

Our Tenth Year

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

The Daymarker

May 1993 Vol. X Issue 5

Member: PRYCA, CBYCA Boat/U.S. Accord # GA80979

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Commodore
Tom Coldwell
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703-860-2043

Rear Commodore
Sandy Leathers
703-690-0038

Secretary
Janis Hobson
703-642-5022

Treasurer
Pam Beaulieu
703-490-4477

Coming Events

May 1

OYC Flag Raising.
Noon. Dock Party at
OHM.

May 15

Breakfast cookout and
swap meet at
Woodbridge Marina.
Dave Yarnell (703)
491-3797.

May 15-16

Overnight to James
Creek Marina and
Blessing of the Fleet.
Ned W. Rhodes,
(703) 534-2297.

May 29-31

Memorial Day Cruise
to White Point Marina.
Tom Egmore, (703)
256-8442

*You are cordially invited to the
Tenth Annual Flag Raising Ceremony*

for the Occoquan Yacht Club

at 12 o'clock noon

Saturday, May 1, 1993

followed by a

Combined Dock Party

for OYC members and OHM slipholders

Occoquan Harbour Marina

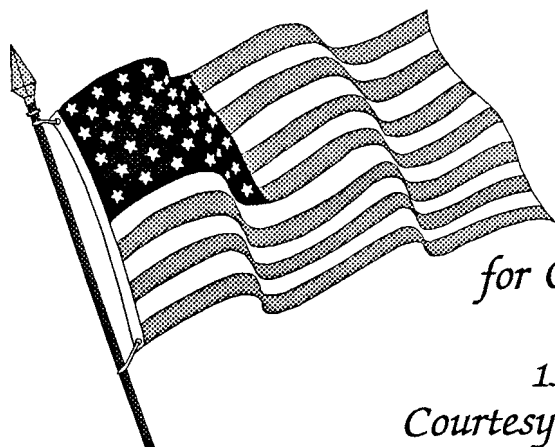
13188 Marina Way, Woodbridge, Virginia

Courtesy Marine Examinations, 10:00 a.m.-noon

Cookout Follows Ceremony. Bring A Covered Dish—Casserole, Salad, Veggie, Dessert.

Occoquan Harbour Marina will provide main dish, beverages and ice.

To help OHM plan, please RSVP to any board member.





Commodore's Comments

Tom Coldwell

By now you or some member of your crew should have received a phone call from a member of the OYC board to get your RSVP for the dock party Saturday, May 1, at OHM, following the flag raising. I hope you said "yes" and that we'll be seeing you at both the flag raising and the dock party.

If I seem to be repeating myself, partly, from the April newsletter, it is because you may be one of the rare few who read as far as the last two pages of last month's Daymarker nee Windbreaker. Others, we are told, were unable to get to the serious stuff, i.e., the *real* announcements, after reading five full pages of splendid April-foolery, for one of the following reasons:

a. They thought the first five pages *WERE* the real announcements.

b. They were overtaken by uncontrollable laughter, hacking and coughing and aisle-rolling.

c. They were utterly disgusted and threw away the newsletter as unadulterated flotsam.

If you are among a., b., or c. above, then you need to be reminded:

You are cordially invited and respectfully urged to attend Occoquan Yacht Club's 10th annual flag raising, Saturday noon, May 1, at OHM, followed by a combined dock party for OYC members and for OHM slipholders. The flag raising, including a breath-taking National Anthem and OYC Gunnery Officer John Piper's firing of the cannon, will open OYC's tenth year of service to its members.

Follow the ceremony, at 12:30 p.m., Occoquan Harbour Marina czar Dickie Lynn will serve up the main dish and provide beverages, ice and other accessories.

Our job is to bring covered dishes—a casserole, veggies, salad or dessert.

IMPORTANT: (Hey, man, it's *ALL* important.) If you have not RSVP'd on a board member...make that TO a board member, please do so immediately. Dickie needs to know how many squirrels to run down before Saturday's do.

As we said last month, preceding the flag raising, USCG Auxiliary officers from Flotilla 14-4 will perform Courtesy Marine Examinations at OHM and at Woodbridge Marina from 10:00 a.m. until the start of the ceremony, and maybe afterwards, too.

I am hoping for a good turnout, and I hope you will be part of it. And then, two weeks later I hope you will bring your appetite and your boat "junk" to...

