



The Daymarker

OCOQUAN YACHT CLUB

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COMMODORE'S COMMENTS

Tom Lensis

January Cruise to the Bahamas

Most boaters in this area are just getting used to the cold, snowy Northern Virginia weather, anxiously awaiting the warmer weather and the start of the next boating season. We, however, don't like to miss any significant amount of boating, so we are in the process of planning a trip from Stuart, Florida to spend the last few weeks in January cruising the Bahamas and Abaco Islands. This has been the goal for Donna and I since we first got our boat. We didn't go last year for whatever reason, but now is the time and we're going to do it. Past OYC Commodores Pat and Harry Croft have volunteered to join us on this adventure.

The planning process started with a lot of research on the Bahamas waterways, and the customs and immigration laws and processes. Boats entering the Bahamas are required to fly a yellow quarantine flag to indicate that they have not yet cleared customs. There are many ports of entry with customs and immigration in the Bahamas, but for our purposes we plan on taking the 66 nautical mile Gulf Stream crossing from the St. Lucie inlet in Stuart Florida. Once we arrive at the West End of Grand Bahama Island, only the Captain is allowed to leave the boat until all the paperwork has been completed. Passports are a must and the fee for our vessel is \$300 (cash only). We will be allowed to make one exit out of the Bahamas and re-enter within 90 days of the original entry without an additional fee. The

other option is to spend an entire year in the Bahamas. After clearing customs we are supposed to fly the Bahamian Courtesy Flag from the starboard side of the vessel indicating we have cleared customs.

When planning our crossing of the Gulf Stream we will have to pay particularly close attention to the weather. The Gulf Stream is an ocean current moving 3 knots or more from the south to the north. If there is a wind with a northerly component blowing against the current it makes for a very rough crossing. We need to cross when the wind has had no northerly component for about 24 hours, thus allowing enough time for the seas to calm down. We also have to plan on how much drift our vessel will have while crossing in order to compensate for the 3 knot or more gulf stream cross current. With our Single Side Band Radio we can listen to the weather forecast for the Bahamas, SW North Atlantic, the Florida Coast and the Gulf of Mexico at 0745 on 7.268 MHz. Once in the Bahamas we can get our weather info on VHF channel 68 for the Abaco Islands. There are also a number of AM radio stations that broadcast weather information in the Islands. In addition, we will rely on our Garmin GPS that has the satellite weather feature overlaid on the navigation map. This gives us wave heights, wind direction and speed and radar precipitation and is updated every five minutes via satellite.

We are planning on leaving the Loggerhead Club and Marina on January 17th (weather permitting) which is located about 5 miles inland from the St. Lucie inlet. We will then travel into the Atlantic Ocean and take a 108 degree course 66 nautical miles across the Gulf Stream to the West End of Grand Bahama Island into Old Bahama Bay Marina and Resort. (cont page 2)

(cont. from p. 1)

The Old Bahama Bay Marina offers all the amenities you expect in the states but also has a resort. It's a good place to top off our fuel and water because during our next part of the trip fuel and water are very scarce and expensive. Diesel fuel ranges in price from \$4.21 to \$4.60 per gallon in the islands. Some island marinas charge as much as 40 cents per gallon for water. Once we clear customs and fuel up our 2nd destination is Spanish Cay, which is about 83 nautical miles east of the West End. Passages from the West End to the north of Grand Bahama Island go through very shallow waters so we have to plot our course very carefully in order to keep the boat in deep enough water. One of the resources I used for planning this trip is The Cruising Guide to Abaco Bahamas. In the guide they give GPS waypoints and guide you through water that has at least 6 foot depth at mean low water (MLW) to avoid the many shoals and reefs. Our course will take us heading east about 25 nautical miles passing north of Mangrove Cay, then another 25 miles and pass south of Great Sale Cay and then passing to the north of Little Abaco Island. From there we will continue east to Spanish Cay. Spanish Cay is a small island (about 2 nautical miles long) with an eighty one slip marina with a fuel dock, reverse osmosis water system, restaurant, hotel, fresh water pool, and you can rent golf carts to explore the island and beaches.

Our 3rd planned stop is about 45 nautical miles south east to Boat Harbor in the town of Marsh Harbor on the Great Abaco Island. This area is probably the most popular cruising area in the Bahamas. It is about 40 miles long and 5 miles wide, called the Sea of Abaco, running along the northern shores of Great Abaco Island and protected by a string of islands 5 miles or so to the north. It offers great diving, nice harbors, beautiful beaches, good restaurants, outstanding marinas, many places to anchor overnight, small quaint towns and ample opportunities for shopping.

