



The Daymarker

OCOQUAN YACHT CLUB

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COMMODORE'S COMMENTS

Patricia Croft

Bay Dreamer has not been out of her slip at Fairfax Yacht Club as much as we would have liked this summer. In fact, we haven't really had her out for a cruise since we returned from our long North Bay Cruise July 5th. That was the day we received some surprising and disturbing news from our 35-year-old daughter, who lives in a small town about a three-hour drive northwest of Spokane, Washington - that she had been diagnosed with a brain tumor. The rest of the summer has been pretty much a blur for us, flying twice to Spokane to support her through the process of determining a treatment plan, undergoing surgery, getting through the initial recovery process at the hospital, and settling in at home for the long recuperation period.

Our untimely absence from Virginia meant that we missed some important OYC events, not the least of which was the Float-In, but Team OYC kept us up to date and well-informed of their efforts via some pretty interesting phone calls! (Apparently, an OYC Happy Hour, disguised as a strategy session aboard *Copy Cat*, resulted in great camaraderie! No surprise there!) At any rate, many of you, our dear OYC friends, expressed your care and concern through e-mails, phone calls, and cards, including a card from the Board on behalf of all of you. Harry and I want to thank all of you for your kind thoughts and prayers.

We have returned home, confident of a very positive outcome for our daughter. The initial diagnosis of a brain tumor was revised to brain cyst (still a problem, but much less

frightening), which had developed due to a congenital defect in her skull. The surgery to repair the skull and allow the cyst to dissipate was successful and without complications. Her initial recovery was slow but steady, and now, the final stage of recuperation will no doubt be the most difficult for our Type A daughter: 4-6 weeks of low-key rest at home. Once the staples/stitches were removed and she was settled in to a new, slow routine at home, we knew that it was time for Mom and Dad to make our exit.

So now it is time to fire up the engines, ease *Bay Dreamer* away from E Dock, and set off on a cruise or two. We are looking forward to joining John and Rebecca Heinze at the Corinthian Yacht Club near Pt. Lookout for the long Labor Day weekend, along with about seven other OYC boats. This will be the second year that the friendly folks of the Corinthian Yacht Club have hosted Occoquan yacht Club members at their idyllic setting in southern Maryland. The OYC members who participated in last year's cruise are still singing the praises of the Corinthians! We anticipate a great time with them again this year.

Camaraderie with other yacht clubs is one of the benefits of membership in the Potomac River Yacht Clubs Association. In that vein, I'd like to tell you about an event that a fellow PRYCA club, National Potomac Yacht Club, is sponsoring on September 11, 2010, at the Osprey's Golf Club, right here on the Occoquan River. This will be NPYC's eighth annual golf tournament, the **Potomac River Golf Challenge**. A portion of the proceeds will go to the Wounded Warriors Project, which has been expanded to not only provide severely injured service members (cont. on p. 2

with boat outings on the river, but to also fund other services to meet their needs. **Harry is looking for three OYC golfers to join him in a foursome to participate in the NPYC Golf Challenge. If we could field more than one OYC foursome, that would be even better!** There is a registration fee, but it is, after all, for a good cause! Call Harry if you are interested in participating in this event.

If you need to find Harry's phone number, just look in our fantastic **OYC Directory**, which you have all received electronically in PDF format. Once again, we have Nabil Dubraque, the club Historian, to thank for the updated version, as well as Joe Livingston, who serves as our Informer, sending out e-mail broadcast messages every time we need to get information out to the membership.

And speaking of membership, our OYC family has grown to more than 150 people, with 70 family memberships and 11 individual or associate memberships, for a total of 81, the highest since 2004. I'm anxious to greet each of you at one of the many OYC events in the coming months. Summer may be coming to an end, but the boating season isn't over yet! See you on the river!

Pat Croft, *Bay Dreamer*



From our North Bay Cruise: Kenny & Sharman Harris with new Associate Members Kenny Jr. & Catherine at The Moorings restaurant, Port Kinsale.

