

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

The Daymarker

July 1996 Vol. XIV Issue 7

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

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Commodore's Comments

Tom Egmore

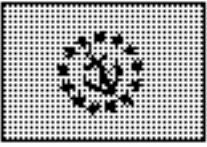
After a cold and rainy Spring, it looks as if Summer is here in full swing. Even though warm weather is what we all have been longing for, I didn't expect the temperatures to be in the 90's until August. *Morning Mist's* first cruise of the season was to Tantallon. As usual, Tantallon Yacht Club outdid themselves by providing an authentic Hawaiian dance troop to entertain OYC. Following a fabulous Hawaiian meal consisting of roast pork, chicken and veggies, we were treated to a fantastic floor show. There were 15 boys and girls ranging in age from 3 years old to mid teens, dressed in native costume, who performed a number of Hawaiian dances.

Following the floor show, a disc jockey provided music for a night of dancing. During the first intermission Paula Wexler won the door prize which was a huge basket containing liquors and mixes for tropical drinks. Be sure to stop by *Sweet Gussie* at the 4th of July Cruise and maybe they will have a batch of Pina Colodas made up.

As usual with our group, it was a wild and crazy night. During one of the Hawaiian dance numbers by the barechested teenage boys, an elderly OYC PC was overheard saying that "Back in my Navy days, I had a body like that." Paula commented that she would have to take his word on that. Later, the same gentleman who was wearing shorts with zippered rear pockets got the attention he was looking for when Dottie Jacobsen became curious about the pockets. He said "Who's messing with my zipper?" She said something like you should have turned the other way or cheek or...!! I don't know where this was all leading, but it ended when Mary Ann Coldwell engaged Dottie is some sort of discussion.

After a fun-filled night, the Tantallon Club members cooked us a great brunch. With a weekend of great fun, great friends, and great weather, I'm looking forward to coming back to Tantallon for the PRYCA "End of Summer" Party on September 20th to 22nd. Be sure to sign up for this early—See Henry Lovell.

"Back in my
Navy daze, I
had a body
like that."



Vice Commodore's Comments

Steve Wexler

I came home on the night of June 20th (the day articles are due) and I told Paula that I had absolutely nothing to write about for this month's Daymarker. Now some of you have noted that I have several times started my articles by lamenting the fact that nothing came to mind—actually those of you who have commented have indicated that after you read my articles, you agreed—I had nothing to say!! As some of you know, I've written about Nancy Kerrigan and Tonya Harding (that's how long Tom, Teresa, and I have been on the Board), I've penned about Michael Jordan and Cal Ripken (no one cared!!), and I've mentioned Marion Barry (it's unfortunate that anyone cared!!!). But this time I couldn't think of anything.

The weekend came. Paula and I met at our country club to play a little golf. Actually I was hoping that an EVENT would break out and I could transcribe the action. We even signed up to play night golf starting at 9:30 PM with glow tees, glow sticks on the flags and glow balls (Ned—eat your heart out!@%?)—but other than Gary (the one with the ice maker) Walsh, who would be interested??? Saturday morning was uneventful...and no ideas had popped into my head...so we packed up and headed to the boat, planning on a slow trip upriver (to avoid floating debris) to Tantallon for the Luau night. [Now, I know you're thinking...yeah...he's going to give us a play-by-play of some lame roasted pig story...or even worse, he'll tell us about the cute little umbrellas in the drinks...not so my friends...if you dare, read on.]

So with no fanfare...and other than telling the Hanky Pankette that she and Henry could arrive by car and sleep with Mr. Southern Nites and me [*Cheatham and I would have drawn straws*], we cranked the engines, listened to the VHF (interspersed with Motown from 100.3 FM), and arrived at the Tantallon Marina Fuel Dock. As usual, the Tantallon hospitality was omnipresent, starting with Rita, the "gas" Lady (not a physical condition). We slipped El Sweeto Gustavo (I've been thinking about studying a new language), and hooked up with the OYC crew...nothing of note...Commodore John Ludwig was there to greet us and the OYC'ers were actually on their best behavior.

Cocktails at 6:00 with Dinner at 7:00. Started off as a typically great Tantallon Party...but who knew what was to come. Disc jockey at 7:30 playing Oldies and then the Hawaiian music arrived...but it wasn't just music...it was a full floor show with authentic musicians, their children of Hawaiian descent and the choreographic instructor who was absolutely fantastic. The dance team consisted of four little girls (aged 3 to 6) dressed in blue outfits with grass necklaces, bracelets and headbands, four slightly older girls (aged 9 to 13) dressed in white outfits with grass necklaces, bracelets and headbands and seven young gentlemen (aged 12 to 17) dressed in black pants (with nada). It was at this point that Susan Cheatham, Monica Pankette and Anna (drag Ralph to the next spot) Burner actually seemed to stop breathing. Susan, you can close your mouth now!! Truly these kids were superb and

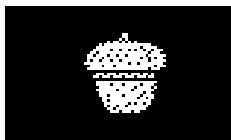
totally unexpected—and I do agree with Carol Moore and Bonnie (as in pork and sauerkraut) Fulford—"So what do the Chippendale's men have that we didn't just see???"

