



OCOQUAN YACHT CLUB

P.O. Box 469, Occoquan, VA 22125
Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979Y
Web site: <http://members.aol.com/occoquanyoc>

Commodore

Janine Fordham
703 590-3653

Vice Commodore

Peggy Ball
703 569-2159

Rear Commodore

Jay Wilmeth
703 968-9760

Secretary

Gordon Cawelti
703 960-4325

Treasurer

Gary Linck
703 494-7028

Quartermasters

Duane & Janet Jeirles
703 430-7282

Membership

Jim Ball
703 569-2159

Historian

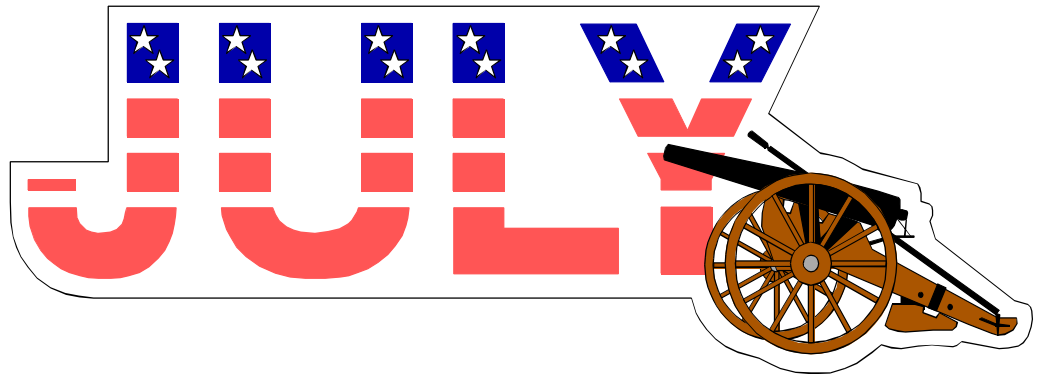
Susan Von Schaack
703 339-6404

PRYCA Delegate

Teresa Sorrenti
703 590-6724

THE DAYMARKER Editor

Tom Coldwell
703 323-1675



Commodore's Comments

**Janine Fordham, yes,
Fordham**

It's *Fordham*.... Janine Fordham. (Works better with James Bond, I guess.) Well, folks, the deed is done! Mike and I were married on June 5th in Negril, Jamaica. We extend our heartfelt thanks to you all for the well wishes and the warm words of congratulations.

Life in the big JA was as good as ever (if you're a tourist, that is). Daily temperatures between 85-90 degrees. The bar at the resort opened at 8:00 a.m. and closed at 4:00 a.m. If you were really thirsty between 4 and 8, there's the all-night frozen daiquiri machine next to the hot tub. What more can you ask? Oh, right, JERK CHICKEN at Robert's Grill right outside the pool. Snorkeling. Catamaran cruises. Beach parties. This is the lifestyle to which I'd like to become accustomed! The biggest decision to be made daily is which swimsuit to wear and which tropical fruit juice to use as a mixer for your Jamaican rum!

The wedding was truly a 90s bride's fantasy. You call the SuperClubs 800 number. Give them your credit card number and when you arrive they do the work while you have a

rum punch. Very cool. The resort wedding coordinator made the arrangements with the minister, selected the flowers, hired photographers, selected the witnesses and even arranged for a small reception with cake and champagne following the signing ceremony.

The signing ceremony is one of those curious Jamaican customs (probably a throw back from their British rule days) which, as far as I can tell, means I get the house, the Jaguar, the boat and the credit cards if he runs off with a cocktail waitress. I felt like the Queen of England (snort!).

The resort staff even decorated our room with white towels shaped like Mr. & Mrs. Swans and put flower petals on the bed. Very romantic! Now we're back to reality.

No pool. No bar. Bummer! But wait, the *boating season* is already in full swing! There was the Before the Fourth party (with fireworks) at Tim's Rivershore on June 26, the OYC Fourth of July Cruise to D.C., the OYC Weeklong Cruise I, the PRYCA Float-In (at reduced rates) on July 16-18, OYC Weeklong Cruise II.....and that's just the *first* half of the summer!

And *you* were feeling blue! C'mon, chin up! And please, get those registration forms for the PRYCA Float In in to IPC Teresa Sorrenti and let's get our PRYCA Cup back!

