

The Daymarker

OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

Member: PRYCA, CRYCA Boat/U.S. Accord # GA80979Y



Commodore's Comments

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Dottie Jacobsen
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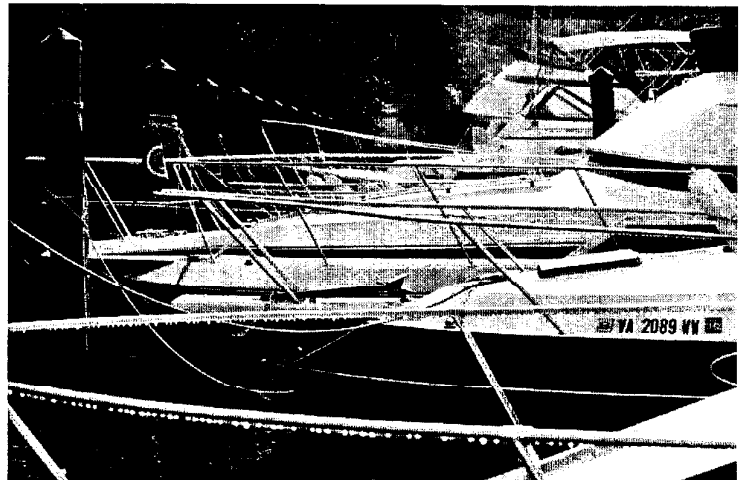
There's something about 30 days hath September and some other months and then some have 31—I don't care, February is still the longest month of the year. But Janine Washington, Peggy Ball and Dottie Jacobsen, with the assistance of the greatest Board any Commodore could ask for, made the month a lot more enjoyable when they arranged the First Annual OYC Sweethearts Ball. There was warmth, friendship, dinner, dancing and just a whole lot of fun at the Oaks Community Center in Burke on February 15th. If you missed it this year, we can guarantee that you'll have another chance next year—and hopefully for many years to come. Nice way to break up the winter!! I want to personally thank Janine, Peggy and Dottie for a wonderful event.

Paula and I communed with the lead salesman for Holly Acres at the boat show in Chantilly on February 14th. No, I don't mean Bill Garber (as in Owner). I mean Rick Buy-a-Boat-for-Annual-Happiness Sorrenti. One might ask why a retired Air Force officer with a very responsible job at Booz Allen winds up selling boats; it's because he knows more about buying and selling boats than anyone at Holly Acres...due to the fact that he's done it more often than anyone at Holly Acres. Actually, I was impressed by the Coldwells and Dodds among others, who showed their mutual admiration for boating by taking in the boat show on Valentine's Day. And

Teresa said that she really enjoyed the gifts and Rick's absence on Valentine's Day.

With a little bit of luck you'll get this Daymarker before the March 15th General Membership Meeting/St. Patrick's Day Party has occurred. The Board and the esteemed Editor apologize for the February delay... we promise that delivery timing will improve. The Meeting/Party will be at the Fairfax Yacht Club and will start at 6:00 PM (i.e., 1800). It's a pot-luck affair for most of you (Pat Steele and Bonnie Fulford—you know your assignments!).

We promise that the Membership Meeting portion will be short and the Party portion will be long. However, there is some business to attend to...a change in the Club Bylaws. PC Ray Steele was kind enough to set forth a proposed change in the OYC Bylaws in this and the February Daymarker. Specifically, the Board has requested a change which will allow some latitude (as opposed to longitude) in setting the date of the General Membership



OYC boats "conferring" on warmer days of yore... soon to return.

Meeting. There will be a hand-out followed by a vote at the Meeting. If any of you cannot attend and have a comment regarding the change, please contact a Board member before the meeting.

I reviewed the results of the 1996 Membership Survey with a detailed analytical approach. I can report that a lot of you didn't respond (approximately 80%). I know that almost 75% of last year's members attended at least one event. I know that the Tilmons (from Philadelphia) attended several events. I know that the Petreys (who apparently are either Venetians or Carthagenians) attended at least one event. So the rest of you were there—I know it.

A brief survey summary: you like it short at a marina with some more shore-based events. Those who responded were confused by North v. South. You like the distance to Colonial Beach, but didn't like the marina—so we've requested that Coles Point relocate to Colonial Beach. And finally most of you prefer a marina that has a restaurant that gives you gas (Did I misunderstand?). Anyway, if you didn't respond, we'll try again at the March meeting.

