



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

# The Windbreaker

April 1994 Vol. XI Issue 4

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

Commodore  
Ray Steele  
703-385-8615

Vice Commodore  
Sandy Leathers  
703-425-1994

Rear Commodore  
Tom Egmore  
703-256-8442

Secretary  
Teresa Sorrenti  
703-590-6724

Treasurer  
Steve Wexler  
703-437-0687

## UPCOMING EVENTS

May 1

Egmore's embark for Memorial Day Cruise.

June 20

OYC Board actually gets their articles in by the publishing deadline.

July 3

Tom Coldwell actually leaves the slip during a period of low wind.

July 4

Ron Tilmon rides in a boat and doesn't answer radio calls of his former boats.



### Commodore's Comments

#### Rhodes Sells Cruisers

In what has become an annual event, Ned and Arleen have once again sold their boat, this time to John and Mer Piper. John has always wanted a boat that knows the way to Mattawoman and being devoted Democrats, they have decided to downsize their business and move to smaller quarters.

#### Pipers Sells Choy Lee

In a surprise move, John and Mer Piper have sold their boat to Mickey Mouse. "We think it is a good investment for Prince William County and we are happy to 'ride the wave' and take our money right up front." They have decided to name their new boat (see article above), *Dunworkin*.

#### Rhodes Let Someone Sit in His Chair

There was pandemonium at the marina this weekend when Ned allowed two different people to actually sit in his

chair while he was looking. You will recall that Ned has been known to chase people out of his chair muttering things like "buy your own" or the ever popular, "that's my chair." We hope that this does not mean that Ned is mellowing in his old age.

#### Commodore Steele Speaks English

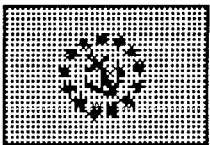
Commodore Steele left the general membership speechless as he invited everyone to attend the "Regarra" at Prince William Marina this summer. His wife Pat was finally able to translate that a "regarra" was a function involving boats, much like a sailbote regarra.

#### Steve Worcester Redoes His Lines

In what will probably be a world's record, Steve Worcester was able to redo his bow and his stern lines in under four hours. His wife was heard to remark, "If he were to stop talking long enough to work, it probably could have been done in 15 minutes."

#### Egmore's Buy Morning Mist

Tom and Barbara Egmore as new owners have agreed to keep the old boat name and rename Sara instead. From now on, Sara will be known at Morning Mist One. Please make this change in your club roster.



## Vice Commodore's Comments

The 1994 OYC board has resolved to top last year's board in appointing cruise coordinators who actually participate in the event they are coordinating.

The club received a letter this week from the Occoquan Merchants Association stating they will not be needing us to cruise Santa from OHM to Occoquan for the 1989 Christmas season.

If you want a new boat later this year, get yourself nominated as an officer for the 1995 board. An informal check reveals that no board in the history of the club has yet failed to produce a new boat acquisition for at least one board member. The current board has two new boats. One of them, *USS Missouri*, owned by Tom and Barbara Egmore, will be the flagship of the 1994 Week Long Cruise, carrying not only everyone who signs up for the cruise but their boats and marinas as well.

The flag raising this year, May 7, will include a flyover by the Blue Angels, the Thunderbirds and the Confederate Air Force. Pass it on.

Our avuncular Frank Schwartz, the club's Fleet Safety Officer, reminds that life is sexually transmitted... and fatal.

The editor(s) of The Daymarker insist that when you submit copy for publication you proofread carefully to see if you any words out.

Aaron Martin has been so successful finding jumbo shrimp for the shrimpfest every year that he and Lynn are going into business raising giant bonsai trees.

Keeping ahead in technology... *Southern Nites* is the only boat on the river with a driver's side airbag. (Well, there may be other boats, too.)

Dave Yarnell wants the club to support one of the new old-fashioned gas lamps on an Occoquan street. We missed whether he wanted us to pay for it or keep it fueled.

