

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

The Daymarker

May 1996 Vol. XIV Issue 5

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

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Commodore's Comments

Tom Egmore

After a long, long winter and several false starts of Spring, it looks as if warm weather is going to arrive just in time to start the 1996 OYC Boating Season.

Dealmaker has probably been running the lower Potomac for the past two months, in spite of the weather, but the rest of us are just finishing up the dewinterizing process. With decent weather the last two weeks of April, there was time to get your boat spring commissioned and in shape for the Coast Guard Auxiliary's Courtesy Marine Examination (CME) on Flag Raising day.

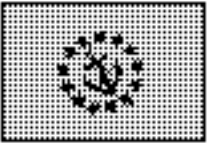
Now that the season is underway, it is time to get your copy of the OYC 1996 SCHEDULE OF EVENTS posted on the front of the refrigerator as a reminder of upcoming cruises and activities that you won't want to miss.

Hopefully, I will see most of you at the BREAKFAST/YARD SALE at Prince William Marina on May 18th. We are expecting a large turnout, so check your garage and attic for those unwanted Christmas gifts or things you no longer use since you're so into boating. Bring them along with the family down to Prince William Marina for a great all-you-can-eat breakfast for a morning of fun. Don't forget to let your neighbors know about the deal. Remember, you don't have to own a boat or belong to the club to come to this event. We will try to get them to join, however, if we can.

The rest of the month we have the PRYCA MARINE SAFETY DAY, BLESSING OF THE FLEET, and finally

ishing up with the YEOCOMICO.

“Warm weather
is going to
arrive to start
the boating
season”



Vice Commodore's Comments

Steve Wexler

After a long and quiet winter at Occoquan Harbour Marina, the time had finally arrived for *Sweet Gussie* to swing into action...which meant it was the time for its Captain, namely me, to dig up some able assistants to relocate the boat to its new home at Fairfax Yacht Club. My First Mate was due to be out of town, which probably was fortuitous...it avoided this year's first confrontation on boating seamanship, or my lack thereof. So I contacted our own Joe Louis, the greeter of the Occoquan River...former Commodore Sanford...as opposed to the former Commodore Sandee. We probably could have prepared the boat for the big trip across the mighty Occoquan a lot faster if we didn't have to stop every five minutes to say hello to another boat stopping for fuel. Anyway after three hours, lunch, and a few beers, we finally decided that we were ready for the ten minute trans-river excursion. Precedent to getting underway, we had already made the obligatory telephone call to Rick "Did you say you have another boat for me to buy?" Sorrenti. As you all know, PC Sanford is preparing to move to the west coast of Florida, which obviously means that he and the Commodore have been packing all of their acquired life-long treasures...can a married couple of ten months actually have "life-long" possessions??? In any event one of those possessions was the world's largest door stop / fireplace mantelpiece, better known as the OYC incendiary device, otherwise referred to as the infamous cannon!!! Sanford actually passed along a sheet of instructions as to loading and firing techniques. But I know better...it's bad enough that I try to bring fireworks into my house...can you imagine if I brought home a cannon??? So we called Rick and asked him to meet us at FYC for transportation back to our land vehicle. Coincidentally, Ned "my boat can go slower than your boat (or for that matter—any boat)" Rhodes, was also at FYC. Also communing with boating nature were the Walsh family...you know, Ned, the boat with an icemaker.

So as we approached the new slip, we certainly had enough assistance. That's when we delved into a deep existential investigation and ensuing discussion as to whether the loop should be on the piling end of the line or the boat end. Those of you who know me understand when I say that I didn't think that there was a major difference...in my opinion if you've seen one rope it's the same as all others. But Sanford and Ned had a significant departure of opinion on this matter. Sanford said the line should be wrapped around the piling with the loop available on the boat end to be easily slipped over a cleat each time we return. Ned said that the piling should be looped and the loose end should be retied around the boat cleat each time. Rick said that if there wasn't a new boat involved in the situation he didn't have an opinion. Gary kept looking for an icemaker to wrap the line around. At first I was concerned that they would throw my lines overboard and then have a diving contest to decide this Solomanesque dilemma. But sensibility prevailed, when Sanford wrapped the loop around Ned's neck and merely pulled tight. Actually the boat is safely in its new slip, but it's a little tough having

to drag Ned behind us each time we leave our new port. Oh, and by the way, Rick did wind up with the cannon...Teresa has already expressed her sincere appreciation...and Gary and Carol kept on eating their lunch. Everything worked out...Rick and Sanford left me to arrange the inside of boat while the two of them went off to buy a new boat...anything to make Sorrenti happy.

