



Potomac River Yacht Clubs Association



Volume 8

Issue 4

September 1996

Officers 1996

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(National Potomac)

Vice Commodore

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(Tantallon)

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(Mount Vernon)

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(National Potomac)

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(Aquia Harbour)

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(Occoquan)

Mark Viehoever
(Washington)

Jim Ball
(Mount Vernon)

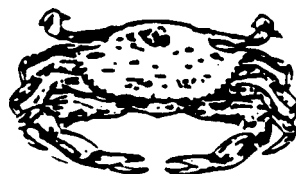
From the Editor

Ned W. Rhodes

Rain, rain, rain. That is what is coming as I prepare this issue of the newsletter. This past Labor Day, we lucked out and Eddie swung north of us, leaving the Potomac and the Bay a delight. Well, I guess we will make up for it this weekend. I find the technology that we have just amazing when it comes to the weather. Today, at one of my client's sites, I watched the progress of Fran by looking at the US Doppler radar feed at www.weather.com. This thing updates about every hour and you could definitely see how the storm was tracking. With this type of technology, I don't even have to look outside to see if it's raining!

This past weekend, I also had the opportunity to run down to Coles Point Plantation near dusk. And when I say near dusk, I really mean it was dark. We never really were nervous because our GPS unit had us on track all the way and we got to be pretty good at looking for the flashing markers and counting the seconds between flashes. I have mine on all the time, even in broad daylight and even if I am only going across the river because I like to stay in practice. I have found that you can never have too many waypoints.

There is still more Fall boating to enjoy and I hope to see you on the river. Also, please note that my address and phone numbers have changed. Our new address is 2749 North Wakefield Street, Arlington, VA 22207-4130 and our voice and fax number is (703) 812-5072. Here's to good boating.



From the Vice Commodore

Bud Clark

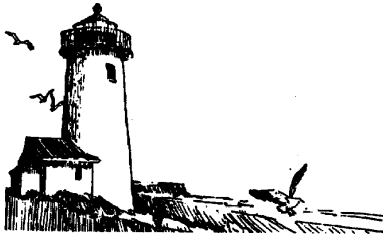
New PRYCA Members

The activities of the Qualifications Committee and progress in attracting new clubs to PRYCA were described in the last newsletter. Here's a summary of what's happened over the last few years:

<u>Year</u>	<u>New Members</u>
1995	Ft. Washington Boating Association Quantico Yacht Club
1996	The Yacht Club at Swan Point (July 1996) Cobb Island Yacht Club (pending Sept 1996)

The Qualification Committee conducted an on-site visit to the Cobb Island Yacht Club on 17 August, and it was a great event. Commodores John Ludwig (Tantallon), Bud Clark (PRYCA V/C) and Gary Farrell (Landmark) were there, and Gary brought five boats from Landmark with him. After meeting the Cobb Island Commodore Don Thayer at his barge, we were escorted to a 25th wedding anniversary reception at a home overlooking the Potomac River. An elegant affair; many thanks to our hosts, Alyce and Jack! We finished our visit with dinner at a local restaurant. Wonderful people with all kinds of activities going on (predicted log races, cruises, rallies and the works).

This really is a substantial increase in our membership, and is just what ought to be happening in a dynamic organization such as ours. Many thanks to all those who have spread the word



on PRYCA and encouraged all these clubs to join. Another reminder that it is discussion and comments from everyone associated with PRYCA that enables us to identify and encourage other clubs along the Potomac to apply for membership in PRYCA. Please contact Vice Commodore Bud Clark (703/780-7135) or Secretary Ineke Lavoie (703/243-6933) or any PRYCA officer for information packages and follow-up with any potential member yacht clubs.

As mentioned in the July Newsletter, there are two more yacht clubs to be contacted again. These are: The Dahlgren Yacht Club (in Virginia, just below the 301 bridge), and Daingerfield Island Cruising Fleet (located at the Washington Sailing Marina just south of National Airport). Both of these clubs have a lot of sailing activity and apparently do not find great benefit in an affiliation with PRYCA. If any members of PRYCA clubs have any contacts with either Dahlgren or Daingerfield Island, please call Bud Clark at (703) 780-7135. I would like to discuss how we could serve the needs of these clubs. To be honest, both of these clubs are heavily involved in sailing activities, especially sailboat racing. As a result, they are reluctant to take on additional affiliations. I think that the PRYCA activities would expand their boating opportunities, but any ideas on how we could integrate them with PRYCA would be appreciated.

Expanded PRYCA Activities

With the increase in the number member clubs down river, there has been a corresponding increase in activities. The first down-river raft-up at the mouth of Aquia Creek on 22 June attracted 25 boats with 70 people from three of our yacht clubs (Quantico, Aquia Harbour and Landmark).