Al (I AM standing up!) Hobson won the Commodore's Cup because he does the work of three men. Now we've found out it's Moe, Larry and Curly.

Treasurer Steve Wexler says the club has more money this year than last. His mastery of the treasurer's job reminds us that eagles may fly, but weasels aren't sucked into jets.

Commodore Ray is well organized, and his next goal is to stamp out, abolish and get rid of redundancy. Again.

And club Secretary Teresa Sorrenti has her own crusade. She wants any members who are illiterate to write in for free help.

Vice Commodore Sandy Leathers had the entire left side of his boat side-swiped off. It's all right now. Get it?

It's really great, we have some new members, but, hey, what do they know? *Psyche!*

Rich Ziegler warns club members not to be sexist, "Broads hate that!"

What a relief, the anti-virus program we bought for the club's mainframe computer seems to be working.

Overheard at the General Meeting: "I'd kill for a Nobel Peace Prize."

Dave and Carol Moore have invited the entire free world to their house for a float-in this summer. It's a celebration of their new addition—wall to wall floors.

New members Marty and Ann Williams joined the club at the general meeting. They were so excited after the meeting, they left in a hurry... to stop payment on their check. Unusual name for their boat, *Cheat A Pet*, commemorating the time Marty stole a copy of Penthouse magazine.



## Exec. Rear Commodore Comments

And Bill and Bonnie Fulford have already spring-commissioned their new boat. Be careful, folks, nothing is so simple that it can't get screwed up. Simple?

Speaking of simple, Tom Coldwell still can't figure out the start and end dates of the membership year. What can you expect from the brains of a sweet potato? Tom's life motto: "Cognito Ergo Spud," "I think, therefore I yam." (Think about it, your dues are paying for this stuff.)

Nice to see Henry and Monica Lovell at the general meeting, here in town on spring break from their honeymoon.

Also coming back, Rick Sorrenti, after several weeks in Hawaii. It was rumored he was sent away in the government's witness protection program. Either that was a bad rumor or the feds changed their minds. Good luck, Rick.

Received a "Have You Seen Me" postcard the other day. It had Steve Worcester's picture on it. Steve, by the way, is some sort of computer wiz. We hear he was so smart in school that his teacher was in his class for five years.

We commend Ursula Schwartz and Carol Moore for proving that there is absolutely no truth to blonde jokes ...and Dave Yarnell for proving that there is.

### Early Bird Cruise to Alexandria

by Neddy Rhodes

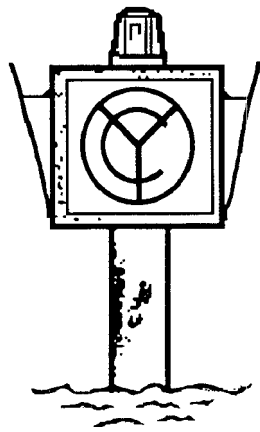
After suffering through a long hard winter, the Rhodes family was ready once again for the first cruise of the new season. It looked to be a great event, especially since Dad was able to send Mom off on a land cruise to parts south. Now we were able to plan the "Testosterone" cruise of 1994. And when you think of testosterone, you naturally think of Ron Tilmon, who graciously agreed to accompany us to Olde Towne, all the while muttering something like, "I hope this not like the last time I was invited on a cruise, when I couldn't even sleep on the boat. But that was a long time ago and way before Arleen."

Rather than waste a full night of partying, the crew decided to leave Friday afternoon. Cruise coordinator Allen Herkowitz had done another bang-up job of organizing the cruise and, as in the past, declined to go, citing a previous engagement. Assistant coordinator Al "I am too standing" Hobson took over the reins and promptly decided that there was a chance of snow and no chance that they were going. Past Commodore (once removed) Tom Coldwell decided that it was too windy in the slip and decided to wait it out. Not a good beginning to the "Testosterone" Cruise of 1994.

