



# The Daymarker

OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

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



## (Past) Commodore's Comments

Steve Wexler

Commodore  
Teresa Sorrenti  
703 590-6724

Vice Commodore  
Janine Washington  
703 590-3653

Rear Commodore  
Peggy Ball  
703 569-2159

Secretary  
Walt Cheatham  
703 491-3956

Treasurer  
Tony Mirando  
703 502-6931

Quartermasters  
Duane & Janet Jeirles  
703 430-7282

OYC Membership  
& PRYCA Delegate  
Jim Ball  
703 569-2159

Historian  
Susan Von Schaack  
703 339-6404

THE DAYMARKER Editor  
Tom Coldwell  
703 323-1675

Through careful and creative stalling by the 1997 Board, we have delayed the this month's Daymarker until after the General Membership Meeting so that we could announce and congratulate OYC's 1998 Board:

Commodore: Teresa Sorrenti  
Vice Commodore: Janine Washington  
Rear Commodore: Peggy Ball  
Secretary: Walt Cheatham  
Treasurer: Tony Miranda

Four years ago Arleen Rhodes approached me and asked if I would like to serve on the OYC Board. With the hook firmly stuck in my mouth I

uttered some positive, incomprehensible response and have continued to amaze the membership with my blistering mouth speed ever since.

Since I started writing articles for the Daymarker

I've gained one wife, two grandchildren, over 300 hours on my engines, \$%# pounds on my body, @&?? inches on my waist, a few gray hairs and a lot of great friends.

Yes, this article marks my 49th straight month of attempting to think of some interesting drivel to drone on about. When Ray Steele was elected Commodore in 1993 and we all attended the joint board meeting with IPC Tom Coldwell aboard *Lucky Ducks* none of us

knew what we were in for. Thank goodness for the historical perspective of Sandy Leathers and Tom Egmore who assisted the three of us through our freshman year of service. Teresa, Ray and I were the new blood and Sandy and Tom made sure that we didn't spill too much of it!!

In 1994 the members welcomed Sandy as Commodore and we welcomed Rich Ziegler as the Rear Commodore. Some interesting times during that year—once we realized that Rich didn't frequent grocery stores very often (as in never). It made for some unusual provisioning

for Club functions. Sandy orchestrated a unique way to mark his tenure—he married Sandee (no...for you newcomers that's not a typo—he didn't marry himself—she just had the same name, different ending!!). Sandy often accused me of trying to upstage him—so, not to be outdone I married Paula in May of Sandy's year at the

top. Oh, and by the way, my third grandson, Willie, was born in 1995.

Toward the end of 1995, Tom Egmore ascended to the role of Commodore and Walt "Scribner" Cheatham and Dave "sitting on the dock of the...wait a minute—the dock's gone" Moore jumped in as Secretary and Treasurer. Teresa, Tom and I had been together for three years so it was starting to become easier—until we attempted to understand Walt at Board

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**--Steve Wexler, on agreeing  
to serve on the Board**

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meetings. And through all of this was the ever-present constant—the glue that binds—the Daymarker editor, Ned “treat me with respect” Rhodes. By this time, Tommy C. had jumped back in as Membership Chairman and I had offered to serve as a Member-at-Large on the PRYCA Board (they promised me another burgee for the boat).

It seemed to make sense to do it one more time—so Teresa and I moved up in 1996 and now we've come to the end of a great boating season. Peggy Ball and Janine Washington have proved to be immeasurable assets on this year's Board. Their energy is beyond comparison—and they always have some new ideas to toss out—as in lob pitches for Walt to slam out of the park (can you tell I'm listening to the Orioles game while I'm composing this little ditty?). Tommy C. moved over to Daymarker Editor; Jim Ball filled in as Membership Chairman and my fourth grandson, Yaakov, was born.

As they often say in the award shows—I would like to remember to mention everyone—but I won't and so I'll apologize right now if you feel left out. I think it's obvious to all of the members that the attractive nice member of the Wexler household does not have the mustache—although did you catch that attractive brunette in the Leopard dress at Tantallon?? So I want to publicly thank Paula for everything she's (a) done; (b) put up with; (c) ignored; (d) endured; (e) all of the above [pick one—or merely add more to the list]. I would let my stupidity hang out if I didn't thank my other “warden” in the Club—Teresa. Years ago Paula gave Miss T “Stephen!” rights and she has exercised them often. Every name I listed in my litany of four years deserves to stand and take a bow on my stage—as in “Thanks for the memories.”