News of Kenny Harris' passing reached the editor just as this *Daymarker* went to the printer. We will feature a tribute to Kenny in the next issue. Kenny had battled cancer for several months. He died at home, surrounded by his family on August 27th. The photo above was taken July 2nd while the family was cruising the Bay, a long-time favorite pastime. Kenny's boat displayed his motto:
"Life's Good" – *Darn Tootin!*



Vice Commodore

Tom Lensis

Colonial Beach Dog Days of August

The Dog Days of August Cruise to Colonial Beach sure lived up to its name - Friday was hazy, hot, and humid, a scorching 98 degrees. My first mate Donna and I left for our short 27-nautical-mile trip to Colonial Beach from Port Kinsale on Friday at about 10 a.m. We were the first of 14 boats from OYC to reach Colonial Beach Yacht Club at about noon. Wow, what great participation we had from our club. The attending boats were: *Sunshine, Great Escape, The Sandra Louise, Copy Cat, Darn Tootin', Bout Time, Kayley E, Insatiable, déjà vu, Takin' It Easy, Daddy's Harley, Time Away, High Cotton*, and our newest OYC members on *Broken Road*. Myndi Harbin also arrived via land.

Since we were the first to arrive, and in keeping with OYC tradition, Donna got right to work making Sea Breezes for welcoming the arriving OYC members, and thus not getting an OYC infraction on our permanent record. Carl and Patricia Maxwell, our Dog Days Cruise Coordinators, did a fantastic job organizing the event. OYC practically took over the entire floating dock and almost everyone had a floating slip. Kudos to Carl and Patricia for making that happen. I don't know how they pulled it off, but it was well appreciated by all. I think Carl had a little help from Michelle Johnson, the PRYCA coordinator for the event.

Friday night happy hour was a huge success, everyone participated, and we had enough food and drink to feed an army. We were joined by Steve and Jean Massie on board *Broken Road*, who completed an OYC application and became our newest members. It took the Massie's all of about two seconds to fit right in. Come to find out



A happy hour with Peggy Johnson, Clara French, & Rebecca Heinze. 2

they keep their boat at FYC and are no strangers to many in the club. Over a few libations and food, we came up with our strategy for the scavenger hunt for Saturday, and Myndi Harbin volunteered to represent OYC as our group leader. Patricia brought out a box of drink coozies along with letters, stickers, shells, and other items for everyone to decorate their own coozie. The person with the best coozie design would win a prize. We had all weekend to complete our coozies, and the winners were announced on Saturday night. Kayley Mansour (*in photo below*) and Justin Hamp were the proud winners.



Kayley Mansour feeds the ducks at Colonial Beach.

Saturday ushered in a much more pleasant day, low humidity, lots of sunshine, and a high in the upper 80s. Our group collected on the dock at about 11 a.m., while Myndi checked in to get the list for the scavenger hunt. The list of about 25 items consisted of things like a picture of a dog with sunglasses, a ship in a bottle, a toothpick, roll of film, and a \$2 bill, just to name a few. *The Sandra Louise* came up with a ship in a bottle, Myndi Harbin had a \$2 bill, and everyone in the club managed to come up with everything on the list except for a brochure on a charity fundraising cruise that Colonial Beach Yacht Club was doing. Of course, we won the scavenger hunt and were awarded the grand prize of one bottle of wine. It sure didn't last long with this group. This weekend also just happened to be the annual jet ski races on the Potomac River, and a number of club members enjoyed the races. I was told that one of the jet skis had a 450-horsepower engine.

Saturday evening started early at 4 p.m. with another happy hour on the dock in order to make the 5 p.m. shrimp boil for dinner. Saturday night would not have been complete without a fashion show put on by our Quartermaster Patricia Maxwell modeling her latest OYC fashions along with her Chippendale models: Randy Willetts (*photo, top right*) and Bill Mansour. Nevertheless this wonderful new marketing strategy of Patricia's was a huge success and resulted in a great weekend in Quartermaster sales for the club.