Our 4th stop is Hope Town just 4 nautical miles east of Boat Harbor across the Sea of Abaco, one of the most picturesque small towns in the Bahamas. At this point we will be about 175 miles east of the coast of Florida. It has a candy striped light house built in 1863 and uses a kerosene lamp that can be seen for about 20 miles. There are 3 marinas and mooring balls in the well protected harbor so we shouldn't have a problem docking or mooring for a few days. Hope Town provides many services for visitors along with two grocery stores for re-provisioning the boat. The town is full of charming old houses and has a museum to explore. On the Atlantic Ocean side of the island there is a beach with pink sand that is protected by an offshore reef. It should be a great place to snorkel.

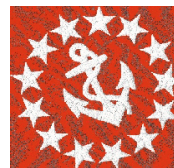
From Hope Town we will start making our way back and plan on stopping at Green Turtle Cay. It has a population of only about 450 people, but offers a variety

of several anchorages, two harbors, White Sound and Black Sound, and three marinas to choose from. The island also offers a number of restaurants and two hotels. We will be staying at Green Turtle Club Resort & Marina with 40 slips, the Turtle Pool Bar & Grill and a dining room that features freshly caught Abaco seafood prepared with a Caribbean style. The area offers an array of entertainment: white sand beaches, world class diving, snorkelling and bone fishing. Harry Croft will bring his fishing gear and I'm sure we will get a chance to try our luck at catching some local fish. From Green Turtle Cay we will make our way back the 100 miles or so to the West End of Grand Bahama Island to regroup for our cruise back across the Atlantic Gulf Stream to Stuart, Florida.

While we are in the Abaco Islands we plan on finding some small protected bays to drop anchor for a night or two. It is recommended that you set two anchors at 90 degrees apart so the boat will not drift during the change of winds and tides. We are bringing our dinghy "Copy Cat Jr." along so we can explore the waters and do some diving and snorkelling.

As I write this article (January 11) I am very excited about our adventure and by the time you get the Daymarker with my article, we may already be back. Look for the details and photos of the trip in next month's issue.

Tom Lensis, *Copy Cat*



Vice Commodore

Tom Plewes

Chasing away the Winter Blahs

For folks of a certain age growing up in a small Midwestern town, the only sure way to chase the winter blahs was to pull down and open up a Sears and Roebuck catalogue. The displays of spring and summer clothing brought visions of picnics and beaches; the garden tools section evoked a planning cycle that later would include ordering packs of Burpee seeds that would lead, when mixed with some pretty serious labor, into a summer and fall bounty; and the outdoor grill section introduced the newest Kenmore equivalent of the Weber charcoal grill and thoughts of barbeque and brats and beer. What could be a better way of chasing the blahs?

For members of OYC, the sure way to chase the winter blahs is to sit down with First Mate, peruse the rich list of cruise and social opportunities, open up the well-worn

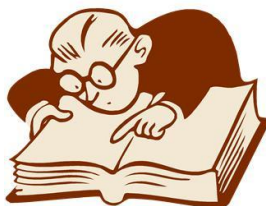
copy of the *Guide to Cruising the Chesapeake Bay*, and start planning the upcoming boating season. The exercise usually starts with reflecting on the fun and rewarding events of the immediate past boating season. You know what I am talking about: the very professional boating course, a must for new boaters and a needed refresher for experienced boaters; the ceremonial flag raising and the blessing of the fleet that officially kick off the boating season; the fireworks at Tim's and the so-close-you-could-almost-touch-them fireworks at the National Harbor 4th of July celebration; the silly but serious games that stretched muscles and brains at the Potomac River Yacht Clubs Association annual Float-in; the warm friendships rekindled with fellow boating enthusiasts at Corinthian, Aquia Harbor, Crisfield, and the many other clubs and ports-of-call on the OYC schedule.

How fortunate we are to be located on a tributary of the grand Chesapeake Bay with its many interesting and historic venues. But planning for a Bay cruise is a little daunting when you go through the listings and try to sort out information on the over 400 marinas in nearly 60 destinations all over the Bay. Even when you narrow in on the part of the Bay to visit this year, the choices are multiple. Is this the year to visit the middle Bay and Eastern shore? If we go to a favorite, Oxford, because we want to try the Robert Morris Inn again, do we continue up the Choptank River to Cambridge to stay at the Hyatt Regency Marina, which we hear is great fun. And how about the old favorites, Solomons, Deale, Annapolis, Urbanna, St. Michaels – can they all be fit in? Maybe not, but it is good to be able to plan and dream.

