



The Daymarker

2009 PRYCA Cup Champions OCCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA

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COMMODORE'S COMMENTS

Patricia Croft

A New Year and a Look at 2009

As the calendar marches on into a new year and we enter the winter doldrums, a short look back to December and the Holiday Party/ Change of Watch brings a bright reminder of how fortunate we are to enjoy good times, good friends, and good boating together. The festive evening, with 63 party-goers celebrating in formal attire, was the culmination of another delightful boating season.

The esteemed **Bent Prop Award** went to Bob and Lynn Wilson for the variety of incidents (including an actual bent prop,) they endured and overcame on their extended journey down the ICW to their new home port of Pensacola, Florida. Although Bob and Lynn could not be at the party, they received the trophy a few days before, and have promised to display it proudly in the coming year. (see photo below...)



The Wilsons' delight is palpable...

The infamous **Golden Snorkel Award** went to Kenny Harris for taking an unexpected dip

in the Occoquan off the swim platform of his new vessel as the salesman took it out for its sea trial. Never one to hold a grudge, Kenny bought the boat despite that soggy introduction.

And the Commodore's Cup went to Sharman and Kenny Harris for their faithful and generous support of OYC events. The beautiful gingerbread houses that Sharman created and donated for fund-raising are just one example of the many ways she and Kenny have worked behind the scenes to make OYC events successful.

Special thanks go to the party committee, including Sharman, Rebecca Heinze, Patricia Maxwell, Susan Willetts, and Kathie McCormally, for all of their work to make the party a gala event.

If you were not able to attend the party, you missed the inspiring blessing Dave Moore offered before dinner, so I have asked him to share the blessing in the *Daymarker*. His sentiments are so appropriate to keep in mind as we look back on the past year and ahead to new adventures. (see page 5)

The board and former cruise coordinators will be meeting in January to plan the cruising and event schedule for the coming year. Stay tuned in February for the Plan Fest, when we will present that calendar of events and give you a chance to sign up for another season of great cruises.

In the meanwhile, consider attending the PRYCA Change of Watch dinner dance, January 23, to join in the celebration, once again, of our victory in winning **The Cup!** I look forward to an exciting year for OYC. Welcome aboard!

Pat Croft, *Bay Dreamer*



Vice Commodore

Tom Lensis

To winterize or to continue cruising through the winter months, that is the Question! *(with apologies to the Great Bard—ed.)*

Next fall when the summer is over and you have the daunting task of winterizing your boat, think about taking it south down the ICW for the winter instead. It's a wonderful adventure, extends your boating season by a few more months, and may not cost that much more than winterizing your boat. There are some points to consider when making your decision to go or not go.

First, there is some planning involved with this adventure, you can't just hop in and wing it. Secondly, you need to be sure your boat maintenance is up to date and you have some spare parts on board in case you encounter any vessel malfunctions. And, finally, it's always better to have friends and other boaters join you in the journey, for camaraderie, help if you need it, and to just make everything more fun.

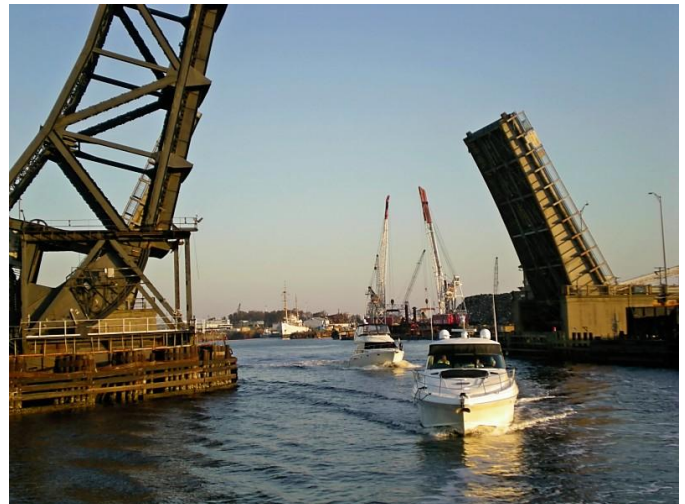
For my part in the planning process I had several navigational tools that I used. I made sure my chart plotter had the up to date data base loaded, I also had the latest *Dozier's Waterway Guide* (this guide has all the listings for Marinas, Distance, Bridge and Tide Tables and Detailed Mile-by-Mile Navigational Data) and *Maptech Chartkit* with all the applicable charts. There is also a website, *Cruisersnet.net*, that you can search for problem spots on the ICW such as shoaling, restricted bridge openings, and buoys that have been moved and are not on station.