Immediate Past Commodore John Hancock has met with commodores and representatives to explore possible actions by PRYCA to better support our down river clubs and bring them into the overall PRYCA. We expect that IPC Hancock will present a report on his efforts at the September PRYCA Board meeting. In addition, the PRYCA Board is considering the possibility of adding a fourth Member-at-Large position to improve liaison with these clubs, while maintaining the close relationships that now exist between the MALs and our older member clubs.

Many times, it seems that our clubs and their members are looking for things to do and places to go in our boats. As the number of PRYCA clubs increase the opportunities for visits and different activities also increase. Whether it is a visit to a home marina, dropping in on a raft-up, joining a predicted log race or whatever, everybody gains by joint activities. Some of the nicest things about boating are the beautiful places we can go and the interesting people we meet when we visit new places. So don't forget to contact clubs where you are going and don't forget to let others know what you have planned.

Another advantage of new clubs is a broader range of interests. For example, Commodore Wayne Kuster, of the newly-joined Yacht Club at Swan Point, serves on one of the committees of the Potomac River Fisheries Commission (I think that is the correct name). The fishermen among our members may want to contact Wayne if you have interests or concerns in this area.

Predicted Log Races have a long history as a test of nautical skills, particularly how well you know your own boat. Though I had heard of them, I have never seen or been in one. Perhaps this is new to most PRYCA members. With that in mind, the

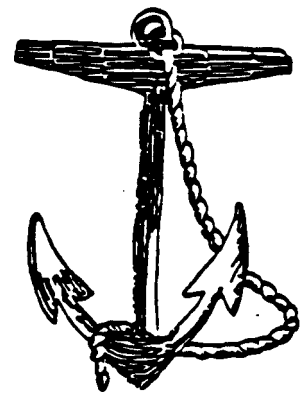
following is an extract from the instruction for predicted log racing prepared by Cobb Island Yacht Club.

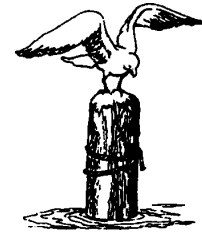
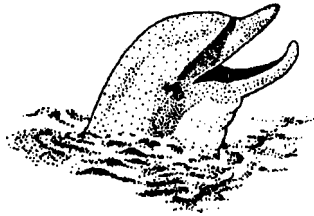
Predicted Log Reminders—The course is selected by the race organizers (20 miles or so) so that boats with any characteristics can participate at their own speed.

(1) The captain computes starting time by (a) selecting a comfortable cruise speed, and (b) starting the computation at the prescribed finish time, and working backward to determine the predicted time at each control point and ultimately to the starting time for his/her boat.

(2) An observer is assigned to each boat to cover all time/speed/distance/positioning instruments, other than tachometer (RPM) and compass, and to record actual time of arrival at each control point.

(3) Each leg stands alone in computing variance (plus or minus) from the prediction; the boat with the smallest sum of variances wins!





**Predicted Log Race
[Sample]**

Predicted Time at Check Point	Elapsed Time between Chk Pts	Control Pt	Location	Lv To
		Daymark 1W	Wicomoco	S
		Nun 24	Potomac	P
		Bell RW 'F'	St Clements	P
		RG 'N'	Breton Bay	S

Predicted Average Speed = _____ kts Predicted Start Time = _____ hrs

One more PRYCA activity reminder. The End-of-Summer Party at Tantallon Yacht Club on 21-22 September 1996 is the PRYCA-sponsored Fall Event. While registrations were due in August so that slip arrangements could be made, you still can attend if you contact Steve Wellington at (202) 546-7371, Debbie Zimmerman at (301) 292-9893, or call the clubhouse at (301) 292-3349.

Finally, here is an invitation to a cook-off which was passed on during our on-site visit to Cobb Island; it's another activity some of you may enjoy.

**THE GRAND AND GLORIOUS
SOUTHERN MARYLAND PIG COOK-OFF
1 TO 5 PM ON SUNDAY, 6 OCTOBER 1996**

Mt. Victoria Farm >>>> Route 301 to Route 257 (Newburg) and Follow Signs
[If you want to go by boat, try calling Don Thayer at (301) 259-2166 or his Vice Commodore Bernie at (301) 259-2349 or the Zantzingers at (301) 934 - 3231 to see if you can get a ride from Cobb Island to the cook-off.]