The 2nd Annual Sizzling Breakfast Cook Out and Swap Meet, May 15 Woodbridge Marina

This is round two of the highly successful outdoor breakfast cook out last year. This year's event should be bigger yet since we're holding it a month later in the season, reducing (but not eliminating) the chance of snow or glaciers. The event takes place at Woodbridge Marina on May 15. A

great breakfast for only \$4.50 will be served starting at 8:30 a.m.; it's another *Tour de Force* from the Occoquan River valley's legendary Chef Yarnell. (Dave, by the way, will be enlisting some helper cooks at the flag raising, so don't be bashful.)

This is a swap meet, too. And while we solicit donations of \$20 from commercial dealers exhibiting their products, there is no charge for yacht club members—any yacht club—who wish to sell their old boat stuff. For folks who are not yacht club members or commercial dealers, we're asking for a donation of \$5 to exhibit their junk.

Breakfast and swap meet together, they are a fun raiser and a fund raiser for OYC. So please be with us on May 15. Have your breakfast that day with the club.

Then, after we have egged you on, you can get in your boat and steam for an overnight at James Creek in Washington, to be ready the next day for the Blessing of the Fleet. James Creek? Where? Elsewhere in these pages Ned Rhodes will tell you.

The Blessing of the Fleet in Washington, May 16

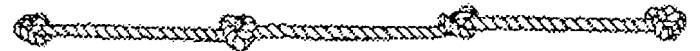
Well, yes, we goofed when we put the word out in January about the Blessing of the Fleet in Washington Channel. Seems it's May 16, not May 23. Sponsored by the Washington Waterfront Association, the blessing takes place in Washington Channel and includes a decorated boat competition. OYC has participated in this event in the past, but for the last three years interest in this as a club event has been limited. However, last year and again this year, Prince William Yacht Club will be participating and welcomes OYC boaters to join them.

If you are interested in participating, please contact PWYCA's coordinator, Commodore Pete Clanton, in Manassas, (703) 330-4936.

One Last Gasp

I'll close by asking, have you penned in your calendar for the weeklong cruise heading north on the Bay, July 31-August 8? Earlier still, have you signed up with Tom Egmore to go on the Memorial Day cruise to White Point Marina on the Yeocomico?

See you on May 1.



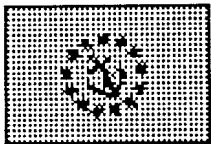
Sea Tales

Dwight Williams, Spring Cove Yacht Club

Did you know that the word "BILGE" derives from the XV Century English word "BILLAGE" and that its origin was the French "BOUGE," meaning "BULGE"?

BILGE has two meanings: (1) the underwater transverse (athwartship) curve, or outer shape of the hull, (2) the lower part of the interior of the hull, usually below the deck.

Source: "Origin of Sea Terms," J. Rogers, Mystic Seaport Museum Inc. Press.



Vice Commodore's Comments

Allen Herskowitz

Few boaters that I have talked to know that on April 5, 1990 President Bush signed a proclamation establishing the week commencing on the first Sunday in June as "National Safe Boating Week."

A key paragraph in the proclamation establishing National Safe Boating Week says: "Every American who participates in boating and related sports such as fishing, hunting, and waterskiing should not only take the time to learn about safe boating procedures, but also practice them faithfully. Making an effort to "Know Before You Go" and remaining alert at all times on the water are two of the best ways to ensure a safe and rewarding boating experience."

Among the primary purposes of the OYC is to provide opportunities for our members to "know before they go." One way to take advantage of these opportunities is to participate in club events, cruises and educational undertakings. Another way is to "take advantage" of the members of the club. All of the ones that I have met will gladly give advice and counsel on almost any subject related to boats and boating, the river and bay, restaurants and ports—in fact, most of the current club officers are known for their tendency to offer advice on everything—whether they know anything about the subject or not. To be safe you should probably confine your questions to boating subjects—like what to do with a hot oil filter or how to clean up the resulting mess. Remember good judgment comes from experience, and experience comes from your own bad judgment, or by "knowing" from the bad judgment of others. One way is clearly easier on the heart and pocketbook than the other.

A good way to start "knowing" is to get out to the flag raising, meet the members, old and new. Talk to the Coast Guard, have a courtesy inspection, and sign up for cruises so that you can "go" with others who "know"—and have a generally good time (we always do when we're near boats and boaters).



