

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

The Daymarker

August 1994 Vol. XI Issue 8

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

17

Commodore
Ray Steele
703-385-8615

Vice Commodore
Sandy Leathers
703-425-1994

Rear Commodore
Tom Egmore
703-256-8442

Secretary
Teresa Sorrenti
703-590-6724

Treasurer
Steve Wexler
703-437-0687



Commodore's Comments

Ray Steele

Thank you, IPC Tom Coldwell, for the time and effort you put into coordinating the July 4th OYC Cruise to Ragged Point, a great event enjoyed by 17 OYC cruisers and the people aboard them. Yes, a minor drizzle did hamper the potluck barbeque scheduled for Sunday night, but the fireworks produced by the Wexler Brothers more than made up for the damp weather. Thanks to Richard Steele for providing a second source of Roman candles and Paula Wexler for her management oversight. This was the third year that my family has enjoyed Ragged Point for the July 4th holiday, and we encourage the club to maintain this cruise as a tradition. A great place to tie up, eat, relax and enjoy life.

The PRYCA Float-In and the 12 OYC boats participating in this event were given tremendous support by Captain Steve Wexler, who acted as our cruise coordinator and as a PRYCA judge. Thank you, Steve, your work was appreciated by everyone present. PRYCA Commodore Ned Rhodes, we are proud of your PRYCA accomplishments and pleased at your continued support of the OYC. In this weekend's shore-based events, Mrs. Commodore, Pat Steele, did a super job coordinating the collection of Scavenger Hunt items. Ned Rhodes, Tom Coldwell, Sandy Leathers and Dave Moore were the members

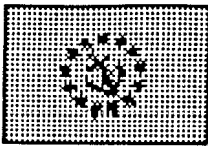
of our Shore Dexterity team. This team put forth a Herculean effort and had fun doing so. WHAT A DINGHY OF A DINGHY RACE! Tom Egmore and Rick Sorrenti teamed up for the outbound leg, with Bob Michaud and friend Bill providing the paddle power for the return. Unfortunately, as a result of an inadequate alignment of the planets and other heavenly bodies, we won't be keeping possession of the Aquia Cup, but we expect our membership to maintain a high-energy training regimen until we meet in competition again. Thanks to all of you who worked together to make this a great weekend!

On a sad note, Mrs. Nellie Selweski, mother of Teresa Sorrenti, passed away on July 11th. The OYC has made a donation to the Mount Clemens General Hospital Volunteers, the group that Mrs. Selweski served as President. Teresa, our thoughts are with you in this time of need.

We have begun a great boating season, with the Potomac River Raft-Up and Week-Long Cruise occurring between our article submission deadline and the publishing of the August issue of the

Daymarker. They will be reported on in the September issue. Please review the Prince William Marina Dinghy Regatta and Cruise for Crabs articles elsewhere in this issue of the Daymarker and contact Rick Sorrenti and/or Steve Worcester, respectively, to participate in these upcoming events. Labor Day will find us at Dennis Point Marina on the St. Mary's River. Contact Rear Commodore Tom Egmore to participate in this event.

"What a dinghy of a dinghy race!"



Vice Commodore's Comments

Sandy Leathers

July is HOT! Not only hot weather, but a "hot" month for OYC events.

It actually began June 25th with a short cruise to Tantallon Yacht Club on Swan Creek next to Ft. Washington, Md. Our club was invited to join Tantallon Yacht Club for their Saturday Steak Night (a regular event for them) aboard their barge clubhouse. As part of this special evening, they also invited a live band for our enjoyment. Six OYC boats and two "drive-overs" thoroughly enjoyed the cookout-style dinner, dancing and wonderful hospitality provided by Commodore Mike Strunk and all the other members of Tantallon Yacht Club. From all of us, thanks!—we hope we can make this a regular event.