I've agreed to serve as Treasurer of PRYCA next year and look forward to coordinating OYC activities with PRYCA through the combined efforts of Steve Donock, Monica Lovell, John Robey and Jim Ball. I will now enjoy participating in the Past Commodores' Council along with the other decrepit fossils. And naturally I'll always look forward to seeing all of you on the River.

The 1997 OYC calendar is getting shorter, but there's still a lot of great times in store:

**Hardy Souls Cruise** to Alexandria City Docks on November 8th and 9th. Deadline was October 24th—but if you're interested and know how to beg, call Mary Jo at (703)-494-2383 [Note: Don't call the telephone number in last month's Daymarker—that guy was really surly!].

**Santa Cruise to Occoquan** on November 29th. Bring cookies, Egg Nog, your caroling voice and some other warm goodies to share and Walt Cheatham will help you commune with Santa. Look for the details in the column at right..

**...and don't forget**

The **OYC Holiday Party** on December 13th at the Quantico Golf Club. Look for all the information on Page 7.

As usual I've filled up a lot of space with a lot of vacuous statements—but I guess that's just the way my mind works. And any way—you won't have my articles to kick around anymore.

Thanks for everything—See ya'.



**Old Commodores Assemble**—Organized this year as a Commodores Council, these has-beens (clockwise from left) Ray Steele, Tom Egmore, Steve Wexler, Tom Coldwell, Ron Tilmon and Ned Rhodes gather aboard *Shalimar* during Labor Day weekend at Coles Point. (Now former) Commodore Wexler set up the group to assist current boards with their vast and half vast wisdom.

## Santa Cruise to Occoquan, Saturday, November 29

The OYC will ferry Santa from OHM to Occoquan again this year—following appropriate snacks, drink, and festivities. The date is Saturday, November 29, the Saturday after Thanksgiving. Be at OHM “C” dock [Ed.: Next to *Shalimar*.] at 12:00 and bring festive snacks or liquid cheer. We will blast off at 12:45 after 45 minutes of merriment for the long trip up-river to arrive promptly at 1:00 PM per Occoquan Merchant's Association specifications.

Request all participating boat captains contact coordinator Walt Cheatham (491-3956) so he can make sure we don't clog the channel with our presence during this most busy day of the boating season. See you there. Ho Ho Ho.

## The Daymarker

Published monthly by the Occoquan Yacht Club

Tom Coldwell, PC Editor

Mary Ann Coldwell, Editor's Editor

Jim Ball, Circulation

News and other materials for publication are welcome from any member of OYC. The deadline for submission of materials to **THE DAYMARKER** is the 20<sup>th</sup> 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 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



## Vice Commodore's Comments

Teresa Sorrenti

### About the Boat Show

Well, for the second year in a row the sailboaters managed to get the picture perfect, sunny, warm weather, while the power boaters (AKA Real Boaters) had to deal with gray skies, drizzle and cool, damp weather. Of course we can handle it, so it did not stop a good number of OYCers from wandering throughout the docks and tents. We know, since Rick and I were again helping Holly Acres at their booth.

You get a different perspective when you are standing there all day. Many of the people attending are only there for entertainment. I am convinced that many have never been on a boat (first clue: attending a Boat Show in high heels, boots, etc.) Some ask questions that are a dead give away (does this boat have cable TV? Is there more than one engine? How can you maneuver a boat with two engines? Can I get windshield wipers on the vinyl? What is a windlass?).

Those whose idea of boating is to go out in a bass boat and throw out a fishing line are in awe over things we take for granted: a head, refrigerator, electronics, or even a TV. There are even people who want to argue which brand is better, or why you do not have the 43 foot there (we do not make a 43 foot; yes you do; no we don't).

Of course there are serious buyers there, and several boats were sold. In fact, by time you read this you will know that one member of our club bought a boat—Tony Mirando, and it's just a coincidence that he's the new OYC Treasurer.

The most interesting thing about the show, however, is watching it break up. Some people have a tradition of watching from the roof deck of the Marriott, or from the bar at Pusser's. It is a real precision movement, well-choreographed. By 6:05 the first row of boats (Holly Acres boats 32 ft and below) and the dock they were attached to were gone, well on their way out of Annapolis to their staging marina on the South River.

The larger Maxums were almost at the end, just past Fawcett's, but our turn came at 7:45 (about 20 minutes later than usual). Within minutes, the Silvertons ahead of us were gone, and we were following with the Cruisers close behind.

