat, refueled, then realized you filled up with diesel fuel but you have gas engines?

- Have you ever been on a raft-up a considerable distance from home and dropped your ignition keys overboard—and the key ring didn't have a float on it?

- Have you ever come to a fork in the river and gone the wrong way and soon you come to a buoy with a sign on it that reads "RAPIDS AHEAD"—and your engine dies?

If you said "YES" to any of these questions and your fellow OYCers find out about it, your name could be on this award, this year or in years to come!

This coveted, most honorable award, established in 1988, each year is passed on to a new recipient who must earn his/her entitlement by showing true yachtmanship throughout the year. However, while showing their talents, often some misfortune falls their way.

We've all had mishaps, to include going around, running into something (going forward or reverse), many mechanical breakdowns (always untimely), bent shafts, or bent props—thus the name "BENT PROP AWARD."

Past recipients (some names unfamiliar to me since before my time) I understand have earned this award with such achievements as wrapping a tire around a prop, damaging props for an assortment of reasons such as hitting rocks, going aground and so forth, endless lists of mechanical breakdowns often due to self-repair jobs and poor maintenance, spilled fuel or fuel leaks, lightening hitting your boat (to include Carol and I who won this award in 1992, and it had already been awarded, I understand once before for another lightening strike incident) and so on.

This year was no exception. The committee (Ned Rhodes, Tom Coldwell and myself) had to weigh many factors. Without using names, (but many of you will know—word gets out quickly when you do something wrong) some highlights of the OYC 1995 boating season included:

- Loss of engine (requiring replacement)
- Fuel pump failure while on the week-long trip
- Mistaking a "throttle lever" for a "transmission lever" and of course trying to put the silly lever all the way in gear—at the dock!
- Puncture wounds to a vessel from another boat's anchor
- Cleverly trying to do underwater photography by walking off a dock—perhaps to take pictures of a "bent prop"
- Having to replace main hull stringers (not an easy task)
- Getting lost at night with the best of electronic equipment, because the waypoints were in the wrong global hemisphere—search boats had to go out to find the lost party!
- Taking a full hour to anchor a boat—with a large audience—it was like watching a dog trying to find that special place to lay down!

- Damaged knees and ankles from playing serious OYC Volleyball against the Marines

... and many others, but you get the idea. Just imagine all the bloopers that occur that we never hear about!

This year's recipients of the award bought a new boat at the end of last year's boating season and the boat was damaged during delivery. The severely damaged bow pulpit was removed (leaving a strange looking watercraft (a boat without a nose, so to speak). Problems arose, etc., and finally not until late spring/early summer a beautifully restored pulpit was returned and installed.

Later, at an OYC raft-up event, this same vessel tried to drop/set anchor (with the new bow pulpit) but crossed another boat's anchorline and became fouled. An hour later, with the help of two other boats, they were untangled (fortunately without damage).

Later on the weeklong cruise this same vessel, again, one beautiful morning went on the wrong side of a green daymarker (a shortcut) to only find out why the marker was there!...shallow water and a sandy shoal or sandbar caused the vessel to "STOP ON A DIME!" (We understand the boat had been on plane.) Had the boat been equipped with airbags, the airbags would have certainly deployed! If only a tape recorder could have caught that moment inside that boat!

With photographs to prove the situation, another OYC vessel pulled the stranded boat to deeper water.

Damage—well story has it, props, rudders, several smashed crabpots, and PRIDE, the most serious damage. A couple of days later the repaired boat caught up with the rest of the OYC convoy.

Well, by now most of you know who the lucky recipients are. It is with great pleasure that this year's Bent Prop Award be presented to—Capt. Aaron and First Mate Lynn Martin. Congratulations!!

An Intracoastal Odyssey, Part I

Herb Saunders

I recently made a sojourn down the Intracoastal Waterway (ICW). My destination was Jensen Beach, Florida, which lies on the Indian River mid-way between Fort Pierce and Palm Beach. Clocked from Norfolk, where the ICW officially begins, at least this leg, it is a journey of some 950 miles.

AWOL TOO left the slip in Occoquan on October 26th with a crew of four: the Captain; his trusty companion Jackie; Gary Simmons, a friend and the Dockmaster at Aquia Bay Marina; and his mate, Kathy Pitts. The cats, Nikki and Aspro, were also on board. They rode well, slept well and ate well, although they maintained somewhat quizzical looks on their faces throughout the trip. As in, "What is it with this guy?"