Randy Willetts Models OYC Apparel on the Runway at Colonial Beach, with Quartermaster Patricia Maxwell and Lobanah Mansour

Happy hour came and went, and then it was off to the shrimp boil (*photo below*) for dinner. At the entrance to the picnic and restaurant area, Ingleside Winery had a wine tasting set up and offered great deals on their wines. For this event, CBYC did a great job of opening up their waterfront area and set up a cooking area and chow line outside. They also had a band playing on the deck adding to the experience. The food was outstanding. It was all-you-could-eat steamed shrimp with sausages, corn on the cob, and potatoes - and believe me, I got my fill. After dinner the Stanleys and the Maxwells hit the River Boat Casino to try their luck. It was heard, but not confirmed, that Steve Stanley was the big winner at Keno. They also enjoyed a singing/talent contest that was underway. Rumor has it Elvis arrived for the final curtain call, but he was only heard, not sighted.



Bill & Peggy Johnson, Kayley & Lobanah Mansour, Steve & Jill Stanley, Rebecca & John Heinze, and Carl & Patricia Maxwell waiting for the shrimp at Dog Days.

(cont. from p. 3)

Starting at 9 a.m. on Sunday, the OYC group met on the dock for one last meal before departing for our home ports. There was so much awesome food we didn't have enough table space set up on the dock to accommodate all the breakfast treats.

The weekend went by way too fast, and we had a great time with everyone from OYC and other clubs. Special thanks to our cruise coordinators, Carl and Patricia Maxwell - it is their hard work coordinating everything that made this such a great event. I would encourage any members that did not make it this year to make it a priority to include Dog Days of Summer in your cruising schedule next season. You will not be disappointed. If you would like to see other event photos, please visit our Occoquan Yacht Club Facebook Page.

Tom Lensis, *Copy Cat*



Rear Commodore

John Heinze

Shrimp Fest at Hoffmaster's Marina, October 2, 2-5 p.m.

The Shrimp Fest is an annual event that OYC has celebrated for the past several years for the purpose of...well, let's be honest here. The Shrimp Fest is just an opportunity for OYCers to get together and have an enjoyable afternoon. There is no higher purpose or reason for the Shrimp Fest. And it should be a very enjoyable afternoon.

In the past we have had the Shrimp Fest at the sand dunes at Mattawoman Creek, but the dunes can be difficult to reach with larger boats. Since then, we have had the Shrimp Fest at one of our member marinas (as a land-based event) so that everyone can easily attend.

Hoffmaster's Marina will be hosting the event this year so I'm sure they will make us feel right at home. The main course will be a shrimp boil, featuring shrimp, new potatoes, sweet corn, Kaposi sausage, and our OYC secret spice and cooking recipe. And since this is a Shrimp Fest, we will have shrimp fixed a second way as well. As usual, we will provide soft drinks and water. All you need to do is bring a dish to share and your own favorite libation.

See you at the Shrimp Fest at Hoffmaster's Marina, October 2, 2-5 pm. We'll have a great time!

John Heinze, *Great Escape*



Secretary

Myndi Harbin

Oohh, it's a GHOST Fleet

I had the opportunity on July 31st to head south on the Potomac for a day kayak trip to **Mallows Bay**. Even though this event was organized by FYC, two of the participants - Bill Shannon aboard *Knot so Fast* and us on *Wii Fish* - are OYC members, so I can write about it here!

If you have never heard of Mallows Bay, it is approximately 45 minutes south of the Occoquan River on the Maryland side. It is the funky-looking bay that you pass by on your cruises to points further south, with a big rusty ship that appears to have run aground. Actually, there are more than a hundred decaying wooden hulls located there.



An abbreviated Potomac history lesson here. In 1917 President Wilson authorized wooden steam vessels to be built to haul cargo to

Europe. Initial plans were to build a thousand vessels, each 240 to 350 feet in length with a beam up to 50 feet, carrying an average of 3,500 tons of cargo and capable of a maximum speed of 10 knots. The lumber was to be cut, finished, and numbered to specs offsite before being shipped to shipyards, which were tied up building naval warships, for final fabrication. Needless to say, the Emergency Fleet Corporation (EFC) was a complete failure. Only 285 ships were completed, and by 1920 they were mothballed on the James River.