Exec. Rear Commodore Comments

Sandy Leathers

Attention OYC Members—Some Reminders:

OYC Flag Raising and Dock Party, Saturday, May 1, Noon at Occoquan Harbour Marina. This is the official opening of the boating season for the OYC. There will be "sign-up" sheets available for future events and applications available for new members. Come be a part of the opening of the season, renew friendships, and talk about boating and how you survived the winter. For the party after the flag raising, please bring a covered dish. The main dish and beverages will be provided by OHM. This is always a great way to begin the season!

Breakfast and Boating Yard Sale, Saturday, May 15, Woodbridge Marina. Breakfast will be served from 8:30 AM to 10:30 AM at a cost of \$4.50 per person. This is our second annual "breakfast of boaters" and an opportunity to clean out

your garage/basement/boat of boating equipment/stuff/junk. "One man's/woman's junk, another man's/woman's treasure." This was a great event last year, but due to cold weather many did not attend. However, breakfast was a hot success and enjoyed by all who did attend. Breakfast included hot coffee, scrambled eggs, sausage, biscuits, sausage gravy and French toast—all cooked and served up by OYC member volunteers.

So bring your car/truck/trailer/boat with all those great treasures you would like to sell or trade, plus have an early morning breakfast outside at Woodbridge Marina.

P.S.: We need OYC volunteers for this event, so please sign up May 1 at the Flag Raising or call Dave Yarnell (703/491-3797) or Sandy Leathers (703/690-0038). This event is open to any yacht club or member of a yacht club and their friends for the sale of "boat stuff." The only cost is \$4.50 for breakfast.

Remember: VHF Channel 9 still "working"—FCC has amended its rules to permit channel 9 as a second calling channel, but it is still available for talking with marinas and general conversation. Channel 16 continues to be used as the main hailing channel and distress calling channel.



Secretary's Comments

Janis Hobson

IT'S HERE! IT'S FINALLY REALLY BOATING SEASON! Just when we thought it may never come again, spring has sprung and the weather is getting warmer. The intrepid OYC Board has been on top of the situation getting plans underway for the events on our calendar. Speaking of our calendar, there are a couple of (minor) corrections we need to make. It turns out that the Blessing of the Fleet in DC is on 16 May, not 23 May as we printed. This year the Prince William Yacht Club (PWYC) will act as liaison and Cruise Coordinator for the event. An overnight on Saturday at the James River Marina is an option.

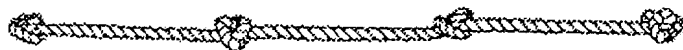
The Blessing will take place the day after the OYC Breakfast/Swap Meet to be held 15 May at the Woodbridge Marina. This is your opportunity to trade or sell all of your old junk for somebody else's. And since you have to get there early to get the really good junk, OYC will offer a hearty breakfast for only \$4.50. Breakfast will be served from 0830 until 1030. This will be one of the few opportunities in the year for the club to raise some money outside of membership dues. Come early and lend your support to help make this event a success.

And did you see the mention of the club's Memorial Day trip in the Chesapeake Bay Magazine (May issue)? The only problem is that we were unable to get into Ragged Point so we will be Cruising to White Point on the Yeocomico, instead. Tom Egmore is Cruise Coordinator.

Speaking of Cruise Coordinators, we still need to get one or two folks to coordinate the week long event. If you are interested, contact Al "I am not the Cruise Coordinator" Herskowitz.

The PRYCA has announced the destination for the 16-18 July Float-In: Fort Washington. Activities will include the ever-popular dingy race, a dinner with dancing on Saturday

night followed by breakfast Sunday morning. The dinner/dancing/breakfast package will be \$40 per person. See the article in this issue for even more details.