This was a great warm-up to the July 4th three-day cruise to Ragged Point by some 17 OYC boats. This event was coordinated by Past Commodore Tom Coldwell in his immutable style of ceremony. (Example: Tom greeted each OYC boat with a bag of goodies from the Navy Memorial.) Saturday's "ice-breaker" was well attended by most OYC members—some arrived a little late—but Sunday's potluck cookout dinner was rained out due to the thunderstorm that hit late in the afternoon. (But that didn't stop Steve and brother Mark Wexler, with able assistant Paula, from putting on a great display of fireworks!) Tom, we thank you for doing such a great job of planning this trip to one of OYC's favorite marinas on the Potomac.

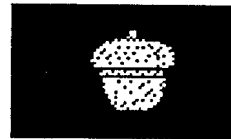
On Monday, July 4th, most boats departed for home or other July 4th events. *Sandy's Run* departed to Washington for the annual fireworks at the Washington Monument. I was able to raft-up with several boats from Tantallon Yacht Club—the *Dottie S* and *Virginia Hawkeye*—near Roosevelt Island. The reason for this personal note about my evening is to encourage all OYC members to experience the thrill of the 4th of July fireworks in our Nation's Capital on a boat on the Potomac with a view of the Kennedy Center, Lincoln Memorial, and Washington Monument—it is a MUST! I have seen this show from land and the Potomac many times, but it still sends chills up and down my spine. What a great celebration of our Independence Day.

The next event in "hot" July was the PRYCA Float-In held at Ft. Washington Marina. The event was coordinated by Steve Wexler, OYC's representative to PRYCA. Steve will be making comments about this event, but I do want to congratulate Past OYC Commodore and current PRYCA Commodore, Ned Rhodes, for overseeing one of the best events held all year. Everyone I spoke with had a great time. The location and marina were perfect, and the competition between yacht clubs was very well organized and judged. We did lose the Aquia Cup this year, but what the heck, we had fun! We didn't want to embarrass the other clubs by winning 3 years in a row—NOT! The catered dinner and brunch under the Big Tent were excellent, and the dancing both under the tent and on the docks to the music of the Traditions...well, you had to be there. If you didn't attend, you missed a great

boating experience and you should mark your calendar for next year.

Also occurring in July is the raft-up at Dave and Carol Moore's home on the Occoquan Bay, and to close out the month, the Week-Long Cruise, coordinated by Rick Ziegler. Look forward to reports on these next month.

A very pleasant note: the OYC Bridge is very pleased to report to you that our memberships are approaching 90, the highest membership in several years. Also, as seen by the financial statement, our treasury is sufficient to break even and maybe have a small surplus of funds by year-end. We are placing a new order for OYC shirts and hats to meet your needs. We still have plenty of burgees available. If you need any of these items, please contact any Bridge member with your order. Shirts make great gifts!



Treasurer's Comments

Steve Wexler

Steak Night at Tantallon Yacht Club. Vice Commodore Sandy Leathers coordinated a fantastic cruise to idyllic Swan Creek, the home of Tantallon Yacht Club, on June 25th. Actually, TYC Commodore Mike Strunk, his wife Dottie, and all of their members could not have been more gracious. I highly recommend this beautiful spot to any of our members and, more importantly, the TYC members will welcome you with open arms. One question...is the Hobson boat named after Ducks or Chickens?? It was still nice that Al and Jan made the excursion by car.

July 4th at Ragged Point. As usual, IPCC Coldwell arranged a perfect event...well, let's not get carried away...he could have done something about the thunderstorm on Sunday evening. A quick nautical note: When you are approaching a dock, and your fellow club members rush out to assist, heckle, and annoy you, and someone yells out "Toss me a line!"—they mean that you should throw one end of the line...not the entire rope. Anyway, reminiscing:

Sandy's Pam (as opposed to *Sandy's Run*)—What did you really mean when you asked Sandy whether he wanted "the hard one or the long one"? Oh well, Sandy, we can all dream...

And really, Ned...when Pam had trouble connecting the line to the stern cleat, did I hear you say that "If Sandy thought she was a keeper, he would teach her to tie knots"?

And I truly appreciated Tom Coldwell's culinary tip when he observed Ann Williams icing down a cooler of Zima and Bud Lite at 8:00AM and questioned: "Ann, are you making breakfast??" Yes, the OYC breakfast of champions!!

