

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

The Daymarker

June 1996 Vol. XIV Issue 6

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

The 1996 OYC Summer Cruising Season got its official start with the Flag Raising ceremony on Saturday, May 4, 1996. There were a lot of eager OYC'ers on hand in spite of the rainy morning. Thanks to Dave Yarnell who lent us his tent canopy, everyone was able to crowd under cover to eat the hamburgers, hot dogs and other goodies in the dry. The cooks got a little wet but they hung in there and kept flipping the burgers and turning the dogs.

Rick Sorrenti, our new cannoner, apparently has some black powder experience somewhere in his past. I know that Rick is from South Carolina, but thought he hailed from Columbia not Charleston (Fort Sumpter). When Rick lit off the cannon it became the second time a "shot was heard around the world." There was a massive echo and resulting shock wave resounding off the cliff across from the marina that sent the recently hoisted flags blowing in the opposite direction from the wind. I saw five people (obviously not club members) who were cleaning their boats dive for cover in the water. I guess you could say OYC started the season off "WITH A BANG"! The shot even blew the clouds away and the sun came out a short time later.

The big news for June is the changing and/or combining of the Spring Cruise and the Alexandria Waterfront festival.

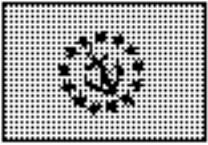
Aquia Bay Marina was unable to get the electrical work needed for the shore power to the slips and Alexandria City Marina has leased most of the slips that we were used to using between the Chart House and the Yacht Club. The smaller slips further down have not been dredged. So, these two

events have been cancelled and Steve Worcester is organizing a raft up event in the Aquia Bay that is scheduled for the weekend of June 8-9. Steve should be providing additional details elsewhere in this issue of the Daymarker. Also, there is the Tantallon Yacht Club cruise. This event promises to be great fun as always at Tantallon. Tantallon is hosting a Hawaiian luau specially for OYC, complete with an "authentic" hula dancer and a roast pig. You don't want to miss this one. Call Steve Wexler to reserve your slip for June 22-23. And don't forget July 4th is right around the corner (Already?). Make sure you have touched base with Rick Sorrenti for confirmation or sign-

up.

On a sad note: We were deeply sorry to learn that Ned Rhodes' Mother passed away at the end of April. Mrs. Rhodes attended several of our cruise events and has been the Dessert Judge at the Chili Cook off for the past two years. We are going to miss her and on behalf of the entire club we all extend our deepest sympathy to you, Ned and Arleen.

"The shot even
blew the clouds
away and the
sun came
out..."



Vice Commodore's Comments

Steve Wexler

For over three years I have religiously prepared these monthly articles for the *Daymarker*...so when I sat down this morning I was looking for a little divine intervention. The OYC Breakfast and Yard Sale was, once again, capably orchestrated by PC Dave Yarnell and Quartermasters Bill and Bonnie Fulford. A dreary morning did nothing to dampen the enthusiasm of a small group of your fellow OYC'ers as we slopped up some great eggs, pancakes, french toast, bacon and potatoes. A special thanks to Dave's First Mate Debbie for improving the recipe for this year's version of the now infamous sausage gruel. And the auctioneer helped us all to relieve ourselves of long-held treasures which will now be held by others. Upon our departure from Prince William Marina we stopped over at OHM to find out if the box of missing parts had arrived from Georgia so that *Sea Duck Too* could be completed. Upon learning that Rick's temperature was exceeding the ambient record-setting heat, Paula and I departed for parts north...only to notice that our port engine temperature gauge was trying to reach similarly high levels. Upon our return to OHM we noticed two things...*Sea Duck Too* still had not been lifted...and a little piece of plastic paper in the strainer can cause major problems. Anyway...we watched as *Sea Duck Too* was finally lifted and we departed to play bumper tag with what seemed to be every piece of floating debris in the Potomac River. The hour and half journey dragged on into its second hour (time delay necessitated by constantly going up and coming back down...emulating trawler characteristics) as we finally approached Alexandria, whereupon I attempted to raise any portion of our fleet on the VHF which had apparently reached Gangplank Marina. Unfortunately, time was short and it seemed like *Seminole Wind* and *Last Resort* were not willing to wait any longer, so we went straight to Columbia Island Marina for the PRYCA Pre-Blessing of the Fleet Dinner. We finally arrived at Gangplank Marina at 10:00 PM that evening. Long day...with docking maneuvers at seven different berthings...and who said that I didn't know how to maneuver the boat!!!

Sunday was gorgeous and following the Blessing and a great Bar-B-Q lunch at Capital Yacht Club we were able to navigate down river back to the Occoquan without hitting anything. May be there is something to the "religious" nature of the weekend.

Schedule Change - OYC Aquia Creek Raft Up on June 8th. Alexandria City Dock still has no slips available...so OYC will not be attending the Alexandria Red Cross Waterfront Festival. Coordinator Steve (as in the first Steve in the Club) Worcester has moved the event downriver to Aquia Creek. Boats should start arriving around 4:00 in the afternoon. Let's make this a huge raft-up.

Tantallon Yacht Club has planned a terrific Luau night on Saturday, June 22nd...over night dockage will be available at very reasonable prices...pay upon arrival. The cost for dinner is still being determined, but it will be in the range of

\$15.00 per person. So get your hula skirts and leis out and plan on making the short trip up the river. Please send me a deposit check for \$10.00 made payable to Tantallon Yacht Club no later than June 7th so I can give Commodore Ludwig a final count. If you have any questions, please call me at (703) 734-0202 or at home at (703) 437-0687.