Before the trip I had White Point Marina replace a broken motor mount and do an inspection. It never hurts to have a trained eye to look over the engine room before a long trip. I made sure I had spare parts like props, fuel and engine filters, bilge pump switches, belts, extra hardware, tools and fluids. Donna was in charge of food and "libations" which is the most important part of the trip. You want to be sure you are well stocked up in advance so you don't risk running out of your favorite beverage if you aren't close to any stores when docking.

On Day 1, we started out with two boats, Kenny and Sharman Harris on *Darn Tootin'*, with our Commodore and Secretary, Harry and Pat Croft, as their guests, and our boat *Copy Cat*, with yours truly, Tom and Donna Lensis. *Darn Tootin'* started out at the break of dawn from Occoquan Harbor on Saturday, Nov 7 and *Copy Cat* from White Point Marina. At White Point we met up with Bob and Lynn Wilson on the *19th Hole* and, to our surprise, they were also going to Tidewater Yacht

Marina in Portsmouth and down the ICW as well. The *19th Hole* got a head start and we timed our leaving White Point to rendezvous with *Darn Tootin'* in the lower Potomac River. The weather was good with a Southwest wind of about 12 knots leaving us with about a 2 ½ foot chop on the Chesapeake Bay. We arrived in Portsmouth at mile marker number "0" on the ICW that afternoon and found ourselves on the same dock as the *19th Hole* with Bob and Lynn Wilson. After cocktail hour and dinner at the marina they decided to join us for the trip down to Grande Dunes Marina in Myrtle Beach NC. The Wilson's would then continue their journey to Pensacola Florida.

Day 2 was Sunday and we started our journey from Mile Marker "0" down the ICW to Alligator River Marina at Mile Marker 84. We took the Virginia Cut, one of two routes (the other is the Dismal Swamp Canal) from the Elizabeth River to Albemarle Sound. We had planned to leave Portsmouth on Sunday because we had eleven bridges to pass under and they are on a restricted opening schedule during weekdays at rush hour. This allowed us to reach each bridge without having to wait long periods of time for an opening. As it worked out we arrived at the Great Bridge Lock at 8:50 a.m. just in time for the 9:00 a.m. southbound opening. The weather on Sunday was beautiful, wind was from the south at about 5 knots which made the crossing the Albemarle Sound to Alligator River an unusually pleasant ride with less than one foot waves. Because of shoaling the buoys marking the mouth of Alligator River were moved to mark the channel, so if you navigated by your GPS only you would have run aground on the shoal. I got this information from *Cruisersnet.net* so we were prepared. We arrived at Alligator River Marina at about 2:30 PM which gave us plenty of time to refuel and dock for the evening. The marina is located on the west side of River just before going under the Alligator River bridge and is nothing more than a quick mart gas station, country store with a kitchen, a couple of dining booths and small marina. The breakfast was good, but we planned to eat dinner on our own vessel.





Two photos of the bridges at Norfolk on the ICW

At dawn on Day 3, we set out from mile marker 84 for Beaufort City Docks in NC at mile marker 205. After going under the Alligator River Bridge the sun was coming up, not a cloud in the sky, and the river was a mirror, not a ripple to be found. Harry Croft on *Darn Tootin'* came up along side of us and took some awesome photos of our boats underway. Boating doesn't get any better than this! Heading south we went into the 26 mile Alligator/Pungo River Canal. This straight as an arrow canal goes through a swamp like area and is only about 20 yards wide, with a lot of stumps and deteriorating banks from all the boat wakes. We made our way in single file at about 10 knots and found the depths to be 10 feet most of the way. We encountered a tug going north pushing a large barge in the narrow canal but the captain of the barge moved over as far as he could and let us inch by. When coming out of the canal into the Pungo River you had to pay attention because the buoys reversed. Red is now on our port side. We now had about 25 miles of wide open water down the Pungo and Pamlico Rivers but encountered a long line of Trawlers and Sale Boats in the channel. Fortunately Pungo river has plenty of depth to pass on their port side outside of the channel. After crossing the Pamlico River the buoys reverse again going into the Goose Creek Cut. After the 5 mile cut we had another 25 miles of open water through the Bay and Neuse Rivers. Again the weather was sunshine with a 5 knot wind from the south. We left the river into Adams Creek Canal about 15 miles into Newport River and the City of Beaufort. The three boats arrived mid afternoon at the Beaufort City Docks. Our plans were to spend Tuesday and Wednesday in Beaufort but the weather forecast for now tropical storm Ida was moving up the coast and we realized that if we didn't leave Beaufort early Tuesday we would be stuck there for at least three days.