The Board proposed and the Past Commodores have agreed to form a Past Commodore's Council. I presume you can guess who the members might be. Tom Coldwell has offered to host the first meeting of a group which will provide their experience and expertise to the current Board to help us better serve the membership.

At the Planfest I suggested that OYC should improve and enhance the assistance which it provides its members in the areas of boating skills and safety. It is our desire that all of our members obtain Courtesy Marine Examinations (CME) this year from the Coast Guard Auxiliary. I'm sure you're aware that the Club has numerous members of the Auxiliary who are always prepared to inspect your boat for a CME. If you don't know the auxiliaries, ask any Board member and we'll arrange the examination for you. Coordinator (Past OYC Commodore—Past PRYCA Commodore/Former Daymarker Editor, and generally a fantastic human being) Ned Rhodes will include in his Memorial Day cruise schedule a special training session which will be announced next month. We're open to all suggestions as to topics which the membership is interested in learning more about and topics for which members would be interested in providing seminar leadership.

Remember that the Early Bird Cruise is just around the corner, April 19-21 to Hope Springs Marina in the Aquia Creek. PC Tom Egmore is coordinating the cruise and will be contacting everyone who has signed up. If you haven't signed up and are interested, please call Tom at 256-8442.

I'll see you on the 15th—wear Green! And remember, only two months until Rick shoots THE THING!

Proposed change in the OYC By-Laws

The following change is being proposed to provide greater planning flexibility. **A General Membership Meeting shall be held in October each year at a place and time to be announced at least two weeks in advance.**

This proposal will be placed before the membership at the next membership meeting.

Ray Steele
Chairman, OYC By-Laws Committee



Vice Commodore's Comments

Teresa Sorrenti

1997: It's a Plan!

Well, it is with trepidation that I write this article. I have to ensure that there is no crucial information in the last four lines. Evidently there is a line limit (character limit?) for Vice Commodores, and last month I was four lines over. I was pleased and surprised at how many people actually read every word of the Daymarker (even though we know it is an award-winning publication—Ned always said so). Many of you came up to me at the Sweethearts Night and asked how my article ended: another note for the future—keep a copy! Seriously, I know that it was neither Tom nor the printer at fault (Ed. note: Wrong, it was Tom's), it was just one of those things, and I am not going to take it personally, just be more careful.

Hopefully those of you who missed the Planfest have studied the 1997 list of events appearing again in this edition and thought about which of them you want to attend. All of the Cruise Coordinators now have copies of the sign-up sheets from the Planfest so they can begin any preliminary calls to book slips, etc. The sign-up sheets will make another appearance at the membership meeting March 15, 1997, for any others to enlist. Many of these events have a record number of boats already signed up, so if you missed the Planfest (free food, how could you?) and will not be at March meeting either (potluck from the OYC chefs is always memorable), it would be wise to call the listed Cruise Coordinator as early as possible. With this week's batch of temperatures in the 70s, it is definitely time to start thinking about boating. We were out today installing a new dockbox, and we don't even have a boat yet!

Note from the editor

Apart from its delayed delivery, the item which aroused the most comment about last month's Daymarker was the omission of the closing lines of Vice Commodore Sorrenti's article "How Cold Was It." Here are the missing lines:

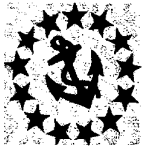
past Hains Point to the middle of the Potomac, and it was no better, so we turned around and returned to finish the party at the dock. I am not suggesting a good time was not had by all, but any ideas of year-round boating in the Mid-Atlantic were crushed with the ice.

For those Daymarker readers who lovingly save each issue—along with their National Geographics, Chesapeake Bays, Reader's Digest book condensations and Liberty magazines—it will be no trouble to look up last month's edition and re-read Ms. Teresa's article and append thereto the above text, thereby gaining the full meaning, depth and substance of her *reportagé*.

Since we the editor *don't* keep back issues—in keeping with Mrs. We's concern for trash abatement—we are at pains to recall the context of the aforementioned closing lines. We leave to our readers their own speculations whether this was some midnight liaison run afoul, what was it that was "no better," and whether it was a good time.