July 4th at the Gangplank Marina

by Tom Shank and Tony Mirando, Cruise Coordinators
Attention boaters, if you have signed up for the fantastic voyage to the Gangplank Marina



for the 4th of July, you know who you are—BUT, if for some reason you're not sure or you need to cancel or if you want to get put on the waiting list, please, right now, contact Tony or Tom at (202) 625-4488.

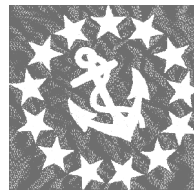
For those of us who would like to test the wild waters of the Potomac and plan on arriving on Friday, we plan on Philip's for dinner. It's a great place to practice eating and drinking.

For those who plan on arriving on Saturday, this is when the real festivities will begin. Saturday evening, the Gangplank makes a transformation into "Gilligan's Island." For all who are stranded on this deserted island, you must come to the evening festivities dressed as your favorite Gilligan character. We will have an award for the best dressed. The evening promises to be fun and wild. Please bring a heavy hors d'oeuvre for a dockside get together. This will be followed by a walk down to the fish market for a bite to eat for those who are still famished.

Sunday, the 4th of July, promises to be a day that will make you proud to be an American. All boats are required to be decorated in red, white and blue, and in the evening this does include the crew and guests. We will be a very patriotic yacht club. Two awards will be given out, the first for the best decorated boat and then for the best dressed person. The evening events will be party, party, party, and then of course food. Please bring either an hors d'oeuvre and main dish or main dish and a desert dish. The evening then closes with the most fantastic display of fireworks right over your head.

Monday morning, coffee and pasties will be served right outside *Amazing Grace*; this will be followed by departures for the long ride home to reality.

To all of our land-bound members, you may attend, but you must participate in all activities. We'll see everyone at the Gangplank. Safe boating!



Vice Commodore's Comments

Peggy Ball

Well, I made it. The house full of company is gone, the wedding of Jim's daughter is accomplished, 41 local high schools have had successful graduation celebrations, and last but not least, the two-week cruise is beginning. The best part is I'M ON IT!

Okay, the guests are coming back, but the rest of the stuff is really over for now. Let the boating begin in earnest. The best thing about OYC is the wonderful cruise opportunities for me to choose from. All I had to do is check my calendar and make a decision. This season there is more to choose from than ever. We have 4 different locations to celebrate the 4th of July—that's never happened before. It means that members like yourself had an idea of how they wanted to spend time on the water and invited others to join in. That's how this works.

Boating season is the best time for studying charts and cruising guides for new spots to visit. It makes the best mind set for planning next season's destinations. You find a new marina, check it out briefly by car or boat and best of all, invite your OYC friends to come along. You know the routine—many hands make light work.

Haven't joined us on a cruise yet? What are you waiting for? The summer is in full swing and engines are starting every weekend for some destination, even if it's just lunch at Fairview Beach or Tim's Rivershore.

Have you already been on a few of our fun filled events and had a great time? Wondered how you could have even more fun? That's the other great part of OYC.. We also have an opportunity for you to have even MORE fun. Come play on the Board with us. The more fun we plan, the more we have. And of course OYC exists to promote opportunities for fun!

Seriously, the more active and involved you are, the more fun you have. OYC just works that way. Volunteer to take some role in an event and you will be happily surprised at how many friends you make and laughs you have. I anxiously await your ideas and plans for boating fun!

See you on the water!

The Daymarker

Published monthly by the Occoquan Yacht Club

Tom Coldwell, PC, Editor
Mary Ann Coldwell, Editor's Editor
Jim Ball, Circulation

News and other materials for publication are welcome from any member of OYC. The deadline for submission of materials to **THE DAYMARKER** is the 20th of each month.

If possible, please submit copy by e-mail to:

coldwell@erols.com.

Fax service is not available. Word-processed copy may be mailed on a 3.5" IBM/MSDOS-compatible diskette to the editor at 10319 Commonwealth Blvd., Fairfax, VA 22032-2613. The preferred format is WordPerfect for Windows or DOS, but we accept Microsoft Word and ASCII text as well. By the 20th of the month.