On November 4th, ten days into the cruise and about 16 miles north of Savannah, in mid-afternoon in one of the many secluded creeks found along the way, AWOL TOO's port engine developed, without warning, a loud and ominous noise prompting immediate shutdown. Fortunately, I have some fairly extensive and recent experience limping in on one (starboard) engine, and we were able to do so once again, arriving safely at a Savannah marina in a significant wind and

fierce current fueled by tides ranging from eight to nine feet, common to this area.

A brief, professional diagnosis the next day, while failing to pinpoint the problem, confirmed that it was definitely not minor. After weighting the various options, we elected to drive the six hours from Savannah to Jensen Beach and have the boat hauled overland to Jensen for repair. It turned out to be a broken crank shaft, a relatively unusual event, the cause of which will remain a mystery. In any event, sporting a brand new port engine, AWOL TOO is now in its winter slip and exploring the waters of Southeast Florida.

We traveled about 700 miles and had about three days to go when darkness closed in on AWOL TOO. It think it likely, as I had already cruised some of Florida's ICW, that we had experienced the essential flavor of the ICW, and the next three days would have been more of the same. While we were all disappointed at not being able to complete the journey, I suspect that each of the crew, subjected to relatively mild torture in independent and separate chambers, would have confessed to a certain pleasurable feeling at the prospect of getting off that thing and into a real bed. Cats, too.

I can but describe the trip down the ICW as an exercise in boredom interrupted only by moments of terror. At times, the boredom can be so intense that the horror lurking just around the bend is perversely welcome. Precisely how welcome depends on the consistency with which one is able to escape the tentacles of the Grim Reaper, who patrols the waterway in a variety of disguises. It is long and tedious days with short and restless nights, with one's head mulling over the next day's inlets, shoals, currents, tides, no-wake zones and waterway companions. It is rain, wind, heat and cold (we left Charleston in 28° and with virtually no warm clothing on board, worked the bridge wrapped in a blanket with socks for gloves).

This is not to suggest that there is no fun, although I must admit that the sense of having fun does not necessarily emerge in real time, but does eventually surface in retrospect. The laughs seem to come more readily if your sense of humor is vastly out of whack with the rest of society.

One thing is clear. It is a great adventure and an extraordinary learning experience. I'm glad we did it, at least most of it. I'm glad it's over. Having done it once and satisfied a personal need of long standing, I don't know that I'll do it again. But I might.

In any event, in exchange for the loan by your Editor of a chart presumably employed by Columbus or one of those other sailboters, which showed a bunch of buoys that we didn't see and didn't show a whole bunch that we saw (a little humor there, Ned—the charts as well as other gifts from you proved invaluable throughout the trip), I promised to write something about the safari. I will attempt to follow this initial effort with a few more articles. And while I do not propose to develop a travelogue describing the scenery and marinas encountered along the way, I will attempt to capture the highlights—both good and bad—of an ICW trip and focus on useful anecdotes, lessons learned, potential pitfalls, peckerheads found along the route, etc.

If you continue to harbor thoughts, as I do, of canceling your subscription, perhaps this would be a propitious moment.

POTOMAC RIVER YACHT CLUBS ASSOCIATION

CHANGE OF WATCH DINNER-DANCE

**January 27, 1996
Holiday Inn Hotel and Suites
625 First Street, Alexandria, VA**

7:00-7:45	Cocktails
7:45-8:45	Dinner
8:45-9:15	Change of Watch
9:15-???	Dancing (The Wright Touch)

Entree Selections:

**Roast Beef (Queen Cut au jus)
Chicken Alexandria (Breast with Apple Pecan Stuffing)
Grilled Flounder (in Lemon Sauce)**

Dress: Winter Uniform or Business Suit (Black Tie Optional)

Cost: \$40 per person

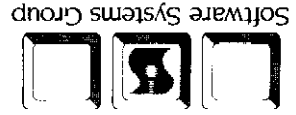
Room Reservations are available at the Holiday Inn (703-548-6300). Ask for the PRYCA discount.

Send your check in the amount of \$40 per person made payable to "PRYCA" to Henry and Monica Lovell 2724 Carter Farm Court, Alexandria, VA 22306, along with your entree choice.



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

Ned W. Rhodes, CDP
president



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



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

ALLEN'S COPY CENTERS

Coming Events			
Jan 20	OYC Planning meeting at Gecko's	Jan 27	PRYCA Change of Watch Dinner at Old Colony Inn.
Feb 2	Groundhog Day. Take your favorite groundhog to lunch.	Feb 14	Valentines Day. Don't forget. Anything gold is good.



The Daymarker

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

Address Correction Requested