This year's Early Bird Cruise was somewhat less than a "cruise." Actually, with the prevailing wind it was more of a "float-in"...that is, the wind pushed us from downriver to upriver...to Prince William Marina...or the fight for light (i.e. power) destination. Fantastic turn-out, which seems to indicate that our members like to conserve fuel...in Paula's case, it's the preferable boating speed...never getting up on plane. True appreciation was expressed for that big blue backdrop or windbreak...better known as the Zimpel vessel. It's my understanding that when Steve (choose one) unveils...at least five sailboaters will be present seeking new materials for their propulsion devices. The other Steve did a great job of coordinating everyone to the relocated event.

Now to future events....

May 4th—the "Big Boom," better known as the OYC Flag Raising. Bring a side dish or desert to OHM. Courtesy CME's and wonderful camaraderie. Weather permitting there will be a Mattawoman raft up that evening.

May 11th—PRYCA Marine Safety Day at Dogue "I wish there was just a little more water" Creek, hosted by Mount Vernon Yacht Club. Bring your old and new flares...new so you can get a CME—old so you can see what they actually look like.

May 18th—OYC Breakfast and Yard Sale. Bring your appetites and those treasures that you feel you can part with. That evening there will be the PRYCA Pre-Blessing of the Fleet dinner / dance under the stars at Columbia Island, hosted by National Potomac Yacht Club. See Monica and Henry's article...sign up now for the dinner and upriver dockage. On May 19th the Waterfront Washington Association will host the annual Blessing of the Fleet. As I have often reminded you, it doesn't hurt to have your ship blessed...it can only help—early preparation to avoid the "Bent Prop Award."

May 25th-27th—OYC Memorial Day Cruise to Yeocomico Marina. Send your reservation and money to Ned Rhodes.

June 1st and 2nd—OYC Summer Cruise to Aquia Bay Harbour Marina. Find PC Coldwell's article for information and sign-up instructions. (Editor's note: this cruise has been postponed)

June 8th and 9th—OYC Raft-up in Aquia Creek coordinated by Steve (which one????) Worcester. Note: This is a change in schedule...Alexandria still won't have any slips.

For those of you who are interested, that means that OYC will have something for everyone six straight weekends in a row. Make your plans now...the plate has been set for your dining delight...now you have to decide how much of it you want to consume. I intend to keep communicating with PC Leathers to let him know that this year's "Fun Index" is going off the scale!!!

See you on the River!!



Exec. Rear Commodore Comments

Teresa Sorrenti

The New Boater

In our carpool we have a brand new, just-starting-out boater, and it is interesting to see Boating through her eyes. According to her husband, the reason they suddenly decided to buy a boat is her fault (of course he would say this): as they were watching the boats go by from Gecko's one day, she said "Doesn't that look like fun?" This of course is all the incentive a guy needs. They are now awaiting a new 27 foot Regal, and taking the Coast Guard course. She is full of questions, as I remember being five years ago. "Are you really able to get up on the bow and get those ropes on and off?" (I told her first, they were lines, and second, yes, I can do that and so can she). What she must be prepared for, though, is having her husband raise his voice to her in an agitated manner during this process. This should not be taken personally, and has no relationship to the type of marriage you have, it is just another one of those nautical traditions.

She is full of questions "How do you keep things from flying around the cabin?" (No matter how neat you are at home, on the boat, EVERYTHING must be in its place when underway was the advice—I did not tell her that things can still fly around!) So many things are second nature to us now, we forget what it was like: how to remember what can be disposed of where; how to make meals in a three foot "kitchen"; what to do at a marina; how to learn to read a chart, use a radio, etc. etc. etc. We all used to be like that, filled with the curiosity and excitement. Of course, some things do not change with experience in boating: they too are poring over catalogs, looking for nautical accessories, gadgets and decorations, counting the days until they will be on the river.