Rick was assigned the new 37 Express to pilot and I decided to go along. Our only problem was we had not made that run in the dark ("no problem, just follow me," said the pilot of the 41 Express). Well, there are a LOT of boat lights in front of you when this break up is underway! We managed to keep the 41 Express in sight, as well as the 41 Aft (thanks to the unique oval hatch well-lit in the stern) which we knew was also headed for South River, to The Yacht Center.

If you think the multitude of creeks and rivers around Annapolis are confusing in daylight, you should try it in darkness! This area also has many more lights on the shorelines than we are used to around the Potomac. Rick had to adjust to boating without electronics (a real hardship: no toys to play with) and the boat we were following had radio trouble and we could not contact them.

It was a *long* 45 minutes! But we arrived at Londontowne Marina safe and sound, with another boating story to tell.



## Rear Commodore's Comments

Janine Washington

### More Boat Show Fever

Why is it that all the scary stuff seems to happen in October? Black Monday. Halloween. The Boat Show. Each year Mike falls victim to the Fordham family curse: Boat Show Fever. Mike's sister-in-law and I have spent many evenings on the telephone wondering about the strange effect fast boats have on the Fordham brothers.

The symptoms begin a few weeks before the event. Mike's unable to concentrate on any subject not related to boating. ("What? The house is on fire?! Great! That means we'll get to live on the boat!") He becomes very smooth and charming, calling me 'Darling' and 'Baby-girl' while he's actually running a credit check on me.

By the morning of the boat show, Mike's hair is standing on end. He has an eerie red glow in his eyes. He'll suddenly laugh aloud for no reason. He starts babbling a chant that sounds strangely like an old James Brown song:

*"Gonna get me a boat, y'all!*

*Won't take no stuff*

*When it comes to boat size*

*Can't get enough! Hey!"*

Of course I'm worried at this point. After all, those lyrics *really* sound ridiculous when not accompanied by a brass section. The first thing I do is check the driveway to make sure he hasn't sold the Jag. I then agree to take him to the Boat Show only if he'll behave himself. He agrees on the condition I buy him a balloon and a Sea Ray coloring book. I suppose in therapy circles this makes me an enabler.

By the time we arrive in Annapolis Mike is completely out of control. Like a zombie, he wanders from boat to boat tuned in only to the satanic-like sales pitches:

Salesman: This Sunseeker does 60 mph! It leaves a bigger wake than *Courchevel*!

Mike: I understand and obey. But, where will I get the money?

Salesman: Sell everything. Your house and car. College educations for your kids are waaaaay overrated.

Mike: What about Janine?

Salesman: Buy a boat with a washer/dryer unit. She'll become one of us!

By the end of the day my nerves are frazzled. I won't go near an ink pen for fear I may catch the fever too. I drag Mike home, kicking and screaming, "But Janine! I wanna see the BIG boats!". That night, as I tuck him into bed, I pry the color brochures from his greedy little fingers. I watch him fall into a fitful sleep while visions of Sea Rays dance in his head, wondering if I'll survive the D.C. Boat Show unscathed. Pray for me.

### '98 Membership Dues are Due.

\$60 (family) check payable to OYC.

Mail to OYC Membership Chair Jim Ball

6833 Spring Beauty Ct.

Springfield, VA 22152



## Secretary's Comments

Walt Cheatham

### More on the boat show

I really enjoyed the Annapolis boat show this year, first time I've been in 12 years, and first time ever without Susan. She was in Idaho again; said it snowed. Sure did get more time for boats and talking to gizmo vendors in the tents without her pulling me over to evaluate all the displays for the usual lineup of mops, brushes, waxes and cleaning products.

Couldn't help but notice the attendees seemed a lot younger this year, a lot slimmer too; and I only saw a handful of real baseball type caps. Most boaters now seem to be gravitating to those billed caps that are much more rounded, ones that don't have that flat front that sticks up vertically. And this year most people took their shoes off before climbing aboard and going below. And going below was different this year in that it seems to take at least four steps down to get to the salon and galley. Quite radical from what I'm used to with steps that go up.

I saw very few generators this year too, and fewer swim platforms and fewer refrigerators, although I did learn that the numbers of the latter two items are increasing in the newer designs. And I only saw one radar arch at the whole show!

But the most unusual thing was the number of multi-hulls. They really give a wide foundation. Seem really stable, and with centerboards, you can have a two foot draft—just right for Chesapeake gunkholing. I especially liked the one with the 35 HP Yanmar diesel.