The editor may be reached by phone ashore, 703-323-1675

OYC's favorite websites:

Occoquan Yacht Club:

<http://members.aol.com/occoquanyc>, Ned Rhodes,
Webmaster

Jim Ball's boating website:

[http://www.geocities.com/ResearchTriangle/System/
3240/Boat.html](http://www.geocities.com/ResearchTriangle/System/3240/Boat.html)

Potomac River Yacht Clubs Association:

<http://members.aol.com/prycanews/>, Ned Rhodes,
Webmaster

Chesapeake Bay Yacht Clubs Association:

<http://www.cbyca.org>



Rear Commodore's Comments

Jay Wilmeth

While my First Mate was on a two-week trip to Scotland and Ireland, I took advantage of the solitude to take *Au Contraire* out for a shakedown cruise that included anchoring out overnight in a secluded little cove out of the way of normal traffic. As this was the first time I had ever had her out overnight, I was not prepared for the noises that would keep me awake most of the night.

There were creeks, thuds, drips, whirrs, growls, squeaks, and any number of other unidentifiable sounds, all of which got remarkably louder as the night progressed. Most of these sounds would normally be soothing and gently lull the boater to a very peaceful sleep. They were intermingled, however, with some rather disturbing noises such as pumps cycling, the refrigerator screaming, and gurgling water. I was alone! I tossed, turned, got up, walked around, got back in bed. Finally, sleep.

I awoke at dawn to one of the galley doors slamming shut, the result of an inconsiderate early-morning fisherman with an excessive wake. I noticed the sound of a motor. Sounded like a pump. It was; the fresh water pump trying constantly and in vain to pressurize the fresh water system of the boat. It couldn't because there was no water. All 80 gallons of fresh water were gone. I had none. Where did it go?

The bilges were dry. Could it have been pumped through the heads into the holding tank? No, they're salt water. The faucets and the shower were dry. There were no leaks anywhere. You'd think that I would now provide the answer to this riddle. Here's where I would give you the simple reason why I lost over 500 lbs. of water.

Nope!! I still don't know where the water went. I've since refilled the tanks, and they are holding fine. No leaks!?!? Any Ideas?? Is *Au Contraire* haunted?

Ann and I are eagerly awaiting our first official cruise, which will find us joining other OYCers as they make their way into Annapolis for the 4th of July holiday weekend.

We're bringing bottled water!

Dinghy Regatta Raft-up 1999

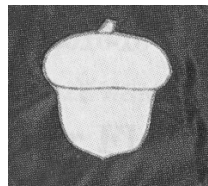
by Mary Lynn Snowman

Oh, yeah! It's that time of the year again. When OYC members get together to test their muscles (and logic) to see who wins in the regatta.

The regatta is in August, it's at Mattawoman on Saturday, the 21st and goes through Sunday the 22nd. There's enough laughter, food and drink for everyone (always is at one of the OYCs get togethers).

There will be more information next month. But for now, just mark your calendar's for Saturday, August 21st, around noon (but we won't start until around 3:00). Please RSVP to the Snowman's via e-mail (Randys@Ex-pressnet.com) or via the phone 301-869-2885.

Don't forget to get those oaring muscles into shape. If you think it's so easy come on out and show us how easy it is. Hope to see you there!



Treasurer's Comments

Gary Linck

First Day of summer and only 69°!

As I sit down to write my article for the Daymarker I realized that it is June 21st the official first day of summer and the high temperature for the day was only 69°.

What happened to spring? It seems like summer would never get here a few months ago. Well let's be honest about boating season aboard *Lovin' Life!* this year. We started at Tim's Rivershore with our first cruise in February with temperatures around 85° (article written in previous Daymarker by our dog Buoy). This was followed by several day trips to Mattawoman and the hearty souls cruise to the Gangplank in Washington in April with perfect weather in the 80's.

The Blessing of the Fleet was a special event followed by an up-front raft up with about 14 other boats at Mattawoman. Some OYC members have suggested that with all of the difficulty organizing the blessing event maybe we should have the raft up first and let the chaplain float by the back of our boats for the blessing. At least we would not have to worry about crossing over anchors and the chaplain could easily get the names off of each vessel.

We went on the Memorial Day cruise to Port Kinsale to the surprise of our coordinator Steve Wexler and had a picture perfect weekend. This is not usually the case for Memorial Day weekends (see photo next page) We all enjoyed a pleasant three-vessel happy hour cruise on the Yeocomico River followed by dinner and dancing with special guest Austin Powers Coldwell. On our way back to the Occoquan we stopped by Fairview beach for a quick swim with about 300 other boats enjoying the nice long weekend and great weather.