The only bad part about all of this, is that we were not able to get them into OYC; they are keeping their boat at Quantico. At the first meeting they attended there, they signed up for their first cruise: Fourth of July to Coles Point!! I am sorry to say that she reported they were soliciting people to play volleyball already. Maybe we should start practicing. Ned, are you ready to lead us??



Secretary's Comments

Walt Cheatham

I took the laptop to *Southern Nites* so I could sit on the topless fantail, soak in the sun, get an idea, and quietly write this article in the bosom of springtime. It was the perfect way to be inspired—only it didn't work. Susan wanted to clean the boat.

Susan always wants to clean the boat. And when I say, "OK go clean it," that doesn't work either. She wants help—help from me. By the time we go through all the cleaning there is no more time or energy left for fun (or inspiration). Why did God make it that you have to be old with both spouses

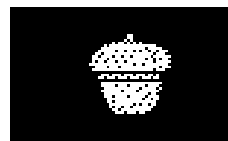
working to have enough money to own a boat, but by then you are too tired to have the energy to clean it before using it? Why didn't God reduce woman's cleanliness instincts over time in the same proportion he reduces men and women's energy levels as we get older?

I want to use the boat—to go somewhere, to tinker with it, to be inspired by it. She likes all of those things too (except tinkering and inspiration), but first the boat has to be clean. Why?—it's just going to get dirty again. Besides, it sits in water which gives the illusion of cleanliness. It gets rained on which washes the heavy stuff off. And sitting inside with rain pelting down on the canvas even sounds clean.

Even when we go somewhere I'm supposed to clean. Go to Mattawoman, and I'm supposed to walk around the boat all day cleaning the scum line and waxing like Steve does. Go to D.C. which doesn't even involve salt water, and I'm supposed to hose the boat down soon as we tie up like Steve does. So we go to the Moores and fake an anchor drag routine so we have to park so far away no one can see the spider doo. It's just too much.

And it gets worse. Next Saturday the entire Fairfax Yacht Club is having "Appreciation Day to Come Help Us Clean the Place Up"—and they take names (especially to see if the new members show up). Meanwhile, I've got to go out here at the house and plant a new tree, move two bushes, and plant the garden.

And you'd think that with all this cleaning I'd be able to get the mulch and dirt out from under my fingernails so I'm presentable at work Monday thru Friday. Not so.



Treasurer's Comments

Dave Moore

Having served on the OYC Board for some seven months to date, you quickly learn that one of the more difficult duties is finding a subject to expel upon every month for your special officer's space in the Daymarker. Writing the article is often easy; it's creating the subject that makes for a hard time.

Our Commodore can always write about a past event and drum up enthusiasm for the upcoming events. We all can do the same, but repetition can be dry reading.

Our Vice Commodore can write about previous Board experiences, schedules, boating challenges, bent props, fear of venturing too close to the Chesapeake Bay, alleged low golf scores and PRYCA duties, to name a few of his many talents.

Our Rear Commodore likewise has past Board experience to fall back on (since her accurate records kept as past-secretary offers volumes of subject matter). She can now expand on the difficult duties of event inventories, the right and wrong beer brands, ketchup vs. mustard preferences, quantity of ice used per person per event, hot dog prices, chips and the like. A hard and time consuming job for sure, but in capable hands. And hubby is always there to assist with his new tide clock.

Our Secretary never needs to worry about what to write about. Between nostalgic trips to high-school days or to intensive fast-anchoring training school days, he can walk

you through memory lane better than Bill Cosby or George Carlin.

Myself, well, I've given you lists of nautical things to do and not to do, provided crossword puzzles and the like, exercised my wit the best way I can and now ramble on about next to nothing. If you've read up to this point I commend you. I need help. Please request new brilliant subject matter for me to research and report back to you wonderful OYC boaters or I'll be forced to write about my high seas adventures of the past as Master of my vessel in the Army Reserves—namely an LCM. Thanks.

