



# The Maydarker



## OCCOQUAN YACHT CLUB

The longer the no-wake zone,  
the more members you can collect along the way.  
If you can read this, you're too young to be in this club.

Web site: Google it!

### Commodore

The only one who does any *real* boating in the club.

### Vice Commodore

How many Tom's can one club have anyway?

### Rear Commodore

Can he dock, can he not?  
Better keep him in front of you,  
not in the rear.

### Secretary

Good at taking notes but only  
when they're recipes for great  
boat drinks.

### Treasurer

Watch out, she's raising dues  
and spending them all on fuel!

### IPC

What does IPC stand for  
anyway? Incredible Pat Croft?

### PRYCA/CBYCA Delegate

OYC Master Seaman and  
professional yacht club crasher.

### Quartermaster

Paid to shop! Pay her more!

### Membership

Keep her happy – send in your  
10-year renewal now!

### Historian

Someone who must be really  
smart and really old in order to  
remember everything.

### Webmaster

Watch out – he's better with a  
mouse than at the helm.

### THE DAYMARKER Editor

Rarely makes it to any events  
but reads about all of them.



## COMMODORE'S COMMENTS

Tom Lensis

### Bound for Bimini

With our boat "Copy Cat" berthed in Stuart Florida, Donna and I set out for Bimini in the Bahamas for yet another adventure, and what an adventure it turned out to be. We started out on Saturday morning for a 58-mile trip south to Hyatt Regency Pier Sixty-Six Marina in Fort Lauderdale. On Sunday we would take the 48-mile crossing of the Gulf Stream to Bimini.

The weather was perfect, the sun was shining without a cloud in the sky, 80 degrees and almost no wind to speak of. From Stuart we took the ICW 18 miles down to Jupiter Inlet and exit the ICW into the Atlantic Ocean in order to avoid a number of bridges that we would have to wait to open on our way south. Once out of Jupiter Inlet we had a smooth 60-mile run to Fort Lauderdale arriving at the marina at 2 pm. We spent the night at the marina and planned to leave early on Sunday morning to Bimini.

The Sunday morning weather report had very promising conditions for crossing the Gulf Stream. The winds were predicted to be light and variable, the temperature was to be in the low 80s and not a cloud in the sky. We headed out the Fort Lauderdale/Port Everglades inlet and plotted our course on the GPS southeast to Bimini. The seas were almost completely flat, even when we got to the Gulf Stream some 10 miles offshore. It was the making of an almost perfect day on

the water. We lost site of the Florida Coast about 45 minutes into the trip and continued southeast at about 22 knots.

When we were about 25 miles out, I noticed a fog bank about four to five miles ahead of us and it kept getting closer. We were heading straight for it, so I got a little concerned and fired up the radar just in case. In the next few minutes I realized that the fog was rapidly approaching, and it looked to be covering the water about a half mile ahead and was closing in around us. I looked back behind the boat and the fog completely surrounded us and was closing in fast. At that point I pulled the throttle back to almost idle, and by the time the boat came off plane, we were totally engulfed in the fog. As I looked up I could see the sunlight, but the fog was quickly covering the sky and it was quickly getting dark. This fog bank was so thick I could barely see the front of the boat.

Well, I thought, we have GPS for navigation and radar to make sure we stay clear of any other vessels and I would only go at eight knots until I got my visibility back. It was so strange to have fog appear since it was a picture-perfect day up to that point. So I looked at my weather feature of the GPS to see if it would show the fog on the moving map. When I hit the button on the GPS it went completely blank, then our engines quit, and I started to get concerned. It seemed that we had lost all electrical power. I listened for sounds of our generator running, but it was silent. At that point my first mate Donna came up to the bridge wondering what was going on. It was getting darker by the minute, and I thought that soon it would be pitch black. And then it all went, black and a minute later, a lightening bolt flashed through the thick fog.

(cont. on p. 2)

And that's when things started to get really weird. Our last known position was about 25 miles southeast of the coast of Florida. We were dead in the water, in the fog, with little to no visibility. It was pitch black even though it was midday and the weather was forecast for mild conditions. I checked to see what navigation equipment was still working if any. With my flashlight I checked the compass and it seemed to be working. Our depth finder was also out, along with all the other electrical equipment, including the engines.

I felt a panic setting in, but I didn't want my first mate to see how worried I was so I systematically went through every switch and component of the boat to see if I could locate the nature of the trouble. All the circuit breakers were in the normal On position, yet we still had no power. The engines wouldn't start and nothing electrical was working. I pulled out my hard copies of the charts to find the longitude and latitude of our position to call for help.

From my calculations I figured we had just entered the southwest portion of the Bermuda Triangle. I had heard of strange happenings there, but really only thought the Bermuda Triangle was a myth. This far off the shore the VHF radio wouldn't have the range needed but I figured I would try it anyway. Not surprising it had no power as well. Above the boat I noticed some light illuminating from the fog, and it got increasingly brighter. The fog was beginning to lift and gradually from up above I could see the bright blue sky and ultimately the sun broke through. As fast and mysterious as the fog set in, it completely disappeared and revealed a small island in the distance.

From my calculations we were in the middle of the Atlantic Ocean and there shouldn't be an island this close to our last known position. And at the same time all the electrical power came back on as if someone flipped a switch. I first turned on the GPS and waited for it to find our position, and finally it showed the small island we had in sight, but Florida and the Bahamas were nowhere to be found on the map. I couldn't believe what I was seeing. Next, the depth finder was only reading 30 feet of water, when it should have been over 5,000 feet deep at this location.