PRYCA 1996 Float-In

On July 19 - 21, 1996, the PRYCA will sponsor the 11th annual Potomac River Float-In. The event will be held at Fort Washington Marina, which is one of the newest and nicest facilities of the Potomac. Fort Washington is a full service marina, featuring 296 slips, fixed piers with floating docks, 30 and 50 amp electrical service, fuel, heads, showers, laundromat, ship's store, deli, tennis courts and a pool. A great location for the Float-In.

Once again PRYCA has arranged for a large tent to be erected at the west end of the marina to be used for planned meals and other activities throughout the weekend. For the Float In weekend, the cost will be \$45.00 per adult and \$22.50 for each child between 7 and 12 years old. The fee includes a Saturday night dinner/dance (with The Wright Stuff, the same great band PRYCA had for its 1995 and 1996 Change of Watch and the 1995 Float In), a brunch on Sunday, and a ticket for many great door prizes. On Friday night there will be a "pot-luck" dinner for all participants with a large barbecue grill available for use. There is no charge for children under 7 years old. The dockage fees are \$0.75 per foot per day and \$3.00 per day for 30 amp electrical service or \$6.00 per day for 50 amp (or twin 30 amp) electrical service. For additional information, see the enclosed Float-In Information Sheet. Also enclosed is the PRYCA Float-In Registration form. Delegate Henry Lovell must return all the Registration Forms and checks by Friday, June 28, 1996. There will be no exceptions this time - really!!! So do it now - fill out the form. Please make all checks payable to PRYCA. The planning and assigning of slips for over 100 vessels from 15 clubs is very time consuming. To accommodate late registrants or dropouts requires that this process be completed several times. For this reason, it is imperative that **all registrations be completed in a timely manner.** In addition, there will be absolutely **no refunds after July 8, 1996.**

I look forward to seeing all of you on the River.





Exec. Rear Commodore Comments

Teresa Sorrenti

Marine Safety Day Report

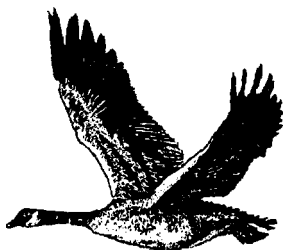
Well, a few weeks ago we had the Coast Guard Marine Safety Day at Mount Vernon Yacht Club, and for a variety of reasons, I was the only Board member in attendance. (Sorry, Walt, but that gives me the sole rights to this subject matter and you have to come up with another article on your own.)

This was the first year we have been able to go, and it was quite impressive. A lot of the subjects are things you go over briefly, but do not necessarily take the time to listen, learn, and even “do.” We had to drive, of course, since the new boat was not ready and we would have been leery of MVYC’s infamous “low-tide-no-water” conditions anyhow. Unfortunately we missed the fire demo. ADC maps need to be more careful about which shore they mark items on; it makes a big difference when you are driving. When you are on the opposite side and can see the marina “over there” it is back to square one. Much easier by water.

We did arrive in time to shoot flares, something I had never done. I also hope I never need to, but now I know what to expect. We learned about types of life preservers. Rick even learned a knot as part of making a “bridle” during the towing discussion. I am not saying he remembers the knot, so please don’t sign him up for the knot contest at the Float-In! There was a terrific wind that day, and we all watched anxiously as Pat and Ray came into the marina. We were afraid we may have to test some Coast Guard lifesaving techniques, but Ray brought her in just fine, showing OYC Commodores know their stuff!

All went well until the time to fire up the grills, when the sky began to darken. We followed the nautical tradition: Head for the largest boat. Penny Pincher was in from Capital Yacht Club, and at 45 feet more than qualified. We made ourselves at home, passing the dip, cooking and eating her shrimp, etc. The one lesson learned here was that it takes an incredible number of OYC people to read a radar. A group huddled over the screen for two hours watching the green blob creep across. Truly exciting. Meanwhile, some of us tried to open wine: Peggy Ball and I owe Penny a new corkscrew, and hopefully Karla figured out how to get red wine polka dots from Steve’s white OYC shirt. (Attn. Quartermaster: may be a potential replacement sale here.)

At the end of the storm we voted to head for dryer ground, made reservations for 17 at a barbecue restaurant and finished up the night with another club tradition: good food and good friends. Can’t wait for the rest of the season to continue!



Secretary's Comments

Walt Cheatham

Was explaining to Dave Moore at the Breakfast Cookout that Susan and I were going to a funeral in northern Michigan and would not be going on the Memorial Day cruise when he very astutely asked, “How do you know that far in advance that you have to go to a funeral?” My answer, “Well, I’ve known since February.” Bear with me now—this story actually involves boating.

Back in the early 50’s my cousin bought a summer house on Mackinac Island, MI up in the Straits of Mackinac where Lake Huron meets Lake Michigan near Mackinaw City. Somewhere around 1957 (about when Dave was moving from “up there” to “down here”) my aunt enlisted me the high school student to drive her up to see her son and his family, and I did. The most memorable thing during the drive for her was how much Howard Johnson’s peppermint ice cream I consumed at all the turnpike rest stops. The most memorable thing at Mackinac for me was seeing the finish (complete with booming cannon) of the Port Huron (~Detroit) to Mackinac sailboat race—and party thereafter. I’d really never seen a sailboat, and surely had never seen such a party. Turns out the partyers had never heard anybody talk like me.