So plan and dream we do, but it is also good to start putting those dreams into action. The place and time to do that is to join your fellow dreamers at the OYC annual Planfest, scheduled this year for the afternoon of Saturday, February 19 at the club house of the Fairfax Yacht Club. At the PlanFest you will be given a menu of exciting options, and the chance to develop alternative events of your own.

The PlanFest announcement appears on page 6 in this issue of the Daymarker. We hope to see you there!

Tom Plewes, *Double Eagle*



The Datemarkers

February Birthdays

Nabil Dubraque	2/1
Meimei Tidrow	2/2
Gayle Wix	2/2
Dianne Bricker	2/6
Maria Gibbons	2/9
Rick Sorrenti	2/9
Pamela McLeod	2/13
Laura Powell	2/13
Amy Fletcher	2/27

February Anniversaries

Steven & Susan Thompson	2/16
Thomas & Elizabeth Plewes	2/20

Find us 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.

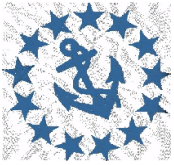
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The Daymarker

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oyceditor@gmail.com



Rear Commodore

John Heinze

Rear Commodore

John Heinze

How do they do it?

How does OYC come up with a full program of fun land events and cruise activities every year? And what will these activities be this year? We won't have the answers to the second question until **the Planfest, scheduled for 2-5 pm Saturday, February 19, at Fairfax Yacht Club.** This is an important and informative event where you will find information on all of the planned activities and have the opportunity to indicate the events and cruises in which you would like to participate.

One of the common misunderstandings regarding the Planfest is that indicating an interest commits you to participating in the cruise or event. It does not. It simply puts you on a list to receive more information about the cruise or event including registration deadlines.

Because registration requirements vary among cruises, it is important to attend the Planfest and to sign up for cruises for which you have an interest so that you can be kept informed of the registration requirements for cruises and special events.

But how does OYC but together a full year's schedule of fun activities by the Planfest? Here is the inside scope. The process begins shortly after the election of the new Board as the new Vice Commodore (Tom Plewes) is in charge of planning club activities. The previous Vice Commodore, now Commodore Tom Lensis provided VC Tom Plewes with a list of last year's OYC activities, updated for 2011 dates. At the January Board meeting, these activities were then discussed to determine which to keep, modify, or drop from the 2011 tentative schedule.

The events tended to fall into several categories. The first was OYC Board events such as the General membership meeting, Flag Raising, and the Fajita Fest, for which the Board has responsibility and will decide dates, location, etc. The second is Potomac River Yacht Club Association (PRYCA) events such as the Float-In, which are scheduled by PRYCA but which OYC participates. The third are various cruises, some of which like the Early Bird, Memorial Day, July 4th, and Labor Day cruises have been traditions for many years. Finally there are the longer cruises, such as the one-week, ten-day or two-week cruises that provide the opportunity to explore the faraway reaches of the Chesapeake Bay and beyond.

So putting the activities on paper is one thing – who actually sees to it that the cruises happen? This is where the role of the cruise coordinator is so important.

The cruise coordinator ensures that we have the right number and type of slip reservations at the marina(s) and coordinates any activities at the marina(s) such as meals.

To help firm up the cruise schedule - and get all the cruise coordinators we need, the Board hosts a pre-Planfest to receive further input on the tentative schedule and request volunteers for cruise coordinators. The pre-Planfest usually includes a group of OYC members who have previously coordinated cruises as well as very active new members who can bring new ideas to the meeting. This group then assists the Board with reviewing the schedule. Typically as a result of this meeting, we have a much improved schedule and cruise coordinators for most of the cruises that will be presented at the Planfest.

This does not mean that the OYC cruise schedule presented at the Planfest is the final schedule. On the contrary, we welcome comments and suggestions for improvements. If you don't see an activity or cruise that you would like to do, go ahead and suggest it!

See you at the **Planfest, 2-5 pm Saturday, February 19, at Fairfax Yacht Club!**

John Heinze, *Great Escape*



Secretary

Jill Stanley

Chili and Football Musings—It must be mid-winter!

