

# The Daymarker

## OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125

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

Web site: [www.OccoquanYachtClub.org](http://www.OccoquanYachtClub.org)

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## Commodore's Comments

Rick Sorrenti

### COUNTING THE DAYS

As we move into March, we are down to weeks before you hear the famous quotation, "Gentlemen Start Your Engines." I stole that quote from President Bush, but it really does apply. I would modify it for our use to "Captain and First Mates Start Your Engines", which has a better ring to it, don't you agree. One of the other notable events coming in March is the annual wash your boat weekend. If you remember the movie Christmas Vacation with Chevy Chase, the electric meter scene when he flipped the Christmas lights on, that's the same scene at OHM with the water meter on March 27<sup>th</sup>!

Teresa, Jillian and I hosted the 4<sup>th</sup> Annual Brunch at Ft. Belvoir and for those of you that missed it, you really missed an event. We had 46 family members in attendance and the food was flowing, in fact I believe everyone went back for 3<sup>rd</sup> and 4<sup>th</sup> helpings. The club also provided some great Champaign. In fact for those that left early, say after 3 hours....you missed the additional six bottles of Champaign that was consumed, after the club had closed, by a few OYC members. Great Time, Great Food, Great Company, thank you for coming.

In the February 3<sup>rd</sup> edition of the Potomac News ([potomacnews.com](http://potomacnews.com)), there is an article written by Gary Jacobsen that calls out, in his opinion, the GOP "pork" programs thus far in FY2003/2004. His list includes the dredging of the Occoquan River as a pork program to benefit 100 boaters. As your Commodore, I couldn't let this slide by; so for your reading pleasure I've included my comments back to the Editor:

"Ref: February 3 writings by Gary Jacobsen concerning GOP Spending and his list

of "Pork" projects. Gary calls out the dredging of the Occoquan River as "Pork". I would encourage you to take a ride down to the

Occoquan and count the number of boats, which exceeds 2200, not the "100" that Gary points out in his article. This 2200 number does not include the commercial transports that come into the river to deliver sand and gravel for the commercial concrete production facility at the intersection of Rt 1 and the Occoquan River nor the Vulcan facility adjacent to the Occoquan River. The 2200 privately owned boats and yachts that reside on the Occoquan represent over 10,000 voters in Prince William and Fairfax County. The recreational boats alone equate to over \$50M in annual revenue to the river and provide a stimulus to economic development of the Town of Occoquan and the business' along the Occoquan and Potomac Rivers. The issue Gary is that the river has not been dredged, as a designated US Coast Guard commercial waterway, in over 20 years.

Shoaling has become a big problem because when boats run aground, massive and expensive damage occurs. On numerous occasions staff of the Potomac News have been involved in many of the events that occur on the Occoquan River that are hosted by the Occoquan River Maritime Association, Occoquan Yacht Club, Occoquan Harbour Marina, Prince William Marina, Fairfax Yacht Club, and Hoffmasters. I encourage and solicit your continued support for the efforts to make the Occoquan River an economic hub, and refrain from publishing the diatribe that Gary is so fond of producing. Rick Sorrenti, Commodore, Occoquan Yacht Club."

(cont.)



## Commodore cont.

In this month's Day Marker edition, you will find the complete cruise plan for 2004. A lot of hard work has gone into making the coming season fun and safe for our members. The success the club has had depends on how involved our members are in the implementation of our plans. Two critical positions in the club that really make it happen are the Cruise Coordinators and Fleet Captains. The Cruise Coordinators are the people that schedule the events with the respective destinations and are kinda the social director for the duration of the cruise event; an extremely fun job and very easy to accomplish because we provide each coordinator with the *Cruise Coordinator Handbook* which

contains step-by-step advice. Our Fleet Captains represent the OYC at their respective marinas. The primary goal is to serve as our marketing arm and encourage and solicit new members. This person advertises the OYC at their marina in a number of ways to include distribution of Membership Applications and placing of flyers on bulletin boards. We encourage you to step forward to volunteer in these positions, if only by helping an existing Cruise Coordinator or Fleet Captain. Give it a try, I bet you enjoy the experience.

Sea Duck Too back to One Six



Vice Commodore

Sue Thompson

### ARE WE THERE YET? ALMOST.

As I sit here writing this article I'm thinking about the Washington Boat Show currently in progress and all the money I spent there. Then I realize that boating season is fast approaching. With that in mind let me tell you a little bit about some upcoming events for the next couple of months.