I wandered down the hill after dinner and started mingling among the crowd. They were drinking beer, wine, and real whiskey—stuff that I had cut ads out of magazines and newspapers about and glued on notebook paper for bible class so we could discuss the lies and sinfulness involved. I was right in the middle of it all totally confused that sinfulness could make people so happy. They never told us that side of things at First Baptist. Then somebody heard me talk, and they started giving me free drinks if I would talk for them. It was a great swap and went on for some time. This is long before I met Susan and she fixed me—back in the days of *seven, leben, oyl, mause, hause, and aut* (seven, eleven, oil, mouse, house, and out). They thought I was from another planet. I thought I was in heaven—until I had to climb back up that spinning hill to cousin’s house.

I really do not remember drinking any beer. It was all that whiskey stuff in glasses. This is important because it lets me truthfully state that I never drank a beer from top to bottom until three years later as a May college junior during an initiation getting into an honor society. And it all happened so fast at Mackinac that I never learned what whiskey stuff I was drinking. In fact, I never learned in college (during that senior year after one beer), so on the way to my first Air Force assignment I made up 3x5 cards to practice while driving from Virginia to North Dakota: “whiskey and scotch are the dark ones, gin and vodka are the clear ones, a martini is ..., a manhattan is ..., etc., etc.”

Don’t need any 3x5 cards on this trip to Mackinac. I am Air Force and OYC trained. Besides I am going to a funeral—a Protestant funeral where there will be no wake or any of that Catholic oriented stuff (another story altogether based on another set of items discussed in great detail at bible class—did you hear *they* use real wine for communion, etc).

When cousin died in South Carolina in February Mackinac was still snow covered and the lakes frozen—and so remained until last week as far as I know. So now after a memorial service down south in February, we all (except for my aunt who will be 100 in August and has heard how the AF and OYC has moved me from peppermint to other spirits) will be going up north for the funeral and final scattering of the ashes. Been planned for some time.

Wish I could plan ahead so well on which OYC trips to take, but the boat still isn't clean.



Treasurer's Comments

Dave Moore

Our club fund balance is in line for this time of year (comparing with activities of last year) but as always new memberships, renewals and club sales keep us going strong. We still need more memberships for income (always) and sales of our many new items being offered have been good, but certainly need to continue. Our Quartermasters are making the club merchandise available at nearly every OYC event and deserve much credit to our financial standing.

The OYC Breakfast/Yard Sale is now over with the satisfaction of the many, many who worked hard knowing it was a success. The weather all week prior to the event was shaky, but we had no rain and the food was delicious. The Dave/Debbie sausage gravy once again was consumed with smiles.

Prince William Yacht Club members attended as did a few friends and drive-bys. Both Dave Yarnell and the Fulfords brought an overhead canopy to provide shelter should the weather have changed.

Thanks to everyone who helped. It is this kind of club commitment that binds our efforts to make OYC a success.

We made over a hundred dollars including auction sale donations. Your Treasurer wished for more but the weather certainly played a factor here.

Our thanks to Dave Yarnell again for arranging to have a professional auctioneer to make the event more interesting. Also, thanks to Tom Lytle's mom for teaching the auctioneer just how to perform!

As I write this article I am anxious for *Evermoore's* first 1996 trip down the river to the Yeocomico Marina. It is two years exactly that Carol and I bought our new boat home and joined the OYC at Yeocomico on the way. I know when you read this, you too will have had a good month of May. The OYC schedule was very busy this past month (Flag Raising, Safety Day, Breakfast, Blessing of the Fleet and trip to Yeocomico Marina).

Walt's article last month about orderly duties prompted this quiz. Fell free to discuss your answers with your crew—go ahead, the dare is on!

Daring Boaters Quiz

(circle the correct answer)

- The louder the Captain yells the order to the First Mate, the quicker the order is carried out

True

False

- The 'final' securing/adjusting of the lines once tied up at the dock is done by the Captain

True

False

- The cleaning of a boat is always done by

a) Captain

b) First Mate

c) Other help

- The approval of the cleaning is always done by

a) Captain

b) First Mate

c) Other

- Beverages carried on board are always inventoried by

a) Captain

b) First Mate

c) Vessel Steward

- 'Actual' departure times when leaving the dock are determined by the Captain

True

False

- The temperature/AC controls are always set at the comfort zone of the Captain

True

False

- Weathered teak is the 'in-thing' and shouldn't be laboriously cleaned

True

False

- If you've been boating for more than one season, this quiz will be easy

True

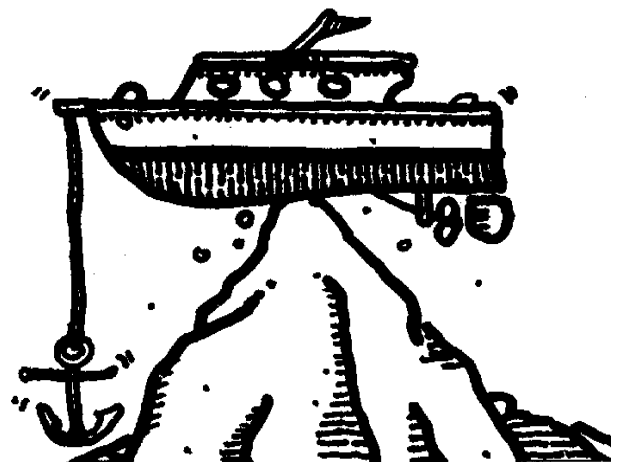
False

- You will participate in many OYC events this year

True

True

True



OYC Raft Out at Aquia Creek—June 8

Steve Worcester, *Saint 'n Sinner*
(Substituting for Steve Donock)