But that wasn't all. After a period of dancing, one of the members of Tantallon who is from Hawaii, actually got up and gave a wonderful Hula demonstration. [*So at this point you're saying...nice evening, wish we had seen the kids, the music sounded nice and the hula babe was great..but so what??*]. It was about this time that the hula babe with the assistance of Vice-not-so-Commodorable Della Fleury selected Commodore John Ludwig and yours truly for a hula lesson and ensuing demonstration. The grass skirts were OK and the colorful bracelet was a nice touch. And the concept of being presented with and wearing Della Fleury's bra over my Hawaiian shirt was still within some level of propriety (albeit a very low level). But when they gave me two coconuts (for you guys—one for each cup) AND THEY FIT WITH ROOM TOSPARE—I figured the evening was heading straight downhill (as in going to Hell). John and I wiggled, shook that booty and generally made a nice team (with the hula babe leading the way). In fact the two female contestants afterwards didn't get near the same applause—probably because they needed and were not given the coconuts. [*So you're thinking —OK Steve it was a little unusual but we've all seen you somewhat impaired before —what's a couple of coconuts between friends???*] Anyway, the evening progressed and the Tantallon folks start handing out a few "awards." Seems like TYC had a raft-up at the Dunes a few weekends ago. Steve Wellington—the superb organizer for the Hawaiian night event—apparently crept aboard the aforementioned Della Fleury's boat—and draped approximately 12 of her bras (remember the coconut sized cups) along the front of her boat. It seems that a strong wind came up and Ms. Della's little yacht set a new sailing speed record—something about CUP POWER.

This is all in the way of little prelude for the evening's final presentation. Seems that Ms. Fleurette still has not forgiven moi for some sort of alleged sexual harassment a few years back (actually I still believe that this is a wishful thinking dream that Della has created). Anyway, working together with her husband (who besides being a master marine electrician also seems to be able to break and enter into otherwise locked boats), the Board of TYC (including wonderful Rita who had assigned us the slip right outside the front door of the Club—and I thought it was so we didn't have to crawl so far), and a vast number of the members in attendance, Della had placed on the bed of Sweet Gussie a six foot long stuffed sail/sword fish identified simply as "Gilroy" with accompanying literature announcing that "Gilroy was here!" I advised the brethren that I had slept with worse (naturally long before I met Paula). Anyway, Paula and I, together with several members of TYC and OYC, went to Sweet Gussie to observe our new somewhat inanimate pet. The legacy seems to be that Gilroy has been passed from TYC member to TYC member much like a chain letter as a form of good luck. Gilroy has now set his sights on new horizons—he has left the comfy environs of Swan Creek—he's traveling into new (overly) charted waters. Anyway, the fact remains that Paula and I are the proud custodians—we will treat him with affection and care during our short period of guardianship ... and I do mean short...because this oversized good luck charm will be passed

on to some deserving OYC member. Feel free to watch your backs or my front for that matter—don't worry—we've developed our plan and we're sticking to it...

WE'LL SEE ALL OF YOU ON THE RIVER (or an alternate location where Gilroy feels comfortable!!!)



Treasurer's Comments

Dave Moore

RUN FOR COVER!! (A New Condominium Concept)

What goes up the chimney down, but can't go down the chimney up? This old but well known riddle about an umbrella (sorry, Steves, I gave the answer before you guessed) relates to a much needed rain/sun canopy for OYC use. If you were present at the OYC Flag Raising Ceremony at OHM this spring, you will certainly recall the most 'popular' spot, not to mention 'smart' spot, was under the beautiful 10'x 10' canopy loaned for the occasion by our PC Dave Yarnell. It kept the food dry and the eaters dry too. Only the drinkers got wet because they didn't know it was raining, so wandered aimlessly around outside the dripline of this wonderful tent-like structure.

This same canopy appeared again and thanks again to Yarnell at the OYC Breakfast. Rain stayed away but the OYC member workers knew where to run should the rain clouds have dumped.

What's this all about you ask as you stay riveted to this intriguing and wonderful story? We (OYC) need to buy such a tent canopy to use on any suitable OYC event to include cruises (what a great location for happy-hour gatherings), land based events such as the Chili-Cook-Off, the Dingy Regatta, or any other event we wish. This compact unit easily collapses as a one-piece frame to a very small size for carrying and storage. It would likely fit in the lazaret of any OYC vessel.

It comes in any color as long as you like white and costs \$200. The catch you ask, (a normal question for the normal inquisitive individual) is that we do not have funds in the budget for this item but believe that in the true spirit of the boating season, each of us can afford a piece of the rock (canvas in this case) by donating a worthy amount of your choosing, which will entitle you to free standing space under this architectural wonder any time you wish. The more you donate, the more space you can call yours. In fact for a \$200 donation we'll get one with your name on it and you can make your own guest list.

So when the hat gets passed around at the upcoming meetings and events, be prepared to support not only the OYC, but provide comfort for yourself wander this truly amazing OYC structure. We can do it if we all chip in a little.

Many thanks, I'm reserving my space now. I'll see you at the many upcoming events.