At this point I was totally confused and decided to try to restart the engines. Both engines started right up as if nothing had happened. We decided to seek a cove or somewhere by the small island off in the distance to drop anchor and assess the situation. As we approached the island it appeared to only be about a half mile long with a small cove right in the center. The GPS showed the island but didn't have any information on what the name of the island was. We cautiously made our way into the cove and dropped anchor. The island was beautiful with a white sandy beach, turquoise water, and palm trees. We didn't see any signs of civilization in this tropical paradise.

With the boat secured in the cove with our anchor I tried to call on the VHF radio to see if anyone would reply, knowing very well the VHF can only transmit for about 15

miles. After multiple attempts to reach anyone on the radio with no luck, the reality of our situation set in. Here we are on some unnamed island in the middle of the Atlantic Ocean with no way to communicate with the outside world and realizing that we may be in the Bermuda Triangle, where as the myth has it, strange things happen. What do we do at this point, go west with the hopes of ending up somewhere on the coast of Florida, or continue our trip to the east in hopes of finding Bimini? To be continued next month....

Tom Lensis, *Copy Cat*



**Vice Commodore**

**Tom Plewes**

## Winter Cruise to Greenland

Always pioneers when it comes to organizing interesting and challenging cruises, long-time OYC members Tom and Liz Usurper set a high mark earlier this year with their first winter cruise to Greenland. Intrigued by watching Al Gore's documentary movie, *An Inconvenient Truth*, and enamored of photos of polar bears taking a dip in the warm waters of the Arctic, Tom and Liz decided to break the mold this year, forego their usual cruise to Florida, and go north to Greenland.

As he was chipping the ice from his trusty boat, *Afterthought*, on a blustery day in December at the FYC docks, Tom explained why he decided to go north this year rather than south: "I always try to do a cruise in the winter, but our Commodore Tom Lensis has really raised the bar on the Florida-Bahamas cruise scene. I felt that I couldn't compete with his long *Daymarker* travelogues about every little thing that happened on his cruise, so we decided to strike off on our own. We always try to follow Carl Sandberg's advice and take a river less road. We didn't see too many boats going north this year, so we decided to get in on the ground floor before going north in the winter became too popular and the marinas became too crowded."

By prior arrangements, the *Daymarker* has been able to receive and now publishes the Usurper's journal of their journey:

**Day 1.** After provisioning the boat with all the essentials - lots of twinkies and vodka - and siphoning gas from all the neighboring boats into our tanks because the gas pumps at OHC were not operating for some reason, we got underway at about 0, 8 hundred hours.

At first we were a little surprised at how few boats there were on the Occoquan. We remarked about how little wake there was in the no-wake zone at this time of the year. Unfortunately the reason for the lack of wake was

that the river was frozen over, so Liz had to go up to the bow with our gaff and break a path out. Things got better when we hit Belmont Bay, and off we went. We waved at several working boats as we cruised down the Potomac and then had to hold tight when we hit a gale at Point Lookout. It was clear that Old Man Winter was along for the ride. We fought the gale and settled in for the night at Solomon's and considered ourselves lucky that we could tour the town to our hearts' content without worrying about crowds. Unfortunately, the stores were all closed.

**Day 2-6.** More of the same old, same old as we worked our way up the Bay and the intercoastal through New Jersey, around Long Island, and out around Cape Cod. Crab and oyster boats gave way to lobster boats as the only other boats on the water. The good thing was that we always had marinas to ourselves even though there was no service available. Along the way, Liz got real good at standing in the bow and chipping ice. Just as we were coming into Bar Harbor, we began to wonder about this global warming thing, but - committed to enjoying the warm waters of the Arctic - we pressed on.



**Day 7-9.** Things really got interesting in Canadian waters. The ice seemed to get a little bigger, and Liz was having a little trouble pushing the ice things aside. I tried to move one out of

the way with my kayak. I began to understand why she was complaining all the time.

**Day 10.** We finally arrived off Greenland and found the warm waters of the Arctic that we had expected. To celebrate, I took a little swim on one of the stray ice things. The swim was a great reward for the long trip, and made everything seem worthwhile. We decided to actually stay up here in Greenland and bask in the warm Arctic waters until things get too hot up here in the spring, and we will be forced to make our way back to the cool nights in Northern Virginia. Liz and I are thinking about volunteering to serve as cruise coordinators for an OYC early-early bird cruise in 2012. For some reason, Liz left the boat last night without saying a word, leaving a note that said something like "you are on your own, dude."

***For Sale Now - Oil Well Leases***

**Unbelievable financial returns possible on oil well leases!** Get on the ground floor of this special offer, suitable for the most risk-averse investor! Guaranteed virtually almost 100% risk-free selection of oil well leases unwanted by any major or off-brand oil company! Availability of oil leases must mean that there is oil somewhere! Available at bargain prices! Don't wait another minute - contact Dog at 555-1212!



**Rear Commodore**

**John Heinze**

**OYC Takes Action Against High Fuel Prices, Obtains Share of Oil Well Drilling Lease**

Concerned about the possible impact of raising fuel prices on cruising, I was intrigued when I was contacted recently by local businessman, Dog the Boat Repo man. Dog explained that he was now offering investments in shares of oil well drilling leases and these offered terrific opportunities for clubs and organizations such as ours to lock in low prices on fuels for the indefinite future (check out the ad).