My brother Mark and I would like to thank the members for their enthusiastic response to our show of lights...an annual event in our family, better known as The Burning of the Fingers.

PRYCA Float-In. Another rousing success for PRYCA. Over 100 boats floated in and over 210 people attended the catered dinner under the Big Top. Not such a great success for the OYC defense of the Aquia Cup...Aquia Harbor Yacht Club took home the bacon. But as the Brooklyn Dodgers often said, "Wait 'til next year!" OYC was proudly represented by fifteen

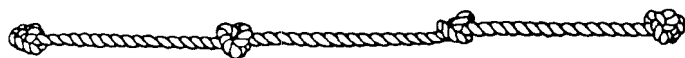
member boats: *Morning Mist, Lucky Ducks, Lady Jackie, Sandy's Run, Hanky Panky, Evermoore, Sweet Gussie, Shalimar, Sea Duck II, Southern Nites, Pat and Ray*, and the Mt. Vernon contingent—*Last Resort, Seminole Wind, Cheers*—and a special "Welcome Aboard" to our newest members Larry and Chris Budd aboard *Salty Dogs*. The great Snickers caper continued for yet another year as *Seminole Wind* and *Last Resort* showered *Sweet Gussie* with miniature candy. And who thought of the joke-off? Who were those masked bandits from Prince William Yacht Club?? Did anyone notice that the crew of *Shalimar* was still awake at 2330 hours on Saturday night...I guess Ned Rhodes has discovered the secret to keeping Tom up at night—offer gifts.

Nominating Committee. After Arleen and I listened to Rick Sorrenti's detailed narrative regarding his experiences at the Panama Yacht Club—yawn—(by the way, Rick, that Duck really sucks) we had an extensive Nominating Committee meeting (at least five minutes). After a great deal of consternation we are pleased to present the following slate of officers for your consideration:

Commodore	Sandy Leathers (<i>Sandy's Run</i>)
Vice Commodore	Tom Egmore (<i>Morning Mist</i>)
Rear Commodore	Rich Ziegler (<i>Leisure Leigh</i>)
Secretary	Teresa Sorrenti (<i>Sea Duck II</i>)
Treasurer	Steve Wexler (<i>Sweet Gussie</i>)

I would like to thank Arleen and Rick for their help and each of the members who have offered to serve the membership next year. The OYC annual General Membership Meeting will be held on October 1, 1994, at which time we will elect our officers for next year. Additional nominations will be accepted from the floor (and from other members as well). If any of you would like to run for any of the offices, please contact any board member so that your name can be added to the ballot.

Remember to mark your calendars for the Dinghy Regatta at Prince William Marina on August 13th and Cruising for Crabs on August 20th—details elsewhere in this journalistic masterpiece. Until next time...



Watch Those Pilings!

Rick Sorrenti

Preparations are nearly complete, after years of planning, for the third, or maybe it's the fourth annual Dinghy Regatta hosted at Prince William Marina. August 13th will begin with a class on boating safety followed by hot dogs and hamburgers, and the famous "two class" (power and muscle) regatta will begin on time at 2:00PM (if not, many heads will be bleeding). Registration for the race(s) begins at 10:00AM.

Please bring a side dish for the cookout. The club will provide hamburgers, hot dogs and drinks. Plenty of empty slips are available for those coming by sea. Contact me at 590-6724 to allow us to get a headcount of participants for food, etc.

Occoquan Yacht Club Financial Statement October 1, 1993-July 14, 1994

Beginning Balance (10/1/93) \$1,041.50

Income:

Renewal Family Members	\$1,620.00
Renewal Indiv. Members	210.00
Renewal Assoc. Members	75.00
Renewal Junior Members	20.00
New Family Members	810.00
New Individual Members	105.00
New Junior Members	25.00
Club Sales	919.00
General Membership 50/50	123.00
Holiday Party	1,875.00
OYC Breakfast	<u>258.00</u>
Total Income	\$6,055.00

Expenses:

Membership Activities	\$2,804.97
Awards	302.64
Postage	497.54
Printing/Reproduction	432.33
Miscellaneous	145.06
Organizational Expenses	207.00
Clothing/Burgee Inventory	953.50 ¹
Bank Service Charges	<u>95.60</u>
Total Expenses	\$5438.64

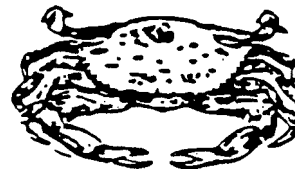
Ending Balance \$1,657.86

¹The Club's Clothing/Burgee Inventory includes 20 burgees, 7 shirts, and 1 hat.