**March Membership Meeting** – This will be held on Saturday, March 20, 2004 from 2:00pm to 5:00pm at the Fairfax Yacht Club. At this meeting we will be reviewing the 2004 OYC cruise schedule and reacquainting ourselves with fellow members in the true OYC manner, with food, drink, and tall tales of last seasons endeavors. We will also be having our annual photo contest. Prizes will be awarded in 4 categories: animal, landscape, people, and general boating. Please bring your pictures to share. All photos will be returned, however we would appreciate copies for the historian. This year everyone will be voting for the winners. There is also a photo surprise in store for all or you. The meeting will be a Potluck and BYOB. If possible, please bring the following: A-E –Dessert, F-K – Main Dish, L-S – Salad, and T-Z – Dessert. The club will supply soda and water. Look forward to seeing you.

**Early Bird Cruise** – This cruise is scheduled to go to Gangplank Marina in Washington DC, from April 23 to 25, and is being coordinated by Linda and Laslo Bozoky. Details are listed in a separate article. Please contact Linda or Laslo if

you wish to sign up. It's a fun cruise and a great start to the boating season, and first time out on your boat this season.

**OYC Flag Raising** – This is the official OYC kickoff for the 2004 boating season (for those of you that hibernate a little longer) and will be held on May 1, at Occoquan Harbour Marina. Dogs (that's hot dogs) and burgers will be served along with lots to drink. If you know of any boaters (new or old) that are not members this is a good time to introduce them to the club. Please watch future editions of the Daymarker for more information.

**First Mates:** The time is drawing near for us to begin thinking about loading up the boat for the boating season. This means lots of trips to the grocery store and looking through all the things you have stored from last season. After all, you have to make sure the Captain's special beverages are well stocked or a mutiny of other sorts may start to fester. However, there is one thing you probably don't think about, and this one is for you. How about getting your dock lines ready for the boating season. Sitting dry, and who knows where all winter they have shrunk, become stiff, and are abrasive to handle. Why put up with having to soak your hands in lotion each time after getting under way and upon docking? Start the boating season off with nice soft, easy to handle lines. Make a solution of fabric softener and water and soak your lines overnight. Save the money you spend on hand lotion and use it at those shops while at port on a cruise. Your Captain will probably appreciate (though won't admit it) the less abrasive touch of his/her First Mate.

Well as always, I'm Forever Dreamin'

### How About Some Spring Boat Shows:

**March 11-14** – National Capital Boat Show, Dulles Expo and Convention Center, Chantilly, VA 804-288-5653

**April 3-4** – Crusader Yacht Sales Boat Show, Port Annapolis Marina, Annapolis, MD 410-269-0939

**April 22-25** – Bay Bridge Boat Show, Bay Bridge Marina, Stevensville, Kent Island, MD 410-268-8828

**April 23-25** – Downtown Hampton In-Water Boat Show, Downtown Hampton Piers, Hampton, VA 757-727-1276

#### The Daymarker

Published monthly by the Occoquan Yacht Club

Steve Thompson, Editor

Sue Thompson, Editor's Advisor on Worldly Matters

Maury Shumaker, Circulation

The deadline for submission of materials to **The Daymarker** is the 20<sup>th</sup> of each month. Please submit copy by e-mail to: [opsco@earthlink.net](mailto:opsco@earthlink.net)



Rear Commodore

Alan Gorenstein

### SPRING SAFETY

Only 24 days and counting to the first day of Spring. Even fewer days until the Spring flowers start blooming and the days seem warm enough to start the engines and cruise down the Potomac. But, as you prepare to jump on the boat and enjoy the summery weather that occasionally arrives for a few days in March and April, let us all take a few extra minutes and think about safety. Yes, I know we have all taken U.S. Coast Guard Auxiliary and Power Squadron safety classes and read countless articles about safety. But when the nice weather arrives and we get that itch to be on the water sometimes we forget to take those few moments to think about the most important thing of all – our safety.