The cruise to Alexandria City Marina for the Red Cross Waterfront Festival was canceled this year due to lack of slips. As an alternative, a raft out is planned for Saturday nite. The following Captains had signed up for the Alexandria cruise: Bozoky, Breneman, Cheatham, Coldwell, Dodd, Fulford, Jeirles, Lovell, Martin, Moore, Rhodes, Sorrenti, Walsh, Wexler, Zimpel. However, everyone is welcome to the raft out since no reservations are required. As cruise coordinator, *Saint 'n Sinner* plans to get underway on Saturday, June 8th, around 10 AM. The anchorage at Aquia will be just inside the creek entrance. Upon approaching the red "10" marker, make a port turn of 90 degrees. You should see *Saint 'n Sinner* approximately 100 yards out of the channel. Mean water depth is approximately 5 feet, however the bottom is very soft there, as much as two to two and a half feet. There is a county park immediately to the south easily reachable by dinghy for those of you who insist on bringing your damn dogs with you. For those of you who have not been there and would like to follow along, call *Saint 'n Sinner* on Channel 16 Saturday morning. Plan on cocktails and snacks around 5:00 p.m. on the aft of *Saint 'n Sinner*. BYOB and a snack to share. Everyone is free to do what they want to for dinner — join others or have a cozy intimate dinner for two. Recommend you consider grilling dinner before you leave the dock and then just warm the meal up in the microwave. If you need to "borrow" a microwave, feel free to do so.

4th of July Cruise Coles Point Plantation

July 4-7
Rick Sorrenti

Reservations for 25 boats has been confirmed with Coles Point. This long weekend will be fun filled starting with the traditional dual fireworks display provided by Coles Point and our own Wexler Fireworks Display, Inc. In addition Coles Point will be providing a Seafood Buffet during the weekend. Further details will be provided once final deposits are received. To reserve your spot for this weekend, please forward a \$20.00 check, made payable to Rick Sorrenti, 3401 Carly Lane, Woodbridge, VA 22192. Call me at 703/590-6724 with any questions you may have. All deposits must be received no later than June 7, 1996!

Weeklong Update

Ray Steele

The attendance list for the Weeklong Cruise now stands at 16, but only 8 have provided deposits. Given this response, how can the Cruise Coordinator ever hope to show up in a new boat? Please cough it up, so you can join those of us who are going down to the sea. The stops on this cruise are as follows: Coles Point, Club on Fishing Bay, Tidewater Yacht Marina, York River Yacht Haven and the Yeocomico Marina.

We depart on July 27th and return on August 4th. Please contact me If circumstances have changed and you are now able to consider joining us. For those who have committed, but not sent in your deposit, I will be contacting you. In a final note; a warming trend is making the chance of snow during the Weeklong Cruise an even more remote prospect. (Next month: marshmallows, hot dogs and wine. What they mean to cruising boaters.)

Ray Steele (w) 703-920-2031 (h) 703-385-8615

Have you weighed your Halon (tank) lately?

Bill Fulford

Many of our boats have Halon Fire Extinguisher systems. These systems are designed to dispense Halon into the closed engine compartment in the event of a fire. As of January 1, 1994, no new Halon can be manufactured in the United States. Existing Halon systems are still usable as long as they are not discharged or leaking.

I have a system manufactured by FireBoy and the only maintenance recommended is to check that the Halon tank is not leaking or discharged. This is done by weighing the tank every six months (I discovered that mine had not been checked since 1987). This weight must be within a few ounces of the manufacturers' specification. The specification and allowable tolerance are on the manufacturers label on the tank.

This spring I removed my tank and took it to a Fire Protection/Extinguisher service facility in Woodbridge and asked them to weigh it. They looked at the tank and said that they would not weigh it since it was over 5 years old. Furthermore, due to its age, it must be returned to the manufacturer for testing and recertification.

At this point I called FireBoy (616-454-8337) and asked them about Halon tank recertification. They said that they have heard this story before and that many Fire Protection/Extinguisher services did not understand Halon systems. This recertification was **not** necessary with the FireBoy products. The only thing needed is to weigh the tank and compare the weight to the specification on the label. If the weight is within specs, record it, the date, and your initials on the tag affixed to the tank. Additionally, they said this did not have to be done by a Fire Protection/Extinguisher service but any boat owner can do this themselves if they have access to an accurate scale. Next, I called BOAT/US Insurance to see if they had any requirements or recommendations on checking the Halon tank weight. They confirmed everything I was told by FireBoy. Thus, I took my tank to an accurate postal scale at the Merrifield Post Office. Finding its weight to be in agreement with the label specification, I updated the tag attached to the tank and reinstalled the tank on *Happenstance*.

In the future, I plan to weigh my Halon tank **myself** every year during spring recommissioning. Hopefully, my experience will save you some time and effort when it comes to checking your boat's Halon system. This is a very simple process, just be sure to handle the tank with caution since damaging or discharging it would be a very costly problem to correct.

The Voyage to Yeocomico—Wet and Wild

Tom Coldwell, Cruise Coordinator

Ned Rhodes, duly appointed cruise coordinator for the Memorial Day cruise, had to leave town hurriedly (something about avoiding a process server); so he asked me to substitute for him. Well, my gosh, what was there to do? He had already collected deposits and sent them off to St. Michaels Town Dock — never mind we were going to Yeocomico Marina. (Just kidding; Ned kept the cash.) Sixteen boats signed up and ten of us made the trip. Participants included: *Sea Duck VII*, *Pat & Ray*, *Sweet Gussie*, *Cheers*, *Marietta*, *Evermoore*, *Down the Hatch*, *Kitt*, *Happenstance*, and *Shalimar*. Not bad for a weekend that started out cloudy and went downhill from there. Well, not quite.