Our next overnight cruise was organized at the last minute on the night of Dani's ninth birthday. We planned a trip to Aquia Harbour with some friends from the Warehouse Creek Cruz Club. We all just wanted to get away for the weekend. It was an adventurous trip up Aquia Creek. It was the first time we had visited Aquia Harbor by boat. We followed up this cruise with a spontaneous raft-up in Occoquan Bay with several other OYCers.

We have enjoyed several more nice day trips to Tim's, Occoquan Bay and Mattawoman for some spontaneous raft ups. I even took the advice of Gordon and visited Georgetown for happy hour one Thursday night and got a great docking space right in front of Sequoia's restaurant.

Our last spring cruise was to Cobb Island last month for Cobb Island Days. We had a quick two hour glassy ride down the Potomac and a fun rainy wet ride home. We even went past the "Rainman" of *Going Nowhere* on the cruise home—but that is another story we will save for another time. We are all anxious to start the summer boating season!

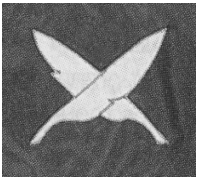
Well, if April Showers Bring May Flowers What Do May Flowers Bring?

Answer: Pilgrims



Port Kinsale Marina on the Yeocomico—Destination for a beautiful Memorial Day Weekend for more than a dozen OYC boats.

Photo by Gary Linck



Secretary's Comments

Gordon Cawelti

All professions and cultures have their own jargon or expressions, and for some time now I have maintained a “lingo” file in my computer to record those that are badly overused or just plain stupid. I decided to apply a few of them to the boating world to see how much they would muck up our communication as they do in other fields. These are especially heard in Washington politics and organizations. You will have your own which you find particularly offensive.

I wish that Commodore Janine would launch a few **new initiatives**.

Editor Coldwell has been **pushing the envelope** for clearer writing, but thus far this skill seems to have eluded the contributors.

What is your take on the need for OYC to sponsor month long cruises?

If Prince William County levies a boat tax it will be the end of boating **as we know it**.

It is **like awesome** to follow Ned Rhodes' printed waypoints between here and Coles Point.

I really would like to **do lunch** with the board more often but **my plate is pretty full** already.

Whether or not you think this is a good **piece** depends upon **what “is” is**, but we could probably decide if we had time to **interface** on it.

I would have to **search my recollection** to get a few more illustrations, but this is probably enough for you to get the idea.

Alexander's Dream is for sale! If you know of anyone who wants to get into boating with a good starter boat with some amenities, contact Eugene Brown, 339-6404. The boat is a 32' Chris Craft Amerosport with 270 Crusaders (724 hours), generator and air conditioning. Look for more details in Jim Ball's Swap Shop e-mails.



PRYCA Delegate Report

Teresa Sorrenti, IPC

PRYCA Float-In at Fort Washington

A LAST MINUTE reminder: if we are going to take back the PRYCA Cup, we need more people for the OYC team! [As of June 14] I only had seven paid boats and several “on the way,” “in the mail,” etc.

While the Float-In is not until July 16-18, we have to turn in our registration forms (and money of course) **at the end of JUNE (which is, like, NOW)**, so if you have at last decided to take part in this great boating weekend, please call me TODAY, 590-6724, to see if we can still get you into Fort Washington Marina. Remember, the prices dinner and breakfast are \$40 for adults and \$20 for kids.

Don't miss out on building cardboard boats that float; surprise events; navigation quizzes; scavenger hunts; dancing under the “bigtop,” and of course, lots of food and fun—or it would not be boating! Let's make sure OYC is again well represented, and let's reclaim the PRYCA Cup!

Welcome to our newest members

by Jim Ball, Membership Chairman

We have three new memberships to report—all with Chris Crafts at Hoffmasters!

Ira and Ellen Lazarus, of Fairfax Station, with their 36' Chris Aft Cabin.

Doug and Michelle Earhart, of Richmond, VA (We really are branching out!) with their 26' Chris Craft *Panacea*.

Craig and Terrie Dowd of Vienna, VA, with their newly acquired 34' Chris Craft *CC and Water* which they recently purchased from OYC members Tom and Betty Reed.