Consider the following few thoughts as you begin to enjoy the 2004 boating season:

1. Check those PFD's and keep them readily accessible. Look for torn or weak straps. Make sure you have PFD's in children's sizes and enough for everyone that may be on the boat this summer. And, remember children under the age of 12 are required to have a PFD on when the boat is underway.
2. Check those fire extinguishers and make sure they are fully charged. It is also recommended that they periodically be given a good shake to stir up those pressurized chemicals. With one of the major causes of boating disasters being fire, make sure the location of fire extinguishers is quite apparent.
3. Carefully explain to your spouse or boating partner how to use the marine radio to call for assistance. Should there ever be a need for a "Mayday" message, it is essential that at least two people fully understand how to use the radio and the words that need to be conveyed to the Coast Guard on channel 16.
4. Check the condition of your first aid kit. Replace the painkillers, ointments, bandages, cold packs, etc. if they look worn out or have been frozen during the winter months.
5. Inspect flares and check their expiration date. If 3 1/2 years have passed since they were purchased, the USCG requires new flares to be on board. For more information on the effectiveness of different types of flares see the Daymarker for January 2004.
6. Avoid the use of alcohol while boating. It is reported that each year 1,000 people die in boating accidents. Many are the result of drownings that occur when someone that is drinking falls off the boat.
7. Use caution when fueling up the boat. Let us not forget how explosive gasoline is and the tremendous damage that can occur if an engine spark or careless smoker ignites the fumes. Avoid overfilling, wipe up

any spills, pay close attention to the fuel filling nozzle and close all openings that could allow vapors to enter the cabin area.

8. Check those anchor and dock lines. A weak rode or frayed dock line is guaranteed to fail when you most need it.
9. Be aware of the effects of carbon monoxide in the cabin area. Test your detector by pressing the test button. Replace the CO detector backup battery.
10. And, do not forget to take a careful look at the hoses, hose clamps, thru-hull fittings and seacocks. Replace if in doubt. Cold winter days can cause damage and none of us want the Potomac in our boats.

Hopefully, these few tips may help you and your family and friends to have a safe boating season.

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## The Datemarkers

### Birthdays

Betsy Pugh, 3/3	Lucy Dubraque, 3/4
Debbie Minard, 3/4	Wilma Spikes, 3/4
Bill Gamble, 3/6	Monica Crossan, 3/9
Bonnie Fulford, 3/10	John Corley, 3/13
Martha Jane Dodd, 3/13	Allen Jorsey, 3/15
Theodore Zsirai, 3/20	Bill Fulford, 3/21
Duane Jeirles, 3/24	Mary Lynn Snowman, 3/26
Lynanne Jorsey, 3/30	Walter Sobie, 3/30
Robin Ryan, 3/31	

### Anniversaries

Idris & Sadine Grant, 3/2	Donald & Diane Carlson, 3/9
Maury & Patty Shumaker, 3/20	
Alan & Anne Gorenstein, 3/29	

## Welcome New Members

Jerry and Dania Lepisko of Alexandria. They keep their 36' Chris Craft, Winter Dream, at Old Dominion Yacht Club.

Tom and Monica Crossan of Occoquan. They keep their 39' Chris Craft, Monica Leigh, at Hoffmasters Marina.

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## On the Internet

Occoquan Yacht Club: [www.OccoquanYachtClub.org](http://www.OccoquanYachtClub.org) \*

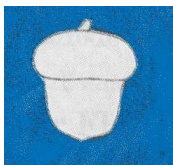
Potomac River Yacht Clubs Association:  
[www.PotomacRiverYachtClubs.org](http://www.PotomacRiverYachtClubs.org)\*

Occoquan River Maritime Association:  
[www.ormaweb.org](http://www.ormaweb.org)\*

and Chesapeake Bay Yacht Clubs Association:  
[www.cbyca.org](http://www.cbyca.org)

\* Web space donated by Software Systems Group  
Ned Rhodes, President and CEO





Treasurer

Harry Croft

### GOOD CONNECTIONS MAKE GOOD CIRCUITS

In keeping with last month's electrical theme, this article deals with making electrical connections and a few helpful hints that will augment future months' advice to the electrically challenged.

Starting with the wire, resist the urge to save money by buying wire that is non-marine graded. Yes, you can save money, but you may also be buying future problems. Wire for marine applications has characteristics for better mechanical strength, moisture resistance, and insulation. Many problems associated with ground "leaks" (next month's article) can be traced back to faulty, non-marine rated wiring. This principle is also true of connectors such as ring terminals, butt splices, and other similar devices. The manufacturing source of many connectors is the automobile industry and most often these are steel terminals, not suitable for marine use. Use only tin plated copper terminals!