On Day 4, before dawn Tuesday morning with a fresh weather forecast from NOAA, the captains had a meeting. It was decided we would have to leave Beaufort early if we wanted to beat the incoming Nor'easter. Ida was scheduled to hit North Carolina

Tuesday night. We set out the Beaufort Inlet into the Atlantic to avoid all the bridges and no-wake zones down the ICW and found 5-6 foot seas through the inlet channel. We headed southwest down the NC coast for the 90 mile trip to the Masonboro Inlet near Wrightsville Beach en route to South Port Marina. Today we didn't have the picture perfect weather that we had encountered thus far. With an overcast sky, limited visibility, and the wind blowing 12-15 knots from the northeast that gave us a 4-6 foot quartering trailing sea. The swells were spread apart so the ride was with them and down through the trough was smooth, but we had a lot of boat movement. We chose the Masonboro Inlet for its wide, deep, well-marked channel back into the ICW just below Wrightsville Beach. If we wanted to stay in the ocean all the way to Cape Fear Inlet to Southport, we would have had to go out about another 25 miles off the coast to get around Frying Pan Shoals and safely get into Cape Fear Inlet. After re-entering the ICW, the water was calm and we continued south through Snows Cut into Cape Fear River. The buoys reverse again once in the river. Then with a short eight mile run down Cape Fear River we arrived at Southport Marina. By this time the current was running strong along with the winds picking up to over 15 knots. The captains maneuvered the boats safely into the slips without incident. Little did we know that we would be stuck in Southport for the next 3 days because of Tropical Storm Ida now downgraded to a Nor'easter that would bring sustained winds of 25 knots and torrential downpours. Southport is a quaint little town and would be a great destination to while away the winter months. We spent the next three days dodging the rain, playing Wii Tiger Woods golf on *Darn Tootin'*, watching movies, dining at the local restaurants, and having cocktail parties on the *19th Hole* and *Darn Tootin'*.



Copy Cat on plane and moving out in smooth water!

Day 8, Saturday morning, the storm had passed us to the north, but the weather was still calling for 15 knot winds for most of the day. We decided to go the ICW instead of taking the ocean route out of Cape Fear inlet to Little River inlet. It was smooth sailing for the 50 miles to Grande Dunes with nothing standing in our way except for two bridges, the Sunset Beach Pontoon

Bridge at mile marker 338 and the Little River Swing Bridge at marker 347. Caution needs to be taken just south of the swing bridge for submerged rocks. At low tide you can plainly see them and they protrude a good way from the bank, so we had to make sure we stayed in the middle of the channel. As we pulled into Grande Dunes Marina we said our farewells to Bob and Lynn Wilson aboard the *19th Hole* via the VHF as they continued on to Pensacola Florida. Grande Dunes will be home port for *Copy Cat* and *Darn Tootin'* during the winter. Grande Dunes Marina is in fresh water on the ICW in North Myrtle Beach, well protected from storms with floating docks and filled with friendly staff. They rent slips by the day, month, quarter or year which makes it a very flexible destination for the winter months. Myrtle Beach is the home of a plethora of golf courses, restaurants and shopping extravaganzas. This will be our home port with side trips planned to Georgetown and Charleston this January and perhaps extending as far down as Savannah, GA.

Tom Lensis, *Copy Cat*, out

the old one. And it will probably last forever because it seems to be based on even more reliable technology.

My point is, when you are looking for marine supplies and equipment, it makes sense to consider your experience and stick with those suppliers who have given you the most reliable parts and service. It just makes sense.