This brings our overall membership to a whopping 98, and the Hoffmasters Detachment to 14 members! Watch this space for an announcement of a Hoffmasters/OYC dock party!

Important Information for GPS Users from the U.S. Department of Transportation

submitted by Jim Ball

While most of us who have GPS have newer Y2K compliant systems (we hope) we all should be aware of the following:

Users of the Global Positioning System (GPS) should be aware of two important dates: Aug. 22, 1999, the "End-of-Week" (EOW) rollover; and Jan. 1, 2000 (Y2K).

The Department of Defense (DOD) says the date changes are unlikely to affect the operation of GPS satellites or DOD's ground control center. But GPS receivers that consumers use may be affected by the date change. That can have important safety implications.

Consumers who depend on GPS for geographic locations at sea, on land or in the air, may experience one of the following problems with their receiver:

It will be unable to locate the satellites, resulting in the receiver not working.

It will take more time than usual to locate the satellites. It will appear to be working but display inaccurate positions, times or dates.

What is GPS?

GPS is a satellite-based system that allows consumers who use electronic receivers to determine their location. Recreational boaters and pilots, hikers, campers, hunters, and fishermen are among the consumers who rely on GPS receivers. The military and businesses also use GPS.

End-of-the-Week Rollover and Y2K

The GPS EOW rollover occurs every 1,024 weeks—about once every 20 years. The GPS system calculates time by counting the number of weeks since January 6, 1980—up to a maximum of 1,023 weeks. At midnight between August 21-22, 1999, the GPS week "counter" will roll back to zero weeks. DOD says this will not create problems for the GPS satellites or DOD's GPS ground control center, but it could present a problem for consumers who use older GPS receivers and related applications. That's because after Aug. 21, 1999, receivers could process satellite data incorrectly and display inaccurate information.

As for the Year 2000 date change, DOD has determined that the GPS satellites and its ground control center will operate properly after December 31, 1999. But if consumer GPS receivers and applications are not Y2K-ready, they could process satellite data incorrectly.

What Should You Do?

If you use GPS, check with your receiver manufacturer to find out if your receiver and applications are EOW rollover- and Y2K-compliant. You may want to check the Coast Guard Navigation Center's web site (www.navcen.uscg.mil/gps/geninfo/y2k/default.htm), where the Department of Transportation has posted a list of receiver manufacturers and contacts. You also can call the free Y2K consumer hotline (1-888-USA-4-Y2K) for manufacturer contact information. You will need to tell the manufacturer your receiver's model, serial number, and the firmware version or release date displayed on the startup screen.

The Datemarkers

Birthdays

Frank Holland, 7/5

Kevin McCarthy, 7/8

Mary Ann Coldwell, 7/14

Leo Smith, 7/14

Kristie Kelm, 7/16

Russ Barnes, 7/20

Jay Wilmeth, 7/22

Don Uber, 7/22

Ann Shipley, 7/28

Sean McGurk, 7/6

Kathy Novak, 7/10

Elaine Robey, 7/14

Nicki Linck, 7/16

Michelle Foster, 7/19

Joel Bailey, 7/21

Susan Von Shaack, 7/22

John Robey, 7/23

Barb Egmore, 7/30

Anniversaries

Kevin and Marcelle McCarthy, 7/8

Tom and Mary Ann Coldwell, 7/6

Eugene and Susan Brown, 7/9

Craig and Terrie Dowd, 7/17

Ed and Martha Jane Dodd, 7/18

Monica and Henry Lovell, 7/24

Jim and Peggy Ball, 7/25

Jack and Sharon Striker, 7/30

Colonial Beach Luau Looms Soon

by Carol Walsh, Cruise Coordinator

Aloha, OYCers. It is almost that time again! The Summer Cruise to the Colonial Beach Yacht Center is coming up fast, and we do hope that everyone can attend this "very cool" event. We will be reaching each of you soon for your boat specs but for now here are some highlights regarding this event.

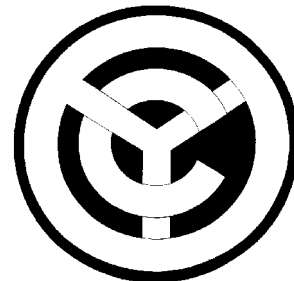
Date: August 14-15, 1999; time: when you get there.