Crimp-on splices and terminals provide a simple method for many connections. I prefer ring-type terminals with a lock washer and nut to avoid problems with vibration. I also use shrink sleeves to further keep out moisture and provide additional mechanical support for the connection. No more than four connections per post! Add an additional post if needed for more connections, but remember that too many



**If the turnout at the Planfest is any indication of the upcoming year then you should expect to see a lot of OYC boats out on the river in 2004.**

connections on one circuit can cause overloading problems (see last month's article on loading). I also use Teflon grease on moisture exposed terminals to further seal them. Electrical tape should be avoided. Sooner or later, it tends to unravel and becomes a sticky mess. It also hides breaks in the wire or connections. When I see electrical tape on a connection, it is usually a non-seaworthy connection.

I try to use soldered connections whenever possible to avoid many problems associated with bad crimping. Soldering provides a stronger and better electrical connection if done properly. Always use resin core solder and follow the directions that come with the soldering gun or iron. If you are soldering near a piece of equipment, be sure to use a heat sink, or you may damage the circuitry.

As you can see, there are many things to consider when working on your electrical system. Big problems are often the accumulation of many small problems. If you make a good connection the first time, you'll spend more time enjoying your electronic toys rather than cursing at them!



**Who needs Walmart when you have the OYC Quartermaster.**

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### TRY AGAIN IN APRIL "SHOP & SWAP"

Next month we will once again try to see if there is interest in "SHOP & SWAP." Hopefully with nice weather and the boating season only a few weeks away, we will soon have many OYC'ers interested in buying boating related items at great prices. So, starting in April we will be listing items that members of OYC would like to sell. If you have a boat that you would like to sell (to buy an even bigger boat) or a boating accessory that has been collecting dust, drop me an email at [Agoren@biztech.net](mailto:Agoren@biztech.net). Please include a brief description of the item, the price, your name and phone number, and any other information that may be helpful to a potential buyer.

Watch for the April Daymarker and the unique deals that are available. Just save your money for one more month and then go shopping and swapping.

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Did you know . . . Jack-rabbit Starts Save Fuel. If you throttle up to two-thirds of maximum power as soon as possible, a gasoline engine pumps the optimum fuel/air mix into the cylinders with a fuel savings of up to 15 percent.

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Secretary

Vicki Hamp

### OYC MEMBER SPOTLIGHT

The first point of contact for all new members joining Occoquan Yacht Club in 2004 is a gentleman by the name of Maury Shumaker. Given his responsibility in the upcoming 2004 Boating Season for OYC, he seemed the logical choice for the focus of this month's OYC Member Spotlight. Logical or not, Maury certainly is a fascinating interviewee.

Maury began his boating days as a teenager on the Kankakee River south of Chicago, Illinois. Maury also frequently went swimming in Lake Michigan which is the second largest of the Great Lakes and is the only Great Lake located entirely in the United States. Maury enjoyed this vast volume of water from its Chicago beaches to the sand dunes of northern Indiana. He's owned 5 boats (so far); starting out with a home built square end scow. Maury describes a square end scow as "two boards with planks nailed between them for the bottom". Later, he built a sixteen-foot canoe from scratch. He's come a long way to where he's at now with a Meridian 490. Let this be a lesson to those of you suffering from boat envy when you see Maury mooring around the Potomac on the boat he now calls Kiki Byrd; patience is a virtue. The Kankakee River and Lake Michigan isn't the only water, other than the Potomac, that Maury has navigated. He also spent much of his time in the late 1950's cruising Long Island Sound. I asked Maury how these different waterway experiences compared. Maury shared that Lake Michigan can be very dangerous in stormy weather and can make the Potomac seem like a piece of cake in comparison. When speaking about Long Island Sound, he shared that it is pure salt water. The Chesapeake Bay in comparison is a more mild salt-water solution.

In addition to boating, Maury enjoys amateur radio. Have you ever wondered what would happen in a State of Emergency if all our Public Communications (radio and T.V)

went down? Amateur Radio Communications almost always is the public's source of information in a disaster. Our Hospitals and Local Police Stations would depend on the help of amateur radio operators to set up radio stations in their facilities. Maury has been a licensed radio amateur since 1951. But Amateur Radio isn't only for emergency situations. It's the source of communication, for example, during the Marine Core Marathon. Maury enjoys meeting and conversing with people around the world through his amateur radio frequencies and has communicated with notables including Hussein, King of Jordan; Curtis LeMay, General, USAF; as well as the president of Stanford University and the commanding general of Ft. Monmouth, NJ.