Seems like a lot of the attendees belong to the same yacht club because fully a third of those rounded, billed caps were embroidered with the same logo: "SAIL"—maybe the Southern Annapolis Ihaveaboat League - or could it possibly have represented a magazine instead of a yacht club?

I want to go back next year with Susan and let her help me figure out what that radar arch was; they kept calling it a traveler and it had ropes coming off it up to some big pole they kept calling the boom. Strange!



**For Sale, Nauti Buoy**—1988 Coast Guard-documented Sea Ray 270 Sundancer, in Slip A-14 at Occoquan Harbor Marina (paid thru Feb 98). Outstanding condition, excellent buy: \$35,995/offer. **Features:** Twin T-260 Mercruiser stern drives, 400 engine hours, halon fire ext & CO detectors, trim tabs & synchronizer, Onan 3.0 kw generator, Lorance 3400 depth finder, 5" remote spotlight, sleeps five w/aft cabin, all teak interior, Coast Guard Auxiliary-inspected, engine & power train tuned, alcohol/electric stove, converter, dual engine batteries /w gen battery, windlass, am/fm stereo w/ cassette, refrigerator w/ice maker. **Owner add-ons:** new & custom canvas w/camper back, new Fortress bow anchor, new tv antenna & amp, new stainless steel props, three burgee flag staffs, four fenders w/canvas & rail holders, new dock lines, new water filter system, custom v-berth covers. Call Mike Troup, work 703 633-8300 ext. 4118, home 703 690-0673.



**For Sale: Duffy's Dream**, 1987 Tollycraft 40 fly bridge, double cabin fiberglass cruiser with hard cover aft deck. 26000 lbs. LOA: 40'2", Beam: 14'8" Draft: 3'. Twin Crusader 350/454 V-8 gas engines, 330 hours, cruise 16Kts, maximum 24Kts. Fuel: 300 gal. Water: 140 gal. Galley down, three burner electric stove/oven, built in microwave oven, built in coffee maker, Norcold 12/110V refrigerator/freezer. Sleeps eight in two private cabins plus the main salon. Heads forward and aft. Three air conditioners/heating elements in the three cabins. Spacious salon and cabins fully furnished, built in AM/FM stereo radio/cassette with speakers. Raytheon R40 radar, Standard VHF radio, Polaris hailer, King Loran, depth sounder, SMR hand-held VHF and charge unit, large compass. 12V ship's system/110 shore power service; Westerbeke 8 KW generator; battery charger; shore power cords, connectors/adapters for other power, spare props (new). Danforth 25# anchor w/ 10' chain and 150' rode; Maxwell Nilsson electric windlass. Federally documented. Contact Sam and Carol Raines, 703 644-6299 or e-mail carolsam@erols.com

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### Slip for Rent.

Fairfax Yacht Club—40' Slip on D Dock for rent, available in March timeframe. Call Monica Lovell, Phone H (703) 799-1322 W: (202) 338-2172.

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### I say again...

#### '98 Membership Dues are Due.

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Mail to OYC Membership Chair Jim Ball  
6833 Spring Beauty Ct.  
Springfield, VA 22152



## Treasurer's Comments

Peggy Ball

### Fright Night a Success

Yes, it was frightful—in several aspects! The annual Halloween, Chili Cookoff, Photo Contest, Membership Meeting and Election of the Board was well attended on Saturday, Oct 25<sup>th</sup>. Many members were brave enough to show up in frightful and amusing costumes, although some shed them very early in the game. That, of course, wasn't as frightful as the newly elected officers for the 1998 board (whom Steve has listed on Page 1).

The Chili was great, all twenty-some varieties of it with winners of the most tasty being Arleen Rhodes, Al Setikas, and Susan Cheatham. Desserts were exceptional, and selected best cooks for these tasty treats were Linda Bozoky, Barb Egmore, and Dodie Cawelti.

Getting back to the costumes, awards were won by Teresa Sorrenti for most original (although she very closely resembled our commodore in drag at the End of Summer party, except much better looking and no mustache); Dotty and Jim Jacobsen, our Viking hosts, for best duo; Tom (Lick the window and bark at the moon) Shank for Creepiest; and Pat Steele (best looking witch we've seen in a while) for most outlandish.

The photos displayed were superb, ranging from a lounging Gary Linck in front of two rafted cruisers where Nicki diligently washes the hull in the background to seascapes and wildlife (of several varieties). Photo winners were: Sea and Land Category—Gary Linck (twice) and Bill & Bonnie Fulford; Animals & Fishlife Category—Mary Jo Worcester (twice) and Teresa Sorrenti; People Category—Gary Linck and Ned Rhodes (twice); and finally Boats Category—Robert Carmody, Gary Linck, and Ned Rhodes. There was a special award to Dave Moore for being our "Built-in OYC Cheerleader".