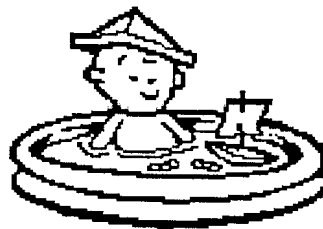
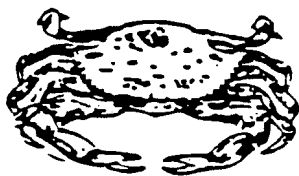
**Blessing of the Fleet and
Overnight to James Creek Marina
Saturday and Sunday, May 15,
Washington Channel**

The Blessing of the Fleet is sponsored by the Waterfront Washington Association (WWA) and approximately 200 boats from fifteen yacht clubs participate each year. WWA organizes this event and sets the order for the various clubs. Pete Clanton (703-330-4936) of Prince William YC will be organizing this event for the Occoquan Yacht Club. In advance, he will need to know which boats are participating because WWA will have a chaplain on the "blessing" vessel at the end of the main Gangplank Dock to bless each boat, by name, as she passes. There will be staging areas for the various groups. When advised by WWA organizers, our group will fall in line (each boat will be given a number to display) and proceed down the river, up the Washington Channel, past the "blessing" vessel, on past the Gangplank Marina and Capitol Yacht Club, making a turn to port near the Case Bridge and return down the channel past Haines Point.

Since the Blessing occurs on Sunday, it is sometimes not convenient to go up just for the Blessing. So, the Potomac River Yacht Clubs Association (PRYCA) has made arrangement for dockage for Saturday night at James Creek Marina. James Creek is the first marina on the left as you enter the Anacostia River. It is fairly new, sporting floating docks and plenty of power and water. If you plan on attending the Blessing and would like to go up on Saturday, please call Ned W. Rhodes at (703) 534-2297 to make the arrangements.

Saturday night, PRYCA is making dinner arrangements at the Officers Club at Fort McNair. Access to the Fort will be via the back gate that is right next to James Creek Marina. This should be a fun evening and great way to meet other boaters from the various yacht clubs on the Potomac. Call me now and plan on attending this Saturday night event as well as the Blessing on Sunday.

After the Blessing on Sunday, there will be an awards ceremony at Capitol Yacht Club and/or the Gangplank Restaurant. In addition, WWA is having their annual Arts Festival (postponed for an earlier date because of weather) on the Waterfront on May 16th. If you wish to tie up on the Waterfront for these activities, Gangplank Marina is offering dockage for participants in the Blessing. Contact Eric Slaughter at (703) 821-2720 (home) or (202) 260-1051 (work).



**PRYCA Float-In
July 16-18
Fort Washington Marina**

July. It's hot and its humid. It must be time for the PRYCA Float-in at Aquia Harbour. But, wait, didn't Aquia Harbour decline to host the Float-in due to construction? Alas, that is correct, but the Officers of the Potomac River Yacht Clubs Association have decided that the "show must go on" and have made arrangements to have the Float-In at Fort Washington Marina instead. It will be the same good time, just at a different location.

Fort Washington Marina is located at Potomac River buoy "79", Piscataway Creek. It is a full-service marina featuring 296 slips, fixed piers and floating docks, 50/30 amp power, pool and tennis courts, Ship's store, deli, laundromat, heads, showers and fuel. In summary, a great location for our Float-in.

The entire marina has undergone extensive rebuilding by the State of Maryland. The new facility is one of the nicest on the Potomac. The most dramatic first impression of the facility is the open space that the marina and grounds offer. The Main building is new and very well maintained and the fuel dock is convenient.

Unlike other years when the Float-in was hosted by the Aquia Harbour Yacht Club, this year PRYCA has had to plan and fund the entire event. The plan is to put up a large tent in the West end of the Marina to be used for all of our meals and entertainment. A dinner event is being planned for those arriving Friday. This event will either be a catered affair, a "bring your own pot luck and cookout," or pig and chicken barbeque. The details and cost of this event will be published in the June Daymarker.

On Saturday, the Occoquan Yacht Club will defend the "Aquia Cup" against all comers in the dinghy races. We may have a fight on our hand this year since I have heard that all the other Yacht Clubs have been practicing with their metal oars, lawyers and brand new excuses. Saturday night is the traditional dinner, awards ceremony and dance. The menu for the dinner includes hand carved pit beef, hand carved turkey, BBQ chicken, Italian sausage, grilled vegetables, bowtie marinara, pasta salad, potato salad, cole slaw, rolls, fresh fruit, chocolate cake and hot beverage. And included in the one low price of \$40 per person (\$20 for kids 6-12) is Sunday brunch consisting of scrambled eggs, homefried potatoes, bacon, sausage, biscuits, assorted bran and fruit muffins, bagels and cream cheese, Danish and beverages. That's right, dinghy races, a tent, Saturday dinner, Saturday night entertainment and Sunday Brunch all for \$40 a person! Not bad considering PRYCA has to rent a tent, arrange for two meals and provide entertainment.