FLASH: If you didn't buy one of the OYC Cookbooks that our quartermasters found in storage and offered to the members for only \$1.50 at the membership meeting, you can buy one at the May 4th Flag Raising event. What a deal! Great recipes provided by Mary Jo, Mary Ann, Lynn, Terri, Susan, Joyce and past members are a part of our Club's heritage. See Bill or Bonnie Fulford for your copy without delay. They have some other new items for sale too. Check it out!

See you on May 4th and/or the many other Month-of-May activities.

I Took Your Money

Ned W. Rhodes

Reservations for the Memorial Day Cruise to Yeocomico Marina are now closed. All the deposits have been sent in and the marina is filling up with non-OYC boats. If you decide that you really really now want to go after having ignored the numerous pleas for money, you should call the marina directly (804-472-2971) and beg for a slip. Out of the original twenty sign-ups in January, we have had four cancellations, two additions and twelve checks received after the money deadline. Keep up the good work.

Aquia Bay Marina Visit Postponed

Tom Coldwell

The planned June 1-2 overnight cruise to Aquia Bay Marina has been indefinitely postponed following word from the marina management that needed electrical service improvements have been delayed until after June 1. The number of existing slips with adequate power has been further reduced by an increase in the marina's permanent slipholders.

Because of these two factors, coupled with the marina's desire to provide first rate service, the marina asked that we hold off until this fall, if possible. Cruise coordinator Tom Coldwell agreed to the postponement and has referred the matter to the Board to consider re-scheduling options.



OYC renews BOAT/U.S. Cooperating Group Accord

Yes, it's true! We have renewed our BOAT/U.S. cooperating Group Accord for another year. This provides for a 50% discount off the regular \$17.00 dues, making it possible for you to join or renew your BOAT/U.S. Membership for only \$8.50. If you're not taking advantage of this great offer, don't wait any longer. See OYC's membership doodah Tom Coldwell for a BOAT/U.S. Membership application. Or, just write our Cooperating Group Number, GA80979Y on your next BOAT/U.S. renewal bill and pay the special \$8.50 rate. Start saving on your BOAT/U.S. Membership today.

An Intracoastal Odyssey, Part III Herb Saunders

This is the third in a series of articles about *AWOL TOO's* journey last Fall down the Intracoastal Waterway (ICW). While there is much more that could be said, the calendar tells us that we will soon be confronting more serious foolishness which will require careful observation, configuration, embellishment and dissemination. This will consume all of our collective energies.

I promised earlier to say something about sailbotes and I will, despite recalling a recent Daymarker welcome to a new (sailboter) member.

Unlike most power boaters, and despite my plagiarism from *Boating Magazine* of the mildly pejorative "bote" versus "boat" spelling, I have never been anti-sailboter, even though many of them seem to look and behave like a——s. Nor am I likely to demean their nautical prowess, or lack thereof.

In a trip down the ICW in the Fall or up in the Spring, it is not unusual to pass 30 or 40 sailbotes a day heading in your direction. This totals 300 or 400, I guess, for the full journey. I don't know, maybe it's 800. It certainly seems like it. I saw one boat under sail, the other 299 were under power, all moving between 8 and 10 mph. I recall one interesting radio exchange occurring in the Cape Fear River, which on the day we were there was rather well named. (I kept waiting for DeNiro to drag his sodden body up my anchor chain.) At any rate, the exchange went like this: "This is the Mary Lou Fazoo to any towboat in the vicinity of red marker 54 in the Cape Fear River." Twelve towboats immediately responded simultaneously—red 54 is apparently a popular area. The most aggressive one eventually prevailed to say, "This is Towboat So & So, what can we do for you?" The sailbote responded, "We are disabled." The towboat said, "What is your problem?" Fazoo answered, "Our engine quit."

