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# The Daymarker

## OCOQUAN YACHT CLUB

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## COMMODORE'S COMMENTS

Patricia Croft

### Our Club gave all at the Float In

Team OYC gave it our best shot; we were admirably represented at the Float-In, but The Cup has moved on to this year's winner of the competition. It took a coalition of six clubs, (three of which could only muster one boat at the event!) to steal the prize. But if they gave a trophy for the most spirited, enthusiastic boating club, our crew would have walked away with it!

I'm confident that Team OYC would also fare well in any contests requiring knowledge of navigation skills, safe boating skills, and seamanship, but this year's competition didn't test that skill set. Apparently PRYCA is moving away from that as the focus for the Float-In.

As you will read in Tom's review of the Float-In, OYC was represented by a fine group of participants, comprised of eight boats and twenty-two members. Harry and I had to cancel our participation at the last minute to attend to urgent family matters out West, but Team OYC, led by cruise coordinator, Tom Plewes, and Vice-Commodore Tom Lensis, proudly represented our club. The club is grateful for their efforts!

And if they gave points for the most ambitious cruise schedule, OYC would score high marks! We've already completed nine cruising events, including an eighteen day trek around the bay, and although we are almost halfway through the boating season, our calendar still shows opportunities for

cruising with the club, continuing through November! In addition, we are planning to offer another short distance, weekend cruise in order to hook up with more of our new members. Watch your e-mail for a broadcast message from Joe Livingston regarding the details.

Speaking of the calendar, we also have several land events scheduled in the coming months, including the **Shrimpfest at Hoffmasters, October 2**, and the general **membership and election meeting, October 23**. Is it too early to start talking about the **Holiday Party**? Tom and his committee have been at work planning for that event for some time now, so be sure to save the date on *your* calendar: **December 11, 2010**. It's the one you don't want to miss!

This issue of the Day Marker includes reports from several cruises, in which the names of members and their boats, sometimes with pictures, are featured. We would love to see *your* name in print, along with your boat's name. Come along on one of our cruises, or send us pictures and details of your boating adventures. If it sometimes seems as if the same names and faces appear in the Day Marker routinely, it's because those folks are routinely participating. The Day Marker reflects participation; we hope to print your names and pictures in future issues!

See you on the river!  
Pat Croft, *Bay Dreamer*



## Vice Commodore

**Tom Lensis**

### 2010 PRYCA Port Kinsale Float-In

Once again OYC had great representation, with eight boats, at the PRYCA Float-in. Participants included our cruise coordinators Tom and Liz Plewes aboard *Double Eagle*, Ralph and Chris Mason aboard *Party Time*, Steve and Jill Stanley aboard *Bout Time*, Kenny and Sharman Harris aboard *Darn Tootin'* with guests and new associate members Catherine Harris and Amy Fletcher, Jim and Judy Dooley aboard *Jus Chill~n*, Rick and Teresa Sorrenti aboard *Sea Duck Too*, Jim Hawley and Meimei Tidrow aboard *Lori Ann*, Tom and Donna Lensis aboard *Copy Cat* with new associate member Kenny Harris Jr., and Myndi Harbin with her two sons, Carl and Tim.

*Darn Tootin'* and *Copy Cat* got an early start from OHM at 8:30. We were the first to arrive from OYC at Port Kinsale around 11:30. We had calm water and fought the incoming tide until the Rt. 301 bridge. Although the PRYCA put us all on "A" dock, we were still spread out on the dock and only had three boats at most in a row. Our cruise coordinators arrived shortly after us and provided plenty of Welcome cocktail Margaritas. Everyone else arrived in the afternoon except for the Dooley's who got in around 2:00 pm on Saturday.

At check-in we received the information on what events were to be included in the Official PRYCA Competition. There were a few surprises this year, and instead of a navigation test there was a "Knowledge of the Potomac River" Test and a Scavenger Hunt. The Boson Skills event was a 25 foot Ring Toss into the water with each team (made up of one male and one female) tossing the ring to hit the target in the water as many times as possible for one minute and got a point for each successful toss hitting the target. They also brought back the Kayak Relay Race, but it was different than last year. The teams were in a single kayak, with one single sided oar, and one team member had to hold a collapsible bucket full of water while the other team member paddled. Points were awarded for the fastest team speed and having the most water left in the bucket at the end of the course. And as always the Vessel Safety inspections were being judged. Thanks to Steve Thompson for making a last minute Wednesday 6:30 pm inspection on *Darn Tootin'* giving us 100% 2010 Vessel Safety inspections before arrival at the Float-in. Myndi Harbin, although arriving by auto, thought enough to bring the yellow copy of her inspection of *Wii Fish*.