In 1922, 233 ships were sold to an Alexandria scrap company, which had plans to burn the hulls to the waterline in order to retrieve the iron scrap. They were transferred to the Potomac River and moored off Widewater Beach, Virginia. (You can Google Widewater Beach and see the remains of 10 of these vessels.) The watermen of Widewater protested, and the company purchased 566 acres of farmland in Maryland to use as the burn site. That company went bankrupt in 1931, and anyone could then salvage the boats. A cottage industry of scrap salvage sprang up in the area and there were at least five floating brothels (arks) and 26 illegal stills operating in the area.

(cont. from p. 4)

In 1993 a grant was awarded and the area was to be researched, inventoried and documented. Of the 285 wooden EFC steamships built, 152 ended up in Mallows Bay. 82 of these have been identified, including the North Bend, which was the first of the fleet to splash into the ocean. These vessels were anchored in place by sand and gravel being dumped on them, while others got stuck in the soft muck and have filled in with silt. Each vessel has created its own mini-environment that now provides habitat and food for the critters, and helps filter pollution from the Potomac.



The largest vessel that has been abandoned in Mallows Bay is the S.S. *Accomac* (which is the big rusty hull coming out of the water at left). The S.S. *Accomac* began her career as the steamer *Virginia Lee 2* in 1928. Built as a passenger ship for the Pennsylvania Rail Road, she is 291 feet long. She was purchased by the U.S.

Navy for service in World War II in 1942, used in Brazil by the Rubber Development Corp. in 1943, and renamed *Holiday* by the Wills Line in Baltimore in 1949.

Finally in 1951 she was purchased by the Virginia Ferry Corporation, renamed, converted to a car ferry, and continued in service until 1964 when the Chesapeake Bay Bridge Tunnel was opened. The *Accomac* was being refitted in a Portsmouth shipyard in May of 1964 when she burned and was then sold for scrap. (Although I can find no proof as to how she got to Mallows, I am going to deduce Bethlehem Steel purchased her and moved her there since they owned the property at the time.)

Additional vessels that are located in Mallows Bay are 11 wooden barges, a Revolutionary long boat, a 1949 Menhaden fishing boat from North Carolina, and perhaps even a four-masted wooden 225-foot schooner named *Ida S. Dow*. The area is now a Maryland State Park. If you pull up Mallows Bay on Google maps, you get a good overview.

So, back to the trip. We anchored outside the wrecks as it is too shallow to get in real close. After launching the kayaks, we paddled in and around the hulls. It was exciting to be so close to the hulks. The only way to visit is by a rigid-hull small vessel. There is danger lurking right below the surface!! A member of our crew had an inflatable dingy and made it five minutes before turning around. He was afraid the spikes and iron braces would

puncture the boat. After a "boy, my arms are tired" time, we snacked and ate a little, pulled up anchor, and headed back to port. A second trip back is in the works for the fall once the hydrilla dies off, so if you have any interest, let me know!!

Myndi Harbin, *Wii Fish*



Treasurer

Arleen Rhodes

Keep It Cool!

Summer may be drawing to a close calendar-wise, but temperature-wise it's still here! Here are a few hot weather drink recipes to help keep your cool.

Ned and I were introduced to this drink by Miguel, our favorite bartender at the Royal Haciendas in Playa del Carmen, Mexico. You can drink these all day long on a hot day (and we have) and still be able to walk to dinner.

Chelada

- 1 ice cold Mexican beer (I use Sol or Modelo light, saving calories for chips and salsa)
- 2 tablespoons salt
- 2 tablespoons fresh lime juice
- Lime wedge for garnish
- Ice

Rim a beer glass with a little lime juice and then dip in the salt to cover the top of the glass. Fill mug with ice (yes, ice in beer, get over it!). Add lime juice and slowly pour in beer. (The salt on the rim will cause the beer to foam up, so be careful while adding beer.) Stir. Lean back, relax.