My routine on approaching a sailbote was to get on the VHF and say, "This is *AWOL TOO*. I'm a power boat about 75 meters off your stern. I would like to pass you on your port (starboard) side and if you'll slow down I can do that with minimum wake." Hearing no answer, and in fact only one sailbote ever answered this message, I would repeat it two more times. I would then make my pass at about 12 mph, which is about what you need to do to pass a boat proceeding

at 8-10 mph. Once past, I would then hear on my VHF, "Thanks for the wake, *AWOL TOO*, you're a real class act," or an equally imaginative version of that message. I persisted in that routine for three or four days when frustration drove me to conclude that employing the horn to signal a port or starboard pass might be more effective. Think again. Of perhaps 150 passes made with horn signals, the results were as follows: two "captains" turned around to look at me. One, repeat one, returned the proper horn signal and moved accordingly in the channel (perhaps it was our new member). The remainder simply continued to move doggedly ahead, with no visible or audible reaction except the routine blurt after the pass. Do not plan to develop any long-lasting friendships with sailboters encountered along the way—the annual sending of Christmas cards, pictures of grandchildren, etc.—unless you routinely establish bonding rapport with daymarkers, floating logs, microwaves and other inanimate objects.

I need also to touch on barge captains. I have never knowingly met a barge captain personally, unless that was one exploring the inside of his skull through his right nostril (second knuckle) over a plate of breakfast waffles somewhere in southern South Carolina. But I have talked to a lot of them. Courtesy and good sense suggest you do that, especially in a bow-to-bow approach in a confined channel, if only to make sure that he sees you, at least out of his left eye. So what do you say? "Hey, captain, what's happening?" Or, "Any good waffle places around here?" No, you say, "I am the speck in the water approximately 100 meters off your bow. Do you have any preference on passing procedures?" Barge captains have apparently taken a maritime oath which precludes them from saying such things as "port to port is fine," or "starboard to starboard seems appropriate here, considering the channel." Instead you will invariably get one of these responses: "inland rules apply," or "do two whistles" or "take your pick."

The latter means, I am a humongous vessel weighing a gazillion pounds. I am dragging six miles of rusty pipes, any one of which would easily conceal 14 Chevy vans. I have a 40-foot beam and I am in the center of a 30-foot channel. I intend to do nothing other than plow straight ahead. You should do whatever seems appropriate to enhance your chances of survival. I can't wait to see what you do. Barge captains are special.

And finally, I should like to offer some guidance, hopefully helpful, for those of you contemplating a trip down (up) the ICW:

- Get over it. Take a nice cruise down to Cobb Island and eat crabs.
- If you must go, select crew members who have recently been getting on your nerves but don't know how to get rid of them.
- Never make eye contact along the way. On the other hand, make constant eye contact with the crew to document egregious and lubberly conduct that can be dredged up and analyzed at length at happy hour, which in this milieu may be a bit of a misnomer.
- Bring charts the size of pool tables. They are especially handy at the helm.
- Pack cold weather gear. Specially construct mittens to include a finger in the middle.

- If you don't have a hailer, bring a megaphone.
- Never stop for lunch. You'll have to pass in the afternoon all those sailboats you passed in the morning.
- Always monitor channel 16. It is particularly useful beginning around South Carolina to hear some colorful profanity, fishing results and expectations, amateur weather forecasts and a review of last night's social calendar, including any male conquests, which essentially seem to consist of long-term wrestling matches in the pickup without getting the deer horns up your cazooli. Coast Guard Group Baltimore would be apoplectic.
- Otherwise, destroy your VHF. It will be of no use to you.
- Install more and louder horns.
- Cash a few bonds. With food, gas, slip fees, etc., daily expenses tend to average about \$300 to \$400, depending on fuel consumption. Assuming a two-week trip, you may find that you can trailer your boat to Costa Rica for less.
- Get a trawler.
- Bring spare props. About 6 or 8 for a twin screw boat should suffice, unless you are coming back.
- Always buy gas at the end of the day. The attendant will be sleeping one off in the morning.
- For added adventure, avoid floating docks in Georgia, where the tide is 9 feet.
- Resurrect a few pairs of old pantyhose from the high school trophy foot locker (or from more recent mildly deviant behavior) to strain bad fuel in the Carolinas. Learn to ignore pejorative comments by gas dock attendants.
- To facilitate bonding with sailboters, take along an ugly, skinny dog with a sawed-off tail. Also, wheat germ.
- To develop "sea legs," consider anchoring for a couple of days in the middle of Albemarle Sound.
- Never leave port in the morning without a destination in mind for the end of the day. Make reservations at the half-way point.
- Other pleasant alternatives to Cobb Island include Colonial Beach, Ragged Point, Tall Timbers, etc. Avoid Dennis Point.