The membership meeting took on its usual formal decor featuring long, boring (at least 10 second) presentations by the officers and staff, and, as usual, all reports were unanimously shouted down, ahh...I mean.. accepted by acclamation.

Dancing and the usual OYC revelry ensued following the meeting and a great time was had by all—thanks to our gracious hosts, Jim and Dottie Jacobsen.

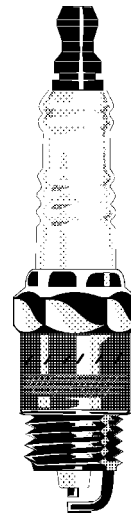


**Animals & Fish Life Winner**—Mary Jo Worcester's first place photo of her son Pat and his dog Buddy.



**Prize Winner**—Gary Linck's photo of daughter Danielle won first place in the People category of OYC's annual photo contest.

### Sparky's Maintenance Tips—Part Two



Last month I brought up the great Spark Plug Panic of '97 and left you all hanging and scared to start your engines. Here are two more theories that weren't addressed in that article:

**Theory 2: Mechanical damage on installation.** On some engines, Mercruisers especially, the manifold overhangs the spark plugs to a degree that you cannot put the plugs in with a straight socket without breaking the insulators because of the angles involved. I learned this the hard way on my old boat until I bought a tapered socket T-handled spark plug wrench. This theory holds that on installation, the ceramic is stressed such that after some number of hours, it lets go.

**Theory 3: Vibration.** Some marine engine installations will vibrate more than an automobile engine installation due to the different types of mountings. This could possibly cause the separation of insulator from sleeve. (Contributed by Steve Donock).

My conversations with the Coast Guard Safety Office indicate that they don't think that it is the corrosion that's making speeding bullets out of the plugs, but they do think that the mechanical damage could be the cause. They do not have any record of this happening on boats, but they are aware of it on cars. They advised that Champion makes a marinized plug that has a shorter insulator to keep it from breaking off during installation. The CG Safety Office agrees that if the ceramic to metal interface is weakened during installation that this could be the cause. I have also learned from AC Delco, that they use nickel coating to prevent corrosion on their marinized plugs.

My advice is 1.) check what plugs are in your engine; if you have plugs that are not the specific number that is specified in your engine manual, you might want to change them out this Fall after you change oil, add Militec, and winterize. And 2.) use a tapered plug wrench and be cautious how you install the plugs, especially if there is interference such as exists with the Mercruisers.

Cheers!

*Jim Ball*

## Thinking the Unthinkable

Yes, I know that El Niño is supposed to keep the East Coast winter mild this year, but nevertheless, it isn't going to keep us from having to do the dreaded "W" thing. Now that the chilly winds are blowing and we are thinking of the unthinkable but inevitable—*Winterizing*. It's now a good time to think of putting a winterizing fitting on your thru hulls to make the task easier now and forevermore. The simple addition of a bronze T-fitting on the thru hull with a nice bronze plug that you can take out and screw on a hose fitting that runs from your winterizing bucket will put all the fun back into winterizing your engines, air conditioner(s), head intake and generator. You can get all the parts very inexpensively from a good hardware store (Fishers in Springfield usually has everything and they are really helpful).

How to do it. Right now, your thru-hull/seacock probably has a hose bib screwed into it. You merely unscrew the hose bib, go buy a bronze nipple and T-fitting with the same size threads as the hose bib and a plug that will take a garden hose adapter, make sure you use teflon tape on the fittings and then put it all together with the plug facing the easiest orientation for you to access it with your hose fitting. Depending on your feed hose from your winterizing bucket, you also need a fitting to adapt that hose to the T-fitting where the plug is.

Now, moving right along ...Oh, did I mention you should close the thru-hull before you unscrew the hose bib? Ah well, it's a good test of your bilge pump. So with this easy-to-do modification installed, nevermore will you have to struggle with taking hoses on and off. Do this now, before it gets too cold. Then you'll be able to do the "W" thing quickly and easily later when it just can be put off no longer.

Another little tip. When you go to winterize, get a turkey baster (do not, repeat do not steal your spouse's from the kitchen) and a length of plastic tubing that will slip over the end of the baster and reach all the way down from the T-fitting to the closed seacock valve. Use it to suck out the water which you will then replace with anti-freeze when you winterize each of the systems.