As far as slips are concerned, the marina should be able to accommodate all of us on two docks, meaning that we will all be right together. Slips are \$0.75 a foot per night plus \$3 per night per 30 amp power cord (\$5 for a 50 amp cord per night). Pool passes for the pool right next to the marina are \$1 per day per person.

Sign up forms will be in the next issue of the Daymarker. If you need any additional information, you can contact Ned W. Rhodes at (703) 534-2297. This is a fun event and a great way to make new boating friends. Make plans on attending.



April 10, 1993

Dear OYCers,

We regret that the articles about our now two-year fun cruise may seem a bit frivolous compared to the serious subject matter contained in the last Windbreaker,

but we feel the membership needs somewhat lighter reading once in a while.

The last half of February was spent in Marathon socializing with a number of boats we have met in various places along the way. Then our sons joined us for five days of sightseeing and sailing up to Fort Lauderdale. There we heard the contractor with whom Dennis is associated is bidding a job in Freeport, Bahamas. That might be worth going back to work for, but they have to get the project before we can get too excited.

Before I forget again, here is the former OYC member report: While in Fort Myers Beach we called Mort and Dot Ray (*Paradise*), took the buses up to Cape Coral and got the nickel tour of their house (quite a spread for a retirement home) and their electric motor business. Another day they joined us for lunch aboard *Joyden* and we talked about mutual friends and the good ol' times up on the Occoquan.

As we were walking by Bahia Mar Marina in Fort Lauderdale, we noticed John and Maxine Ringle's *Harmony* with a "for sale" sign on it, but no one on board. Even Koko wasn't in his usual place at the helm on the fly bridge. We talked to the broker and the people in the restaurant which has the same address as listed in the OYC roster, but no one knew where they were. Could be that #203 is the office upstairs, but we couldn't tell by the name and it was late on a Saturday afternoon. Sorry we missed them.

As we traveled up the Indian River we checked to see where George and Eileen Kiesel (*Irish Mist*) had moved. Turns out they are within a mile of where we anchored. We enjoyed a wonderful dinner together at their beautiful oceanside condo reminiscing about parties and raft-ups during our Virginia days.

Then the great storm of '93 hit. We had steady 50-knot "breezes" with numerous gusts in the 60's and twice over 70 knots. Either the wave action or the anchor snubber snapping tore our mermaid figurehead off the bow. A nearby boater found it ashore and returned it, but it cannot be remounted. We have since ordered her sister as a replacement. Others fared worse. One boat lost his "windmill," and we saw a tow boat capsizing trying to pull a sailboat off the bottom. All three persons were able to swim to shore.

Finally, the weather calmed down and we continued on to Cape Canaveral to watch the shuttle launch. We were anchored two days early with a great view of Pad 39A. On Monday with cameras and binoculars focused we watched the big fizzle. Hopefully one of the next scheduled launches will wait until we return from our trip to Illinois. No, we did not push to get back to New Bern by April 1. Instead we had snow in Chicago. Thought we might escape that this year, but we got "fooled."

We still have about 700 miles to go before we can say we have completed our circumnavigation of the eastern portion of the United States. We will let you know what we find along the way. We won't be able to be there, but think of us as you fire the cannon celebrating OYC's tenth year.

Have a great boating season,

Joyden

Dear Editor:

Exactly what have you and your "wacky staff" been smoking lately? Or has some alien life-force beamed down and taken possession of your bodies and (obviously) your faculties? I'm still puzzling over your April issue. Is the Flag Raising really on May first or was that a big joke as well? Straighten up and fly right!

Disgusted in Dumfries

Dear Editor:

We feel it is our obligation to inform your readers that we have no knowledge of Mr. Way and his mamogram "enterprise" referred to in your last issue. He is not currently licensed to operate such a facility, and your readers should exercise caution.

I. B. Big, Executive Director

Medical Association of Mammographers of America (MAMA)

Dear Editor:

We must take exception to the so-called "logo" that was published in the last issue of the Windbreaker. In our experience, the musical note used in the logo is much too short. We feel that a dotted whole note is a better representation of real life.

Ima Winer

Dear Editor:

We now realize that the April issue of the Windbreaker was a joke. Boy did you have us going for two years in a row. We won't make the same mistake next year.