Looking forward to more fun.

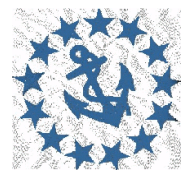
John Heinze, *Great Escapee*



Secretary

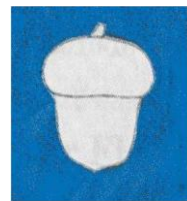
Myndi Harbin

Sorry, not this month. I am still on vacation!



Rear Commodore

John Heinze



Treasurer

Kathie McCormally

Boat Maintenance – The Value of Reliable Parts and Suppliers

It's that time of year when boaters' thoughts turn to planning for the spring boating season. And OYC will have a full year of great boating ahead in 2010 so you will want to be ready.

One thing has impressed me in the past year is the value of reliable parts and suppliers. I'll mention two examples.

The first is the antenna mount, which holds the VHF antenna. Without the antenna mount, you have nothing to hold up the antenna, and no reception. Shakespeare only guarantees their antenna mounts for 90 days but the antenna mount on *Great Escape* (original equipment with the boat) lasted 20 years. The replacement mount (which only cost \$40) was considerably larger and heavier, as Shakespeare apparently wanted to improve the reliability of the antenna mount.

The second example is a fish finder which can be used as a back up to the main depth finder. When the main depth finder in *Great Escape* started behaving erratically, I called Furuno and found out that the unit was over 20 years old. Amazing that it still worked at all! They recommended a new unit that performs better than

Renew Your Dues and Help Plan a Cruise!

The New Year is here, and I hope everyone is moving forward with whatever resolutions you have made for yourself as you enter 2010. Hopefully, fun with the OYC is on your list as we begin to plan for another year of activities and cruising. Sixty-three members enjoyed the holiday/Change of Watch party in December, and it certainly looked like everyone was enjoying themselves.

We were able to add \$204 to our treasury with our 50/50 money-maker and the wonderful Gingerbread house raffle. Thanks to all who contributed! Thirty-six families and individuals took advantage of the opportunity to renew dues when they received their party invitations. If you were not able to renew at that time, please look in future *Daymarkers* for the renewal form and get your membership updated. Family dues are still just \$75 for the entire year. We use the money throughout the year to help finance our social get-togethers, to pay for the monthly publication of the *Daymarker*, to pay for postage and other miscellaneous expenses, to recognize members at the end of the year, and to pay for other expenses that come up from time to time. As we enter the New Year, we will study the past year's budget, make recommendations and propose a new budget for 2010. If you have questions or suggestions, feel free to

forward them to our new Commodore, Pat Croft, or to me.

The club belongs to all of us, and the more people who choose to get involved, the better it will be for all of us. If you have ideas for cruises or would like to volunteer to organize a cruise or other activity, make sure you attend the pre-plan fest this month. The date, time and place should be somewhere in the upcoming *Daymarker*. If you can't find the information, contact Pat, and she can give you the details. January is the time for new beginnings. I hope this is the best year ever for you and your family.

Kathie McCormally
Jayhawker

2009 Parade of Lights



Did you miss the 2009 DC/Alexandria Parade of Lights? Lots of fun was had by all, despite the winter weather, I'm sure. This is a photo captured the bow of one of our OYC members'—the Freedman's—boat, *Takin' to the Sea*, taken during the 2008 parade. Their inspired lighting and decorating made it into the *Parade of Lights'* official poster for this year's event.

Dave Moore's Blessing from OYC Christmas Party and Change of Watch

Let us pray
We gather here tonight as Occoquan Yacht Club members, friends and family to celebrate good times, camaraderie and to reflect on times present, past and future and also to reflect on the holiday spirit which is within each of us. Let us remember the true meaning of the season amid much glitter.

We are a fortunate group, able to enjoy the pleasures of boating and we are thankful.

This year has been an active year with good fellowship within, which is a blessing in itself.

With sadness we lost a dear friend Tom Coldwell this year and members also lost family and loved ones. May we not mourn but celebrate the lives of those so missed. Lord, give comfort and strength to those families.

Let us be thankful for all our blessings and ask for a safe and healthy new year.

We thank the individuals serving our nation here and abroad and ask for their safety and comfort every day.