FEATURING:

- PIGS - Five (5) Cookers OYSTERS - Raw and Scalded
- Cast Your Vote for the Best Pig
- MUSIC GAMBLING BEER AUCTION
- FUN - FUN - FUN

Tickets Limited \$25 in advance \$30 at gate
For Tickets call: Susanne Zantzinger @ (301) 934 - 3231
Delia Hampe @ (301) 934 - 4066
Proceeds to **Very Special Arts of Maryland**
Affiliated with the Kennedy Foundation

**Potomac River Yacht Clubs
Association**

Board Meeting at Ft. Washington Marina
Monday, 15 July 1996

Present:

- Commodore: Penny DeMarco
- Vice Comm.: Bud Clark
- Rear Comm.: Steve Donock
- Treasurer Harriet Douglas
- Secretary: Ineke Lavoie
- Fleet Captain: John Robey
- IPC: John Hancock
- PC: Ned Rhodes

MAL:

- Dave Goodman
- Mark Viehoever
- Monica Lovell
- Jim Ball

Delegates:

- Henry Lovell,
- Occoquan

- John Morrow,
- Ft Washington
- Boating
- Association

Guests:

Occoquan YC:

- Commodore Tom Egmores,
- Vice Commodore Steve Wexler
- Rear Commodore Teresa Sorrenti
- Treasurer David Moore
- Secretary Walt Cheatham

Ft. Washington Boating Association:
Rear Commodore Chuck Meyers

NPYC:

PC Joe Orth

The meeting was called to order at 7:00 PM by Commodore DeMarco

Old Business

- The June Board Meeting minutes were accepted as printed with one correction: IPC Hancock noted that he





is not the new Delegate for Marinette YC.

- Treasurer's report was accepted as printed and read.

New Business

VC Clark reported that:

- Yacht Club at Swan Point's membership application had been received, member clubs were notified and that a special Delegates' Meeting will be held Saturday during Float-In for final Club approval.

- Cobb Island Yacht Club's membership application sponsored by Aquia Harbour YC was received, and Secretary Lavoie will notify member clubs; final approval expected to take place at September 9 Delegates' Meeting

- PRYCA may recommend a potential new MAL for the South Potomac member clubs (Aquia, Landmark, Colonial, Yacht Club at Swan Point and Cobb Island), and consider a special effort for activities down-river. IPC Hancock will establish committee to research these possibilities.

Most of the meeting concentrated on the July 19 - 21 Float-In at Ft. Washington, and Steve Wexler gave a detailed report on all the preparations. Raffle Items, Door Prizes, PRYCA items for sale were discussed, and he noted that Club slip assignments will be made this week. Invitations to Saturday's Commodore's Call will be enclosed in registration. FC Robey handed out a detailed PRYCA Ship's Store inventory which will all be available for sale at the Float-In. Chuck Meyers of Ft Washington Boating Association was present to answer the many questions asked of him, and all the MAL's have contacted their member clubs about this upcoming event. Joe Orth gave status on Aquia Cup competition, which will include a navigation test for the first time, and MAL Monica Lovell

reported that she had received PRYCA flags and burgees from Prestige Flags.

The meeting was adjourned at 9:05 PM until the September 9 Board/ Delegate Meeting at 6:30PM/8:00 PM at Mt. Vernon Yacht Club.

Respectfully submitted,
Ineke Lavoie, Secretary

Commodore Comments

Tom Egmore
Occoquan Yacht Club

It was spring time in July. That is the only way to describe the wonderful weather of July 20 & 21, the weekend of the PRYCA Float-In at Fort Washington Marina. After last year's record heat, the cool temperatures and low humidity helped to make this year one of the annual event's best. Nearly 100 boats from most of the 19 member clubs of the PRYCA took part in the full weekend of festivities. Aquia Yacht Club took home the coveted AQUIA CUP for the third year in a row by having the best overall score in the cup competition. OYC finished third in the overall scoring after losing second place in the dingy race by a mere 4 seconds. It looks like we will have to put a team together and get into some serious training several weeks before next year's event if we want to get the Cup back to OYC where it belongs. Just because the cup is named Aquia doesn't mean they are destined to have it forever.

Commodore Penny DeMarco and her event staff did a fantastic job. OYC members can be proud of the results of our efforts as the "Host club," and enough can't be said about our own Vice Commodore, Steve Wexler, Float-In Coordinator, who spent untold hours during the year of hard work and planning that it took to put the event together. Thanks Steve, we are all looking forward to next year.