Al and Betty Poluha

Dear Editor:

We enjoyed the Windbreaker a lot more than the real Daymarker. Have you considered just cutting out the real stuff and continuing on with just the Windbreaker? It would be a lot more interesting reading and you would probably get the same participation at all the events. Think about it.

Laughing in Lake Ridge

Zebra Mussels Still Out of Sight, Not Mind

Potomac Basin Reporter, Nov./Dec. 1992

They are not here yet, but it is, by all accounts, just a matter of time. During the past year, zebra mussels (*Dreissena polymorpha*) have moved closer to the Potomac basin.

The freshwater bivalve, a native of the Caspian Sea, has caused problems for the water intakes of utilities and other industries, docks, pilings, buoys, and other shellfish populations in the Great Lakes area. The mussel was introduced there around 1985, probably discharged with freshwater ballast from a foreign ship. The mussels strongly attach themselves to a variety of surfaces, clogging intake pipes, smothering shellfish beds, or even sinking buoys with the weight of the rapidly expanding colonies. They are prolific breeders and colonizers, with females producing up to 40,000 eggs at a time, and colonies reaching densities of more than 700,000 per square meter. The small mussels (about an inch long) have spread from the Great Lakes region quickly, both by natural migration and attaching themselves to boats towed to other waters, causing the Chesapeake Bay region to take notice. The mussels themselves or their veligers, the free-swimming larval stage of the species, have been found in the Susquehanna, Ohio, and Tennessee river basins, partially surrounding the Potomac.

State and federal natural resources agencies have used the past year to institute monitoring programs to track the species' arrival. What might need to or can be done about them when they do arrive is less clear.

Two kinds of biomonitoring detect zebra mussels. Filtered water samples collect the veliger stages, and substrate samplers collect the attached adult stages. Existing zooplankton monitoring programs of Maryland and the District of Columbia are capable of detecting zebra mussel veligers at five Potomac stations between the District and Maryland Point, several miles upstream of the Route 301 bridge. The Maryland Department of the Environment (MDE) began monitoring this year for attached zebra mussels at six stations in the Potomac basin: Hancock, Shepherdstown, White's Ferry, Little Falls, Piscataway Creek, and the Monocacy River. As a result of a Pennsylvania initiative to coordinate state and utility monitoring for zebra mussels, the U.S. Army Corps of Engineers is monitoring Jennings Randolph Lake and Savage River Dam. The Potomac Electric Power Company is monitoring at its Dickerson, Md., plant. West Virginia does not sample specifically for zebra mussels and they were not detected in West Virginia's ongoing monitoring programs. However, maintenance crews for the canal locks on the Ohio and Kanawha rivers in West Virginia were instrumental in discovering the zebra mussels' arrival there.

Several other monitoring programs are starting in 1993, and will overlap the Potomac basin. The Virginia Department of Game and Inland Fisheries has identified approximately 25 sites for zebra mussel monitoring in 1993. These sites have been selected in association with Alliance for the Chesapeake Bay as likely points of entry. The U.S. Geological Survey stream gauging stations will be checked for mussels by monitoring personnel.

A disturbing fact about the mussels' upriver expansion in the Ohio River is that they were not detected on the artificial substrates deployed at several locks throughout the past summer, but rather were discovered during maintenance work by divers. This raises questions about the effectiveness of the various materials and methods used to monitor zebra mussels, such as the use of plastic as an artificial substrate, and the shape and orientation of the samplers and their location in the water column. These questions were discussed at a recent meeting of the exotic species workgroup of the Living Resources Subcommittee of the Chesapeake Bay program.

While the wait continues, MDE, and more recently, the exotic species workgroup, have been investigating control strategies that could be used to mitigate impacts to utilities and industry, including chemical treatment of water entering pipes, or filters to keep the mussels out of them.

In addition to the species' possible effect on utilities and other water users, researchers outside Maryland (the state prohibits importation of the mussels, even for research) continue to study the mussel for hints of how it might affect the ecology of the region's waters. Because the mussels feed on plankton and algae, it is feared that large populations could alter a system's food web. For example, mussel predation could limit the algae supply used as food by zooplankton, which in turn are preyed on by larval fish. On the other hand, the bivalves' power to filter and cleanse large amounts of water (up to a liter per day per mussel) could greatly increase water clarity and quality, encouraging the growth of submerged plants and in turn, more plankton and fish habitat. The Potomac's muddy bottom also may be a limiting factor for the mussels.