After receiving the list of events for the competition, we called a planning meeting (aka happy hour) aboard *Copy Cat* to come up with our strategy to bring the cup home for another year. At this point and after considerable margaritas, courtesy of our cruise coordinators Tom and Liz Plewes, we came up with our teams and strategy for the competition. Our Commodore Pat Croft and Past Commodore Harry would have been proud (at this point at least). For the "Knowledge of the Potomac River" test, Myndi Harbin, who grew up on the river, was the logical female choice and Jim Hawley, who had a book on board about the Potomac River, also volunteered to take the test. They also practiced tying the five basic knots just in case it was added to the written test like last year. Tom Plewes signed up to be the captain of the Scavenger Hunt. For the Bosun Skills, Donna Lensis and Steve Stanley volunteered to toss the ring. We wanted to have the Dooleys participate in the ring toss, but the contest start was too close to their arrival time on Saturday. The successful Kayak teams from last year, Rick and Teresa Sorrenti and Jim Hawley and Meimei Tidrow volunteered to represent us again.



*Donna Lensis tossing the life ring*

Myndi and Jim Hawley did great on the knowledge test, but one of the clubs got 100%. With the leadership of Tom Plewes for the Scavenger Hunt we managed to get credit for 29 out of 42 items. Good score, but not close to 100%. I guess we all need to carry a sextant, kids sand bucket with rake and shovel, bottle of molasses, Official Mount Vernon souvenir, a pirate hat, and a number of other crazy, non-essential things at next year's float in. Donna Lensis and Steve Stanley got four points between them for the ring toss only to have one team get a score of 6. Our Kayak team of Rick and Teresa Sorrenti and Jim Hawley and Meimei Tidrow came in second for the amount of water transported and I think third in time. Nevertheless when you totalled up all the scores we were not successful in our pursuit to keep the Cup. Strangely enough a conglomerate of five clubs joined together for the competition that won the cup this year; Cobb Island, Swan Point, Port of

Washington, Quantico and Colonial Beach yacht clubs. Let's see how they fit that on the cup.



"Smooth Ralph" with the ladies—Jill and Amy



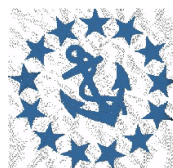
Rick and Teresa Sorrenti in kayak race



Jim Hawley and Meimei Tidrow in kayak race

All in all everyone had a great time at Port Kinsale. We missed having the expertise and exuberance of Pat and Harry Croft and Joe and Gail Livingston this year and hope they will be able to participate next year. Port Kinsale did a wonderful job with the food and it was very well organized. A great big thanks go to our cruise coordinators, Tom and Liz Plewes, for all their work in organizing the cruise and for the wonderful, ever flowing margaritas!

Tom Lensis, *Copy Cat*



**Rear Commodore**

**John Heinze**

## **Labor Day Cruise to Corinthian Yacht Club, September 3-6**

Plans are starting to come together for the Labor Day cruise to the beautiful Corinthian Yacht Club on the lower Potomac River. The club is located at the junction of the Smith and Jutland Creeks, 6.5 miles from the mouth of the Potomac River near Ridge, Maryland. The club is on a beautiful woody and grass-covered knoll overlooking the water with a swimming pool and gazebo, multiple gas grills and smokers, and a club house with a fully equipped kitchen, air conditioning, TV and computer (if you really, really need that).

We have been looking forward to this cruise since last year when Eric and Carol Belcher led a group of us to CYC and we had such a great time and enjoyed the club's outstanding hospitality.

Tentative plans for this year call for an arrival Happy Hour and appetizers and something on the grill from us. There are several options for Saturday dinner but plans have not yet been finalized. Sunday will be a crabfest. Monday will be a hamburger and hotdog lunch before we head back home. This should be an enjoyable and relaxing weekend getaway.

If you haven't already signed up, please contact me (703-888-3837) so that I can make sure we have slip spaces for you.