We ask for our protection in our upcoming year with safe boating and ask that the new OYC Board be blessed in their efforts in planning our fun times.

Lord, we thank you and ask that you bless this food and drink that we are about to enjoy.

Amen

The Datemarkers

Birthdays

Eric Henry	1/14
Walt Cheatham	1/15
Ned Rhodes	1/22
Shane Hatton	1/23
Vicki Hemp	1/28
Patti Barita	1/30
Jan Wilcox	1/31

Anniversaries

Laslo & Linda Bozoky	1/3
Shane & Kathy Hatton	1/19
John & Rebecca Heinze	1/30

On the Internet

Occoquan Yacht Club:

www.OccoquanYachtClub.org *

Potomac River Yacht Clubs Association:

www.PotomacRiverYachtClubs.org *

Occoquan River Maritime Association:

www.ormaweb.org *

Chesapeake Bay Yacht Clubs Association:

www.cbyca.org

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

The Daymarker

Published monthly by the Occoquan Yacht Club

Carol Belcher, Editor
Ilona Zsirai, Circulation

Deadline for submission of articles to ***The Daymarker*** is the 20th of each month. Please submit your copy by email to:

ericncarol.belcher@cox.net

OYC Boat Dogs do it again

Once again, Mr Wilson, who supervises the Freedmans in his spare time, has worked his magic upon us in this charming Christmas photo. He hopes that all of your dog companions (and you, too) had a great holiday. He looks forward to the next boating year and hopes that 2010 will see him actually commanding *Takin' to the Sea* from the captain's chair, if only Larry would just move over, just a little bit.



The value and spirit of volunteerism

As this holiday season comes to its close, I wanted to write a few words about the benefits of volunteering with your favourite yachting club—the OYC. Clubs like this one are really quite unusual; they exist in a bubble of good will, common intent and willing participants. Without any of those three ingredients, this fun club would fail. So I urge you to consider signing up to 'coordinate' a cruise, organize a party or just come out and support our many activities throughout the year.

Over the past two years, I have had the opportunity to observe, to participate and to organize some of the fun activities that this *little-club-that-can* does. I wanted to let you know that I think this club is pretty extraordinary. Really. Just look around the dock where you currently have your boat. Is your marina also a boat club? Does it share a common desire with you to get in your boat, fire up the engines and head out as often as you can with similarly-minded friends? Have you met amazing people that you want to keep as friends? No? Is your marina simply a place where you park your boat, say hi to a few of the people who you know before you head home for another week? Who wants that?

Consider instead, this little club that embodies the spirit of volunteerism with a winning attitude. (Hey, we won the Cup this year and can be forgiven for just a wee bit of bragging in the next few months!) Despite the fact

that we lack a clubhouse, OYC has a fun filled group of people who share a similar passion for getting out on the water, going somewhere interesting, hanging out with their friends, talking about the adventures and then savoring those memories when the February doldrums hit. These great times don't just appear; they require a bit (not a lot) of coordination and effort on the part of a host of keen volunteers. I can tell you that editing this newsletter has been fun and not a lot of work—mostly the people who submit articles do so on time and never cease to amaze me with their depth of knowledge and interest in boating. Coordinating a cruise isn't that difficult; in fact, it's rather a lot of fun. It's an excellent way to learn a lot about the marinas up and down the Potomac River and Chesapeake Bay, as well as their capacity for handling the breadth and size of our various boats.

As a club, we are respected on the river. I wouldn't have believed that, except that this summer I had the chance conversation with another boater who, when he discovered we were from OYC, got a look on his face (it wasn't contempt—I think it might have been respect) and said "Oh, I've heard of you guys!" I have to admit, I was a bit taken aback, caught myself looking around to see who he was referring to, and thought to myself, "Hey buddy, if only you knew that I still wear a life jacket when I'm on the bow or generally above deck, I am 'safety first,' and openly admit that I don't know much". But then I caught myself. OYC members train, they take classes, they share boating information with each other and they want their fellow members to succeed on the river. Who doesn't want that kind of club in their life?

Help keep this amazing club going and when the February Plan-Fest happens, show up, support your club, volunteer to coordinate a cruise and enjoy the experience. I guarantee you that it will be a fun time for all, including you as the cruise coordinator!