The species' tolerance of salinity and temperature continues to be studied to determine limits to its potential range in the Chesapeake region. Scientists also have discovered the existence of another more recently introduced *Dreissena* species in the Great Lakes, one thought to be more salt-tolerant. In the upper Chesapeake Bay and tidal tributaries where salt and freshwater mix, even a small difference in salt tolerance could greatly enlarge the species' potential habitat.

The ICPRB continues to work toward efficient information exchange between state agencies, utilities and other groups in preparation for the species arrival.



Summary of Legislative Actions

CBYCA Delegates Meeting

February 13, 1993, Mount Vernon Yacht Club

Federal: The "Passenger for Hire" bill has been returned to the U.S. Coast Guard for rework.

District of Columbia: No report.

Virginia:

SB 721, Mandatory Education. Withdrawn by sponsor.

SB 851, Taxation. Dedicate funds to boat activities.

Expect no action.

HB 230, Lower personal watercraft operator age from 14 to 12. CBYCA opposed. Bill dies in committee.

HB 2352, Waterskiing. Change hours when waterskiing

is prohibited to sunset to sunrise from one hour after sunset to one hour before sunrise. CBYCA supports.

Change the requirements for wearing PFDs. Allow skier to not wear a PFD if there is an observer in the tow boat; require the skier to wear a PFD if there is no observer in the two boat. CBYCA opposes.

Boaters to Renew Virginia Tax Fight **Soundings, April 1993**

A bill that would have diverted boat sales tax money from Virginia's general fund into boating programs has died in committee, but lawmakers and boating groups already are gearing up for another try next year.

"Every boater who's registered is certainly going to support it," said Ken Kier, chairman of the Virginia Boating Advisory Committee and a representative of the Chesapeake Bay Yacht Clubs Association. "It's totally for the support of the boater."

The bill, sponsored by Sen. Stanley C. Walker, president pro tem of the Senate, would have redirected money generated by a 2 percent sales tax on some boats. The money now goes into the general fund; the bill would have required it go to the Department of Game and Inland Fisheries' motorboat and water safety fund.

"Money," said Walker aide Patti Armistead, when asked why the bill failed. "It's a good bill, it needs to happen. It's just that right now anything with a price tag is being scrutinized very closely. We're hopeful next year we'll have better luck."

Depending on what they buy, Virginia boaters pay two types of sales taxes. If the boats are smaller than 16 feet, unpowered or powered by less than 25 hp, boaters pay the state's standard 4.5 percent retail sales tax, which goes into the general fund.

"Watercraft" are defined as boats 16 feet and over with motors at last 25 hp. People who buy watercraft, new or used, must pay a 2 percent watercraft sales and use tax.

Although sales taxes from autos go into the highway trust fund and sales taxes from aircraft go into a similar aviation and airport fund, the watercraft sales taxes traditionally have gone into the general fund, said Mark Monson, chief of administrative services for Game and Inland Fisheries.

The watercraft sales tax has generated between \$2.3 million to \$2.9 million annually, he said. Game and Inland Fisheries officials want the money to go to the motorboat and water safety fund, which gets about \$1.8 million annually from registration and titling fees and is used for projects including boating education programs, public access, law enforcement and boat ramp and facility maintenance.

Boaters were all for it, Monson said. The Virginia Boating Advisory Committee, which includes representatives from the Virginia Association of Marine Industries, the Virginia B.A.S.S. Federation, the Coast Guard Auxiliary and a range of other boating interests, voted unanimously to support the bill.

"We really thought it would fly," Kier said. "We wrote to every boating organization in the state of Virginia we could find, plus individual boaters."

Game and Inland Fisheries pushed the bill because

boating programs have been "woefully underfunded," Kier said. A recent study found that in 1990-91 Virginia boaters paid \$10.6 million in taxes, including fuel and sales taxes, and received \$2.6 million in boating programs.

"Terrible," Kier said.

In 1990 the General Assembly voted to increase the state's boat registration fees, which had stood at one level, and change them to a sliding scale based on boat size. That change was expected to generate about \$600,000 a year. But Gov. Douglas Wilder, facing a budget crunch, diverted the income from the new fees into the general fund.