Needless to say that given the Repo guy's reputation, OYC conducted due diligence before we invested a dime of the club's money in any harebrained scheme, but in fact, this is completely legit.

Oil well drilling is incredibly expensive with the leases alone costing tens of millions of dollars. Nonetheless, because of the advances in geological sciences, the oil companies know exactly where to drill to find oil. Furthermore, each oil well produces plenty of oil to supply the fuel for millions of users like OYC. So why not spread the risk from drilling and exploration – which is obviously very low - and sell shares to farsighted investors like us willing to share in the cost of drilling and obtain all the advantages of locking in low fuel prices?

**Fuel Delivery Expected in 2015**

OYC expects the first delivery of fuel to be delivered via barge by Spring 2015. One barge will be anchored in the lower Potomac River below Coles Point while the other will be anchored in the Occoquan River in Belmont Bay. Both barges will be equipped with 24-hour self fuel docks dispensing diesel and multi-grade gasoline. OYC members will receive huge discounts on prices while other marine customers will pay competitive prices.

Other fuel barges will be placed in the Chesapeake Bay, the ICW, Great Loop, and other waterways that OYC members regularly visit. Barges will be strategically placed so that there is no need to refill other than at OYC discount fuel barges. OYC is in the final stages of selecting barge locations but suggestions can still be made to the head of our barge committee at 555-1212.

All barges will offer multiple fueling stations for no waiting as well as a full range of other 24-hour self-service vending products including motor and transmission oils as well those essentials of all marine repairs, WD-40® and duct tape. Consideration is being given to operating convenience stores on certain barges as well.

## Barges Are a Double Windfall for OYC

Because of OYC's equity investment in the drilling project, OYC will also be earning royalties on every gallon of fuel and other products sold on the barges. This means that OYC is earning a double windfall from its investment – royalties on products sold as well as discounts on fuel. In short, a double triumph for OYC!

John Heinze, *Great Escape*



**Secretary**

**Jill Stanley**

## Emergency Board Meeting Minutes

Commodore Lensis is back in town and called an emergency board meeting. The Commodore's opening remarks pertained to the financial welfare of the club and the changes and direction that he wants to lead us. He spoke of the various yachting clubs and places he has visited on his southern tour and how he represented OYC. He also stated that his articles in the *Daymarker* were a testament to his leadership and spreading the fellowship of OYC in his travels. Even at his own expense, he was willing to sacrifice his time and efforts to the boating communities.

At this point in the meeting a motion was raised and approved that OYC should help finance the Commodore's goodwill tours. To raise money for these events it was also motioned and approved that a Float Trip Form (FTF) for all members must be filed for all trips over a four-hour period with a cost of five dollars to be placed in a secure box that will be installed on FYC's E Dock. FYC was the place of choice since most all members must pass this point in the river to proceed on their cruises. Members may also pick up blank Float Trip forms at this station. Thus one can simply fill out the forms in advance and simply drive by and deposit the forms with the payment in the box. The box will be painted white with the OYC logo facing the river.

This will be a temporary fee of five dollars until we can actually get a feel for the actual cost of the Commodore's expenses, at which time the fee will be adjusted. Another cost that will later be incorporated is for the motion camera that will also be installed at FYC to ensure that all OYC members going up and down the river will abide by the new Float Trip registration. As Commodore Lensis said, "Things they are a changing." For 2012 the Commodore is planning a trip around the Great Loop so stay tuned to the monthly *Daymarker*. I'm sure you will enjoy the articles titled "Where's Lensis."

Jill Stanley, *'bout Time*



**Treasurer-OYC Audit  
Committee**

## OYC is Broke

After the last membership meeting, an audit committee was formed to get to the bottom of the current state of the Treasury. Appointed were Rick Sorrenti, Steve Wexler, and Walt Cheatham. The meeting was called to order on Rick's massive yacht named *50-50* after his fundraising efforts on behalf of the Board. The first order of business was to elect a chairperson. After endless discussion, Walt was elected due to the fact that scissors cuts paper.

During bottle number two of many, the committee discussed the last Treasurer's report, which consisted of: "We received some money, we spent some money, and we have money left." A heated discussion ensued as to who came up with that Treasurer's report first and who should take credit for it. Steve Wexler was able to give a compelling argument, complete with pictures, that he gave that report back in 1996 when he was Treasurer. The rest of the committee reluctantly agreed.

An audit was attempted from 1996 by reading the minutes of the General Membership meetings. It was quickly learned that every Treasurer since 1996 had given the same Treasurer's report and that actual dollar amounts had not been quoted since that time. A review of the checkbook indicted that money had been received, money had been spent. and that there was some amount of money left, but that no dollar amounts had been entered into the checkbook.

The committee next asked that the bank records be reviewed, and a clearer picture of things began to emerge. For the past several years, the club has been able to live on the profits from the Quartermaster and the 50-50 sales at the various events. Neon wristbands appear to account for most of the drain on the treasury in the past few years, along with a large payment for what was listed as "secret spices" for the Cajun boil last Fall.

The Audit Committee has taken over the OYC budget. We will provide hamburgers and hot dogs at Flag Raising, but it's BYOB (bun). In order to bring costs in line, we will be using only one speaker for the National Anthem. Soft drinks will be provided, but ice will be optional. There will be no restrictions on condiments since the mustard and ketchup purchased 10 years ago are still deemed serviceable.

Due to budget cuts, this year's Christmas party will be held in the sales shed at Hoffmaster's. Donations will be accepted to pay to have the heaters turned on. Things could turn around if everyone pays their dues this year, attends all events, and contributes to the 50-50 sales.