For the potable water system on board, I like to pump out all I can, then add enough "pink stuff" to the tanks to keep them from freezing. I also put an air compressor on the dock water fitting and blow as much water out of the system as I can. Then, if you can get to the line between the tanks and the pump, that's where you need to feed "pink stuff" into the lines using the pump to push it through. Make sure that you drain your water heater before you start this process, and make sure the "pink stuff" comes out each faucet on the boat; don't forget the shower and the swim platform shower if you have one.

Engines should get an oil change and a Millitec treatment before you put them to sleep with fogging compound. Before you do that, have you changed your coolant in the past two years? If not, now is the time; coolant doesn't lose its anti-freeze properties, it loses its lubricating properties and will help your water pump go south if you don't change it every two years. If you haven't done it before, use the non-toxic antifreeze this time to keep you out of trouble and the environment safe. It costs a little more, but you do not have to worry about pumping it overboard with bilge water because it is safe for the environment.

*Jim Ball*

## News from the River and Bay Beyond

### Festival of Lights

The 9th Annual Washington Waterfront Association (WWA) Festival of Lights is scheduled for December 6, 1997. This is a great event. The on-water parade is scheduled to start at 6:00 p.m. Gangplank is giving free slips to participants and the Capital Yacht Club is hosting a reception after the parade. There are going to be great prizes; last year, almost everyone that participated got a prize! PRYCA helps WWA coordinate this event. If you want more information, contact PRYCA RC Mark Viehoever at 301-292-4010.

The Skipper, NPYC, October 1997

### Changes of Watch

PRYCA Past Commodore John Hancock will be inducted as the 1998 Chesapeake Bay Yacht Clubs Association Commodore at their Change of Watch on November 29 at the Ft. McNair Officers Club.

The PRYCA Change of Watch is scheduled for Saturday, January 24, 1998 at the Holiday Inn and Suites in Alexandria, VA, the same location as last year. OYCers have turned out for this great event in the past; mark your calendars now so you won't miss it!

## The Datemarkers

### November Anniversaries

Francis & Ursula Schwartz, 9

Gary & Nicky Linck, 14

Deloris & Harold Usher, 17

Ralph & Anna Burner, 21

### November Birthdays

Katherine Corley, 2

Ann Wilmeth, 6

Tim Chaffin, 15

Clara French, 16

Kathy Jones, 16

Henry Lovell, 19

Jill Hayes, 22

Ursula Schwartz, 26

Dodie Cawelti, 28

Bonnie Breneman, 29



**Boat Photo Winner**—Robert Carmody captures Ned Rhodes changing oil. Ned is the smudge at lower right.



**You are Invited to the Occoquan Yacht Club's  
Annual Holiday Party and Change of Command**

**When:** December 13, 1997

6:00 Cocktails and Hors D'oeuvres

6:45 Dinner

7:30 Installation of New Officers and Recognition of  
Coordinators

8:30 - Dancing

**Where** Quantico Marine Base Medal of Honor Golf Club

Exit 150 from I 95, 1.5 miles beyond the gate, on the left

**What Buffet of :** Steamship Round Salad

Seafood Newburg with Rice Corn

Baked Chicken

Green Beans Almondine

Oven Roasted Potatoes

Coffee, Tea, Rolls

Assorted Desserts

**Now Much** \$40 per person

Includes 2 hour Open Bar

**Also Music By Bristol Sounds**



**Send Your Check No Later than November 30 to**

**Teresa Sorrenti 3401 Carly Lane Woodbridge, VA 22192**

**Name** \_\_\_\_\_ **Number Attending** \_\_\_\_ x \$40.00 = \_\_\_\_\_ **Total**

Mail this coupon with your check.

**Inside: New board elected; chili, photo, dessert,  
costume winners; three reports on the boat  
show (but nothing about the *new* Treasurer  
buying a *new* boat); Santa cruise is not a  
town in Mexico; and would you believe, the  
Holiday Party at a Golf Club and your  
“greens fees” are due by November 30?**

**Refrigerator notes for the forgetful:**

November 8-9  
Hardy Souls Cruise  
Mary Jo Worcester  
494-2383

November 29  
Santa cruise to  
Occoquan  
Walt Cheatham, 491-  
3956

December 13  
Change of Command  
and Holiday Party  
Teresa Sorrenti, 590-  
6724

January 17 '98  
Planfest at Gecko's  
Yes, boating WILL  
return  
in '98



***The Daymarker***

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

**'98 Membership  
Dues are Due**