Last to arrive in Olde Towne was Steve Worcester, who was late because he had to stop and give his mother a call. It was a typical OYC cruise, 14 boats signing up, 4 showing up. Even with such a small group, much was accomplished. Only two people fell in, one boat ran out of water and only six people were hospitalized.

Dale and Rita Jacobs hosted a welcoming party Saturday where they showed the infamous Tipitty Witchitty video starring Howard and a boat load of women who put money down his bathing suit. The video is still a classic and it was still much funnier in person than on tape. Terri and Bill Petrey showed up early Sunday morning, wine cooler in tow and looking for a boat to crash on.

It was with heavy heart that we bid fond adieu to Alexandria, late that Sunday for the run back to the Occoquan. Only two logs were hit by the collective group, damaging 2.3 props. A good time was had by all. Can't wait until Memorial Day Weekend.



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## Commodore's Comments

Ray Steele

NO DESSERT!!!! The food was good and the evening was enjoyed by all. Cruise coordinators expounded upon the great times that are in store for the 1994 boating season and a minor celebration of St. Patrick's Day took place, but there was no dessert. The event being described here was the Membership Meeting/St. Patrick's Day Party that was held on Saturday, March 19th. A display of sign-up sheets brought forth the urge to start our engines and indeed many signatures were placed upon paper, committing members and boats to specific events.

Immediate Past Commodore Tom Coldwell was presented with a Past Commodore pin and thanked once more for his continuing support of OYC activities.

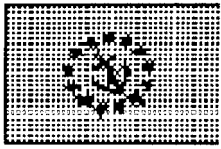
My thanks to all who participated, but in particular to Rear Commodore Tom Egmore and family for picking up the drinks and paper products, and Captain Henry Lovell with First Mate Monica for assistance with setting up and taking down the tables and chairs utilized during this event.

But this event is history now and our thoughts must turn to the Early Bird Cruise to Alexandria, scheduled for April 23 and 24th. Captain Al Hobson (703-642-5022), Cruise Coordinator, has made this event open to all, come by water or land transportation. Please see the article written by Al elsewhere in this issue of the Daymarker.

May 7th at Occoquan Harbour Marina!!! (Visiting boats will be accommodated on a space-available basis.) This day is scheduled to be the busiest of the season. It will all start at

10AM with boat inspections by the USCG Auxiliary and fire fighting lessons. At noon the traditional flag raising/cannon firing will take place accompanied by fife and drums. OYC will provide hamburgers, hot dogs, condiments and liquid refreshments at the conclusion of the flag raising ceremony. Members should bring side dishes and DESSERTS. At 2PM a Photo-Afloat opportunity will take place in Belmont Bay with Captain Richard Ziegler piloting the chase boat. (This will be a great opportunity to get pictures of your boat underway.) The day will conclude with a raft-up at Mattawoman Creek.

*"The Party was great, but there was no dessert"*



## Vice Commodore's Comments

Sandy Leathers

I'm sure other members of the OYC Bridge are telling you about the great Membership Meeting on March 19th and the upcoming cruises, so let me tell you about "A Week in January 1994" that can be referred to this summer when we are cruising down the river in 80-90-100 degree temperatures.

**1st Day, January 18, 5:00PM.** It's starting to snow. The first of the season and the first one we've seen in years. My friend and I took our hot buttered rums and sat by the picture window, watching the soft flakes drift down, clinging to the trees and covering the ground. It was beautiful.

**2nd Day, January 19.** We awoke to a lovely blanket of crystal white snow covering the landscape. What a fantastic sight. Every tree and shrub covered with a beautiful white mantle. I shoveled snow for the first time in years and loved it. I did both our driveway and our sidewalk. Later a city snowplow came along and accidentally covered up our driveway with compacted snow from the street. The driver smiled and waved. I waved back and shoveled it again.

**3rd Day, January 20.** It snowed an additional 5 inches last night and the temperature has dropped to about 11 degrees. Several limbs on the trees and shrubs snapped due to the weight of the snow. I shoveled our driveway again. Shortly afterwards the snowplow came by and did his trick again. Much of the snow is now brownish-gray.