Once we collected all of our boats and crews, we gathered around to stand up on our hind legs on the pool deck and trade opposed-thumb and finger food and a bunch of lies, probably, with those good folks from Prince William Yacht Club, our neighboring club to the northern reaches of the scenic Occoquan. It was good fun getting together and getting acquainted (and fed by) the PWYC clan... causing me to reflect again why it is that we are not one club. We could call it the Proccowilliam Quanine Yacht Club (this may need some work).

What's a little weather?

Anyway, after the Saturday cocktails, we went our separate ways to The Moorings restaurant and bar or to our own grills, where several captains engaged in the almost annual rite of "it's outdoors, so I gotta cook," a uniquely guy rite historically intended to even up the score with all the indoor cooking done by the gals.

There were several adventures which followed later that evening, mostly having to do with strong spirits, I'm told. While the details are a little fuzzy, it is evident that Captain Gary Walsh stayed above such nonsense, preserving the clear-eyed presence of mind to reserve the entire main dining room of The Moorings for our club to dine on Sunday evening. But wait, we're getting ahead here.

Sunday morning dawned with a head-splitting sliver of sunlight squinting under a solid layer of slumulow bumbus condominium clouds. Rain thereafter threatened all day long but not enough to deter Paula Wexler to lead her traditional forced march several feet away from the marina compound. Maybe as far a White Point Marina. White Point, by the way, was the other marina in contention for our Memorial Day weekend visit; but they got lucky when Yeocomico Marina drew the short straw.

A killing pace of relaxation

Most of the day, like Saturday, we just messed around, snoozed, hiked, snacked, rode bikes, boat-fiddled, etc. Rick Sorrenti especially fiddled and tweaked with this year's Sorrenti yacht *Sea Duck MCMXIV*. The Sorrentis kindly hosted the Sunday evening booze and cheese vespers; they are now claiming to have surpassed Ned Rhodes's record on-board party guest count (and while remaining afloat). Sorrenti's boat is loaded with electronics, and Rick is now busily pro-

gramming the boat to go on the week-long cruise without him.

Another major feature of Sunday was the celebration of Dave Moore's birthday — not one of the recognized high holy days on the liturgical calendar but a significant milestone nonetheless. And we celebrated with raucous songs and cheers the likes of which you never heard before; we just wish Dave had been in the area at the time. Ah, but that night, dear first mate Carol popped for dessert after dinner — a deliciously gooey overdose of a chocolate cake-pie concoction which was tastefully moderate in size but oh so deadly.

We dined at Seven.

Dinner entertainment was provided generally by everyone present, but the headliner act flown in especially for the occasion was Wexler & Sorrenti performing such feats as the waitress baffle ("No, he ordered oatmeal") and unraveling the waitress' own puzzle game called "Guess Who's Not 14". A good side act was The Amazing Walsh doing his legendary dinner check shuffle. All in all the entertainers were great and fun, and to their credit, failed to make the time go slow. Too soon we had to leave, and just when we were warming up to talking about the six boat crews who couldn't, wouldn't, didn't, shouldn't make the trip; hey, do we care? (Ha. Ha. Just kidding, except to let you know we are sorry you missed a good time.)

It's another way to wash your boat.

Then came Monday and for-sure rain. One by one we headed home. The Prince William gang left first, supposedly so they could get the best slips; we heard one first mate ask, "But honey, we're going home!" OYC soon followed into the brink or drink as the case was. There was a distinct northeast wind and sea which added a certain exuberance to the trip home, and there was definitely rain, enough to soak any fool who would stay on an open bridge.

No reports of major casualties, always a plus (and rarity) for OYC outings. In fact, I would have to pronounce it, despite the crummy weather, a highly successful event.

"...and the river was full of flotsam..."

PRYCA Delegate Henry Lovell

The sun was bright, the wind was brisk, and the river was full of flotsam, which made it like driving through an obstacle course. Determined to get where I was going, I slowed *Hanky Panky* and zig zagged my way to Mt. Vernon Yacht Club for the 1996 Safety Day.

On Saturday, May 11th, Mt. Vernon Yacht Club, with the assistance of U.S. Coast Guard Auxiliary Flotilla 14-06, hosted the Potomac River Yacht Clubs Association Safety Day. There was a small but dedicated group of boaters from several yacht clubs that braved the elements to participate in this informative, fun-filled gathering.

U.S.C.G. Auxiliary 14-06 provided great safety demonstrations and products that everyone who owns a boat should know how to use. They had fire extinguisher demonstrations, visual distress signal demonstrations, CMEs, and towing safety demonstrations. The Fairfax County Fire Department

was on hand during the fire extinguisher demonstration and during the visual distress signal demonstration. Several members took part in this (nice job Teresa!).

As the afternoon drew to a close, a good size storm blew through, leaving us to take shelter aboard the vessel that happened to be the closest as the storm hit. A few of us had a close encounter with some shrimp of the raw kind, but *Sea Ducks Too* braved the moment to save the day!!

Since the storm left all the charcoal soaking wet, a small but jolly group motored to the Rib Rack for an impromptu meal. Although the weather was challenging, the day was fun and enjoyed by all.

Welcome, New Members!

When you stop down at A-Dock at Prince William Marina, say hello to new Family members Ken and Kathy Jones aboard their Sea Ray *Compromise*.

And welcome, too, to Walter and Amy Hansen, Family members aboard their sleek Velocity at Captain John's Marina. And welcome to our newest members, Randy & Anne Blanks, Family membership, in their Wellcraft *Randy Anne*.