Cruzin' for Crabs Raft Up

Steve Worcester

Since I wasn't able to make the January planning meeting, it turns out that I "happen" to be the cruise coordinator for this, our final cruise of August, when the weather is...? The plan, and we do have one, is to either leave together from OHM at the crack of noon or "circle the wagons" at the mouth of the Port Tobacco River later in the afternoon on Saturday, August 20. After a restful night on the hook or whatever, we will descend upon Robertson's before *Sun Club* arrives on Sunday around 11:00 (give or take). Mary Jo hid the sign-up list until recently, so I know that 10 boats have signed up, but I ask that all interested parties (including those who think they signed up) call 703-494-2383 and confirm their intentions.



Westward Ho!

Joyce Moeller

Yes, friends, after nine years of living on the water we are landlubbers again—and way inland at that. Dennis accepted a job with Huber, Hunt & Nichol, a construction management firm, to do a project for Alcon Laboratories, an eyecare products company in Fort Worth.

Within eight days we packed up our belongings, brokered *Joyden* and took care of all our business in New Bern, including our house on the National Register. Although the Chicago area is not normally on the route from North Carolina to Texas, we did detour that way to see the family—especially our new grandson Jason—and pick up furniture and a truckload of boxes stored in Illinois from other moves.

The “wagon train”—really our Chevy Suburban and the largest U-Haul trailer made—pulled out of Justice, IL on June 1 and arrived at its destination two days later. We found a temporary apartment, rented a storage shed and made an appointment with a real estate agent. Dennis reported to the site, then unloaded the truck and trailer; I went looking at houses. That was like a new experience—it’s been 30 years since we have been house-hunting! Saturday and Sunday were spent seeing about 25 more, and by the end of the day we made an offer on one, which was accepted on Monday. So in three days as Texans we were new homeowners. A week later we emptied the shed and moved in. It’s not exactly the South Fork Ranch, but bigger than our house in Addison and certainly more spacious than the boat. We also bought some appliances, furniture and a second car. A red Geo Metro convertible has joined our family. What a whirlwind operation this has been in such a short time! It sure will be different than cruising around on *Joyden*, but we will learn to enjoy our new surroundings and maybe in a few years we will be able to go back to life at sea.

Please don’t send any mail to Scott’s house; he is moving also. Our new address is: Dennis & Joyce Moeller, 3400 Fairmeadows Lane, Fort Worth, TX 76123 (Tel: 817-294-8442). Write, call or visit whenever you please. Keep up the good life!

Joyce and Dennis Moeller

Virginia Legislative Report

Nicole S. Larson, CBYCA Chartroom Chatter
6 July 1994

On 20 May 1994, Governor George Allen vetoed HB 1299, the Water Ski Safety Bill, which Delegate Howard Copeland of Norfolk had sponsored at the request of CBYCA. The Water Ski Safety Bill, as amended by Committees of both Houses of the General Assembly, would have strengthened existing law by requiring that all Virginia water skiers wear a U.S. Coast Guard-approved personal flotation device (PFD) and that water ski boats carry an observer or be equipped with a rearview mirror sufficient for observing the skier(s).

In his veto message, Gov. Allen stated, “The important issue here is not water safety....The issue is freedom and

responsibility,” even in cases where irresponsible or drunken boat operators endanger water skiers’ lives and put them at risk.

Following Governor Allen’s veto of this bill, which was passed by wide margins in both houses with a bi-partisan vote, Delegate Copeland affirmed his commitment to reintroduce this bill next year.