**4th Day, January 21.** Warmed up enough during the day to create some slush which soon became ice when the temperature dropped again. Bought snow tires for both cars. Fell on my butt in the driveway. \$145.00 to a chiropractor, but nothing was broken. More snow and ice expected.

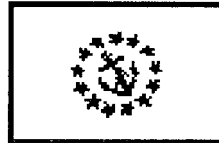
**5th Day, January 22.** Still cold. Sold the wife's car and bought a 4x4 in order to get to work. Slid into a guardrail anyway and did a considerable amount of damage to the right quarterpanel. Had another 8 inches of the white sh#! last night. Both vehicles covered in salt and crud. More shoveling in store for me today. That gxdxx!# snowplow came by twice today.

**6th Day, January 23.** 2 degrees outside. More !#!#@ snow. Not a tree or shrub on our property that hasn't been damaged. Power was off most of the night. Tried to keep from freezing to death with candles and a kerosene heater, which tipped over and nearly burned the house down. I managed to put the flames out, but suffered 2nd degree burns on my hands and lost all my eyelashes and eyebrows. Car slid on the ice on the way to the emergency room and was totaled.

**7th Day, January 24.** G!##!\*\*\* \*\*!### white !#\*% keeps coming down. Have to put all the clothes on we own just to get to the \*!##% mailbox. If I ever catch that SOB that drives the snowplow, I'm gonna kick his butt. I think he hides around the corner and waits to plow shut our driveway! Power still off. Toilet froze and part of the roof has started to cave in.

**8th Day, January 25.** Six G!##!\$#! more inches of ##! snow and !\$!\$ sleet and ##! ice and God knows what other

kind of white ##! fell last night. I wounded the !## snowplow driver with an ice ax, but he got away. Wife left me. Car won't start. I think I'm going snow-blind. I can't move my toes. Haven't seen the sun in weeks. More snow predicted. Wind chill -22 !\$#! degrees. I'm moving to Florida!!!



## Exec. Rear Commodore Comments

Tom Egmore

It has been a long and cold winter with many weekends requiring trips down to the boat to remove snow from the decks and to check that the bubbler is keeping the ice at bay. Now, as the earth tilts gradually toward warmer weather, the prospect of once again taking the helm and heading for the horizon begins to loom larger. Cabin fever has driven you crazy, you can't wait to get on the water. The only obstacle in the way is the long list of chores which, taken collectively, are called SPRING COMMISSIONING.

The key to successful spring commissioning is having a list of things that should be done and getting all the materials and various things you will need to do the job gathered together. Thinking about it will get you nowhere. NOW is the time, so get out there and get started. Keep in mind that to be stuck at the dock getting the boat ready, or up on land painting the bottom in mid-April on a nice warm sunny spring day, is pure frustration. Also, we should not kid ourselves, spending more than one warm spring weekend at the docks working on the boat while everyone else is cruising by heading out for that long-awaited fun in the sun will only result in hurrying to get done and therefore doing less than a thorough job.

Remember, the more care you take and the more complete a job you do in the spring, the more you can relax and the less problems you are likely to have during the summer season. To help with your task, here are a few tips that you may find useful:

Check your batteries thoroughly. Top them off with distilled water and test with a hydrometer for a specific gravity of 1.275". If you didn't replace the fuel filters in the fall, do so now. Find and label all in-line fuses. Make a list of where each in-line fuse is so you will know where to find each one in a hurry (put a sticker on each piece of equipment to tell you where its fuse is). Make sure you have at least one spare for each fuse, and to make sure you can find it in a hurry, tape the spare alongside the fuse in use. Check all hose connections for cracks at the clamps. For all through-hull fittings, make sure they are double clamped. Also, tie a tapered wood plug that is a snug fit for the through-hull opening next to each seacock, so if the seacock fails or the hose breaks you an plug the hole in an emergency.