(cont. on p. 6)

The Daymarker

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Carolyn Wixson, Editor
Ilona Zsirai, Circulation

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oyceditor@gmail.com

Michelada (a spicier version)

- 1 ice cold Mexican beer
- 2 tablespoons salt
- 1 tablespoon chili powder
- 2 tablespoons fresh lime juice
- 1-2 dashes of your favorite hot sauce
- 1 dash soy sauce
- 1 dash Worcestershire sauce
- Ice
- Black pepper
- Lime wedge for garnish

Prepare as above, but rim the glass with salt and chili powder. Fill glass with ice and add lime juice, hot sauce, soy sauce, Worcestershire sauce, and a pinch of black pepper before pouring in beer. Aaahhh.

White Sangria

- 1 bottle dry white wine
- ¼ cup peach schnapps
- ¼ cup triple sec
- Chopped fruit: 1-2 peaches, 1-2 apples, strawberries

In a large pitcher, combine ingredients. Stir and let sit for at least 2 hours refrigerated. Serve plain over ice, or with sparkling water (or Sprite if you'd like it a little sweeter).

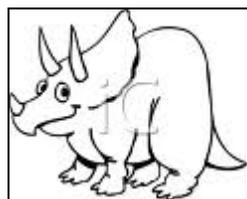
Cheers, Arleen Rhodes, *Impulse*

Auburn, New York. The cordage company had reportedly worked out a technique where sisal fiber (an agave plant fiber usually grown in and imported from East Africa, a Mexican variant of which gives us tequila) was turned into a continuous felted blanket, plastic resin impregnated, and cut into appropriate shapes. Strengthening members were added, and the product was then cured under heat and pressure.

The result was a non-gel-coated, fiber-agave boat awaiting a nice coat of paint and an intrepid tequila-friendly boater. The material, called Co-Ro-Lite by the cordage company, was used to build a number of dinghies, lifeboats, and Sparkman and Stephens designed catamarans and sloops. The company would later sell pre-cut blanks of the material for do-it-yourselfers. Other companies of the period also used variants on the theme: one (in its Plasticraft series of sailing dinghies, rowboats, and small motor boats) sandwiched canvas with Bakelite for its hull material.

Experimentation with the marriage of plastics and a variety of tough fibers continued for two decades before the use of plastic-encased glass fibers finally gained popular acceptance. The journey from agave sisal and primitive plastics to the glass and carbon reinforced materials that help buoy our weekends was, to this boater, quite fascinating.

Nabil Dubraque, *High Cotton*



Historian

Nabil Dubraque



Of Agave, Tequila, and Fiberglass Boats

While flipping through the April 1946 issue of *Motor Boating*, I came across an article entitled "Plastic Molding: Boatbuilding's New Technique." The article predicted a change in the preferred hull construction material for the recreational boating industry: the use of fiber in a plastic matrix as a boatbuilding material. I found both the proponent of change, and the material used, delightfully curious.

Fiber reinforced plastic, that wondrous material with which many of our boats maintain their shape and strength, has been around for over half a century, starting with tests for military applications by the end of World War II, but did not gain popularity as a construction material for boats until the mid-1960s. One company pioneering its development, the subject of the magazine article, was the Colombian Rope Company of

Christmas is Coming!



The holidays kick off with a **tree lighting and fireworks at National Harbor** on November 26th. Contact Larry & Barbara Freedman

(703-855-1826) to sign up for the three-day cruise. Or join in the **Santa Cruise on the Occoquan** from Occoquan Harbour Marina on November 27th; contact Walt Cheatham (703-243-2430) to participate. If that isn't enough winter boating, check out the **Alexandria Parade of Lights** on December 4th. And to top off the year, the **OYC Holiday Party and Change of Watch** is scheduled for December 11th from 6-11 p.m. Keep an eye out for details in the next *Daymarker*.