It seems football is the only thing that is playing on our T.V. lately. As I have been watching these games I realize I need to be thinking about preparing my OYC award winning chili as the grand game nears. At the time I was asked to give my OYC award winning chili for a past Daymarker. I responded by saying there was no way I can remember to duplicate it. Well in getting ready to prepare for the Super bowl, I am now thinking I need to make that chili again. So here are the main ingredients that I took from three recipes and then added my own. It really is a hit or miss on some of the measurements, some of which I just estimated. The secret is really up to you and your tastes and what you have in your cupboard. It can make for a very interesting chili! This recipe is for about 10 servings.

- 1 1/2 pd. of ground beef
- 1 pd. Italian hot or mild sausage, removed from casing
- 1 to 2 onions chopped
- 1 large green pepper chopped
- 3 to 4 gloves of garlic, minced
- 2 to 3 cans of diced tomatoes with garlic and onions
- 1 15oz. can tomato sauce

1 15oz. can each of kidney, black beans and black eye peas
 ½ to 1 cup of red wine, this of course depends on how much you drink and what gets into the pot :)
 1 ½ tsp sugar
 1 ½ tsp. cumin seed
 Chili powder to taste (about 1/3 cup for my group)
 1 tbsp. Prepared Dijon mustard
 Salt, pepper to taste
 ½ cup chopped fresh parsley chopped
 1 tsp. basil and 1 tsp of oregano
 ¼ cup fresh chopped dill

Now, to the interesting part. My son comes in and adds Old Bay and one or two cans of Hormel Hot no bean chili. Maybe that's what gave that award winning KICK.

In a large pot sauté onions, garlic, and green pepper till tender. Crumble sausage and ground beef into pot. Cook over medium – high heat, stirring occasionally, till meat is browned. Spoon out as much excess fat as possible. Over low heat stir in rest of ingredients. Cook over low heat for a couple of hours or more. This chili taste best if prepared the day before. Use toppings of sour cream, chopped onions, and the best yet, the shredded Monterey Jack-Colby cheese. The day of the super bowl, heat the chili up sit back and enjoy the game. Bon Appetite!

Jill Stanley, *'bout Time*



Treasurer

Arleen Rhodes

Forget Something?

Have you ever set out to do something, and once you got there, forgot why you were there and what you intended to do? Sadly, it seems to happen to me more and more often these days. Perhaps you've experienced something similar – maybe you read last month's Daymarker and meant to send in your renewal, but then the phone rang, or you had to let in the dog, and you lost your train of thought.

Well, it's not too late! Even though boating season may still be months away, OYC events are already heating up, starting with the PlanFest on Saturday, February 19 at Fairfax Yacht Club, where we catch up with each other, eat and drink (of course), and plan the upcoming boating season's activities, both on land and on water.

So don't delay – send in the membership renewal form included in this issue of the Daymarker, or bring it with you to the PlanFest. And if you've already renewed your membership, thanks -- we hope to see you at the PlanFest!

Arleen Rhodes, *Impulse*

Rogue Waves—an Oceanic Force to be Reckoned With

Who wasn't startled and fascinated with the recent news coverage of rogue wave damage to the large cruise ships? I was both alarmed and intrigued, much in the way anyone would be at the display of the tremendous violent forces of nature playfully batting around 'puny' boats. I wanted to learn more. What causes rogue waves? Can they be predicted? And for heavens sake, how can we avoid them?

This year, the Cypriot-owned cruise ship *Louis Majesty* was off the coast of northwestern Spain in the Mediterranean when it encountered unexpected, towering rogue waves and many of her passengers were terrified in the ordeal: the three 'abnormally high' waves up to 26 feet higher than the surrounding water surface slammed into the boat, breaking windows, injuring six and killing two aboard the ship. In June 2010, teenaged sailor Abby Sunderland, adrift for three days, was finally rescued 2000 miles west of Australia after a rogue wave de-masted her boat, *Wild Eyes*, and destroyed her communication equipment. In 2005, a monster wave over 70-feet high crashed into the cruise ship *Norwegian Dawn*, damaging her hull. Survivors of these nightmarish incidents tend to consistently describe the waves in similar terms: steep sided walls of water, coming at the boat with no warning out of nowhere, and not necessarily even coming from the same direction as the sea around it.