"The governor basically borrowed the money," Monson said. "Because he borrowed it for those two years we weren't able to catch up at the rate we'd hoped in boating programs."

The administration is reimbursing the department \$600,000 at the end of this fiscal year and \$600,000 at the end of next fiscal year, Monson said.

Part of the problem is where Game and Inland Fisheries gets its money. None of the department's \$25 million annual budget comes from the general fund; 70 percent is generated through hunting and fishing license sales, about 25 percent comes from federal grants and about 5 percent from motorboat titling and registration fees and other charges, Monson said.

"The redirection of the watercraft sales and use tax is one part of a broad financial package that is being promoted by our board to increase the funding for this agency," Monson said. "It's not just an isolated incident."

The **Daymarker** is published monthly by Ned, Arleen, Jess, Willie and Sally Rhodes. The deadline for submission of materials to the **Daymarker** is the 20th of every month. Since no one ever reads this blatant plug, we can take this opportunity to thank our numerous contributors to the **Windbreaker**. I think it was the best ever. Thank you for your help.

Articles should be sent to the **Daymarker** Editor at 2001 North Kenilworth Street, Arlington, VA 22205. We prefer typed text (no crayons please) or you may submit your text on a disk in Apple Macintosh format or IBM-PC format. Your articles may be faxed to our corporate offices at (703) 237-9654. In addition, we also can support a direct feed from your computer to our corporate computer facility utilizing a variety of file transfer protocols and two modem lines (9600 V.32bis/V.42bis available).

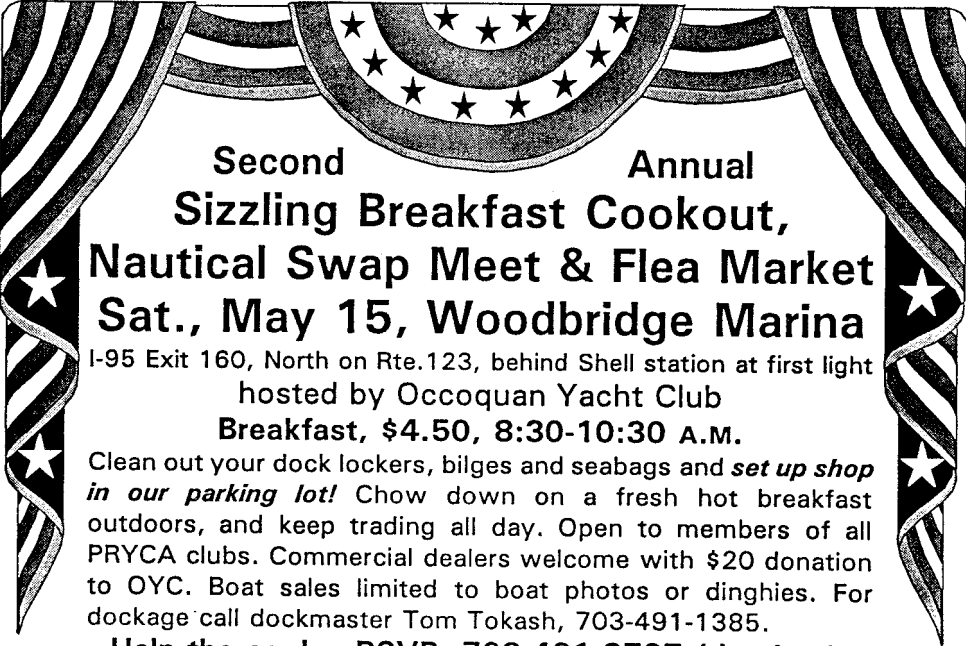
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The Daymarker



**Second Annual
Sizzling Breakfast Cookout,
Nautical Swap Meet & Flea Market
Sat., May 15, Woodbridge Marina**

I-95 Exit 160, North on Rte.123, behind Shell station at first light
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Breakfast, \$4.50, 8:30-10:30 A.M.

Clean out your dock lockers, bilges and seabags and *set up shop in our parking lot!* Chow down on a fresh hot breakfast outdoors, and keep trading all day. Open to members of all PRYCA clubs. Commercial dealers welcome with \$20 donation to OYC. Boat sales limited to boat photos or dinghies. For dockage call dockmaster Tom Tokash, 703-491-1385.

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