## **Tim's Rivershore 2 Post Fourth of July Fireworks - a Cautionary Tale**

We did not have any OYCers contact us for this raftup and due to a last minute scheduling conflict we were not able to attend ourselves. After the event, I learned that the mysterious and disreputable Dog the Boat Repo Man [*Editors note: See MayDarker, 2010*] had attended the event and was able to provide this report.

John Heinze (JH): How were the fireworks at Tim's 2?

Dog: Great. As you may recall, it rained steadily all morning and was quit breezy in the afternoon. Of course we monitored the weather and waited for the winds to calm in the early evening and then made the easy 18 nautical mile cruise directly to Tim's where we carefully set anchor and enjoyed the fireworks show – *irate female voice* – Liar, liar boat on fire! That is not how it happened at all. It took us 20 hours to find Tim's

because this idiot insisted on ignoring the weather and he didn't need charts!

We left in the pouring rain in the morning, with visibility zero, fought the winds all afternoon and only found Tim 2's because of the fireworks! Fortunately, you can see them from quite a distance, but you certainly don't get the best view from the 301 bridge! And as for setting anchor, if he had ever read any instructions on anchoring, we might not have ended up adrift at Point Lookout.

JH: At this point there was a loud click and it seemed the interview was over.

John Heinze, *Great Escape*



**Secretary**

**Myndi Harbin**

## What happens at the Float-in, STAYS at the Float-in

All I can say is WHAT A HOOT!!!

The 2010 PRYCA Float-in at Port Kinsale was the weekend of July 16 thru 18. This was my 1<sup>st</sup> Float-in to attend and a good 25 years since I had been to Port Kinsale Marina.

The boys and I were able to get one of the "trailers", so we drove down on Friday. (One of the down sides to having an older boat is no A/C and no TV – must haves for a mom with younger kids!) When we arrived, the temps were already pushing 98 degrees – the truck thermometer actually said 101 at one point on the trip. There were already fellow OYCers there and the marina was looking quite packed! After checking in and taking a refreshing dip in the pool, Jill, Steve, Jim, Meimei, Rick, Teresa, Ralph (aka Flash), Kris, Kenny Jr., Catherine, Sharman, Tom P, Liz, Tom L and Donna all met aboard *Copy Cat* to strategize the keeping of The Cup! After a brain storming session and the proper phone call to the Commodore to say that all was well, we trooped up to a BBQ buffet at the Mooring Restaurant. YUMMY!! The evening's entertainments were talent shows by both the kids and then the adults. Boy do we have some multi-talented boaters!

A well rested crew (hahahaha) awoke the next morning for the days' competition. Amy Fletcher (Harry and Pat's niece) came and joined us, and Jim and Julie Dooley arrived. Jim Hawley and I "volunteered" to take the Knowledge of the Potomac Test. This was "supposed" to cover knowledge of the Potomac River of a current and historical nature. What it did include was some nautical rules, really old Potomac history and LOTS of stuff about the southern end, including land based items, of the river history. I missed 15 out of 44 questions, and someone was able to get all 44 correct. Sorry, I needed to

work on the history rather than spending the HOURS of time tying knots the Vice-Commodore pushed!!

Next, we all gathered behind the vessels with walkie-talkies in hand to gather our items for the Scavenger Hunt. Tom Plewes was reading off the list as soon as he was coming down the docks. Many of the items made sense, but there were also a few items that were, shall we say, off the wall. It is AMAZING the plethora of crap we have on our boats. We were able to gather a lot of the items and headed up to have are items checked off. Even with Rick Sorrenti cajoling/harassment we had 2 items discounted...I mean come on, a tiara COULD be a pirate hat for the queen of the pirates!!!

In the next competition, the ring toss, OYC was represented extremely well by Donna Lensis and Steve Stanley. Donna was able to hit the target (which was set by Carl- my oldest) three times and Steve hit it twice.

After a brief respite, the kayaking event began! Our 2 teams consisted of Rick and Teresa Sorrenti and Meimei and Jim. Both teams did a phenomenal job and OYC placed in the "Hold your water" portion!! The only portion of the Cup competition left was for Vessel Safety Inspection sticker. We had 100% of the vessels present stickerfied!