Did we tell you also that Coles Point Plantation has enrolled for an Associate Membership? We are delighted to welcome Peter and Lynne Tucker to our ranks and look forward to seeing them come July 4th weekend.

Membership tally to date

The Club membership total is now 72, four memberships ahead of this time last year. Have you thought about asking your un-anointed boating friends to join our throng? If you need more membership applications, please ask Tom Coldwell, 323-1675, to send you some. Board members usually have a supply of these forms, too. Point is, let's get some more of the forms filled in with new member names. It isn't fair to other boaters for us to have all this fun by our 72-membership selves, is it? With all this cheer on our hands, we could spread some of it around.

Thank You All

Ned and Arleen Rhodes

Many thanks for all the kind words and cards following my mother's death. They really meant a lot to both Arleen and me. I especially appreciated the many notes that accompanied the cards. I found out from her friends in Michigan that she always looked forward to coming out for the Chili Cookoff in the fall and I know she always looked forward to being a judge. She couldn't wait to catch up on the Club news as told to her by the various Club "liars." The flowers that the Club sent were proudly displayed and were a reminder of all of our friends at home. Thank you all for your thoughts.

Leftover winter musings, while poking around in a computerized encyclopedia

Tom Coldwell

There is that grand quote about the wonder of boating. You probably have heard it: "There is nothing — absolutely nothing — half so much worth doing as simply messing about in boats." Someone once gave me this quote, printed on parchment and framed, and it has hung in our house for years.

All I knew was that it came from a book *The Wind in the Willows*. Then I got one of these encyclopedias on a CD-ROM, and I asked the thing to give me all of its boat quotes. Sure enough, the "messing about" turned up. The book is by Kenneth Grahame (1859-1932), British essayist, writer of children's books.

There is more to the boat quote: Rat, in *The Wind in the Willows*, Chapter 1, continued, "In or out of 'em, it doesn't matter. Nothing seems really to matter, that's the charm of it. Whether you get away, or whether you don't; whether you arrive at your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy, and you never do anything in particular; and when you've done it there's always something else to do, and you can do it if you like, but you'd much better not."

Hey, I think this Rat guy has it right on the money. Certainly has been my experience simply messing about, etc.

TANTALLON YACHT CLUB LUAU NIGHT

June 22nd and 23rd

Boat Name _____

Family Name _____

Number of people for Dinner ____.

Boat Length _____ feet

Boat Width _____ feet

Power Requirements __ single 30-amp __ twin 30 amp __ 50 amp

Send \$10.00 deposit check made payable to Tantallon Yacht Club to Steve Wexler, 3601 Deerberry Court, Fairfax, VA 22033. Call Steve with questions at (703)-734-0202 or (703)-437-0687

Global Positioning System Fully Operational

News Release, July 17, 1995

The Air Force announced today that the Global Positioning System satellite constellation has met all requirements for Full Operational Capability. FOC status means that the system meets all the requirements specified in a variety of formal performance and requirements documents.

This declaration signals the culmination of more than 20 years of research, development and implementation activities that brought the revolutionary navigation system from concept to reality. The program was created by the Department of Defense in 1973. The first GPS satellite, a Block I developmental model, was launched in February 1978.

"This is a major milestone," said Air Force Vice Chief of Staff General Thomas S. Moorman Jr. "GPS has become integral to our warfighters and is rapidly becoming a true utility in the civilian community," he concluded.

The first launch of operational (Block II) GPS satellite in February 1989, marked the beginning of steady progress toward a full constellation of 24 satellites. That milestone was achieved in June 1993 and Initial Operational Capability was declared later that year. FOC marks the successful completion of Department of Defense testing of the 24 Block II satellites now in orbit and confirmation of their operational capabilities.

The system gained fame during Desert Storm by providing unprecedented navigational accuracy for allied air and ground forces, but it is rapidly being integrated into a wide variety of civilian uses as well according to Maj. Gen. Robert S. Dickman, director of Space Programs in the Office of the Assistant Secretary of the Air Force for Acquisition. "GPS is a model for dual-use systems," said General Dickman. "It's both a force multiplier for the warfighter and a boon to the civilian sector."

GPS, operated by the 2nd Space Operation Squadron of the 50th Space Wing at Falcon Air Force Base, Colo., is a U.S. Department of Defense radionavigation system. It provides highly accurate, real-time, all-weather position, velocity, and time information to properly equipped air, land, sea and space-based military and civilian users around the world. For more information, contact Air Force Space Command Public Affairs (719) 554-5285.



Anniversaries

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

Sandee Bozzuto & Sandy Leathers, June 10
Jim & Cathy Hill, June 10
Dan & Sharon Corrigan, June 15
Duane & Janet Jeirles, June 15
Ray & Pat Steele, June 16
Steve & Mary Jo Worcester, June 21

Birthdays

June Birthday Wishes to:

Christine Budd, June 4
Jim Jacobsen, June 6
Leo Moore, June 7
Vickie Siebert, June 7
Tom Lytle, June 7
Gary Walsh, June 10
Bob Michaud, June 12
Mary Jo Worcester, June 15
Scott Shortnacy, June 27
Janet Jeirles, June 29
Anita Tracht, June 30

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. We will miss you Mom.

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.

Editor	Ned W. Rhodes
Text Entry	Arleen Rhodes
Proofreader	Arleen Rhodes
Stapler	Arleen Rhodes
Stuffer	Arleen Rhodes
Everything Else	Arleen Rhodes
Stamp Licker	Jess Rhodes
Complaints	Sally Rhodes
Running Around	Willie Rhodes
Mailing Labels	Tom Coldwell

The Daymarker is produced on a Macintosh Quadra 840av computer with 32MB of memory, 2.5 GB of disk storage, many CDROMs, a Syquest Cartridge Drive, a Radius 19" TPD, an Sony 17" Color Monitor, an Apple LaserWriter IIf and a Microtek 600Z Color Scanner using PageMaker, Adobe PhotoShop, MacWrite II, Ofoto II and DeskDraw.