Fodder for winter dreaming.... that big, *someday* boat.



Rear Commodore's Comments

Janine Washington

Oh, What a Night!

To say we had a good time would be a gross understatement. Thirty-six OYCers gathered at the Oaks Community Center in the Burke Conservancy for the Sweethearts Night Ball. We dined. We danced and laughed. We enjoyed each other's company.

The evening began with a setup crew of about ten OYCers arriving an hour early to arrange tables and chairs, chill the drinks and put up Valentine's Day decorations. Meanwhile, Peggy Ball, Dottie Jacobsen, Teresa Sorrenti, Paula Wexler and I busied ourselves preparing the appetizers, warming the pasta, sauces and breads for the buffet table. The DJ arrived on time and quickly assembled his equipment. The entire operation ran like clockwork (boaters are *very* organized people). In just under an hour, the Oaks was transformed into a lovely little bistro with soft lights, beautiful red linen tablecloths, the aroma of warm bread and lasagna wafting through the air and a toasty fire in the fireplace. The smooth sounds of Kenny G emanated from the stereo.

The guests began arriving at seven. We enjoyed a brief, yet interesting Happy Half-hour during which we discussed timely topics and world events (e.g., the great Daymarker mystery, whose husband had the softest whiskers, etc.). Special Note: After all the tall talking at the Planfest, Bonnie Fulford brought her spouse to the event. When questioned on the whereabouts of her sweetheart, Bonnie replied, "No comment." Bill only laughed and stroked his mustache Snidely Whiplash-style.

Dinner was served promptly at 7:30 when we noticed people chewing on the table decorations. We dined on lasagna, cheese tortellini with tomato basil and pesto sauces, Italian rolls and tossed salad. For dessert there was cheesecake, Sinful chocolate cake, German chocolate cake and fresh-brewed coffee.

Such a satisfying dinner could only be followed by one

thing: the Macarena. This is one song that gets everyone on the dance floor and tonight was no exception! From that point forward, there was nonstop dancing. Walt added new steps to the Electric Slide (how he wound up on the ceiling we'll never know!). My eighteen-year-old son learned to do the Stroll and the Chicken Dance. And who'll ever forget the sight of 36 adults (most of whom were decidedly tone-deaf) singing "O.Y.C., Yea!" to the tune of "Y.M.C.A.?"

Oh, what a night! If Sweethearts Night was any indication, the 97 boating season is sure to be a BLAST! See you all at the St. Paddy's Day celebration and General Membership meeting on March 15.



Treasurer's Comments

Peggy Ball

Wow! There were some very lucky people gathered for the Sweethearts Dance. That party ranks in my top two favorite parties ever (I have to count my wedding). I hope that those of you who missed it will mark your calendars now for next year's danceathon. I'm sure Janine's article will give you the details of the fun had by all.

That said, the weather is making me anxious for the un-pickling (is that a word?) of the boat. It sure feels like we should be starting engines and heading to one of our favorite communing spots. The trip to Hope Springs (eternal, as Teresa always wants to add) is really only weeks away!

Meanwhile, I'll have to make do with a trip to the Williamsburg area. We plan a visit to York River Yacht Haven while we're there. Unfortunately, it will be too cold to re-enact last summer's graceful testing of the waters.

Jim took the Hagar cartoon in last month's Daymarker seriously, and thought he should at least get to look at new boats every year. He mumbled something about guys being able to look but not touch. That never did make me feel any better. I'll let you know if boat fever sets in and I need help with an intervention.

Hope to see everyone at the March 15th meeting, a great opportunity to sign up for those events that tickle your fancy. Let this be the year that you attend some of these great, well-planned events.



Secretary's Comments

Walt Cheatham

Vicarious boating—that's what we do in winter. That's all we can do. D.C., Baltimore, Richmond, Chantilly, Atlantic City and even Miami Boat Shows keep us going. They are all over the place just like cruise destinations in summer. And it takes a lot less gas to get there. Why I was even driving down the L.A. 110 freeway at 11 PM a couple of weeks ago when I saw a big boat show sign on the side of the convention center right next to the highway. Too bad it was too late to duck in or I would have. Too bad I didn't read or hear an advertisement or I would have been there early.

So, why do we go to boat shows in winter?