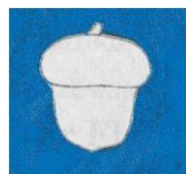
During this time and the breather that followed, adult libations and another dip in the pool were required as it had gotten quite toasty during the afternoon. Everyone then went back to their vessels to prepare for the evening festivities. Meeting back up on the deck of the Moorings, we then feasted upon the excellent spread of Seafood and beef. After dinner and the welcome by PRYCA Commodore Harald Seiler, the winner of the 2010 PRYCA Float in was announced. Let's just say it took a conglomerate of **five** different Yacht Clubs to beat OYC.

The rest of the evening was spent dancing away with brief breaks of time when the raffles and door prizes were handed out. Once "quiet time" hit and the band stopped playing, it was back to the docks for some stargazing! It must have been a spectacle to see 10 to 12 adults lying on their backs on the pier with arms pointed skyward. I know I counted five shooting stars!!

Sunday dawned with a brunch and everyone preparing to head homeward. Even though we were unsuccessful at "Keeping the Cup" I had a wonderful time and made many new boating friends!! If at all possible, you must seriously plan to attend this event next year.

Myndi Harbin, *Wii Fish*

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**Treasurer**

**Arleen Rhodes**

## RADAR – Use it or Lose It?

While on a 'land cruise' to North Carolina early in July, I overheard esteemed OYC captains Ned Rhodes, Ron Tilmon, Rick Sorrenti and Steve Thompson discussing

use of radar. The topic: Is a vessel equipped with a marine RADAR system required to have the unit on/operational whenever the vessel is underway-- regardless of the weather/waterway conditions?

Since none were sure of the answer, Ron posed the question on the 'ask a pro' feature on sailangle.com and received the following reply:

*Good question. If you have a RADAR fitted on your vessel, you are required by Inland and International navigation rules to use it in certain circumstances, but not "always."*

*Basically, you need to use it anytime it could possibly help, even in good visibility in the middle of the day. As the boat operator you also need to make sure that you and anyone else using the unit are properly trained. Offshore, by the time you see a tanker, depending on how early you spotted it, it could easily be less than 15 minutes until she poses a risk of collision. Thus, it would be prudent and possible to recognize this risk early on by having your RADAR unit turned on and scanning long range. You would then have more time to assess the risk and take the best measures to avoid them.*

The remainder of Captain Craig Bliss' explanation of the radar rules while underway will be provided in next month's edition. OR...you can look up USCG Navigation Rules 5,6, 7, and 19 to satisfy your curiosity now.

Arleen Rhodes, *Impulse*

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## **The Final Report: 17 Days on the Bay - the 2010 North Chesapeake Bay Cruise**

In deference to my first mate's article in last month's Day Marker, I felt a more balanced and succinct narrative of the cruise was necessary. So . . . "We left Fairfax Yacht Club on June 19, cruised around the bay and came back home on July 5, after 17 days. We had fun. You should have been there." How's that for laconic!

Really, it is hard to describe all the beautiful weather, the challenges to navigation, the great places we visited, and all the nice people we met along the way. Chesapeake Bay is a national treasure that always provides new adventures and panoramas that make boating the wonderful pastime that it is.

After a belated and frustrating start thanks to a fuel pump problem on the starboard engine, we finally left FYC a day late and headed straight for Port Kinsale to hook up with *Darn Tootin'* (Kenny and Sharman Harris,) and *Copy Cat* (Tom and Donna Lensis.) On Sunday, June 20, we rendezvoused with *Takin It Easy* (Randy and Susan Willets,) who had spent the weekend at Cobb Island, and *Déjà vu* (Kevin and Pam Bell,) in Chesapeake Beach for the true beginning of the cruise. The Fearless Five boats that had signed on for the long haul were together thereafter, cruising together to Havre de Grace, Rock Hall, St. Michael's, Oxford, White Point, and National Harbor.

Kayley E, (Bill and Lubana Mansour,) spent one day with us at St. Michaels. *Plane to Sea*, (Al and Lynanne Jorsey with grandson AJ,) joined us for the St Michaels, Oxford, and White Point segment, but had to head back to homeport on one engine after blowing the starboard transmission. Seven more boats joined us at the tail end of the trip at National Harbor. Thanks to the Commodore's tenacity and persistence we had great reservations through-out the cruise.