# The Daymarker

## OCCOQUAN YACHT CLUB

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

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## COMMODORE'S COMMENTS

Tom Lensis

### Our Trip to the Bahamas: Part 2

We had planned to leave on Tuesday for the short 16-mile trip to Green Turtle Cay, but after we listened to Cruisers Net Forum on VHF channel 68 for the local weather, we decided to stay for another day because Whale Cay Pass into the Atlantic was forecasted to be rough. The Cruisers Net Forum was really cool; every morning at 8:15 am the Forum would broadcast the weather from Marsh Harbour, ask boaters if they could give actual weather from different locations, provide the local business owners a few minutes to give a sales pitch on what they were offering the boating community, and asked if there were any new boaters in the area to introduce themselves. They would also answer specific questions that any boater may have and provide an emergency relay service to anyone in need.

I introduced Copy Cat to the Forum and asked a few questions about Whale Cay Pass. Weather information was not available on the VHF WX channels so this service was very helpful. We stayed for another day and went off on the golf cart to continue our exploration of the island. We traveled all over the island, stopping often to check out various shops and eateries. We went down a driveway of a vacant lot to the beach where we could see a long cement pier, big enough for a major loading and unloading.

When we got back in the cart after beachcombing, we continued down the

sand-packed road and came across a military style gate along with a guard. From our side, the entrance was a gated, checkpoint style entrance, rather like a keep-out, military compound. It was a little intimidating and not at all welcoming. However, a guard with a clipboard and a warm smile walked out to tell us we could go through the gate if we just gave him a name and license number of the golf cart.

Once inside and well down the well-manicured, nicely paved road, we discovered a fabulous, super-high-end development called "Baker's Bay." We came to a mega marina that was still partially under construction. We continued down the road to the Dockside Bar where a staff member in a chef's white coat greeted us and valet-parked the golf cart for us, and then invited us to the bar for a Baker's Punch. We had three rounds of the punch and eventually had a great lunch. While eating lunch at the Marina Bar, we watched the beautiful people arrive on the resort launch from Marsh Harbour, greeted by a bevy of staff members as if they were celebrities. The staff told us that George Clooney has a house there.

Baker's Bay was originally developed as "Treasure Island" for cruise ship visitors. The cruise ships stopped coming in 1993 because of the inconsistent water conditions in Whale Cay Pass, and it was now being developed by the Discovery Land Company. It has been in litigation for five years with a "save the reef" group trying to stop them from building the golf course.

Wednesday we had a successful passage through Whale Cay Pass into the Atlantic for the 15-mile trip to Green Turtle Cay and tied up at the marina by 10:45 am.

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We had delicious shrimp-salad sandwiches ala Donna for lunch. While playing cards - a game called 3-13 on the back of the boat - one of the cards blew off the boat. It was a wild

card so the girls talked Harry into going in after it. Harry suffered minor injuries banging up his leg, but he was victorious in retrieving the card and even won the game.

We had dinner at the marina restaurant where they took the cost of dinner off the cost of your slip. Not a bad deal. Later I took a look at the XM satellite weather on our GPS, scrolled up to the Washington area and saw that terrible snow storm hit home. What a great time to be cruising the Bahamas.

Thursday morning was a beautiful warm sunny day. We rented a golf cart and went off to explore the historic town of "New Plymouth". Most of the buildings were painted in very colorful Caribbean colors, and there were many shopping opportunities to satisfy the girls fix. After visiting several stores and finding some treasures, Kalik Gold Bahamian beer and fries hit the spot. This local beer is quite good and has seven percent alcohol.

Our next stop on the golf cart was Leeward Marina in Black Sound. Green Turtle Cay has two beautiful protected sounds, White Sound to the north and Black Sound to the south. *Copy Cat* was docked in White Sound. The Leeward Marina seemed to be the place for many northern boats to spend the winter months. There were a number of boat owners we met while enjoying lunch and cocktails, and they all couldn't say enough about the marina. Most people fly into Treasure Cay about six miles across the Sea of Abaco from Green Turtle Cay and take a water taxi over to the marina to get back and forth from the States.

On Friday our plan was to go back north through the Sea of Abaco to the well-protected Great Sale Cay some 70 miles away. From there we could make the 100-mile trip back to Florida. *Copy Cat* departed Green Turtle Cay at about 10 am, and we traveled north for about one and half hours when I noticed via my engine room camera that there was a large oil leak coming from the port engine. I shut the engines down, dropped the anchor in about 12 feet of water, and went down in the engine room to take a look. Oil was everywhere. At that time we were about five miles from Spanish Cay and headed in that direction on one engine.

Once docked in Spanish Cay I topped off the oil in the port engine with 3 gallons and had Harry start the engine while I was in the engine room looking for the leak. The engine ran fine with no signs of leaking oil. We

took the boat out for an hour run in circles just off Spanish Cay with no sign of any leak. We spent the night at Spanish Cay and this time our waitress/cook at the marina restaurant gave us the recipes for her spicy white sauce for grouper and shrimp scampi and for her key lime pie.

Saturday morning we set out for the West End of Grand Bahama Island about 85 nautical miles away around 8:30 am. Harry was on the bridge piloting the boat while I stayed in the engine room watching for leaks. After about an hour and a half under power, I came up to the bridge from the engine room, having found no leaks and engines running fine. Harry and I took our watch off the engine room screen for what seemed to be a few seconds only to look down and see the oil problem again. I rushed down to the engine room before we shut the engine down and saw the oil shooting out of the dipstick. After topping off the port engine with another 2 gallons of oil, I took the oil filler cap off and made a makeshift filter with duct tape and a rag to relieve the pressure building up in the crankcase. It was hard to detect the source of the leak because, once the engine was shut down, the dipstick fell back into place.