CBYCA will work closely with Delegate Copeland to build broad state-wide support for this legislation. We will be calling on our clubs with members living in Virginia for assistance in lobbying both the General Assembly and the Governor for passage of the Water Ski Safety Bill. We urgently need your support and participation!

A Boater’s Worst Nightmare...

Dear Ned and Arleen,

We accept with alacrity your faxed invitation to join the crew of *Southern Nites* for your week-long cruise! If Ed’s snoring becomes a problem, he will be happy bunking on *Saint ‘N Sinner*. Monique’s fleas are being treated by a vet so they should be no problem by the time we board. We will hold down our baggage to one duffel bag and one suitcase each with a carry-on bag for Monique’s toys. Hope it’s OK to bring M-Lou’s bike and Ed’s two boogie boards. Don’t go to any special trouble on food—we will bring all Ed’s special health food and M-Lou’s seasickness patches. Ed will have blackberry wine for diarrhea. One problem: we can’t meet you on the 30th, so will meet you at Smith Creek. Assume we can leave car in their parking lot at the Tides for pickup on return. Thanks for thinking of us. This will make up for never inviting us up to meet Arleen’s parents.

With great anticipation, we look forward to our annual reunion...Oh! Sally and Cathy decided to extend their visit so that they, too, could join you and will be happy to sleep on the cockpit cushions with Jess.

Mary-Lou and Dad

GPS IOC

The Lookout, NBF, July/August 1994

The Federal Register announced attainment of the initial Operating Capability of the Global Positioning System in the 23 March 1994 edition. The GPS now meets the carriage requirements for electronic position fixing devices under US Navigation Safety Regulation (33 CFR 164.41(a)(2)).

WWII Propaganda Posters at the National Archives

From USNET Newsgroup

If you’re going to be in Washington, D.C. before the end of next February, Carol A. Singer, D.C. Reference Center National Agricultural Library, highly recommends the exhibit of U.S. WWII propaganda posters at the National Archives. They’ve displayed over 100 posters or art for posters, most of them U.S. Government documents. This is a fascinating exhibit.

Applied Classroom Science

Miss Paula

Q: I was at a dumb party this weekend, where this old fossil claims to have predicted that we would see a rainbow. It turns out that we did, but we can't be sure this wasn't one of those predictions that are vocalized only after they become true. In any case, what causes rainbows and what causes double rainbows and why are the double rainbows reversed from each other?

A: A rainbow is a colored arc in the sky, occurring when the Sun's rays shine upon falling rain. Every rainbow is a full circle; the full circle of arc cannot be seen from the ground but may be observed from an airplane. The center of the circle is always at a point in the sky opposite the Sun. The size of the visible portion of the rainbow depends on the altitude of the Sun, being largest when the Sun is at the horizon. Because the radius of a rainbow is 42 degrees, it cannot be seen when the altitude of the Sun is greater than 42 degrees; no part of the rainbow would be above the horizon. A rainbow exhibits the colors of the spectrum—the inner part is always violet and the outer red. Occasionally a second, larger arc (50 degree radius) is seen with the colors reversed. A rainbow is a result of internal reflections of the Sun's rays by the individual drops of water. The second rainbow is caused by rays that undergo a second internal reflection. The coloring of the rainbow is a result of the dispersion of the Sun's rays into its component colors by the water drops.

Q: At a party, why do the diet drinks float on the top of the ice and the non-diet drinks sink to the bottom?

A: The non-diet drinks have more calories and so they are heavier and naturally sink to the bottom. It is not due to the salt content of the drinks since there is the same amount of salt in both type of drinks.

Boat Magic

Dr. Dave

Q: I was using my outboard motor this weekend and the motor just revved, but didn't go anywhere. I thought it might be the throttle cable, what do you think?

A: That would be the natural assumption, but I personally think it is the Newton valve on the fratzin cable. I would suggest that you get a klystron doodle and apply pressure on the spritzen lever. It should snap back into place. That's what I do and it fixes it for me.

Q: We went boating over to a friend's home who said that he had 4 feet of water at the end of his dock. I anchored 50 feet out from his dock and only had 2.5 feet of water. When we left, we kicked up mud for the longest time. What gives here?