It's not to sign up for all the prizes because I never heard of anybody winning anything except callbacks from all the salesmen who bought the rafflers' databases.

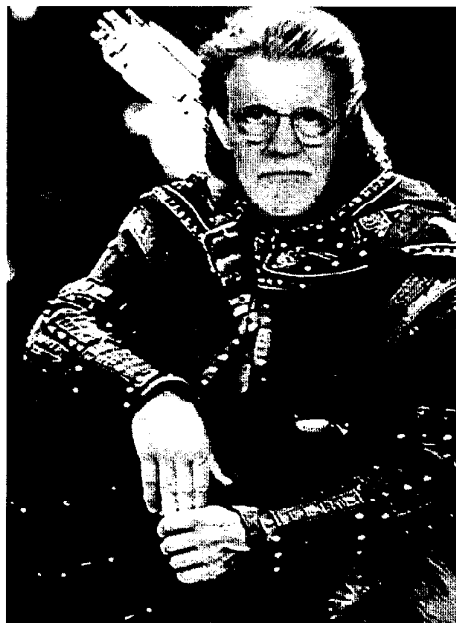
Some would say we go to learn, but I think it is more to dream. And dream is all we can do because intellectually we know we can't buy a new boat. Even if we learn at the show that the Cruisers 36 aft cabin is a great boat, we know it will take five years for some of them to get on the used market where we can touch them. And even if we learn that fuel injection is here, it is not here for us in a retrofit situation and we have to wait at least five years to get that new boat used. And worst of all, we learn that our old boats are worth less than we thought as trade-in collateral. Depressing.

Maybe we go for romance. Over half the couples at the OYC Sweethearts Ball last Saturday night were at the Chantilly show the following day or had been there before the Ball. Assuming only romantic couples go to a Sweethearts Ball, romance must be the draw. Why, next year we can Ball right through the night and go straight to the show.

But there is more stuff to learn than just technical. You can get practical information, too. I saw a new face behind the Coles Point Plantation table and engaged him in a discussion about their future plans. I learned about the coming marina expansion, and the status of other marinas in the area. Did you know that Yeocomico Marina is for sale—restaurant and all? Now that brings up an idea... as several of us in the club are searching for retirement locations and going to North Carolina seminars and the like. We could pool together and buy a marina. The OYC has always felt left out because it has no clubhouse, and we all know each other's secrets so there would be no surprises when we join forces. It would be just like an extended week-long cruise—real extended.

Closer to home I just missed the owner of Aquia Bay Marina but learned from his helper that they could take a small number of us most anytime for an overnight. Guess the idea of the whole flotilla coming last year was overwhelming, but a few at a time is just fine. They even have a new deck on the clubhouse.

One more thing about boat shows—at least they don't require bottom paint.



Carol Moore's funny Valentine, Sir David. This photo was taken in the Middle Ages, when there was Moore hair... and snazzy buttons.

Remember..

**General Membership Meeting
Saint Patrick's Day Party and Potluck
Saturday, March 15
6:00 PM
Fairfax Yacht Club**
This may be your last chance to sign up
for some of OYC's great 1997 cruises.
See next page to pick and choose.

The Daymarker

Published monthly by the Occoquan Yacht Club
Tom Coldwell, PC, Editor
Elaine & John Robey, labels; Jim Thrift, production

News and other materials for publication are welcome from any member of OYC. The deadline for submission of materials to **THE DAYMARKER** is the 20th of each month. If possible, please submit copy by e-mail to:

coldwell@erols.com.

Fax service is not available. Word-processed copy may be mailed on a 3.5" IBM/MSDOS compatible diskette to the editor at 10319 Commonwealth Blvd., Fairfax, VA 22032-2613. The preferred format is WordPerfect for Windows or DOS, but we accept Microsoft Word and ASCII text as well.

Photographs may be submitted for publication provided they comply with contemporary community standards for decency and do not reflect adversely on the club or its officers... unless it's a really good shot.

The editor may be reached by phone at home, 703-323-1675, or at work, 202-737-2300, extension 726.