History is rife with terrifying tales from those who survived those frightening oceanic forces. In past, stories told of rogue waves were mostly discounted as exaggeration. Mariners recounting their encounters with these waves were often dismissed or accused of using the presence of rogue waves as a way to cover up their own ineptitude in shipwrecks. It has only been in recent history however, that these accounts were taken seriously, as modern technology is able to accurately record events. Visually stunning photos of a rogue wave striking the chemical tanker *Stolt Surf* during a 1977 storm in the North Pacific can be seen in many oceanographic texts and online. A huge wave covered the *Stolt Surf's* bridge, 72 feet above the sea. In the past, rogue waves were also referred to as 'freak waves', and 'killer waves'; however, their correct name is 'extreme storm waves'.¹

So how do these waves come to be? To find out, I visited the reputable NOAA website². From their website, comes the answer. Wind is the culprit.

¹ NOAA

² <http://www.srh.noaa.gov/jetstream//ocean/waves.htm>

Imagine, if you will, the oceans with completely smooth surfaces of water. When wind blows across smooth stretches of water, the friction caused at the junction of wind and water causes the wind to slow slightly and causes the water surface to flex slightly. This upward flexing of the water surface causes the start of a wave: a movement in the water surface that has height, depth, frequency and amplitude. As a small wave begins, its increased height relative to flat water gives the wind additional surface area to grab onto and, by transferring wind energy to the wave as the wind slows down, the process continues to build higher and higher waves. Thus, waves and corresponding rough water are born. When wind blows for longer periods and with increased speed, greater amounts of its energy are transferred to the waves below. Storm swells are formed and organize into groups of waves with smooth regular undulations. They may travel unchanged in appearance and energy for thousands of miles. With their increased energy, storm swells outpace the storms that made them and are experienced ahead of the bad weather. As storm swells approach continental shelves and land beyond them, the energy captured inside the wave action has less depth of water to be distributed into, causing the height of the waves to increase. With sufficient internal energy, those waves can become violent and towering as they approach the shoreline. Because, as we all know from physics, energy is neither created nor destroyed; it merely takes on different responses. This is how tsunamis are born and why they can be so devastating.

Rogue waves however, are born of and experienced in the ocean. In general, rogue waves are caused by swells bumping into each other in the open ocean. Swells travel across the ocean at varying speeds and in different directions, as they are formed and fed by different weather systems in different parts of any ocean. When swells meet each other their energy combines throughout their crests, troughs and lengths. If the swells are travelling in the same direction, their energy reinforces each other's movement. This action causes the formation of unusually large waves that form suddenly, tower up unexpectedly and eventually disappear—the rogue wave (extreme storm wave) is born and may last several minutes before dispersing.

Interestingly, the formation of extreme storm waves is more likely to occur in the Pacific Ocean because of its wider expanse of uninterrupted water. I'm not sure that is much comfort to those who experienced them in the Mediterranean Sea or the Caribbean Ocean.

Take heart intrepid OYC-ers! New research on extreme storm waves is coming to us via a new facility planned to be built in the San Pedro waterfront at the Port of Los Angeles City Dock #1. Plans are afoot to move the Southern California Marine Institute to this location. One of its mandates will be to conduct academic research

into waves. The development plan calls for the building of an 80,000 square foot wave tank that will be filled with sea water—the largest wave tank in the world and the only one using sea water. As sea water acts differently than fresh water, this wave tank will be a welcome boon to researchers. Additionally, three of the pre-eminent scientists who study ocean waves are in the US and do not presently have access to a large wave tank that uses natural sea water. They will now have access when this project is completed. This facility could become the premier location for studying the rise in sea levels, tsunamis and rogue waves, declared Geraldine Knatz, executive director of the Port of Los Angeles.

As for what to do when confronting a rogue wave approaching your boat, I think the answer might be something along the line of the following: pay attention to weather systems that may influence the water around your boat and don't go out in severe weather, but if you go and then you see those terrible waves, put the bow into the wave, run from it or orient to 50 degrees off the wind (expert opinions vary), close up the hatches, hang onto the wheel for dear life and pray.

Carol Belcher, *Time2Play*, currently dry-docked

Plan Fest

Get Ready for the 2011 Boating Season!

Have you made a New Year's Resolution to:

Spend more time on the water this year?

Cruise to quaint destinations on the Bay with friends?

Use your boat close to home to save on fuel but not skimp on fun?

Learn more about boating safety or just refresh your skills?

Come on over to the OYC Plan Fest to discover the possibilities!

You'll get a preview of the 2011 OYC Calendar of Events, sign up for events that pique your interest, have a chance to volunteer as a coordinator, or offer your own ideas for OYC activities.

When: Saturday, February 19, 2—5 pm.