**Chesapeake Beach** – Some marinas just don't use VHF, or use VHF very well. First we had the call name all wrong; it was the "Rod n Reel Marina" not Chesapeake Beach Marina. As it turns out, VHF was irrelevant, since we had to use our cell phones to get slip assignments. Oh, and don't expect any docking help! The channel into CB is tight and you should make sure of your alignment; no wandering! The gas dock is accessible, but don't follow the signs indicating where the gas dock is; they are misleading. The gas dock is straight ahead on the port side of the entrance channel. There is a charming museum with a very social attendant who is more than eager to answer any questions you may have. The distaff members of the cruise took advantage of the nail/massage facilities of the adjacent hotel, which also serves as the showers and toilets for the marina; very nice! Chesapeake Beach is a busy fishing port, with head boats going in and out through-out the early morning, all day, and even at night. There is a small beach for dog necessities, and in my case, duck throwing for Biscuit. Overall I'd give CB a score of 6 out of 10. Bathroom facilities, 10; accessibility, 8; things to do, 5; charm, 4. I probably wouldn't go back unless I had no other choice.

**Havre de Grace** – This cruise was organized so as to get the long travel times out of the way early on and relax back down the bay. It took 3.5 hours of cruising from CB to Havre De Grace. The weather and water conditions that day couldn't have been more perfect. Unfortunately for the Bells, engine conditions on *Déjà vu* could have been considerably better! About halfway to HdG, the starboard engine began having fuel injection difficulties, (what is it with starboard engines?!) so Kevin and Pam took a slight detour to Tolchester Marina to see if they could get it fixed. They joined the rest of us at Tidewater Marina in HdG the next day, in time to play a round of golf at Bulle Rock. *Déjà vu* – still cranky, made the rest of the trip with only occasional sputtering

The water becomes less salty as you travel north. HdG is actually on the Susquehanna River, the underlying channel for Chesapeake Bay. The channel is well marked, but again, no wandering. Great dock help got us all in and together. Some marinas make a game of seeing how far they can spread us out, but the folks at Tidewater Marina did their best to berth us close together. Great location, nice marina staff. They let us use (actually keep) the courtesy van from the outset until we left. The more hardy members (it was hotter than heck) played two rounds of golf at Bulle Rock, a terrific course listed in the top 100 public courses in the US. Randy's son, Mike, joined us for one of the games and fortunately for us, didn't show us up too much. Tom Lensis swore he'd never play again, (he ran out balls!) and Pam held up the dignity of distaff crew. Great dining all around the town, all easy to get to thanks to the van! There is also a decoy museum, a lighthouse museum, lots of small shops, all in all a very nice town. My first mate managed to drag several of us through a model

home, but if you know her, this is normal behavior. I'd go back to HdG in an instant (actually it takes a lot longer). Bathrooms and facilities were close, clean and private; great marina staff; lots to see and do, historic charm, a 10 in my book!



*The North Chesapeake Cruise Crew at Rock Hall, the Osprey Point Marina*

*Back row: Sharman Harris, Pat Croft, Donna Lensis, Pam Bell, and Susan Willetts.*

*Middle: Kenny Harris, Tom Lensis, and Randy Willetts*

*Front: Kevin Bell, Commodog Biscuit, and Harry Croft*

**Rock Hall-** I always love to visit Rock Hall. It is a small town with a big heart. Osprey Point Marina provides quality docks, food, and services. There is also a nice pool. Greta, the dock master, gets an A+ for assigning all 5 OYC boats to slips right together and for great assistance on the radio and at the docks as we arrived. The ice cream parlor at Durding's Drug Store is reminiscent of the old time places that give you the remainder of your malt or milkshake in the metal mixing cup. There are a couple of roadside (actually, on the front lawn,) vegetable stands where the tomatoes and melons are to die for. The sign at one such place, said, "Orange melon...HmMMM, sweet and good, \$4." Naturally I bought one, and HmMMM, it was great! Bicycles are available for tooling around town and that leads right into The Accident of the cruise.

Some people are just not meant to be on bikes, especially when one idiot suggests racing down a gravel road and the other idiot follows. Due to a chain malfunction, so the story goes, Tom Lensis dumped his bike and did a head plant right on the gravel road. Hard. Nasty. I had to hold up fingers (you know which ones) to see if he was still conscious. Tom was hurt from head to toe. Interestingly enough, he was more concerned about his big toe than all the blood around his head. The local 911 folks, (called in by A+ Greta,) did a great job of hauling Tom to Chestertown Hospital, where 10 staples were added to his scalp, and a big bandage was wrapped around his big toe. Luckily, that was the only serious damage, (it could have been worse!) and he and Donna actually made it back to Osprey Point Inn in time for dinner with the group, thanks in part to the Harris' on-call limo services. The staples were removed a week later by Tom's RN friend in Port Kinsale, despite my offer to do it with wire cutters and needle nosed pliers. Rock Hall is must stop-over if one is in that part of the Bay. It has many excellent marinas, all very friendly to transients, and great restaurants, especially for seafood. Another 10 destination.