Occoquan Yacht Club 1997 Schedule of Events
Including names and phone numbers of event coordinators

Save this schedule

Mar. 15	Semi-annual General Membership Meeting and St. Patrick's Day Party at Fairfax Yacht Club	OYC Board
Apr. 19-21 Apr. 26-27	Early Bird Cruise to Hope Springs, Aquia Creek PRYCA Marine Safety Day at Mount Vernon Yacht Club	Tom Egmore, 256-8442 Henry Lovell, 799-1322
May 3-4	OYC Flag Raising at Occoquan Harbour Marina, Photo Afloat in Belmont Bay, and Overnight Raft-up, Mattawoman Creek	
May 11	Mother's Day	
May 17-18	OYC Breakfast/Yard Sale	
	Dave Yarnell, 490-0923, and Bill Fulford, 591-2118	
	PRYCA Pre-Blessing of the Fleet Dinner at National Potomac Yacht Club	Henry Lovell, 799-1322
	WWA Blessing of the Fleet, Washington Channel	Eric Slaughter
May 24-26	Memorial Day Cruise to Yeocomico Marina	Ned Rhodes, 741-0861
June 7-8	Spring Cruise to Cobb Island	John & Elaine Robey, 680-2257
June 15	Father's Day	
June 21-22	Tantallon Yacht Club Event	Dave & Carol Moore, 494-0651
July 4-13	OYC Week-long I to Upper Chesapeake Bay Includes July 4-5 at Cole's Point	Peggy Ball, 569-2159 Rick Sorrenti, 590-6724
July 18-20	PRYCA Float-In at Ft. Washington Marina	Henry & Monica Lovell, 799-1322
Aug. 2-10	OYC Week-long II to Potomac River Marinas and St. Michaels/Crisfield Gary Walsh, 425-7699, and Tom Egmore, 256-8442	
Aug. 16-17	Summer Cruise to Colonial Beach	Carol Walsh, 425-7699
Aug. 23-24	Dinghy Regatta Raft-up	Susan Von Schaack, 339-6404
Aug. 30-Sep. 1	Labor Day Cruise to Coles Point Plantation	Tom Coldwell, 323-1675
Sep. 13-14	Shrimpfeast at Mattawoman Dunes	Aaron Martin, 491-1287
Sep. 19-21	PRYCA End of Summer Party at Tantallon YC	Henry Lovell, 799-1322
Oct. 11-13	Columbus Day Cruise to Washington Channel	Rick Sorrenti, 590-6724
Oct. 16-19	Annapolis Boat Show	
Oct. 25	OYC Annual General Membership Meeting, Halloween Party, Chili Cook-off and Photo Contest at Fairfax Yacht Club	OYC Board & Dottie Jacobsen, 250-7736
Nov. 8-9	Hardy Soul's Cruise to Alexandria	Mary Jo Worcester, 494-2383
Nov. 27	Thanksgiving	
Nov. 29	Santa Cruise to Occoquan	Walt Cheatham, 491-3956
Dec. 6	OYC Holiday Party/Change of Command	Rick & Teresa Sorrenti, 590-6724
Dec. 25	Christmas	

**Events subject to change; consult future
editions of The Daymarker for updates.**

Bonding, Lubrication, and Heavy Metal

by Jim Ball

Now I know what some of you are thinking, but I had to come up with a catchy title. You can put away the Mazola Oil and turn off the rock music, because this article is about our other loves—boats and their engines.

Boats engines aren't like car engines, which you start up and run nearly every day and keep them regularly lubricated with oil. There is a big difference in the engine wear because our boats sit for long periods without running. Remember last Fall when you fogged your engines? You did that so a coating of oil would protect the cylinder walls and other parts of the engine all winter while the engines aren't regularly splashing oil around to keep things from rusting. Soon, the Spring winds will blow and we will start up those puppies and the air will fill with blue smoke and away will go all that protection. Then, after you leave your boat sitting for a week or two and go to start it up, guess what? It's metal on metal again until the oil starts splashing—the most terrible time for an engine. If you are truly bonded with your engines (see last month's article), you can feel their unhappiness when you start them.

So I decided to look into various oil additives that would coat engine surfaces with something that would prevent wear, especially during startup. I was very wary of adding anything to my engine oil, so I did some research.