Vice Commodore Comments

Steve Wexler
Occoquan Yacht Club

July was a month packed with activity for OYC boaters. Rick Sorrenti coordinated the July 4th weekend cruise to Coles Point Plantation. Paula and I were particularly appreciative of the opportunity to share our newly spawned pet with our fellow OYC members. It seems that Gilroy was able to swim his way from *Sweet Gussie* to *Sea Duck Too* to *Uff Da!* with a final resting spot aboard *Shalimar*. Amazing how a DEAD FISH can move as quickly as he does. The surgical procedure performed on Gilroy's proboscis was truly amazing...as in "How many OYC'ers does it take to screw, glue and radiator clamp a big fish's nose???" Any way, he seems to be a lot better for the effort. One of the big news flashes was the tremendous success that the OYC team had against the flat-bellies from Quantico in this year's rendition of the David and Goliath volleyball match. With the assistance of the Zimpel crew, OYC took Quantico all the way to a third game, and came within four points of the Olympian upset...but then again, as my Brooklyn Dodgers often screamed..."Wait Until Next Year!!!"

This year's PRYCA Float-In brought some interesting differences. First was Friday's horrendous downpour. It marked the only time that I ever heard NOAA use the phrase "deadly serious" to describe a weather phenomenon. When the voice said "seek shelter in your basement", there was some serious conversations as to whether our bilges qualified as satisfactory shelter. Having concluded not, I retreated to the confines of The Galley Bar, whereupon when looking for my first mate, I discovered Jan Hobson, Teresa Sorrenti, and Paula

huddled together with Al Hobson in the Ladies' shower stalls. Good Old Al will use any excuse to gain entry to those forbidden territories. When the sun came out the next day, we found ourselves with a beautiful weekend with temperatures in the 80's (not 100's). I particularly want to thank Henry and Monica Lovell, Walt Cheatham, Teresa Sorrenti and Paula for their capable assistance in docking boats on Friday in less than acceptable weather conditions. A note of appreciation to Dave Moore for helping Joe Orth coordinate the Aquia's Cup competition. And a note of thanks to all the OYC participants in the annual Aquia Cup competition...too bad that those scoundrels from Aquia Harbor snuck off with the Cup again.

Web Walkers Ahoy!

Cobb Island YC Newsletter

If you happen to be out walking the web try visiting Ed Parson's Cluttered Desk Top at <http://152.120.98.191>. There you can click on Potomac River Life. Cobb Island Yacht Club has gone the whole international route—WE ARE ON THE INTERNET. You will see at least one familiar face come up on your screen—a truly handsome devil if I must say so myself. Additionally, you will have immediately available a wealth of information about restaurants, marinas, and other river facilities for the complete length of the Potomac River.

Send any additions, corrections or deletions to Bernie Williams, who will forward them on to Ed. In this way we could build a truly formidable Potomac River Guide. Ed Parsons is a computer guru friend of Don Thayer's and has kindly made room on his cluttered desk home page for the Potomac River Guide and, from time to time, other Cobb Island Yacht Club information. Thank you, Ed.

Web Walkers might also enjoy a visit to Boat/U.S.'s new home page at <http://www.boatus.com>.

Computers on Your Boat **The Cygnet, Tantallon Yacht Club**

What with all the publicity on the Internet, the World-Wide Web, Windows 95, and PowerPC (to mention just a few), one might think that the computer freaks are taking over the world. Well, not quite; but the fact is that computers are becoming more powerful, easier to use and cheaper—and all this is having an impact on boats and how they are operated. Perhaps the most dramatic development is the ability to integrate all the electronics (position and depth sensors, engine and operating data, weather and winds, and charts) into clear and usable displays. In the last Cygnet, the consequences of misuse of these capabilities (grounding of a cruise liner near Boston) was described. Now, I would like to start a look at what's coming up, as an introduction to future discussion. I hope some of the computer experts (those who understand MS-DOS and the PC world) will add some comments of their own.

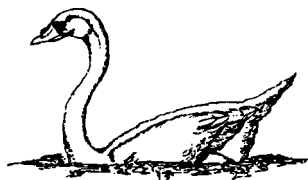
With the arrival of the Global Positioning System (GPS), chart plotters which show both a chart of the area (including color) and your vessel's location are becoming more available. (A recent article lists eight different manufacturers with prices ranging from \$1,750 to \$5,995. Clearly, your boat has become an even more efficient absorber of all the spare funds you can find!) At the same time, the price of laptop computers has dropped, and software is available to accept and display all kinds of boat information, including charts, navigation and ship's status. Systems now available include dedicated PCs, displays and compact disk drives (you cannot use this

equipment for any other applications); all this stuff has to be shock mounted and is expensive to buy and install. More attractive for use aboard boats are software applications and interfaces which can be installed in laptop computers and still allow the computer to be used for other applications; these use floppy disks and avoid the requirement for shock mounts, etc. In future comments, further information on these systems will be presented, as an aid to evaluating what might make sense for your particular applications.