Where: Fairfax Yacht Club, 10721 Old Colchester Road, Mason Neck, VA 22079

What to bring: Appetizer to share and your beverage of choice

The latest Electronic applications reviewed for you by ActiveCaptain*

The Navimatics Charts & Tides iPhone and iPad apps have been out for 9 months supporting the display of all ActiveCaptain data. We use it ourselves to view our own web site when underway. But there was something missing - you couldn't make updates or add reviews.

All of that has changed today when Apple approved the latest release. We've been working with Navimatics for months on this release which now allows markers to be edited and reviews and comments to be added, all from your iPhone and iPad. The single license works on both an iPhone and iPad at the same time - no need to purchase it twice. And if you currently own Charts & Tides, it's a free update with all new and current charts.

This is a huge step. Navimatics is the first developer to release support for our update API's. Every developer with a navigation product using ActiveCaptain will be doing the same thing over this year. But Navimatics is the first, and it's marvellous.

Charts & Tides is the perfect guidebook even if you're traveling outside of the supported nautical chart areas. It comes with a basemap for North America which shows your location and overlays every ActiveCaptain marker allowing you to explore anchorages, hazards, and marina data. Of course, if you're in a region supported by NOAA charts, you can navigate with the software too.

Every update you make, even on the iPhone, gets verified and validated just as on the web site. So now when you're underway, update that fuel price when you see it, check out hazards as you come across them, and help us to continue building a crowd-sourced community of cruising information.

You know that we're totally devoted to you. But now know that Navimatics is too. This is a wonderful addition. Please make sure to rate the Charts & Tides app in the App Store. We know there are thousands of ActiveCaptain users but very few have entered a review. It's important that you let others know this is a useful application. Get them using Charts & Tides so they'll make updates and reviews too!

Verizon's iPhone

It finally happened. AT&T's exclusivity has ended in the US and Verizon is releasing a CDMA iPhone 4 with MiFi-like capabilities on February 10th. The WiFi hotspot addition is very nice for cruisers. It means that up to 5 other laptops can share the internet connection from the iPhone without another plan, aircard, or device.

Needless to say, from the day the Verizon iPhone is available, it'll run Navimatics Charts & Tides perfectly while using the built-in GPS and accessing ActiveCaptain data. Note that no cellular connection

is needed to view the ActiveCaptain data or use the GPS.

There are rumors of a Verizon iPhone 5 being announced now in June. If you need the latest and greatest, that might be worth waiting for. But we've had our iPhone 4 for a year and we're not ready to turn it in for at least another year. This new Verizon iPhone 4 is worth having if you want it now - consider going for it. You'll love it.

Honest, we love Android too

We get the message. We can't mention iPhone without talking about Android because we'll get hundreds of emails. Literally hundreds. It's coming. We promise. The developer providing a new app with ActiveCaptain support is close. Yachting Magazine and Cruising World already wrote about it. It's really coming. And it'll work on both Android phones and Android tablets.

And to prove it, we're releasing a few screen shots to show you that it's real. Check it out here:

<https://activecaptain.com/NutiCharts.php>

Those screens came from the software and were not done in Photoshop. It's all working and just has some finishing touches to add. The product has some neat twists like a totally free version with charts. Stay tuned - watch for it. And please don't write to us - we know you want an Android product!

Downloaded in its entirety from an ActiveCaptain email news@activecaptain.com ; received Wednesday, January 12, 2011 10:11 AM; Subject: ActiveCaptain—Devoted to You”



Inside this edition...

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OYC Plan Fest
Fairfax Yacht Club

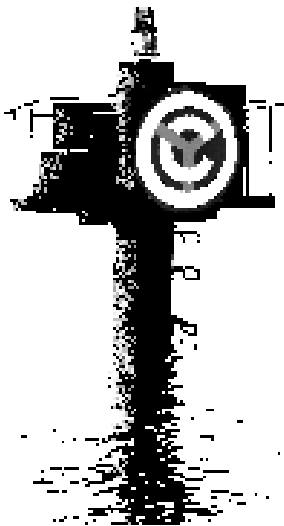
Tom regales us with his and Donna's preparations to take *Copy Cat* on their dream cruise to the Bahamas.

Drive away the Winter Blues by attending the OYC Plan Fest

Arlene reminds us: If you haven't done so already, please consider renewing your membership today

Rogue waves—what are they, how do they form and how can we avoid them

Oh Captain, My ActiveCaptain—the latest electronic apps reviewed



The Daymarker

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