Some of the 40-plus additives on the market containing PFTE (Teflon) particles in an oil suspension will slick things up for a while, but PFTE doesn't bond with metal until it gets to 750°F. Now that's good for frying pans, but if you get your engine that hot, you won't be going very far. (Besides, frying pans are where you are *supposed* to use the Mazola oil). The PFTE has to be replaced at each oil change, so you add more. If you use too much for too long, PFTE likes to bond with itself, and that can cause your oil passages to clog up and fry your engine.

In tests on oil additives containing PTFE the NASA Lewis Research Center reported, "In the types of bearing surface contact we have looked at, we have seen no benefit. In some cases we have seen detrimental effect. The solids in the oil tend to accumulate at inlets and act as a dam, which simply blocks the oil from entering. Instead of helping, it is actually depriving parts of lubricant.

There are some other additives out there that contain chlorinated paraffin that are featured in late night infomercials where an engine frozen in a block of ice (at 32°F) starts readily cause it has wax in it (so what?). Problem with this stuff is that it's an unstable compound, and moisture accumulation (H₂O) in marine engines combined with the Chlorine (Cl) in it...well, it doesn't take a chemist to figure out what forms inside your engine.

Out of all of the stuff that's out there, the one that I found most interesting was a metal bonding technology that originated with the racing industry, and is now used extensively by the military. The stuff is called MILITEC-1. I noticed it at the boat show in Annapolis a few years ago. I watched the demonstration, asked a bunch of questions, and read the technical reports. The demonstration and the technical reports from the Materials Science Laboratory at the University of Florida convinced me—this stuff bonds to

the surface of the metal, prevents wear and corrosion, and doesn't go away for a long, long time.

MILITEC-1 is a synthetic metal conditioner, it doesn't contain acid-causing chemicals, solvents, resins, or PFTE, and it is not an oil treatment. It uses the oil as a medium to get to the engine parts, and bonds with them, creating a corrosion proof covalent bond with the metal and a very slippery surface. The stuff lasts for 15,000 miles of normal driving in an car engine, so using one treatment per oil change for a boat engine is more than enough to protect against disasters like losing all of your oil.

I also checked MILITEC-1 out with a friend of mine who is an OYC member who works for an unnamed federal service that hauls the Big Guy, his staff, and visiting potentates around). They put MILITEC-1 in one of their old armored limos after an oil change. Since they were going to junk it anyway, they also used it for firing practice for armor piercing bullets while it was running (glad I wasn't driving it). The bullets pierced the block and the oil drained out along the track where it was running, and, like the Energizer Bunny, the limo just kept on going and going, and going all afternoon—with no oil! They finally shut it down when they left for the day. The next morning, they started it up and drove it away. They now use it in all of their cars.

Boat exhaust systems and internal gaskets that keep out cooling water can fail internally due to rust and heat. The result can be found when one day your engine overheats and you find your crankcase is full of frothy oil. If you have saltwater intrusion, your engine is most likely going to be ruined. That is, unless it has been treated with this MILITEC-1 stuff. I am told that the owner of a boat that was treated with it found the frothing in his crankcase, but his engine was not overheating. He called the people who make MILITEC-1, and they told him to just keep running it until he could get it fixed, then change the oil and add another 8 oz of MILITEC-1. The boater did it and hasn't had a problem one. This stuff also, by the way, improves performance and gas mileage because the engines are better lubricated and run more efficiently. They also produce less pollution.

What I have learned convinced me to spend a few extra bucks a season to protect my engines from the wear that comes from starting after sitting a long time, and against the possibility that I could have water intrusion from either a failed part or a full bilge. I just realized that I need to put this in my generator also. Don't use it in the transmission unless you are sure it doesn't work on a friction principle. The stuff is environmentally approved for use in Navy submarine systems for good reason, and the Coast Guard uses it too. So why not your boat, just in case you, the next hurricane, or some terrorists try to sink it? Several auto stores and Military Exchanges carry it; if you can't find it, call the company at 703-528-8371. Do it for your engines, they'll thank you for it; and save the Mazola for other recreational uses.

For more information, check out these web sites;
www.vtr.org/maintain/oil-additives.html
www.Militec.com
www.apdinc.com

Cheers!

March Milestones...