With makeshift repairs made, Harry fired up the engines, and we made it all the way to the West End of the Bahamas without incident. Both engines ran fine and we arrived at about 3 pm at Old Bahama Bay Marina, where a local fisherman sold us four large Bahamian lobsters for \$5 each. Donna traded coffee for two pounds of freshly filleted snapper with the boat next to us.

On Sunday we had a great crossing back to Florida with seas of about two feet in the Gulf Stream. We set course for the Jupiter inlet, about 20 miles south of St. Lucie inlet, because we would be arriving at low tide. About 10 miles out, I called Sea Tow US for current conditions on the Jupiter inlet. They gave me landmarks, what side of the channel to favor and an approach magnetic heading to follow. Once in the inlet we headed north up the ICW back to Stuart and arrived about 2 pm.

Monday was spent cleaning the boat and, of course, the engine room. What a mess! I called the local Sea Ray Dealer Marine Max and made an arrangement for them to send a Caterpillar mechanic out to troubleshoot the oil problem. The good news was they found a completely clogged crankcase breather filter not allowing the crankcase to breath, and it caused the internal pressure to build up to the point that it pushed the oil out of the dipstick. My makeshift filter worked and didn't allow the pressure to build and no additional oil forced through the dipstick. I had the filters replaced on both engines.

Special thanks to my first mate Donna, and Harry and Pat Croft, for all working so well together on this memorable first trip to the Bahamas.

Tom Lensis, *Copy Cat*

## Photo Contest Winners

The annual March Membership Meeting and Annual Photo Contest drew a crowd of more than 40 OYC members for an afternoon of nautical camaraderie March 19. A total of 52 photos were entered in the various categories of the Photo Contest. Everyone who attended had a chance to vote for their favorite photo in each category. The winners are listed below.



### People

1st Place - Harry with Lobsters at Old Bahama Bay, by Tom Lensis

2nd Place – Animal Farm, by Nabil Dubraque

3rd Place – Big Man, Big Boat: Kenny Harris at Charleston Harbor, by Dan Carr



### Places

1st Place – Stairs to Beach at Nipper's, Great Guana Cay, Bahamas, by Pat Croft

2nd Place – Occoquan Bay Sunrise, by Gina Croci

3rd Place – Sunset at Spanish Cay, Bahamas, by Harry Croft



## Pets

1st Place – Tired Dogs, by Ned Rhodes

2nd Place – Annie in Action, by Nabil Dubraque

3rd Place – Nick on Water, by Sue Thompson



## Phantasy/Photo Art

1st Place – Look, Ma! No Hands! by Nabil Dubraque

2nd Place – Sunrise – Wake Up! by Dave Moore

3rd Place – Santa Died, 1991, by Ned Rhodes



## Pleasure Palaces (aka Just Boats)

1st Place – Makia III at Sunset, by Mike Crouch

2nd Place – Happy Hour in the Abacos, by Donna Lensis

3rd Place – Rowboat in Capri, by Rick Sorrenti

The winning photographers were awarded gift certificates to the OYC Quartermaster Store. Anne Bennett was also a big winner at the meeting, splitting a record 50/50 pot with the club.



## Vice Commodore

**Tom Plewes**

### A Smörgåsbord of Delights

They call them buffets in these parts, but back in the Midwest the piles of food and treats that were laid out, seemingly as far as the eye could see, were called after their Swedish roots, Smörgåsbord. You see more buffets than Smörgåsbords these days, but the word, carrying the connotation of an overflowing meal with multiple dishes of various foods, aptly describes the OYC activity calendar this year. Lots of choices; great opportunities; something guaranteed to delight every member. And like a Smörgåsbord set before a hungry crowd of boaters, the delights won't last long.

For appetizers, there are the early cruises, starting with the **traditional Early Bird Cruise to National Harbor**, this year scheduled for April 15-17. As this article is being written, all nine slots reserved by the marina for OYC members are taken, but there is good chance that additional boats can be accommodated. Not so for the **annual Memorial Day cruise to Colonial Beach**, a fun and active weekend event for which all the possible slips have already been spoken. In OYC, the appetizers go fast and it won't be long until we come up on the entree choices in the months of June, July, and August. In between appetizers and entrees, don't forget to take a little libation at the **Margarita and Fajita Fest** on June 4.

The Potomac River Yacht Clubs Association trip down the river to kick off the summer at **Cobb Island in mid-June** is the first entree event of the year. A large contingent from OYC will participate in this event this year, filled with fun, socializing with boating enthusiasts from other Potomac River clubs, and taking part in a strangely-addictive quest for souvenir beads - a quest on which members of OYC have done very well in the past. Cobb Island is a jump-off point for the annual long cruise organized by Pat and Harry Croft that will take in the **lower Bay, dismal swamp, and destinations on the Outer Banks of North Carolina**. See page 11 for more information.