NEWS *From* BOAT/U.S.

Boat Owners Association of The United States

Washington National

Headquarters, 880 S. Pickett St., Alexandria, VA 22304 (703)461-2864

Alexandria, VA
April 15, 1996

FOR IMMEDIATE RELEASE
Contact: Dave Pilvelait

FCC Signs Off on Elimination of Marine Radio License Fee

Over two years of effort to relieve recreational boaters of a burdensome federal fee have been successful as the Federal Communications Commission (FCC) proposed Friday eliminating the VHF radio license requirement for recreational boats on U.S. waters. Even though the proposal will not be final until July, the FCC confirmed that it takes effect immediately, according to BOAT/U.S. (Boat Owners Association of The United States). The U.S. Coast Guard also announced that it will cease checking for a FCC license when conducting a routine safety inspection on the water, however boaters are still required to follow proper operating procedures when making a radio broadcast.

Recreational vessel owners no longer have to submit a lengthy application form to the FCC and, more importantly, no longer have to pay a \$75 "user fee" simply to have a legal two-way radio on their boat to use in case of emergencies. BOAT/U.S. led the fight to eliminate the fee since it was first approved by Congress in 1994. It was originally set at \$115, almost the cost of a VHF radio. Many boat owners simply stopped licensing their radios or, worse, stopped putting this important piece of safety equipment on their boats.

The repeal of the radio license fee was authorized by Congress in the Telecommunications Reform Act of 1996. The FCC's action Friday lifts a paperwork and financial burden on some 581,000 marine radio users, as well as those with EPIRBs and radars. Those with applications pending will receive them back unprocessed, along with the \$75 fee, within the next few months. The FCC also suggests that skippers in U.S. waters who do not have a license identify themselves by vessel name when making a radio broadcast. Those planning a trip to a foreign port, using a single side-band radio, or Inmarsat equipment must still have an FCC license under international rules, and those applications will still be processed. Those with vessels 65 feet or more must also still have a license to operate a radio. BOAT/U.S. recommends that boaters with questions call the FCC toll-free at 800-322-1117.

"We're extremely glad to put this exercise in red tape behind us," said BOAT/U.S. President Richard Schwartz. "It's gratifying to know that our concerns were heard loud and clear, both in Congress and at the highest levels of the FCC."

BOAT/U.S. is the largest organization of recreational boat owners in the U.S. and currently has 500,000 members.



PRYCA MAL UPDATE - Monica Lovell

Re: 11TH ANNUAL PRYCA FLOAT-IN - JULY 19-21, 1996

It is time once again to plan for the PRYCA Float-In to be held at Fort Washington Marina the weekend of July 19-21, 1996.

For those who never before have had the privilege of attending this wondrous event, I recommend that you plan on joining us this year. With events such as the famous (or is it infamous ☺) Aquia Cup Competition there is a lot of camaraderie among OYC members as well as with other clubs from up and down the Potomac River. Some members even demonstrate safety techniques...such as how *not* to board a dinghy!

Last year, we had over 130 vessels participating, along with some participants arriving by land. We expect this year to be bigger and better!

Now for a few particulars:

- (1) The cost will be \$45.00 per adult and \$22.50 for children between 7 and 12 years of age (there is no charge for children under 7). This fee includes a dinner dance on Saturday night, a ticket for the doorprizes to be drawn Saturday night during the dance, and a brunch on Sunday. (This fee does not include slip fees.) Full details for the planned events are provided on the enclosed Float-In flyer. This year we are requiring all adults arriving by boat to register and pay the full \$45.00 registration fee.
- (2) On Friday night there will be a pot luck dinner, with a large barbecue grill available for use. Please bring a dish to share and don't forget to bring something to throw on the grill!
- (3) As you can imagine, the planning and assigning of slips for 130+ vessels from 18 clubs with various lengths, beams, and power requirements is very time consuming. There is a limited number of slips available for this event so please have all monies and registrations in by JUNE 20TH! Also, the sooner we send our money in, the better the chances are that OYC boats will be on one dock. Due to the limited number of slips, we will not be able to accept boats arriving the day of the events who have not previously registered.
- (4) Boat arrivals should be restricted to 0800-2000 hours. Arriving vessels should call PRYCA (not Fort Washington Marina) on a designated hailing channel. Once we have all of the registrations in, you will be contacted by PRYCA Delegate Henry Lovell or myself, and we will let you know what the designated hailing channel will be
- (5) Fort Washington Marina is one of the newest and nicest facilities on the Potomac, located on Piscataway Creek off Potomac River buoy "79". It is a full service marina featuring 296 slips, fixed piers with floating docks, 30 AND 50 amp electrical service, fuel, heads, showers, laundromat, ship's store, deli, tennis courts, and a **POOL!**

Enclosed with this letter is the Registration/Cost Calculation Form, the tide tables for the weekend of the Float-In, and the event flyer.

Hope to see you all there! Remember, no registrations will be accepted after June 20th!