Anniversaries

Mike & Marla Troup, March 9

Birthdays

Dottie Jacobsen, March 3

Joyce Moeller, March 5

Linda Dobbins, March 7

Cathy Hill, March 7

Roger Dahl, March 8

Bonnie Fulford, March 10

Martha Jane Dodd, March 13

John Corley, March 13

Joseph Grosson, March 16

Bill Fulford, March 21

Duane Jeirles, March 24

Allen Herskowitz, March 29

Chuck Bryant, March 29

Chesapeake Dreaming

Proposed 1997 OYC Northern Chesapeake Cruise

Esteemed OYC Treasurer and Summer Week-long Cruise Coordinator Peggy Ball wants to whet your appetite. Try this on for size as the tentative plan for the first of two week-long cruises in planning:

Days	Date	Miles	Location and Comments
Fri-Sat	7/4-5	57 nm	Coles Point, (With the OYC 4th of July)
Sun-Mon	7/6-7	70 nm	Annapolis, Historic District, USNA, Mears Marina
Tues-Wed	7/8-9	24 nm	Baltimore, Fells Point Historic District Inner Harbor Marina Baltimore Inner Harbor
Thurs-Fri	7/10-11	70 nm	Solomons Island, Steak Cook-Out, Spring Cove Marina
Sat	7/12	30 nm	Dennis Point, Famous Seafood Sampler
Sun	7/13	57 nm	Home

Want more information? Call Cruise Coordinator Peggy Ball 703-569-2159, E-mail: jball@erols.com

Boating the Web

The Internet is the newest information resource (or wintertime distraction) for boaters. As a service to its readers, The Daymarker will pass along occasional morsels gleaned from the Web and found to be of particular interest to the boating set. For example, here's an interesting Internet goodie...

The International Boating Library

The International Boating Library is a collection of information resources encompassing all aspects of water sports. The site operates with support from sponsors in the marine industry. The manager of the site is Running End Ltd., a U. S. marine industry consultant based near Annapolis.

The Web site provides access to a database indexing marine publications including books, articles, videos, software and other documents—nearly 29,000 references. The database is updated regularly, averaging 560 additional records per month.

Another database has worldwide listings of more than 450 boat design and naval architect offices.

There are directories on water sports worldwide—boating, diving, paddling, water skiing, windsurfing, as well as marine science and weather. The site holds internet links or other references to builders and yards, brokers and dealers, charter companies, manufacturers, marinas, museums, libraries and schools.

The site includes an electronic newsstand to obtain reviewed books, videos, software, periodicals, and copies of periodical articles.

Check it out at <http://www.ari.net/rngend/home.html>

Next month, more sites and sights on the Web. Hey, you Web surfers, share your boating-on-the-net discoveries with the Daymarker. Drop an email to the editor care of coldwell@erols.com

Have you renewed your membership?

Good OYC, good OYC.

No? Please send it in now.

(The form below can also be used to recruit new members. What a concept!)



Ococoquan Yacht Club 1997 Membership Renewal

Date: _____

Please print clearly and as you would like to have information appear in the membership roster:

Captain _____

First Mate _____

Address _____

City, State, Zip _____

Captain's Birthday _____ First Mate's Birthday _____ Wedding Anniversary _____
mo./date mo./date mo./date

BOAT DATA:

Name _____ Length & Beam _____

Builder _____ Power Sail

Where berthed? _____

Home phone: _____

E-Mail _____

Membership requested:

Family—\$60

Individual—\$40

Associate—\$30

for OYC Bargee add \$15

Total enclosed: _____

Please make check payable to Ococoquan Yacht Club. Mail check and this form to:

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

Inside: Candy is dandy, but boat engines should be slicker... Long lost words of the Vice Commodore... General hype about the General Membership Meeting... and Peeking at the Week-Long.

And get ready for...

March 15
General Membership
Meeting, 6:00 pm
at Fairfax YC

March 15 (again)
St. Patrick's Day
Potluck, 6:00 pm
at Fairfax YC

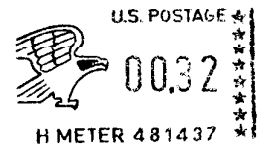
April 19
Early bird cruise
to Hope Springs
Aquia Creek

April 26-27
PRYCA Marine
Safety Days
at Mt. Vernon YC



The Daymarker

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



Address Correction Requested

Tom & Mary Ann Coldwell
10319 Commonwealth Blvd.
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