Spare parts seem to always be in short supply just when you need them. Make a detailed list of essential items that are critical to keeping the boat running long enough to get you back to port. Of course, you cannot carry a spare engine, but some items you can and should carry are spark plugs, cotter and shear pins for propellers, spare propeller (a left and right if your boat has counter-rotating props), fuel filter elements,

engine oil, oil filter, drive belts for each existing size, pump impellers, hose clamps, water hose (several pieces of different sizes for engine and water system), fuses (particularly the big 50 amp fuse for the main electric feed to the engine), and a generous assortment of screws, nuts and bolts. Finally, a service manual for the engines and for each piece of equipment on the boat. Even if you do not work on the boat yourself, these spare parts and manuals will be helpful to yard mechanics who are trying to make emergency repairs on your boat on a Sunday afternoon at Nowhereville Marina, in East Crabpot, Md.

If you are starting from scratch there is a lot to do and many things to prepare for. Don't let this overwhelm you and keep you from getting started. Do as much as you can now and continue to work on less important items throughout the season. After a few seasons you will have your lists developed, spare parts accumulated and the routine down pat.

Hope this helps—now get out there and get started!



### Treasurer's Comments

Steve Wexler

Gentlepeople—Start Your Engines!! Open those seacocks and fire 'em up. That's right—it's finally the start of another glorious season of sun...fun...and, well, you know. And as always, the OYC will kick-off the new year with our annual Flag Raising Ceremony at Occoquan Harbour Marina on May 7th at Noon. And we've planned a full day...Courtesy Coast Guard inspections...a live cannon...photo-afloat...and a raft-up at Mattawoman Creek—can you stand it? The Club's Quartermaster has ordered a new supply of OYC burgees, hats and shirts. Buy early and often. Remember to bring a dish to share.

It's also not too early to start thinking seriously about having your boat and crew blessed for the new season. The Washington Channel Waterfront Association will sponsor the annual Blessing of the Fleet on May 15th. Boating safety and preparedness is always important...and it doesn't hurt to have some additional help by taking part in this event. The PRYCA has planned a dinner event at Fort McNair officers' Club on Saturday, May 14th. The PRYCA has reserved slips at James Creek Marina on the Anacostia River for that evening. Actually, it's the same day that OYC's Breakfast Swap Meet occurs...come on down and have breakfast...buy those favored treasures from fellow club members' boats...and head upriver for a fun evening. Look for the coupon in this issue of the Daydreammarker.

Another reminder regarding Memorial Day. We've got twelve boats signed up. I'll be sending the reservations in to Yeocomico Marina by the middle of this month...it's still not too late. A coupon was available in last month's edition of the Daytripmarker. If you can't find it, just call me at 703-437-0687. Don't miss this first holiday cruise, which will include dinner at the Moorings Restaurant, a nature walk to Kinsale, and Sunday brunch at Tall Timbers.

And a special welcome aboard to Marty and Ann Williams, new members who joined at the March General Membership meeting!

## Occoquan Yacht Club Financial Statement October 1, 1993-March 21, 1994

Beginning Balance (10/1/93)	\$1,041.50
<b>Income:</b>	
Renewal Family Members	\$1,530.00
Renewal Indiv. Members	175.00
Renewal Assoc. Members	50.00
Renewal Junior Members	15.00
New Family Members	315.00
New Individual Members	35.00
New Junior Members	15.00
Club Sales	196.00
General Membership 50/50	123.00
Holiday Party	<u>1,875.00</u>
<b>Total Income</b>	<b>\$4,329.00</b>
<b>Expenses:</b>	
Membership Activities	\$2,404.97
Awards	302.64
Postage	237.95
Printing/Reproduction	254.68
Miscellaneous	145.06
Organizational Expenses	195.00
Clothing/Burgee Inventory	953.50 <sup>1</sup>
Bank Service Charges	<u>55.42</u>
<b>Total Expenses</b>	<b><u>\$4,549.22</u></b>
<b>Ending Balance</b>	<b><u>\$821.28</u></b>

<sup>1</sup>The Club's clothing/burgee inventory includes 53 burgees, 20 shirts, and 17 hats.