A: Some people believe that their things are always longer, bigger and deeper than everyone else's. To see the type of measurement scale that they normally use, just ask them to

show you what they consider 8 inches. Measure this and reduce all measurements they give you by proper ratio.

Q: Is it true that if you kiss St. Peter on the head it will bring you good luck?

A: Ask Monica, she'd know.

News From BOAT/U.S.

May 4, 1994

WHAT COULD HAPPEN IF YOUR BOAT FUEL SYSTEM LEAKS? KABOOM!

Most boat explosions occur soon after refueling, according to BOAT/U.S. Just a half-cup of gasoline spilled in the bilge can blow a boat to pieces.

Here's how to gas up your boat safely:

- When taking on fuel, close all hatches and ports, shut off the battery switch and turn off the stove. After fueling is completed, operate the bilge blower for a few minutes and then sniff for gas odors before starting the engine.

- Stop filling the tank when it's 90-95% full. Gas expands as it warms and could overflow if the tank is filled to its capacity.

- It's easy to spill gas when filling a portable outboard tank. Take it off the boat and fill it on the dock.

- If you smell gas or it leaks into the bilge while you're away from the dock, shut down the engine and electrical equipment—except for your VHF radio. Call the Coast Guard, marine police or a towing company for advice or assistance. At a dock, disconnect shore power immediately and notify marina management or the fire department.

With nearly 500,000 members, BOAT/U.S. is the nation's largest organization of recreational boat owners. For a free copy of a guide to refueling procedures and inspecting fuel systems for gas-powered boats, write BOAT/U.S., Dept. G, 880 South Pickett Street, Alexandria, VA 22304 or call 1-800-274-4877.

U.S.C.G. Discovery Policy

The Lookout, NBF, May/June 1994

Henry Pratt III, Dept. Chief of Operations USCG Aux., spoke to the subject of Non-Emergency Search and Rescue (SAR). SAR is a topic of controversy whenever it comes up. The policy has evolved to the place where all parties are equally unhappy (which is about as good as it will get). The existing Maritime SAR Assistance Policy (MSAP) is the result of a 1982 law directing the CG Commandant to review policies and procedures for towing and salvage of disabled vessels in order to minimize the possibility of CG competition or interference with commercial enterprise. The review was initiated because Congress wanted to avoid Government competition with the private sector in non-life threatening situations.

The portion of MSAP most often questioned is the non-emergency SAR situations. Generally in cases where commercial services exist and can reach the disabled vessel in a timely fashion, the CG is required to refer the case to the commercial salvor. The CG Patrol or CG Auxiliary Vessel is

constrained to assist only in life threatening cases. The single exception to the non-emergency SAR policy is called the "Discovery Clause." Specifically it states: "When an Auxiliary Vessel on routine safety patrol or otherwise on orders discovers a vessel requesting assistance but not in radio contact with the Coast Guard, it should relay a request to the Coast Guard and MAY undertake to provide assistance if capable. If a tow is undertaken, the Auxiliary vessel is required to notify the operational commander of the identity of the vessel, the location of the vessel and the destination to which the vessel is being towed. No Auxiliary vessel may undertake the tow of another vessel unless the Auxiliarist is reasonably assured of the safety of both vessels and the people aboard." [Underlining added for emphasis.]

Note that the use of your radio to contact the Coast Guard or a commercial provider precludes the Auxiliarist from assisting you. Also note the word "MAY"; permission is not required but safety judgments are to be the basis of his action. If you use your radio to seek assistance you forfeit the Auxiliarist's help but you still have a right to seek a good Samaritan or friend. If in response to your call, a salver directs you to change channels, you are not required to change, you may wait on the calling channel for someone else to respond before going the tow for hire route.

Diesel Liability

The Lookout, NBF, July/August 1994

Twice already this year we have discussed the \$150,000,000 liability requirement on recreational boating marinas proposed to be levied in response to OPA-90. This requirement if applied will put all recreational fuel docks out of business.