Carol, *Time2Play*



Potomac River Yacht Clubs Association



*You are cordially invited to the
Potomac River Yacht Clubs Association
2010 Change of Watch Dinner-Dance
Saturday, January 23, 2010*

Place: Hilton Springfield
6550 Loisdale Road
Springfield, VA
(703) 971 – 8900

Program: 1800 to 1900 - Cocktails & Hors d'Oeuvres
1900 to 2000 – Dinner
2000 to 2030 - Change of Watch Ceremony
2030 to 2400 - Dance

Dress: Winter Uniform or Business Suit
(Black Tie Optional)

Cost: \$70.00 per Person, or \$135.00 per Couple if
mailed to PRYCA and Postmarked **before**
December 31, 2009

\$75.00 per Person if mailed to PRYCA and
Postmarked **after** January 1, 2010

Band: Bobby Cunningham &
The Canyon River Band

Parking: Complimentary

Menu
Baby Spinach Salad Baby Spinach, slivers of Bermuda Onions, Mandarin Oranges, Cajun Spiced Pecans with Poppy seed Dressing
Assorted Rolls and Butter
Heartland Roasted Pork Loin Roasted & Sliced Boneless Pork Loin topped with a Sun-Dried Cranberry and Green Apple Ragout finished a Natural Jus and Feta Cheese
Chicken Monterey Sautéed Boneless & Skinless Chicken Breast with Artichoke, Sun Dried Tomato and Shitake Mushrooms with Chardonnay Lemon Beurre Blanc Tuscan Roasted Vegetables
Vegetarian Eggplant Parmesan with Marinara Sauce and Parmesan Cheese
All meals will be served with Garlic Herb Potatoes Tuscan Roasted Vegetables
Tiramisu Desert Tiramisu with Moca Crème Anglaise and Strawberry Garnish
Coffee, Regular & Decaf, Tazo Teas and Iced Tea available

Make your reservations **now through** your Club's Delegate or mail to: Frank Erwetowski, PRYCA Treasurer, 11420 Mohawk Court, Swan Point, Md. 20645-2146. Telephone: 301-259-2523; e-mail: fpge@comcast.net

Reservations with full payment must be received by PRYCA no later than **Friday, January 8, 2010**. Cancellations after January 11, 2010, are non-refundable. Acceptance of late reservations will be subject to the availability of space.

There will be a block of rooms reserved at the hotel. Cutoff date for reservations in the block is January 15, 2010. If you plan to stay for the night, make your reservations directly with the Hilton Springfield Hotel, telephone (703) 971-8900. Room rate is \$89.00 plus State and local taxes (10.5%).

Reservation Information			
Name: _____	Title: _____		
Guest: _____	Title: _____		
Yacht Club: _____			
Dinner Selection:	# of Pork _____	# of Chicken _____	# of Vegetarian _____
Amount Enclosed:	\$ _____		

Fill out, detach and mail in with your check. This promises to be a great time!

PRYCA
Change of Watch
Dinner/Dance
23 January 2010
(see page 7)

OYC Plan Fest
TBD
Feb 2010
OYC Board

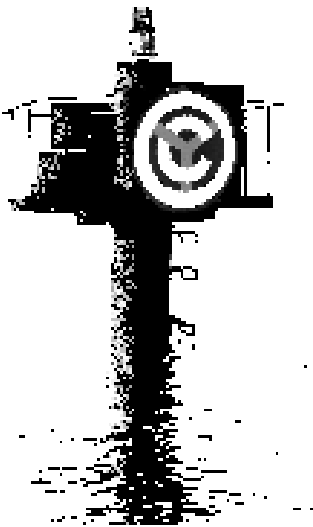
March 21
Spring Equinox
Boating is almost here!
OYC Board

Inside this edition...

The next cruise year—a perspective from your new Commodore, Pat Croft.

Your new Vice Commodore, Tom Lensis, relays the trials, parties, fun and friends found aboard *Copy Cat* and her companion boats as they voyage down to Myrtle Beach. Life's tough...*Darn Tootin'*. But let's hear it for the *19th Hole*, our favourite golfing destination!

Please renew your OYC membership today—a heartfelt plea from your intrepid treasurer



The Daymarker

Occoquan Yacht Club
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Occoquan, VA 22125

Change Service
Requested