### Early Bird Cruise April 23-24, Old Town Alexandria Al Hobson

#### **Last and final (?) notice for the brave and bold...**

Hear ye! Hear ye! Hear ye! Let it be known that this will be the final entry into the Daymarker pertaining to this year's Early Bird Cruise.

Therefore, anyone not yet signed up must do so immediately (or real soon anyway) because time for reservations is about up. In case you've forgotten, Alexandria City Marina sustained damage from this winter's ice flows and space will be limited. So please call me at 703-642-5022. (Yes, it is too late for the coupon, but not too late to call.) So, call! Call! Call!

Now, for all you "land barge" people (i.e., those of you not yet brave or bold enough to go by boat) who wish to join in the festivities Saturday night, please give me a call so I can put your name(s) on the list.

The current plan is to have dinner at the Fish Market in Old Town on Saturday night. Those of you wishing to attend the dinner function must let me know no later than Friday, April 15th so arrangements can be made. (But please! No one let the people at the Fish Market know that Paula [yes, sweet Paula] will be in attendance. Rumor has it that she...????)

## Membership

John Piper

The OYC welcomes new members Marty and Ann Williams, Family, and Chris Williams, Junior, aboard *Cheat A Pet* berthed at OHM.

## Potomac Book Available

Potomac Basin Reporter, October 1993

The final copies of a classic book about the Potomac are being sold by the Chesapeake Bay Foundation.

"**This Was Potomac River**," by late Potomac historian Frederick Tilp are available from the foundation for \$50. Proceeds from sales support the foundation's work toward saving the bay.

Tilp spent much of his life on or learning about the Potomac. His great uncle ran a fleet of tugboats on the metropolitan Potomac in the late 1800s. Tilp spent several years in the 1930s leading a group of Sea Scouts on the river in small sailboats. He spent much time on the river himself, and later was a fixture in the Library of Congress, researching aspects of the river and its lore. The out-of-print book is a must for any Potomac library. To order, contact the Chesapeake Bay Foundation Save the Bay Shop, 188 Main St., Annapolis, MD 21401, or phone (410) 2668-8832. Those in the Washington metro area can phone locally at (301) 261-2814.

## Week-Long Sojourn

Richard Ziegler, Cruise Coordinator

This will be the "mother of all cruises" for 1994. After the week-long cruise, it's all downhill for the rest of the season. This is a great cruise for both the experienced yachtsman (or yachtsperson) and the relative novice. For the novice your destinations are preplanned, and other more experienced "bay cruisers" are along to run with you thereby eliminating the risks of getting lost, getting stranded, running out of gas (sorry, Tom) or sinking (no one). So if you love salt spray, miles of open water, protected harbors, fresh air, and lots of adventure, this is the cruise for you. For roughly \$1,000 (including fuel—assuming twin engines—food, restaurants, slip fees, etc.) per boat, this is a much better deal than the Caribbean, and it's much more fun.

The initial subscription for this wonderful cruise has been strong, but we're looking for even more boats—the more the merrier. So whether your boat is large or small, you're a new member or old, you have bambinos or an empty nest, please call me by May 15th after looking over the following itinerary.

### Going

Sat., 7/30: Smith Creek, Maryland Raft up—70 nautical miles from Occoquan.

Sun., 7/31 & Mon., 8/1: Tides Lodge and Resort on Carter's Creek off the Rappahannock River—45 nautical miles.

Tues., 8/2: Salt Ponds Marina in vicinity of Back River, Hampton, Va.—42 nautical miles.

Wed., 8/3 & Thurs., 8/4: Rudee Inlet, Virginia Beach, Va.—28 nautical miles. For those not wishing to transit the 8 miles of ocean, Lynnhaven will be the alternative.

### Returning

Fri., 8/5: Narrows Marina on the Piankatank River/Gwynn Island—43 nautical miles.