Representative Sam Gejdenson (D-CT) has now filed House Concurrent Resolution No. 262 which states the sense of Congress that "marinas should not be treated as offshore facilities for the purposes of section 1016 of the Oil Pollution Act of 1990 (33 U.S.C. 2716)"...and the..."\$150 million in financial responsibility should not apply to marinas." Rep. Gejdenson is seeking co-sponsors. Ask your Representative to co-sponsor H. Con. Res. 262.



On an ancient wall in China
where a brooding Buddha blinks.

Deeply graven is the message—
it is later than you think.

The clock of life is wound but once
and no man has the power

To tell just when the hands will stop,
at late or early hour.

Now is all the time you own
the past a golden link.

Go cruising now my brother—
it is later than you think...

(Submitted by Joe Luton, Spring Cove Yacht Club)

Easy (Delicious) Chili-Cheese Dip

Judy Voegler, NPYC

2 cans Hormel Chili with Beans
1 pkg. Velveeta Mexican Cheese (mild or hot, according to taste)

Cut about half the cheese into chunks and melt (either in a microwave or on the stove). Heat up the chili and add the melted cheese. Cut the rest of the cheese in chunks, melt and add to the mixture. Serve hot with chips. [Reprinted from The Skipper, NPYC]



Dick Curtis' Spicy Crab and Shrimp Dip

Spring Cove Yacht Club

4 large packages cream cheese (soften to room temperature while making other preparations)
4 to 8 oz. fresh crab (or imitation crab if this is just for the church social)
4 to 8 oz. shrimp (cooked fresh or canned)
1 medium onion
1 tomato
2 hot banana peppers
5 or 6 Torrido chili peppers (small yellow chilies that can be found at Giant)
1 or 2 cloves of garlic
Tortilla chips

Preparation: into a double boiler (don't forget the water): finely dice the onion, mince or squeeze the garlic, chop tomato, stem and seed peppers and finely dice.

Let this whole mess soften in double boiler while you pick shells out of crab or cut plastic off imitation crab, peel shrimp or open can of shrimp (I chop up the shrimp also). Set the seafood aside and add it last.

Add the 4 packages of cream cheese to the double boiler and let soften up. Stir in well, mixing up all the onion, peppers, garlic and tomato.

Now add the shrimp and crab after the cheese is really soft and mixed up. Stir it in gently and that is that.

I usually make it the night before and store it in the refrigerator covered. You can serve it in a chafing dish or a fondue pot which softens it up nicely so you don't destroy the tortilla chips when dipping.

Warning: This dip may lead to the requirement for attendance at SCASDA (Spicy Crab and Shrimp Dip Anonymous) meetings.

Sue's Crab Puff

Dee Dorsey, Fells Point Yacht Club

- 1 lb. crab meat
- 1/2 tsp. dry mustard
- 3/4 tsp. Old Bay Seasoning (don't use other brands!)
- 1/8 tsp. pepper
- 1 egg, beaten
- 3/4 cup mayonnaise

Mix crabmeat, mustard, Old Bay, and pepper together and put into a baking dish. Then mix and spread on top of the crab mixture beaten egg and mayonnaise. Bake at 350 degrees for 30 minutes.

Award-Winning Cream of Crab Soup Spring Cove Yacht Club

- 1 stick butter
- 1/2 cup flour
- 1-1/2 cups chicken broth (or dissolve one bouillon cube in 1-1/2 c. water)
- 1 quart half-and-half
- 1 cup milk
- 1 Tbsp. minced parsley
- 1 Tbsp. Old Bay (or more to taste)
- 1 lb. crab meat

Melt the butter in heavy pan. Stir in flour and blend until smooth. Slowly stir in chicken broth and simmer 2 minutes. Slowly stir in half-and-half and milk, stirring until thickened. Add parsley, seafood seasoning and crab meat. Heat through over low heat. (This recipe was 1st Place winner in a crab soup contest sponsored by The Capital (Annapolis) at the Maryland Seafood Festival.)