AWOL TOO seems relatively happy in the waters of Southeast Florida. She has her own little lift that keeps the nasty barnacles away. She is based on the Indian River, minutes away from both forks of the St. Lucie River and several inlets with direct access to the ocean. The west coast of Florida is a day or two away via Lake Okechobee, etc., and Miami is only a couple hours away via the ICW (here we go again!).

Faced with the decision of when to head north again, I concluded that if we bring *AWOL TOO* back in the Spring, we'll have to bring her back down in the Fall, and so forth. This suggests a pattern that I do not find particularly attractive. And while I vowed never again to own two boats at one time (not to mention three at one point), I'm going to leave *AWOL TOO* in Florida in covered storage (at \$165/month!). Then I will go boat shopping again here.

Alert all of your friends who are trying to unload lemons that a live one will be in town around May 15.

Whistle Signals

Submitted by Art Murray (U.S. Coast Guard Auxiliary),
CBYCA Safety Committee

Many recreational boaters fail to use or respond to whistle signals. This may be due to ignorance or indifference. Which ever the reason, it is dangerous to ignore whistle signals. The Navigation Rules define the whistle signals to be used by all vessels in various situations and weather conditions. The primary purpose of the rules is to prevent collisions between vessels. Ignoring the whistle signals specified in these rules can result in a collision, or place the vessel in some other dangerous situation.

When one is cruising through a harbor area where there is some amount of commercial traffic, there are specific whistle signals that should be understood and responded to. The Inland Rules state: "When a power driven vessel is leaving a dock or berth, she shall sound one prolonged blast." This whistle signal is most often given by larger commercial vessels, and any vessel, including small recreational vessels, should proceed with caution when hearing it. Three short blasts mean: "I am operating astern propulsion," which means I am backing down. If your boat is cruising past some commercial piers and you hear one prolonged blast followed by three short blasts, you should make sure that some vessel is not bearing down on you, and take evasive action if necessary.

There are other whistle signals in the Inland Rules that the recreational boater should know in order to maneuver safely. When vessels in sight of one another and within a half mile distance, the following signals shall be given when meeting, crossing, or overtaking: One short blast means "I intend to leave you on my port side." Two short blasts means "I intend to leave you on my starboard side." In the meeting situation, either vessel may initiate the signal. In the crossing situation, the vessel which has the other on her starboard side shall initiate the signal. In the overtaking situation, the overtaking vessel shall initiate the signal. Upon hearing the signal, the other vessel shall, if in agreement, sound the same whistle signal and then take the necessary steps to effect safe passing. If there is any doubt or failure to understand the intentions of the other vessel, or, there is danger of immediate collision, the vessel in doubt shall sound at least five short, rapid blasts on the whistle. This is the danger signal. Refer to the Navigation Rules (Inland Waters) for sound signals to be used during restricted visibility. Indeed, it is a good practice for the prudent skipper to review the Navigation Rules periodically and to follow them at all times.

Week-long Cruise Update!!!

Nineteen members have signed up to participate in the Week-long Cruise. Reservations have been made, but the weather watchers will not promise that we won't get snow. Any member wishing to sign up should respond immediately. Now we must get serious! Each family needs to provide me with a deposit of \$1.00 per foot of boat length for six nights. (*Pat & Ray* for example: 25 feet X \$1.00 = \$25 X 6 days = \$150 deposit) This amount will provide for a first night deposit at each port of call. The deadline for deposits is May 18th. Ray Steele, Cruise Coordinator (H) 703-385-8615.