11th Annual



PRYCA FLOAT IN

WHEN: July 19 - 21, 1996
WHERE: Ft. Washington Marina
ACTIVITIES: Exciting/Fun Filled Program

Friday, July 19th

Registration and Welcome (Noon to 1900 hours)
Pot Luck Dinner in the PRYCA Tent

Saturday, July 20th

Registration and Welcome (0900 - 1600 hours)
Aquia Cup: Scavenger Hunt, Marine Dexterity,
Safety, Navigation, Dinghy Races, and More....
Catered Dinner and Dance in the PRYCA Tent
Music by *The Wright Touch*

Cash Bar

Sunday, July 21st

Catered Brunch in the PRYCA Tent

**SEE ENCLOSED RESERVATION FORM. RESERVATIONS
WILL NOT BE ACCEPTED AFTER JUNE 20TH!!**

**QUESTIONS? CALL MONICA OR HENRY LOVELL AT
703-799-1322**

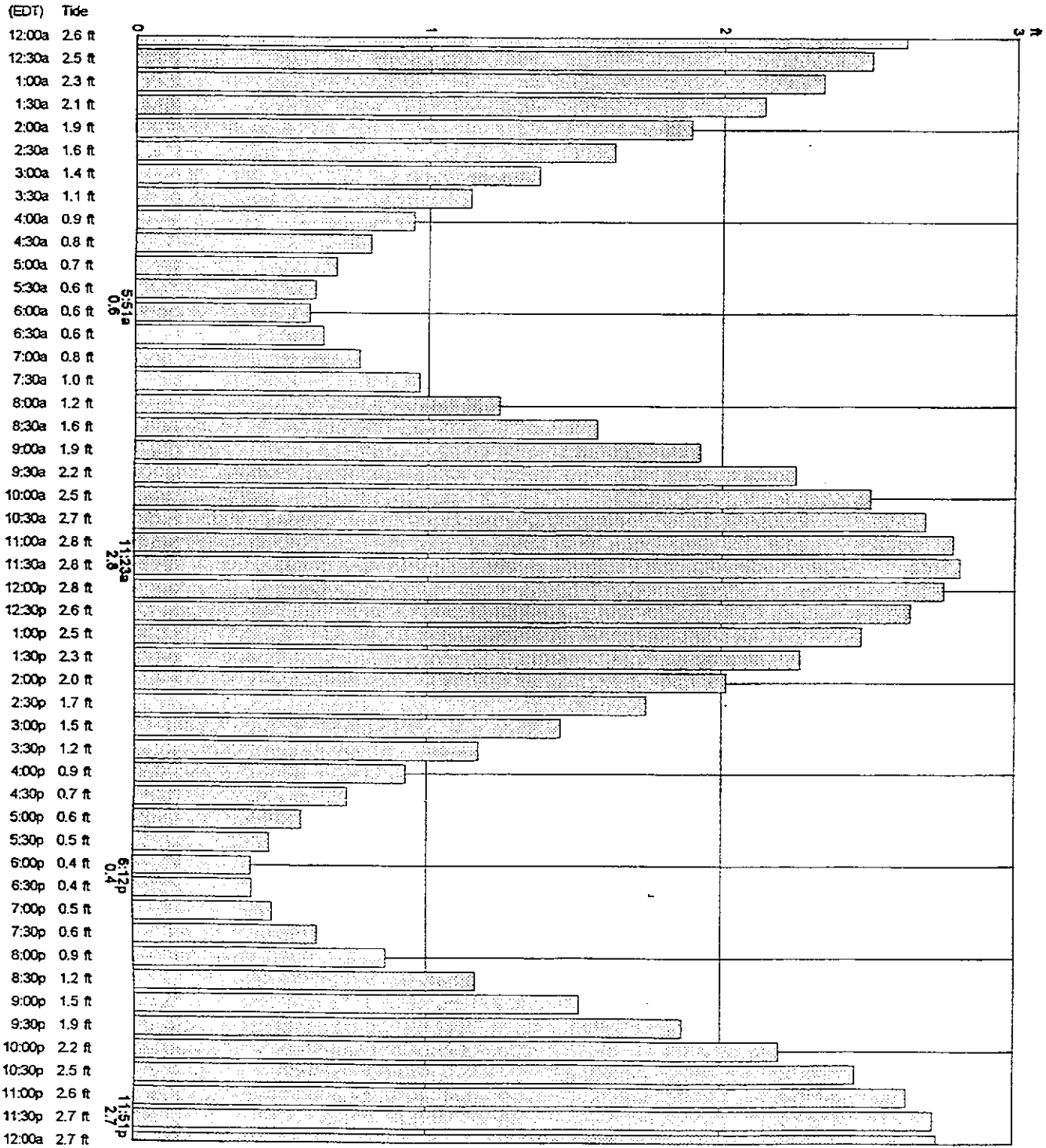
Tides-Fort Washington, Md.

based on WASHINGTON D.C., Washington Channel, (NOAA)
38° 43' N 77° 2' W

Average Tides
Mean Range: 2.4 ft
MHH-W: 2.8 ft
Mean Tide: 1.4 ft

Saturday, July 20, 1996

Daily Highs & Lows
5:51a 0.6 ft Low
11:23a 2.8 ft High
6:12p 0.4 ft Low
11:51p 2.7 ft High



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

Ned W. Rhodes, CDP
president

Software Systems Group



Fourth of July Cruise to Coles Point. Watch one of the Steves blow things up. July 4-7	Tantallon Luan Cruise. See one of the Steves in a grass skirt. June 22-23	Father's Day. Take Dad out for crabs. June 16	Cruise to Aquia Creek with one of the Steves. June 8-9
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C o m i n g E v e n t s

	<h1>The Daymarker</h1>
Occoquan Yacht Club P.O. Box 469 Occoquan, VA 22125	

Address Correction Requested