Highlights: Hawaiian buffet, Saturday evening (Cost \$ Time TBD); Hula-Hoop Contest and Dancing; Hot Rod Show on Sunday (Live Band & Lots of Fun); Complimentary Bikes (These are not new bikes) Kyle will usually supply us with a shuttle car.

Deposit: This event has always had a great turn out. I do not request deposits for this event. More detail on cost to follow.

Boats already signed up: *Cheers, Abominable Snowman, Touch of Fate, Morning Mist, Sea Duck Too, Lovin' Life!, Lee Anne II, Courchevel, Down the Hatch, Oasis, Evermore, Rockin' Robin, EZ Commute*—13 boats thus far.

Please join us. This is a great event especially for new members wanting to get involved in a club cruise. Please contact Gary or Carol to sign up or check up on any new information 703-425-7699.



Stern Flaps! Now we've seen it all!

By Jim Ball, OYC Technologist

Some of you remember when we had the Mud Flap craze—former Commodore Sandy Leathers was presented a pair for his boat. Now it's gotten serious. At the Planfest in January, I was sitting talking to Steve Zimpel, who was in his traditional mode of challenging Archimedes law having added all manner of weight to *Courchevel* and wanting her to still plane high and proud. (The concept of displacement to Steve is a fleeting thing). But anyway, Steve was pondering how he could make *Courchevel* plane better; he suggested bolting on hull strakes or maybe larger trim tabs. To appease him, I recommended against the former, but did say that perhaps larger trim tabs might give him a little better planing and perhaps speed. He asked if they should be wider or longer, and summoning up my best judgment as an AERONautical engineer, I suggested that longer would be less drag on the boat. He went away calculating the size of the barn doors he was going to attach to the stern of *Courchevel* this Spring.

Well, little did I know, but it turns out that the Navy has also been going down the same road! As a matter of fact, several weeks after this discussion with Steve, I opened my copy of Maritime Reporter/Engineering News, and what to my wondering eyes did appear but an article on Stern Flaps!

Now this is no joke. There, in all their glory, were two photos of a boat with this appendage that looked like a single trim tab, but welded to the hull. But it wasn't a boat, it was a Destroyer! (See the worker in the photo at right.)

Turns out that the U.S. Navy's CG-47/DD-963 Stern Flap R&D Team has received one of the EPA's 1998 Climate Protection Awards for "Technical Breakthroughs in Ship Energy Efficiency" demonstrating powering improvements and significant fuel savings deriving from installation of new stern flaps on Navy ships.

The Stern Flap is an extension of a hull bottom surface at the rear of a vessel. The Carderock Division team determined the appropriate shape via model ship tests in the David Taylor Model Basin. Trials on USS Arthur W. Radford (DD-968), a Spruance Class destroyer, have shown a reduction in required power up to 14 percent resulting in a projected annual fuel savings of 4,400 barrels per ship. This equates to approximately \$240,000 per year in fuel savings, as well as a .75 knot increase in speed. (There ya go, Steve!)

While the flap has been tried on a number of different ship types, both real and model simulated, and the performance of the stern flap varies based on hull form and speed, it has proven itself as an invaluable aid to propulsion power and efficiency.

For the past decade, the U. S. Navy has been investigating, at model scale, the potential powering improvements due to stern flaps, as

a low-cost retrofit its on many ship designs. It is interesting to note here that flap performances optimized

where the ship expends the most power. While the fuel savings and power enhancing aspects of the stern flaps are truly amazing, from a business standpoint

they are outstanding performers as well, as predicted fuel savings will repay the flap retrofit costs in less than a year.

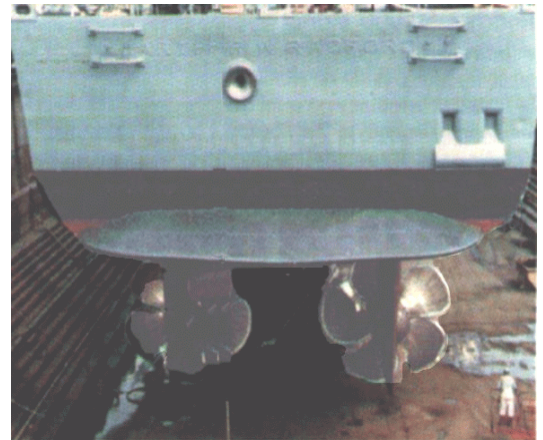
The stern flap is simply an appendage which reduces the power required to propel the ship through the water. it is a relatively small extension of the whole bottom surface aft of the transom. The critical parameters for stern flap design geometry are the flap angle, referenced to an extension of the local center line buttock angle, flap cord length, and flaps span across the transom. (We Aero engineers love it when the nautical engineers talk dirty).