Sat., 8/6: Kinsale Marina on the Yeocomico River, Va.—50 nautical miles.

Sun., 8/7: Return home—75 nautical miles. Take your time.

All of the facilities are carefully hand-picked, full-service marinas with swimming pools, restaurants, laundry facilities, etc. So don't wait, call me now so I can insure that we have room for you on this big event. If you haven't done anything like this before, I will *personally* sponsor you to insure you that the week-long cruise is your most rewarding adventure ever. Even if you're fence-sitting and have questions, call me right away at 703-590-4630 since there will be a limited number of slips at the more popular resort marinas. I'll be glad to hear from you!

## Report on the 1994

## Virginia General Assembly Session

11 March 1994

Nicole Sours Larson, DSL

This report is being written the day before the close of the biennial 60-day "long" session of the Virginia General Assembly, which has been totally dominated by controversy surrounding the Disney America theme-park development proposed for Prince William County. The heat of the debate has obscured, and in some instances actually prevented, substantive consideration and coverage of many other issues which would normally have received much-deserved attention in the media. Discussions over the Disney development, and Disney-related legislation containing proposed taxpayer subsidies, have dominated stories emanating from Richmond. Indeed, the most enduring impressions of many trips to Richmond this winter involve the numerous lobbyists in Mickey Mouse silk ties and abundant Mickey Mouse paraphernalia stalking legislators through the corridors of the General Assembly Building.

In view of the fact that Virginia is an extremely conservative state favoring an incremental approach to legislation, CBYCA can report significant success in the bills we supported this year. For the bills we particularly targeted and concentrated our legislative efforts, we won "incremental" victories, despite considerable and often formidable opposition. Those bills which have passed both Houses still await the Governor's signature. Here's a review of this year's legislation.

House Bill (HB) 68 reclassifies as "watercraft" any boat motor larger than 25 hp sold separately, and makes it subject to the watercraft and sales use tax (2% rather than 4.5%). CBYCA supported this bill, which passed both Houses.

HB 92 and companion bill Senate Bill (SB) 188 transfer from the general fund the watercraft sales and use tax to the motorboat and water safety fund administered by the

Department of Game and Inland Fisheries (DGIF). This proposal had failed miserably in various versions in previous years; it remained controversial this year because it withdraws general use funds to support specific (boating) programs. The Senate version died in committee, but the House version survived in an amended form. CBYCA lobbied hard in support of this bill, which—ultimately—will enable the infusion of \$1.5 million from sales and use tax, paid by boaters on watercraft, into support of boating programs. As of this writing this much-discussed and amended bill has been passed in its conference report version and awaits the Governor's signature, the prospects for which look promising. If signed, this bill will transfer 50% of watercraft sales and use taxes to support boating programs in FY 1996, 75% in 1999, and 100% in 2000.

HB 96 establishes a facilities use permit of \$6 per year for use of wildlife management areas, refuges, boat ramps, fishing lakes, and other public recreational facilities administered by the DGIF. Owners/occupants of registered boats and holders of fishing and hunting licenses are specifically exempted. Since this proposal would benefit boaters, CBYCA supported this bill, which has been carried over until next year.

HB 341 transfers boat trailer registration fees from the transportation fund to the motorboat and water safety fund, to support boating programs. Supported by CBYCA and opposed by transportation interests, this bill died in committee.

HB 1282 reduces the permissible blood alcohol limit while operating any watercraft or motorboat from the existing .10 to conform with the established blood alcohol limit for driving, which other legislation this year has reduced from .10 to .08. CBYCA supported this bill, which passed both Houses.

HB 1299, in its original form, would amend existing law to require both that waterskiers wear a personal flotation device (PFD) AND that skiboats carry an observer on board. This bill also proved extremely controversial, and was amended in committee to permit a rearview mirror in place of an observer. P/C Ken Kier and I both testified before the House subcommittee and committee, and the Senate committee with jurisdiction over this bill. However, we were opposed by the marine industries lobbyist and individual legislators who considered the observer requirement an unwarranted intrusion on individual liberty. The mirror-version of the bill passed both Houses. CBYCA considers that use of a rearview mirror in waterski boats is inadequate for

boating—and public—safety, and will continue to work to improve safety standards and requirements. However, this bill is an improvement over existing legislation.