Three events tied to the 4th of July weekend add spice to the table. One Saturday, June 25, OYC members will raft-up for the **annual Tim's I fireworks display**. Four of our boats will spend the weekend at **National Harbor**, and a half-dozen will go up the **Washington Channel** to see the National Fireworks up close and personal. Another cruise to the lower Bay, featuring a stop at the **Cape Charles resort marina**, is soon followed by the PRYCA Float-in, this year at **Coles Point**. "Float-in" is another word for nonstop eating, starting with a pig roast on Friday night and then, on Saturday, an actual

Smörgåsbord punctuated by breakfasts. A trip up to **Atlantic City**, where the main attraction is also on tables, but probably not on food tables, is in store for end of June.

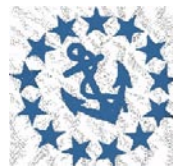
The Dog Days of August are celebrated on August 5-7 by an event of that name at **Aquia Harbor**, which always lays out the red carpet for the visiting PRYCA members. Did I mention that the marina at Aquia Harbor is known far and wide for, what else, good food? Another trip to **Alexandria** is also in the offing but will not be scheduled until the marina begins to commit to transient slips in April.

The closing days of summer don't mean the feast is done. A Labor Day trip to the friendly climes of the **Corinthian Yacht Club** on the lower Potomac will be followed by a September 17-18 jaunt up the Anacostia River to the **James Creek Marina** and chance to take in a Washington National game with beer and Ben's Chili Bowl dogs and half smokes. That will warm things up as things start to cool down and thoughts turn to beer and brats at the **National Harbor October Fest**, aptly in September on the 23rd through the 25th.

A **shrimp fest at Hoffmaster's** kicks off the real October calendar and a PRYCA end-of-summer cruise to **Colonial Beach** on October 7-9 brings on the fall schedule. The heartiest of the OYC members join the Hearty Souls Cruise to National Harbor, and some pick up stakes and journey together down the **Intracoastal Waterway** as far as Florida.

In case you didn't notice, most of the OYC events involve food, lots of different kinds, and in great quantities. Just the thing you would expect on a Smörgåsbord of activities for a very busy and fun year. We hope you will be joining us on several of these cruising opportunities. Bon appetite!

Tom Plewes, *Double Eagle*



## Rear Commodore

**John Heinze**

### OYC Bonus Benefits – A Not So Subtle Membership Reminder

This is a time of year when Rebecca and I especially appreciate our OYC membership. We had the Planfest last month, the St. Patrick's Day celebration March 17th (Great job, Joe and Gail Livingston!), and then the General Membership Meeting and Photo Contest (see page 7), all of which were really great events.



Upcoming events for which Rebecca and I will be directly involved include the May 7th Flag Raising -our cookout and kickoff to the boating season -and the June 11th Fajita Fest. Both should be lots of fun. But these are only two events in a very full calendar of cruises and activities OYC will sponsor this year.

Not only are the events and cruises a key benefit of membership, but we would say the folks that you meet and the friends that you make are the real benefits of OYC membership.

But that's not all. Now that spring is here, we are starting to have some warm days, which means that the boating season is at hand. To get ready, I went through the usual (long) checklist of stuff that needs to be done, which this year included some minor repairs, not surprising for a 20-year old boat. And when I have questions about repairs, networking with other OYC members who have experience with those repairs is very helpful.

And then you have those repairs that you can't do yourself. I needed some upholstery work done, and sure enough, there were OYC members who were able to recommend an upholstery shop that does quality work. Terrific! And so I think of networking among a large group of really knowledgeable people as one of those bonus benefits of OYC membership.

In addition, OYC provides discounts on Boat US memberships, organizes rivershore clean up days (April 9), boater safety classes (April 9-10), and - through our membership in the Potomac River Yacht Clubs Association and the Chesapeake Bay Yacht Clubs Association - represents the interests of recreational boating (our interests) at the national, state, and local levels of government.

All of this brings me to grand finale of this article:

**If you have renewed your OYC membership for 2011, thank you!**

**If you have not yet renewed your membership, please do so immediately, as this is the last issue of the Daymarker that you will receive and even worse, you are going to miss out on the other benefits of 2011 OYC membership.**

John Heinze, *Great Escape*



**Secretary**

**Jill Stanley**

## **Making a List and Checking It Twice**

Boating season is now in view and the packing process begins. I am now grabbing and assembling items along with making lists of things I will need to bring to the boat when we pick her up from winter storage down at Aquia Creek. Steve and I have a few crates full of items we took off the boat from the previous season, but items like towels, sheets, and pillows need to be gathered and put in a pile. One suggestion I was given is to invest in swim towels for the boat, as they are super absorbent and dry quickly. I have also saved a few of the clear zippered bags that had encased blankets, which I had previously purchased. Now they will come in to good use for my blankets, towel and linens that I will store on the boat. I will also toss in a couple of fabric softener sheets to keep them both moisture- and boat-smell free.

I will start collecting empty milk jugs to use for water. I like to use the water for making coffee. Another good use for empty jugs that I read is to freeze water in these jugs and use them as ice blocks for the cooler. As the ice melts you can then use the melted water for drinking. I thought this was a clever idea and will try it this summer.

Our boat is rather small with not a lot of storage. I am always looking for ways to find empty space to store things. One idea I came upon is to buy a chamois to place the dishes, pots and pans to dry instead of a bulky drying rack. When you are done with the chamois, wring it out and hang to dry. Getting rid of my drying rack and replacing it with a chamois will definitely free up some room for more storage.

One very important list is the medical supplies. First on the list is aspirin, the wonder drug of all. Then comes the all important sunblock, band aids (never have too many of these,) antihistamines, peroxide, and of course, the first aid kit. Never can be too careful!