In terms of propulsion interaction, in general, power reductions averaged a few percent greater than resistance reductions during all model tests with the stern flaps. Experiments showed an improvement in propulsion efficiency and a reduction in drag. (See, I told Steve this would work!)

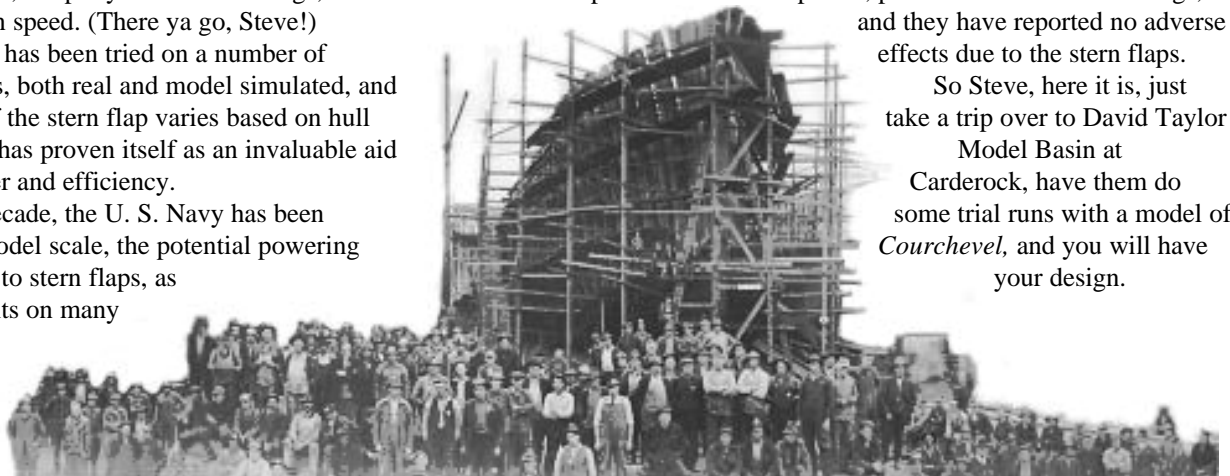
The increased pressure under the hull, due to the stern flap, can also serve to suppress propeller cavitation and reduce thrust breakdown losses and higher speeds. The stern flap effect, combined with the reduced propeller loading, can provide additional powered improvement by way of increased propeller efficiency.

Stern flaps have been retrofit to two O.H. Perry (FFG 7) class frigates; two Cyclone (PC1) class patrol coastals; as well as the DD968 W.W. Radford. All ships have experienced improved power, performance and fuel savings, and they have reported no adverse effects due to the stern flaps.

So Steve, here it is, just take a trip over to David Taylor Model Basin at Carderock, have them do some trial runs with a model of *Courchevel*, and you will have your design.

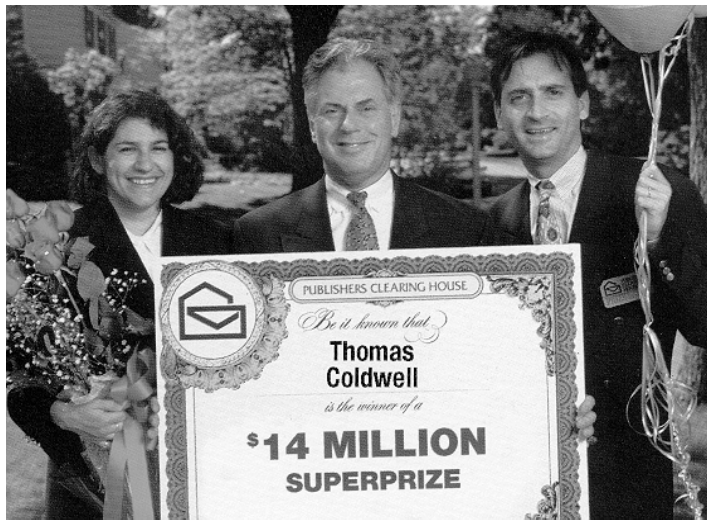


Stern flap (above propellers) extends from ship's hull.