When asked what advice he would give to his fellow OYC boaters, Maury replied "Just because you've got the thing on auto pilot doesn't mean you don't have to look out the window". The boat's captain is in charge and is responsible for seeing and avoiding other boats or obstacles. Maury recalls this piece of advice from his days flying aircraft.

Unfortunately, I was not able to catch up with Maury's better half Patty. As the Director of Presidential Support in the White House's Correspondence Office, I'm sure Patty has some of her own fascinating stories that we can all ask about when we see the couple next.



A "Guy" picture. Guess the make and model.

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### **Early Bird Cruise to Gang Plank Marina, D.C April 24th & 25th, 2004!**

Cruise Coordinator: Laslo & Linda Bozoky, Hot Schatz

The Time has come to plan OYC's first Cruise of the 2004 boating season. As usual we will be going to Gang Plank Marina in Wash. D.C. Hopefully we will have beautiful weather as we did last year. Since this is the beginning of the season, we usually have about 10 boats on this Cruise as most of us wait till the last minute to get their boats ready. The last pile of snow just melted away this weekend, so nothing stands in the way to get started with launching the boats/dewinterizing and start the long awaited joy of boating.

Most of us will arrive Saturday the 24th at Gang Plank early afternoon so we have time to visit and get to welcome our new members. We will have Happy Hour on the dock or on "Hot Schatz", and for dinner we plan to go to the new restaurant H2O.

Sunday we will have brunch on the dock, and if the weather is good we just stay there till late afternoon and enjoy the sun and being with fun boaters.

This cruise always turns out to be lots of fun. If you can't make it by boat, but want to join us for the activities, just let us know.

Please contact us if you are interested as soon as possible at: [Hotschatz2@aol.com](mailto:Hotschatz2@aol.com) or call us, leave a msg 703-590-8440. Looking forward to see you all at Gang Plank!

**Occoquan Yacht Club's 2004 Schedule of Events**  
**Including names and telephone numbers of volunteer coordinators.**  
*Events subject to change*

February 8	Brunch at Ft Belvoir	Rick Sorrenti (703) 590-6724
March 20	General Membership Meeting – TBC	Board event
April 23-25	Early Bird Cruise – Gangplank	Linda & Laslo Bozoky (703) 590-8440
May 1	OYC Flag Raising at OHM	Board Event
May 15	Blessing of the Fleet at Belmont Bay	ORMA
May 28-31	Memorial Day Cruise – Colonial Beach	Steve Thompson (703) 440-8114
June 5-6	Cobb Island Days	Alan Gorenstein (703) 938-6516
June 12	Raft-up at Fairview Beach	Bill Johnson (703) 799-1042
June 11-13	Carver Owners Bay Rendezvous	F.Y.I.
June 26	Dinghy Regatta, Cook-out, Silent Auction at Hoffmaster's	Candy Clevenger (703) 277-3421
June 26	Fireworks at Tim's River Shore	Drop anchor & hail any OYC neighbors
June 27	Easter Seals Cruise – Capital Yacht Club	Alan Gorenstein (703) 938-6516
July 2-4	Fourth of July at Gangplank	Maury Shumaker (703) 331-2159
July 2-4	Fourth of July at Alexandria	Joe Livingston (540) 373-9203
July 2-4	Fourth of July at White Point	Rick Sorrenti (703) 590-6724
July 15-??	North Bay Cruise	Joe Livingston (540) 373-9203
July 16 – Aug 1	Intracoastal to North Carolina	Ned Rhodes (703) 741-0861
July 17-18	PRYCA Float-In at Sommers Cove, Chrisfield, MD	Joe Livingston (540) 373-9203
August TBD	Raft-up at Mattawoman	Ralph & Anna Burner (703) 765-1906
August 6-8	Yeocomico River	Alan Gorenstein (703) 938-6516
August 20-22	Solomon's Spring Cove	Andrew Kalweit (703) 404-0171
September 3-6	Labor Day Cruise – Point Lookout	Harry & Pat Croft (703) 451-9147
September 18-19	PRYCA End of Summer Party (tentative) (co-Host with Tantallon)	TBC
September 25	Shrimpfest – OHM	Dana Phan (703) 690-2435
October 8-11	Cruise to Tides	Walter Krauss (703) 768-4014
October 9-11	Columbus Day Cruise – Gangplank	Tom Shank & Tony Mirando (202) 488-1545
October 23	Membership Meeting & Election	Board Event
November 12-14	Hardy Souls Cruise – Alexandria	Ned Rhodes (703) 741-0861
November 27	Santa Cruise (TBC)	Walt Cheatham (703) 243-2430
December 4	Alexandria Parade of Lights	Tom Shank & Tony Mirando (202) 488-1545
December 5	Georgetown Parade of Lights	Allen Jorsey (703) 971-7120
December 11	OYC Holiday Party/Change of Watch	Board Event
January 29, 2005	Planfest	Board Event