Anniversaries

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

John & Katherine Corley, May 1
Steve & Karla Donock, May 6
Donald & Diana Uber, May 7
Mitchell & Jane Mutnick, May 9
William & Bonnie Fulford, May 22
Richard & Bronwyn Ziegler, May 28

Birthdays

May Birthday Wishes to:

Joyce Moeller, May 3
Teresa Sorrenti, May 4
Al Hobson, May 5
Linda Bozoky, May 7
Barbara Mehrtens, May 10
Ed Dodd, May 11
Ray Steele, May 11
Tom Coldwell, May 15
Steve Worcester, May 15
Jane Mutnick, May 15
Charles Barrow, May 19
Geraldine McNeil, May 25
Dave Moore, May 26
Martin Betts, May 29

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. Have you done a CME yet?

Articles should be sent to the Daymarker Editor at 2001 North Kenilworth Street, Arlington, VA 22205. We prefer typed text (no crayons please) or you may submit your text on a disk in Apple Macintosh format or IBM-PC format (3.5" or 5.25"). Our preferred word processing format is Microsoft Word. Your articles may be faxed to our corporate offices at (703) 237-9654. In addition, we are also on the information highway at milepost_rhodesn@aol.com.

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1996 Occoquan Yacht Club Weeklong Cruise

ATTENTION: Experience has shown that the first day of the Weeklong Cruise is the most dangerous. Please remain alert and prepared.

OUTWARD BOUND

Saturday	July 27th	Occoquan	Coles Point	57NM
Sunday	July 28th	Coles Point	Club Fishing Bay	53NM
Tuesday	July 30th	Club Fishing Bay	Tidewater Yacht Marina	50NM

RETURN

Thursday	August 1st	Tidewater Yacht	York River Yacht Haven	32NM
Saturday	August 3rd	York River	Yeocomico	74NM
Sunday	August 4th	Yeocomico	Occoquan	69NM

Ray Steele,
Cruise Coordinator
(H) 703-385-8615
(W) 703-920-2031

Weeklong Participants

Family Name	Boat Name	Telephone#
Zimpel	Courchevel	703-490-8124
Egmore	Morning Mist	703-256-8442
Ziegler	Dealmaker	703-590-4630
Rhodes	Impulse	703-534-2297
Mutnick	Half Speed	703-455-1198
Jacobsen	Uffda	703-893-1411
Dodd	Martha Jane	703-239-0551
Hobson	Lucky Ducks	703-642-5022
Ball	Cheers	703-569-2159
Walsh	Down the Hatch	703-425-7699
Moore	Evermoore	703-494-0651
Fordham	Kitt	703-590-3653
Sorrenti	Sea Duck II	703-590-6724
Usher	Marietta	540-891-2143
Coldwell	Shalimar	703-323-1675
Jeirles	Touch of Fate	703-430-4968
Fulford	Happenstance	703-591-2118
Steele	Pat & Ray	703-385-8615
Breneman	Sea Brat	703-550-6023



Potomac River Yacht Clubs Association



PRYCA MAL/DELEGATE UPDATE

Re: PRYCA Pre-Blessing Dinner, Dockage and WWA Blessing of the Fleet

Dear Fellow OYC'ers:

Finally, after a long, and seemingly never-ending winter, it's time to shed our winter coats and slip into bathing suits and sunglasses! Attached elsewhere in this newsletter you will find a registration form for the upcoming "*PRYCA Pre-Blessing Dinner/Washington Waterfront Association Blessing of the Fleet*".

As some of you may be aware, PRYCA is hosting a "Pre-Blessing Dinner" to be held Saturday evening, May 18th at Columbia Island Marina, beginning with a social hour at 1800 hours. A buffet dinner will follow at 1830 hours. Immediately following dinner there will be live music and dancing.

This year, Gangplank Marina has offered dockage for all participating vessels. On Sunday, May 19th, Gangplank is hosting a "pre-blessing brunch" from 0900 to 1130 hours.

To start off the Blessing on Sunday, a wreath will be placed in honor of friends and mariners who have passed away within the last year. If you wish to add a name to the list, please let one of us (Monica or Henry Lovell) know so that we may contact WWA.