The food list is extensive.... One item that I read about in a book for first mates was to include a box of good old baking soda and white vinegar. By mixing equal parts of baking soda and white vinegar, this makes a great stain remover for the carpet and upholstered cushions and is also good for pet stains, for those of us who have pets. I have used baking soda for odor control but this was a new one for me. I make my own salad dressing so vinegar was already on the list. I will also buy the usual non-perishable food staples such as sugar packets, small containers of ketchup, mustard, etc., and start the all important list to hang on the frig that says in bold letters: "The Don't Forget to Bring to the Boat List" (for the perishable food that we will need for the boat on our first overnight).



Search for "Occoquan Yacht Club" (OYC members only) and click "Request to Join." Web space for [occoquanyachtclub.org](http://occoquanyachtclub.org), [potomacriveryachtclubs.org](http://potomacriveryachtclubs.org), and [ormaweb.org](http://ormaweb.org) is donated by Software Systems Group, Ned Rhodes, President and CEO.

Another idea from the first mate book was to have an electric skillet on board. Placing a wire rack in the bottom of the pan now transforms the skillet into an oven for baking. Since I do not have an oven on the boat this could be useful.

Of course, I have not forgotten the beverage list - water, soda, and last but not least, alcohol. Ginger ale is good to keep on board in case of any queasy stomachs. An ample supply of beer and wine also guarantees visitors to the boat, especially when in need of advice and repairs.

One item which is high on my purchase list for this next boating season will be a new blender to make the delectable, frozen libations. Getting prepared for the boating season, one has to be ready for whatever the moment will bring. For example, arriving first at a designated location brings on the responsibility of passing the punch to all the new arrivals!! So I guarantee, if this is the case for 'bout Time...we will be ready!

Here is a punch I found that might do the trick for just such an occasion. Calling this drink a Punch seems to be appropriate considering the ingredients! Cheers to all on the approaching boating season!!!!

#### **Pirates Punch**

1 oz. Bacardi O orange rum  
1 oz. Bacardi Gold rum  
1 oz. Captain Morgan rum  
1 oz. raspberry-flavored rum  
4 oz. orange juice  
4 oz. pineapple juice  
Dash fresh lime juice  
Dash grenadine syrup

Fill a tall glass (I guess sooo!!!) with ice cubes. Add liquor, juices, and grenadine. Shake. Enjoy :) Makes one drink.

Jill Stanley, 'bout Time



**Treasurer**

**Arleen Rhodes**

#### **Are You Ready?**

I am certainly ready for spring! Even though this winter wasn't that bad compared to last year's (though I must confess we handily missed those January/February snows by vacationing in Mexico, which might affect my view), this winter was so very cold and windy! So I am revelling in the crocuses and daffodils emerging, and find myself paging through the numerous boating magazines that somehow appear here, paying special

attention to those Florida boat show schedules and warm places to cruise.

From what I observed at the March General Membership Meeting, a lot of you feel the same longing! It was good to see so many of you there. And I realize, once again, what talent we have in the club as evidenced by the many great photos submitted in the photo contest. Congratulations to the winners - the competition was stiff!

Though *Impulse* is still under plastic ashore, it won't be long now till we launch her for another season, most likely her last here up north. We hope to see you on the water, and soon!

Arleen Rhodes, *Impulse*

*Just a Note - Ned and I want to thank the OYC Board and so very many members for their kind thoughts and wishes upon the death of Ned's father. We are truly blessed to be a part of such a big, caring family. Thank you. The Rhodes family*

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#### **Upcoming Cruises**



**National Harbor Early Bird Cruise,  
April 15-17**

Laslo & Linda Bozoky, *Hot Schatz*

We have 11 boats that have signed up for the cruise; however, at this point we only have 9 slips guaranteed. The first 9 boats to sign up were the following which have a guaranteed slip: *Jus Chill-n*, *Sea Duck Too*, *Takin' To The Sea*, *Impulse*, *Bay Dreamer*, *Hot Schatz*, *Hi-Jinx*, *Heart of the Sun*, *SeaNisle*. We will try to get slips for *Takin' It Easy* and *Sunshine*. The Dockmaster will be contacting the members on our list to arrange reservations and fees.

We will meet at National Harbor Friday afternoon and have Happy Hour on the dock at 6 pm. Anyone can attend, even if you need to arrive my car. Please bring an appetizer to share and your favorite beverage. On Saturday morning there will be a dog walk and time on your own, until 5 pm when we will have Happy Hour on the dock. Please bring an appetizer to share and your favorite beverage. Saturday evening we will have dinner at a restaurant in National Harbor. We need to have an exact number of people who want to go before we can make a reservation.

Sunday morning we will have brunch on the dock at 10 am. Everyone is invited. Please bring a dish to share. Drinks will be provided by the cruise coordinators. Check out time is at noon. We are looking forward to starting the new boating season and seeing our friends from OYC at National Harbor. You can reach us at 703-590-8440 or [HotSchatz2@AOL.com](mailto:HotSchatz2@AOL.com).



### Cobb Island Yacht Club Summer Kick-Off, June 17-19

Pat and Harry Croft, *Bay Dreamer*

This event has gained popularity due to the many well-organized activities planned for the weekend, not the least of which is the scavenger hunt, which sends participants scrambling all over the island in a quest for the beads that make up the Cobb Island necklace. New limited-edition beads are issued each year.