HB 1395 and SB 546 propose changing the names of the Board and Department of Game and Inland Fisheries to the Board and Department of Wildlife Resources. CBYCA recommends incorporating the term "Boating" into the new title. Partly because of our objections, these bills have been carried over until next year. Boaters are urged to express their views both to members of the Board of DGIF and to their legislators.

SB 470 and companion bill HB 973 relate to liability for discharges to state waters, lands, and storm drains. These bills, although introduced to deal with specific sewage discharges by plant operators in Portsmouth, were so broadly drawn that, had they passed, they would have made all Virginia waters no-discharge zones. While the House version was withdrawn and the Senate version more specifically rewritten before being killed in committee, these bills probably represent the wave of the future. Boaters' voices were heard in this instance. However, we need to begin preparing for proposed stringent discharge restrictions in the future.

CBYCA did quite well in its legislative advocacy efforts in Richmond this year. It became extremely clear, especially through our battles over the transfer of the watercraft sales and use tax and the waterski observer bills, that we as an organization and boaters in general need more clout in the General Assembly. We need to identify and be able to activate individuals in key legislative districts who are willing to lobby their legislators on behalf of boaters' interests. This factor is growing even more critical as we gear up to fight to save the \$32 million in boating safety grants to the states proposed for elimination by the Clinton administration. In Virginia this would mean not only the loss of \$600,000 in funding, but probably also the end of state-supported boating education programs. The time to organize is NOW! If you or any of your members want to help our boating advocacy efforts, please contact me. Your voice and your vote count—make them heard!

Nicole Sours Larson  
Virginia Legislative Director  
6921 Espey Lane  
McLean, VA 22101  
(703) 893-4971/893-9008 (fax)

**PRYCA BLESSING OF THE FLEET DINNER AT  
FORT McNAIR OFFICERS' CLUB  
JAMES CREEK MARINA DOCKAGE**

Boat Name \_\_\_\_\_  
Captain's Name \_\_\_\_\_  
Size of Boat: Length \_\_\_\_\_ Beam \_\_\_\_\_  
Power \_\_\_\_\_

Return coupon with \$10 non-refundable reservation check to Steve Wexler, 3601 Deerberry Court, Fairfax, Virginia 22033 or call at (703) 437-0687.

**MEMORIAL DAY WEEKEND CRUISE  
TO YEOCOMICO MARINA  
May 28th - 30th (May 27th Optional)**

Boat Name \_\_\_\_\_  
Captain's Name \_\_\_\_\_  
Size of Boat: Length \_\_\_\_\_ Beam \_\_\_\_\_  
Power \_\_\_\_\_

Number of Nights Stay: \_\_\_\_\_ 2 \_\_\_\_\_ 3  
Return coupon with \$10 non-refundable reservation check to Steve Wexler, 3601 Deerberry Court, Fairfax, Virginia 22033.

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Ned W. Rhodes, CDP  
*president*

Software Systems Group



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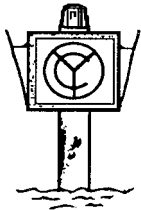
## Coming Events

April 23-24  
Early Bird cruise to  
Alexandria. Cruise  
Coordinator: AlHobson,  
703-642-5022.

May 7  
Flag Raising, Noon,  
Occoquan Harbour  
Marina.

May 14  
Breakfast Cookout/  
Swap Meet at Prince  
William Marina. Dave  
Yarnell, 703-491-3797

May 14-15  
PRYCA Dinner at Fort  
McNair. Sunday, WWF  
Blessing of the Fleet. Steve  
Wexler, 703-437-0687.



# The Daymarker

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

Address Correction Requested