As an adventure, we cruised through Kent Narrows to St Michaels. That route saves nearly an hour of travel, and the gas docks in the narrows are very accessible. However, the current through the narrows is fast and quirky. Follow the markers, stay in the middle, and on the southern end, watch your depth as there is a stretch where the channel markers are sparse. Other than that, piece of cake.

**St. Michaels** – Actually, I was starting to hate St Michaels because every time I visit there, my first mate's birthday and our anniversary also coincide with our stay. That means big time expenditures at the Deep Blue Sea jewellery store. They know me well there. Careful planning this time allowed me to dodge that bullet and actually enjoy St M. The Harbor Inn Marina is a quality place; they provide newspapers, good dock help, and free bicycles. They also provide transportation into town for any reason. Dining at 208 Talbot is always a treat, and the golf at Harbortowne was fun. Tom declined the golf and the bikes. St M is a very popular stop on the bay and is bit spendy for dockage, but well worth it. St M is an iconic destination, hence, an automatic 10.



*Kenny Harris in command of the grill at Oxford, with instruction from Kevin Bell and Randy Willetts.*

**Oxford** – I first visited Oxford nearly ten years ago and loved it; not much has changed in the intervening years. There isn't much to see and do there - it's a small place where you can see nearly everything in 5 minutes. And yet, it was one of the favorite destinations on everyone's list; a lovely place to finish up a busy cruise schedule. Nice pool, friendly people, idyllic setting, beautiful sunsets over the Tred Avon River. We had a barbecue dinner there and just kind of lazed around. We walked a few blocks to breakfast at the historic Robert Morris Inn, had ice cream at the Scottish Highland Creamery, enjoyed dinner at Latitude 38 Degrees (they pick you up at the marina and drive you to and from the restaurant,) great food!! Mears Yacht Haven is an easy in and out, has a nice picnic and grilling area, and is dog friendly. Oxford gets an 11. It is a beautiful place to enjoy doing nothing.

**White Point and Port Kinsale** – Rob Redfern, owner and dock master, makes White Point one of the most enjoyable marinas on the River and near the Bay. White Pont Marina is quiet and clean, has a nice pool and a gracious host. Rob keeps a white Suburban available for transients to travel to nearby restaurants; he even opens the windows to cool it down for you before use! The Moorings Restaurant at Kinsale has vastly improved in recent years; great service and food. My first mate and I celebrated our 40<sup>th</sup> Anniversary there at

dinner with the full cruising group, plus our niece Amy, Catherine Harris, and Kenny Harris, Jr. Even though there are no nearby florists or jewelry stores, careful planning on my part provided flower delivery and the requisite ruby/diamond ring! The bonus surprise to honor our 40th came from Sharman Harris, who managed to present us with one of her unique cake creations even though she'd been on a boat cruise for two weeks!! (I believe thanks are also in order to Catherine and Kenny Harris, Jr., for their assistance in that endeavor.)



*In the Wine Room at The Moorings Restaurant at Port Kinsale, Sharman Harris delights Harry and Pat, celebrating 40 Years together, with a very special cake.*

**National Harbor** – This leg of the journey was the longest, about 5 hours at 20 knots, but fortunately, the weather and water conditions cooperated and it was an easy ride. This was the final destination of our long cruise, and we were joined by a host of OYC boats for the 4th of July festivities. *Summer Breeze II*, (Eric and Nancy Henry,) *Sunshine*, (Carl and Patricia Maxwell,) *Just Chillin'*, (Jim and Judy Dooley,) *Princess of Tides*, (Carolyn Wixson and Dave Tuttle,) *Down Time*, (Beth Francis,) *Double Eagle*, (Tom and Liz Plewes,) and *Great Escape*, (Steve and Becky Quentmeyer,) all were there, many of them with guests on board, for the fabulous 4<sup>th</sup>. We also got to visit with other OYC boaters who were there independently – Brian and Mandy Johnson on *State of Comfort*, and Bill and Peggy Johnson on *Time Away*, and catch up with former OYC member, Rudy Noori, on *Soulmate*.