This year's theme, "The Tail of the Osprey," promises to be "an adventure in Island heritage, navigational skills, and the life of the Osprey." The weekend will feature a Pig Roast, a Best Dressed Boat contest, a White Lightning tasting, a dinghy event called the Rum Runners Course, and more

Boaters from all the clubs of PRYCA are invited to participate in the CIYC Summer Kick-Off – the first PRYCA event of the summer, and many OYC boaters have already signed on to attend for the weekend. In addition, this will be the second year OYC has used the event as the first stop on our long Bay cruise (see article below), so some of the boats will be at Cobb Island for the weekend and then will kick off for their first major cruise of the season. This is a great opportunity for a memorable weekend cruise! The registration form can be downloaded from [www.cobbislandyachtclub.com](http://www.cobbislandyachtclub.com), but if you register, be sure to call Pat Croft at 703-451-9147 to let her know you'll be joining your OYC mates!



### South Bay-Dismal Swamp Cruise, June 19-July 5

Pat and Harry Croft, *Bay Dreamer*

Yes, yes, I know it's early and you haven't even been to your boat much less started it up, but this long cruise requires lots of planning and advance reservations. This cruise promises to be one of great adventure and lots of new scenery. The preliminary itinerary is as follows: Cobb Island, Yeocomico River, Bay Creek on the Eastern Shore (Cape Charles), Pagan River (Smithfield), Portsmouth, Dismal Swamp portion of the ICW (Intracoastal Waterway), Elizabeth City, Manteo, back through Coinjock, cowntown Norfolk, and somehow back home. I haven't settled on where we will be on the 4th of July, but Yeocomico River, Solomons Island, and Point Lookout are possibilities. If I have counted correctly, this is an 18-day cruise that will start from Cobb Island on June 19th and will return home on July 5th.

Let me give you the reasons for not going! "I'm afraid of the Bay, big water, etc. I've heard the Dismal Swamp is shallow. Going through bridges and locks is tricky. I can't take two weeks off work. Gas prices will be too high. I may have to join Alcoholics Anonymous after (or during) the cruise. I might become a real cruiser vs. a Mattawoman weekender."

Reasons for going: You will see some spectacular scenery! You will use your boat for the purposes intended, i.e., cruising! You will learn some new skills of hailing bridges, tying up in locks, and navigating all over the Bay. You may join AA but don't have to attend meetings. You will forget about work for two weeks! You will have a chance to play golf on one of the most beautiful courses on the Bay. Do the math for gas: you have an expensive boat, pay insurance and marina fees, and regardless of whether or not you operate it, the boat still costs a lot of money just to sit on it. The cost of gas is well worth many days of great adventure.

There are loads of details yet to be worked out, but I need an approximate listing of vessels to start the reservation process so send me an e-mail at [hpcroft@verizon.net](mailto:hpcroft@verizon.net) if you're thinking about joining us.

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## The Datemarkers

### New Members

- Chet & Beth Hahne from Gainesville, VA, keep their 27' Chaparral *Salty Paws* at Coles Point Marina.
- Joey & Pam Sowell from Stafford, VA, keep their 45' Silverton *Emma Caroline II* at Belmont Bay Marina.
- Pat Schondel & Christie Raukar from Woodbridge, VA, keep their 39' Doral *It's Noon Somewhere* at Belmont Bay Marina.

### April Birthdays

Bill Mansour	4/1
Pam Sowell	4/1
Marcie Larkin	4/4
Catherine Harris	4/7
Miroslaw Rays	4/7
Matt Legg	4/10
Sally Hoffmaster	4/10
Kathie McCormally	4/12
Pamela Bell	4/17
Sarah Robins	4/17
Susan Cheatham	4/19
Maria Bryant	4/20
Susan Willetts	4/21
Carl Maxwell	4/24
Arleen Rhodes	4/29

### April Anniversaries

Bill & Clara French	4/5
Eric & Nancy Henry	4/12
Brian & Amanda Johnson	4/23
Steve & Jill Stanley	4/23
John & Gayle Wix	4/24
Jim & Marcie Larkin	4/25

Boating Safety Course at FYC  
April 9-10  
Pat Croft  
703-451-9147

Potomac Watershed Cleanup at  
Hoffmaster's  
April 9  
Pat Croft  
703-451-9147

Early Bird Cruise to NH  
April 15-17  
Laslo & Linda Bozoky  
703-590-8440

OYC Flag Raising at OHM  
May 7  
Tom Lensis  
703-794-9589

ORMA Blessing of the Fleet  
May 14  
Joe Livingston  
540-373-9203

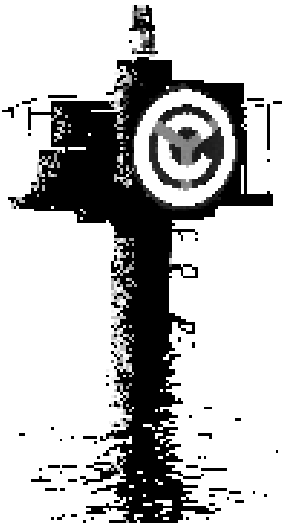
Memorial Day Cruise  
Colonial Beach  
May 27-30  
Rick & Teresa Sorrenti  
703-494-3302

*Inside this edition...*

**It's Bring Your Own Bun to the Flag Raising. Read about the State of the OYC Budget.**

**No joke! Look inside for the winning photos from our annual photo contest.**

***Say It Isn't So!* If you haven't renewed for 2011, this is your last newsletter. We hope this April Fool's edition will remind you what a fun bunch of folks you'll be missing if you don't renew!**



## *The Daymarker*

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

Change Service  
Requested