Another application for on-board computers is performing general home office functions, so that you can keep up with business activities and other interests while you are out on your boat—not too important, perhaps, for short day trips, but useful capabilities for live aboards or extended cruises. These capabilities depend on communications, but cellular telephone and other systems make continuous linkage possible.

One final note to conclude this overview: our own Jim Bonnett's father publishes a newsletter, the "On Board Computing Report" at a very nominal price. For a subscription, contact: H.W. "Hob" Bonnett, Wavetop Technology, Inc., 907 Muirfield Place, New Bern, NC 28560-1832; telephone (919) 633-1223.





The Millennium comes early to GPS

Occoquan Yacht Club Daymarker

The following is passed on from my secret sources in various locations which must remain nameless, i.e. we disavow any knowledge of their activity:

(beginning of quoted material)

"It's good news and bad news. The good news is that GPS will not have a "Year 2000" problem. The bad news is that GPS System Time will roll over at midnight 21-22 August 1999, 132 days before the turn of the millennium. On 22 August 1999, unless repaired, many or all GPS receivers will claim that it is 6 January 1980, 23 August will become 7 January, and so on. Some manufacturers have already solved the problem, but many have not.

The details: Section 3.3.4(b) (page 33) of the ICD-GPS-200 rev. B (30 November 1987 issue) states that the GPS Week count starts at midnight 5-6 January 1980 UTC (Julian Date 2,444,244.500), and that the GPS Week field is module 1024. This means that the week count will roll over $1024/52=19.69$ years from then, or in $1980+19.7=1999$, only a few years from now. Specifically, first rollover will occur at Julian Date $(2,444,244.5 + 7*1024)=2,451,412.500$, which is midnight 21-22 August 1999 UTC.

There is no mention of any field in any GPS message that would tell you which 1024-week cycle you were in. In the July 1993 update of ICD-GPS-200, a note has been added (also on page 33) saying that the week number *will* roll over, and that users must account for this, but no way to accomplish this is mentioned. This note is further evidence that there is no way to tell, given only the signal-in-space definition as of July 1993. There is some

email traffic indicating that some manufacturers did realize that GPS would soon roll over, and were keeping it to themselves in the hope that the others would fall upon their swords. Not pretty.

Our supplier was dumbfounded when the issue was raised, couldn't stop thanking people for pointing it out years before rollover. They clearly feel that it could have been a life-threatening disaster for them. Every GPS-related product they had ever made would have come back for repair, under warrantee, all at once. Too close for comfort. And, discovered by luck.

The firmware in all older units will have to be replaced. This would involve replacement of PROMs; some are socketed, some are soldered. New units presumably will know better than to claim dates from before they were manufactured, and/or will allow the user to directly or indirectly tell the firmware which 1024-week cycle to assume, without requiring replacement of that firmware at the second rollover, in $1980+(2*1024/52)=2019$ AD. Some of this equipment will still be in use then, long after the manufacturer has forgotten the product.

However, in spite of everything, not everybody will get the message, so system software will forever have to have an independent idea of what year it is, to know when to disbelieve a receiver or receivers (they could all be wrong), and to handle arguments between various GPS receivers (if only some are wrong).

Without a GPS Simulator, there is no way for users to test a GPS receiver for this problem. All most users can do is to ask their manufacturer for a solution, and also to imbue the system software with a suitable degree of skepticism about GPS receivers' sense of time.

This note is intended to alert the entire industry to the problem,

allowing it to be solved with minimal disruption to all. As a technical matter, the solution is quite simple. It's the logistics that will take some years."

(end quoted material)

For those OYC members who own and operate a \$5B GPS-based receiver network, you should start worrying today. For the rest of us that own a \$200/handheld GPS receiver, replace it on August 10, 1999.

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ARLINGTON, VIRGINIA 22206
(703) 524-7121

3410 WILSON BOULEVARD
ARLINGTON, VIRGINIA 22201
(703) 524-2020

ALLEN'S COPY CENTERS



2001 North Kenilworth Street • Arlington, Virginia 22205 • (703) 534-2297
FAX: (703)237-9654

Ned W. Rhodes, CDP
president

Software Systems Group



Upcoming Events

Sep 20-22 End of Summer Party @ Tantallon YC
Oct 7 PRYCA-Board Meeting @ Eastern Power 6:30
Nov 4 PRYCA-Board and Delegates Meeting @ Capital 6:00



Potomac River Yacht Clubs Association

1600 N. Oak Street, #1610
Arlington, VA 22209

Address Correction Requested