National Harbor is not really dog friendly. The pet area is so far away, by the time you walk your pooch over to the closest grass, *you* need to go the bathroom as well. You can imagine the problem that creates! The showers and other facilities are nice, but they're a long hike from the docks. Planning ahead for certain functions is required.

The fireworks were stupendous! The NH people really put on a show for the 4<sup>th</sup>; no wonder we had to start in February to get reservations in July! Ringside seats for the spectacular display were the norm for all slips in the marina, and as a special treat when the fireworks were over, people at the end of B dock got to observe a black-crowned night heron fishing off the swim platform of *Darn Tootin'*. The nocturnal bird was within six feet of people and very non-plussed about observers. NH rates an 8 in my book – 10 for the show, the floating docks, and Cory, the dock master, but two demerits for the long walk to walk the dog.

It was an extravagant trip: 17 days; 640 miles; \$\$\$for gas; \$\$\$ for marina fees; \$\$\$ for eating out, and countless beverages. An abundance of superb cruising with great friends: priceless. A week or two on the bay provides enough conversation material to last a year. I'm already looking forward to next year's adventure!

Harry, *Bay Dreamer*

## The Datemarkers

### Birthdays

Alison Rose	8/1
Sandra Myers	8/3
Carolyn Bell	8/11
Sharon Striker	8/12
Diane Ward	8/21
Jim Larkin	8/31

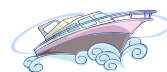
### Anniversaries

Larry & Barbara Freedman	8/7
Don & Anne Bennett	8/15
Goodwyn & Janice Morgan	8/18
Randy & Susan Willets	8/18
Timothy & Maria Bibbons	8/22
Walt & Susan Cheatham	8/30

### Welcome New Members!

Amy Fletcher of Burke, VA  
Catherine Harris of Fairfax Station, VA  
Kenneth Harris Jr. of Fairfax Station, VA

**There is still time to sign up for this great cruise!**



**August 6-8:** Join Carl and Patricia Maxwell at the **Colonial Beach Yacht Center** on the lower Potomac River for the **Dog Days of August** event sponsored by PRYCA. Colonial Beach features excellent marine facilities, several restaurants, lots of activities and a great time. Call **703-680-0090** today to join the fun.

### ***The Daymarker***

Published monthly by the  
Occoquan Yacht Club

Carolyn Wixson, Editor  
Ilona Zsrai, Circulation

Deadline for submission of articles to ***The Daymarker*** is the **20<sup>th</sup>** of each month. Please submit your copy by e-mail to:

**oyceditor@gmail.com**

6-8 August  
PRYCA Dog Days of August  
Colonial Beach  
Carl & Patricia Maxwell  
703-680-0090

3-6 September  
Crisfield Cruise & Crab Derby  
Larry & Barbara Freedman  
703-855-1826

3-6 September  
Corinthian Yacht Club Cruise  
John & Rebecca Heinze  
703-888-3837

24-26 September  
Oktoberfest and  
National Harbor Cruise  
Bill Johnson  
703-799-1042

2 October  
Shrimpfest  
Hoffmasters  
Joe Livingston  
703-505-8313

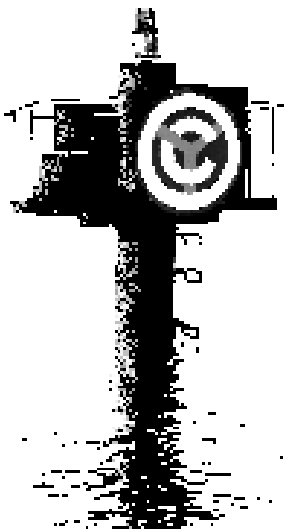
23 October  
General Membership and  
Election Meeting  
TBD  
OYC Board

*Inside this edition...*

**Summer's in full swing with our club's trips! Check out the OYC trips to the PRYCA's Float In and the North Chesapeake Bay Cruise.**

**Sadly, we didn't keep "The Cup" at this year's Float In. Patricia Croft, Tom Lensis and Myndi Harbin share the details.**

**Arleen teases your brain with some challenging issues on radar requirements while underway.**



*The Daymarker*

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

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