In drydock —Yard workers involved in a minor overhaul of *Courchevel* at Jennings Boat Yard near Reedville, Virginia. Steve Zimpel, owner of the boat, is 13th from left. Or 21st, we're not sure.

Editor wins sweepstakes!



"I won!"—Here's the proof, the official communique from Publishers Clearing House attesting to the Daymarker editor's winning the big one. This authentic, unretouched photograph was delivered to the Daymarker editorial offices and shore based home of the editor by the United States Postal Service, an official agency of the U.S. of A. government—a circumstance which further validates the veracity of the certificate shown above being held by real persons. The editor is taking it all in stride save for a couple outbursts of extravagance: he plans to order a new throwable PFD inscribed with the name of his boat, and he will soon purchase a new storage shed to house the monthly deliveries of 6,342 magazines to which he has subscribed. There are no immediate plans for improvements to the Daymarker, although a proposal to hire a proofreader is being considered. Having the Daymarker proofread would be a first for the club.

"Misty" Is Most Popular Boat Name

From out of nowhere, "Misty" has emerged as the favorite boat name for 1999, trouncing such long-time favorites as "Serenity," "Odyssey" and "Obsession" in the Boat/U.S. annual survey of boat names. This is the first time "Misty" has made the top-ten list.

In second place for 1999 is another relative newcomer, "Flying Cloud." "Serenity," which has been at or near the top of the list ever since BoatU.S. began compiling statistics in 1991, came in third.

Puns are notoriously popular in boat names, and 1999 is no exception. Fourth-place "Irish Wake," sixth-place "Seas the Day," eighth-place "Gypsea" and ninth-place "Luna Sea" show that boaters are still happily playing with words on the water.

Rounding out the top ten favorite boat names are fifth-place "Wind Dancer," seventh-place "Odyssey" and tenth-place "Osprey." Falling out of favor in 1999 are popular boat-name perennials as "Escape," "Obsession," and "Fantasea."



What has approximately 62 crew, 47 engines, 3 dogs and one cat?

By Debby Zimmerman, Cruise Coordinator

Answer: It's your average **OYC Labor Day Cruise**. Okay I am just guessing, but I know that there were over 25 vessels participating in last year's cruise. And what a good time was had by all! Another 25 vessels signed up as interested at the Planfest in January for this year's cruise so, this year may be even bigger!

Now it is time to start planning.

Where ? Point Lookout Marina, located 8 miles from the mouth of the Potomac—so everyone is within cruising distance. OYCer's on the Potomac and on the Bay!

When ? September 4-6, 1999

Who ? YOU!!!

How Much? \$1.00 per foot, \$4.00 per 30-amp electric, \$8.00 per 50 amp electric

What to Do? Swim in the pool, relax on the dock, visit with other OYCer's. Eat, Drink and be Merry. A typical OYC cruise!

I will be trying to finalizing reservations by August 12th (I leave for a week long cruise on the 14th). Reservations received after that date will be added to the original group once I return if space is available.

I am currently working with the marina and Spinnakers Restaurant to plan a dinner event during our stay. Additional info will be sent to all members via email once everything is finalized.

Last year a rousing game of volleyball was played to determine if the Diesel or the Gas contingent were the real boaters. If there is interest for another similar competition I would really appreciate a more athletically inclined individual to assist me in coordinating this event. I prefer to watch!

Suggestions, requests, and/or comments are always welcome! Please email me at razadzii@aol.com or give me a call in the evenings at 301-292-9893.

Please fill out the reservation form below and send with a \$10.00 per night deposit (check payable to Debby Zimmerman) to me at 12604 La Grange Court, Fort Washington, MD 20744.

Clip and mail (with check)



Captain _____

Number of persons aboard _____

Vessel Name _____

Length _____ Beam _____

Electric required: (if you can utilize both 50 or 2-30 please note that with your preference) 50 amp service is limited.

30 amp _____ 2-30 amp _____ 50 amp _____

Arrival Date and approx. time _____
(check in after 1:00pm)