Connect with OYC Online

Now on Facebook! Search for "Occoquan Yacht Club" and click "Request to Join." Your request will be confirmed with the membership roster. The private group is open to all active members.

Web space for occoquanyachtclub.org, potomacriveryachtclubs.org, and ormaweb.org is donated by Software Systems Group, Ned Rhodes, President and CEO.

Part 2: Refresher on USCG Navigation Rules 5, 6, 7, and 19 (excerpt by Capt. Craig Bliss)

Navigation Rule 5 (Inland and International) states that: *"Every vessel shall at all times maintain a proper lookout by sight and hearing as well as **by all available means appropriate** in the prevailing circumstances...."*

While radar is not specifically mentioned here, the implication is clear - it should be in use and used when the circumstance would make it helpful such as at night, or in restricted visibility.

Rule 6, which deals with safe speed for a vessel, has a specific section (Rule 6(b)) that applies to vessels with operational radar. From Rule 6 you will deduce that radar can give false or misleading information also! The requirements are the same for both sets of rules:

". . . in determining a safe speed the following factors shall be among those taken into account:

- (i) the characteristics, efficiency and limitations of the radar equipment;
- (ii) any constraints imposed by the radar scale range in use;
- (iii) the effect on radar detection of the sea state, weather and other sources of interference;
- (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
- (v) the number, location and movement of vessels detected by radar;
- (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity."

Rule 7 is concerned with assessing risk of collision, and specific mention is made about radar. Section (a) states:

"Every vessel shall use all available means appropriate to the prevailing circumstances to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist."

The rule then continues with Sections (b) and (c) which relate specifically to the use of radar:

"(b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

Rule 19 relates to the conduct of vessels in Restricted Visibility and here radar is again mentioned. Section (d) reads:

"A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided: (i) an alteration of course to port for a vessel forward of the beam, other than a vessel being overtaken; and (ii) an alteration of course towards a vessel abeam or abaft the beam."

The Datemarkers

Birthdays

Carl Maxwell	9/6
Barbara Freedman	9/10
Mary Ann Schall	9/12
Pragati Patrick	9/14
Tom Lensis	9/16
Brian Bryant	9/17
Ralph Mason	9/17
Bob Stegon	9/22

Anniversaries

Joseph & Diane Ward	9/3
Bud & Heidi Bishop	9/4
Allen & Lynanne Jorsey	9/5
Terry & Trish Mattke	9/8
Bob & Betsey Nalevanko	9/11
Dick & Caroline Lynn	9/12
Michael & Milissa Samphilipo	9/12
Steve & Carolyn Bell	9/16
Bob & Nancy Stegon	9/20
Patricia & Carl Maxwell	9/21

Welcome New Members!

Richard & Pragati Patrick
Steve & Jean Massie

Pilot House
FYC

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

2 October
Shrimp Fest @ Hoffmaster's
Joe Livingston
703-505-8313

23 October
OYC General Membership &
Election Meeting, Location TBD

12-14 November
Hardy Souls Cruise to
National Harbor
Ned & Arleen Rhodes
703-741-0861

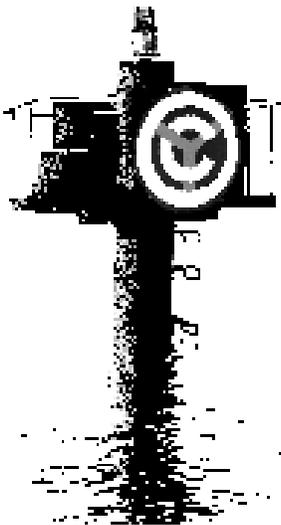
26-28 November
Tree Lighting & Fireworks
@ National Harbor
Larry & Barbara Freedman
703-855-1826

Inside this edition...

The Dog Days of Summer was a great mix of games, food, wine, and fun – including a designer fashion show!

What lies beneath the surface in Mallows Bay? Myndi Harbin explores this murky graveyard.

Stir up some cool boat drinks with recipes from Arleen Rhodes and toast another great boating season.



The Daymarker

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Change Service
Requested