Tuna Dip

Penny DeMarco, NPYC

- 1 small can tuna fish, drained (I use solid white, packed in water)
- 1-3 oz. pkg. cream cheese, softened
- 2 tbsp. chives
- 1 tbsp. mayonnaise
- 1 tsp. soy sauce
- 1/4 tsp. garlic salt
- 1/4 tsp. onion salt
- 1/4 tsp. celery salt
- 1-1/2 tsp. horseradish

Put the tuna fish in a bowl, separate, and break into small pieces. Add all the other ingredients into the bowl and mix thoroughly. With the horseradish in particular, I never measure, just add until it tastes good. This dip is much better if you make it a few hours in advance and let it sit in the refrigerator before serving. Serve with crackers. [Reprinted from The Skipper, NPYC]

Jerk Marinade

Some people find marinades more convenient to use than spice pastes. This marinade is more liquid than a paste, but not as liquid as most marinades. The flavor of the marinade may strike you as a little harsh when you first mix it, but the flavors will all blend and mellow as the meat cooks. To increase the heat of this rather mild marinade, add hot pepper sauce. If you want less heat, remove the seeds and membranes containing the seeds from the peppers before grinding them.

- 1 onion, finely chopped
- 1/2 cup finely chopped scallion
- 2 tsp. fresh thyme leaves
- 1 tsp. salt
- 2 tsp. sugar
- 1 tsp. ground Jamaican pimento (allspice)
- 1/2 tsp. ground nutmeg
- 1/2 tsp. ground cinnamon
- 1 hot pepper, finely ground
- 1 tsp. ground black pepper
- 3 Tbsp. soy sauce
- 1 Tbsp. cooking oil
- 1 Tbsp. cider or white vinegar

Mix together all the ingredients. A food processor fitted with a steel blade is ideal for chopping and combining. This will provide an excellent marinade for chicken, beef, or pork. Store leftover marinade in the refrigerator in a tightly closed jar for about 1 month. Yield: about 1-1/2 cups. [From "Jerk: Barbecue from Jamaica" by Helen Willinsky and reprinted from Fells Point Yacht Club's Fairwinds]

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. Watch for exclusive coverage of the OYC at the PRYCA Float-In in magazine about some big water.

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"). Your articles may be faxed to our corporate offices at (703) 237-9654. In addition, we also can support a direct feed from your computer to our corporate computer facility utilizing a variety of file transfer protocols and two modem lines (9600 V.32bis/V.42bis available).

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

The Daymarker is produced on two Macintosh IIfx computers with 16MB of memory, 500 MB of disk storage, a CDROM, a Syquest Cartridge Drive, a Radius 19" TPD, an Sony 17" Color Monitor, an Apple LaserWriter IIf and a Microtek 600Z Color Scanner using PageMaker, Adobe PhotoShop, MacWrite II, Ofoto II and DeskDraw.

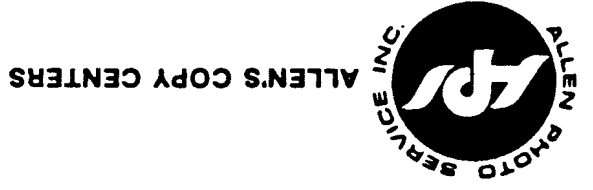
2001 North Kenilworth Street • Arlington, Virginia 22205 • (703) 534-2297
 FAX: (703) 237-9654

Ned W. Rhodes, CDP
president



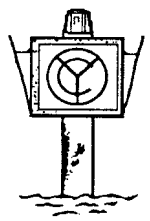
2800 SHIRLINGTON ROAD
 ARLINGTON, VIRGINIA 22206
 (703) 524-7121

3410 WILSON BOULEVARD
 ARLINGTON, VIRGINIA 22201
 (703) 524-2020



Labor Day Weekend Cruise to Dennis Point. Coordinator: Tom Egmore, 703-256-8442 September 3-5	Cruise for Crabs and raft-up at Goose Creek. Coordinator: Steve Worcester, 703-494-2383 August 20	Dinghy Regatta at Prince William Marina. Coordinator: Rick Sorrenti August 13	Week-long Cruise. Cruise Coordinator: Richard Ziegler, 703-590-4630. July 30-Aug 6
---	---	---	---

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