WWA also needs volunteers to be look-outs/spotters for the Blessing. They will be posted near the Awakening at Haines Point, and near the D.C. Police/Fire observation tower. Volunteers will be provided with hand-held VHF radios. If you are interested in being a volunteer, again, please let one of us know.

This promises to be a fantastic event! Throw in perfect weather, good friends, *being on our boats (!)*, and meeting fellow boaters from other clubs on the Potomac, and you have a perfect start to the 1996 boating season.

Please make sure that you have all requested registration information in by the 8th of May.

If you have any questions regarding the pre-blessing dinner, dockage, or the Blessing itself, please feel free to call us at 703-799-1322.

We look forward to seeing you on May 18th and 19th!

Sincerely,

Monica & Henry Lovell

**1996 PRYCA PRE-BLESSING DINNER
 IN CONJUNCTION WITH THE WASHINGTON WATERFRONT ASSOCIATION'S
 21st ANNUAL BLESSING OF THE FLEET**

Come join us at the 21st annual Blessing of the Fleet at
 Washington Channel.

The festivities will begin Saturday afternoon, May 18th,
 with the arrival of all participating vessels @ Gangplank
 Marina. (See attached registration form for cost.)

Following the arrival of vessels there will be a "Pre-
 Blessing Buffet Dinner" @ Columbia Island Marina beginning
 with a social hour at 1800 hours. Dinner will follow at
 1830 hours. Transportation will be provided by PRYCA
 from Gangplank Marina to Columbia Island Marina.

The fun doesn't stop there! Immediately following dinner there
 will be live ♪ ♪ ♪ and 

On Sunday, May 19th there will be a brunch @ Gangplank from
 0900-1130 hours. The cost is \$6.95 per person. Following
 brunch, the PRYCA fleet will proceed, en masse, to Washington
 Channel for the 1300 hours Blessing of the Fleet.

After the Blessing, Capital Yacht Club has extended an
 invitation to all participants for hot dogs and hamburgers
 from 1500-1900 hours. The cost is \$5.00 per person.

Please fill out the attached reservation form; enclose your check
 and send it to Henry Lovell, 2724 Carter Farm Ct., Alexandria,
 VA 22306. Due date for reservations is May 8th. (Sorry, no
 refunds after this date.)

Please make checks payable to PRYCA.

BLESSING OF THE FLEET REGISTRATION FORM
 (To be filled out (one per vessel) and returned with your club's registration package)

Captain's Name: _____
 Club Name: _____
 Vessel Name: _____

First Mate/Guest Name(s): _____

Vessel Registration: _____

Vessel Length: _____

Beam: _____

Fees: \$0.50 per foot per day

Vessel length: _____ ft. x 0.50 = \$ _____

Electric: 1-30 amp. @ \$3.00 per day = \$ _____

1-50 amp. @ \$5.00 per day = \$ _____

Total Daily Rate = \$ _____

x number of days = \$ _____

TOTAL VESSEL REGISTRATION COST = \$ _____

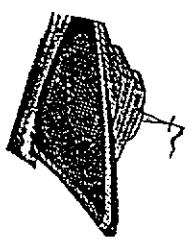
Person Registration (includes Saturday dinner dance):

\$16.50 per person (children 12 and under half price)

No. of Adults _____ x \$16.50 = \$ _____

No. of Children _____ x \$8.25 = \$ _____

TOTAL COST = \$ _____



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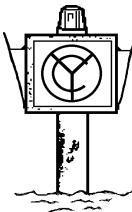


ALLEN'S COPY CENTERS



<p>May 11</p> <p>PRYCA Marine Safety Day at Mount Vernon YC</p>	<p>May 18</p> <p>Breakfast Cookout/ Swap meet</p>	<p>May 18</p> <p>PRYCA Blessing of the Fleet in Washing- ton DC.</p>	<p>May 25-27</p> <p>Memorial Day Cruise to Yeocomico Marina.</p>
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C o m i n g E v e n t s



The Daymarker

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

Address Correction Requested