# Wisconsin in February

by Steve Thompson

What does one dream about in the middle of winter in a city where even the mention of snow closes schools, empties grocery shelves, and scares drivers so much that they drive 20 mph on perfectly dry roadways? How about a trip to



**One Happy Camper.**

Wisconsin, the land of extremely cold temperatures and huge snow drifts. Well that's what the First Mate and I did the beginning of February. And it was the highlight of a trip that later brought us to Florida, the land of sun and warmth. Go figure.

So why go to Wisconsin in the dead of winter. Well to visit the Carver boat factory in Pulaski of course, just 20 minutes outside of Green Bay. That is exactly what we did. After all, there was a boat there that had our name on it and the Captain was having that dreaded mariner's disease, you know, boat withdrawal. This is how it went.

The flight to Green Bay had a stop-over in Detroit; not sure if anything flies direct into Green Bay. The airport at Green Bay is so small the Captain couldn't find the courtesy phone to call the hotel for their transport service (he spotted it right away on the day of departure). So, you will be glad to hear that cell phones do work in some of the more remote areas of the US. We were picked up and road all the way across the street to the hotel, about a mile from the terminal. Carver has a discounted rate (less then half the posted rate) at the Radisson so we stayed there.

After unpacking we called Carver only to discover that our point of contact was out of town. Not to worry though, someone would be right over to pick us up. During the ride Matt VanGrunsvan, our new POC, told us that Carver actually has five assembly lines; two for the smaller boats, one for the mid-sized range, and two for the Voyager series and the Marquis. In all Matt said there were about fifty boats under construction at any given time. And they only built boats that have been purchased, whether by individuals or by dealers. There are actually about nine different buildings; we toured



**Hull Number 035.**

four. Some open early and others may work round the clock. With nine buildings Carver employs about 1,200 people. Now with the total population of Pulaski being about 3,090 I would have to say that Carver is a major employer for the area.

During out two and a half hour tour, which took closer to three and a half, we saw several hulls being laid, along with their corresponding decks. They release the hulls from the mold by pumping air between them. The shafts and rudders are the first items installed immediately after the bottom coat



**Three of Carver's five assembly lines.**

is applied. From there it goes to the assembly line. Parts from other buildings are brought in and installed. The hulls are moved forward, along with the entire walkway as each phase is completed. From there it is sent to the testing tank and then shipped. From two to five boats are shipped daily.

Sue and I got to see hull number two for the Marquis model under construction. We also visited the fabric and wiring shop, and the woodworking shop. It was interesting that all wood is installed in the smaller boats prior to it being varnished, but for the larger boats the process is reversed.

We had such a great time and everyone at Carver was fantastic. Maybe we'll go back just for the heck of it. Now I have to put together all the photos I took. Oh well.

Cheers.



**Final testing and disassembly prior to shipping.**

# *Hang in there . . . Spring is Coming Inside . . .*

Is it time for the Early Bird Cruise already?

Occoquan River designated as Park,

OYC 2004 Cruise Schedule Enclosed,

And much more

May 1

OYC Flag Raising

OHM

Sue Thompson

703 440-8114

Apr 23-25

Early Bird Cruise

Gang Plank, DC

Lazio Bozoky

703 590-8440

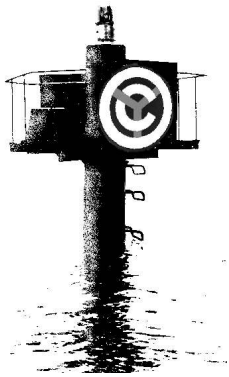
Mar 20

Gen Membership

Meeting

Sue Thompson

703 440-8114



*The Daymarker*

**Occoquan Yacht Club**

**P.O. Box 469**

**Occoquan, VA 22125**

**Change Service Requested**



**See the frowning face on your address label?  
Better get your membership dues in the mail.**