OYC Raftup at Aquia Creek

Steve or Steve's Wife

On Saturday, June 8th, the OYC raftup at Aquia Creek was held, replacing the Club's original plans to go to the Red Cross Waterfront Festival in Alexandria. We departed the Occoquan Harbour Marina about 10:30 AM. The weather was glorious, warm with little wind and calm seas. The trip to Aquia took about 1 hour and 15 minutes. No one had problems anchoring, which was done in a sheltered cove near the park.

The afternoon was spent by most relaxing in the sun and reading. While it was quite warm, a breeze blew most of the day which made the heat bearable. Cocktails and snacks were served promptly at 5:00 PM. Those aboard *Saint 'n Sinner* chose the intimate dinner for two. The atmosphere of the evening was filled with great conversation and good cheer—not the usual noisy, raucous crowd!

We are happy to report that there were no arguments and no one fell overboard. There were NO pets so dinghies were not needed this trip. No one became crude or lewd; no cameras were lost; no anchors broke loose; no bow rails became entangled with other boats; no one went aground; no one got lost and no props got dinged. There was some debauchery, but it was all in good taste.

So, for those of you who did NOT attend, you missed a perfectly relaxing, fulfilled weekend. We should anchor out more often!

When is a Boat a Yacht?

Submitted by Richard Ziegler

For centuries we have been trying to figure out the difference between a boat and a yacht. What is the length of a yacht? How tall does a yacht have to be before it can be called a yacht? Must a yacht have large engines? And if it does not run well, does a yacht revert to "boat" status?

In order for a boat to begin to qualify as a yacht, it should have sleeping quarters for at least two (very friendly) people. It should also have a fresh-water facility with a shower, and at least a portable head—if not an installed head with a holding tank. If you have an 80-footer without a head, it's a boat and you've erred. It may be a big boat, but it's a boat nonetheless.

On the other hand, if you have a gold-plated 26-footer with a head, a full galley and it sleeps eight, you don't have a yacht until you stretch it out to at least 30 feet. If you can reach that magic number, you have a shot at having a yacht.

You can add or subtract inches and feet to qualify in other areas, but this involves an elaborate set of standards determined by the rating of an integrated GPS, chart plotter, radar, or autopilot, for example. (Fake radar domes rigged for purposes of prestige count for nothing.) If you hang an outboard on the transom of a 29.5-footer, thus adding a half-foot to the length, that doesn't make it a yacht.

Next is what makes a yacht a megayacht. This is easier because it almost always has to do with sizes in the 70-foot plus range. If it has a satellite telephone system, that doubly qualifies it as a megayacht, especially if mega phone bills are

run up on it. (Any dealer who has a 29-footer equipped with a sat phone can put it in the show and get away with calling it a yacht).

Finally there is the speed factor. Some boats can go 70 mph, but they aren't long enough to be called megayachts. They are, instead, fast boats. Reggie Fountain set a new V-hull speed record of 133 mph, but his racer had such big engines that there was no room for a head. Sorry, Reg. For our rating purposes, you were driving a "boat."

Welcome, New Members!

We are pleased to introduce these new members to OYC: Robert & Jan Wilcox, Family (and newlyweds, too), aboard *SANCTUARY*, their ChrisCraft at Hoffmasters;

Edward J. Wehner, Individual, aboard his Searay *SEA ED-VENTURE* at Tyme n' Tyde;

and Mike & Debbie Berard, former members returning to our fold with a Family membership, aboard their Wellcraft *NICE N' EASY* at Occoquan Harbour Marina.

Glad to have you fine boaters in OYC!

10 Tips For Top-Notch Canvas

Boating AOL Online Forum

Like a roof on a house, canvas shields your boat from the elements, keeping it safe and dry. Yet you usually spend less time caring for it than you should. Here's how to keep your boat's canvas problem-free and in tip-top shape.

Something Seams Fishy

Problem: Your canvas seams aren't waterproof and water leaks through onto the seats.

Solution: There are sprays you can buy (Star brite's polymer-based Waterproof & Fabric Treatment closes the spaces in the weave of synthetic and natural fibers, \$7.50 for 16 ounces), but often you can get away with just rubbing the seams with a tapered candle (preferably white or the color of the canvas). Silicone caulk works, too.

Watering Hole

Problem: Your boat cover droops and collects enough rain to satisfy a thirsty buffalo.

Solution: Many people prop up the low spots with a soft-ended pole. Or try this: Cut a length of stout cording or ski rope equal to the length of the boat plus 5'. Tie the line to the bow eye and run it over the windshield and back to the transom. If you have a stern eye, tie the rope to it. Place the cover over the rope. This tenting effect prevents water from pooling on top.

Peek-A-Boo

Problem: Your boat cover tears at the corners of the windshield and at the bow.

Solution: Mark your cover where the pressure points are (where it bends and fits over the framework) with a marker that penetrates the canvas. Remove the canvas and lay it out. Attach pieces of thin leather (if you have extra material from the manufacturer of your boat cover you can double it up and

use that) with a glue gun to the underside of the canvas at strategic points. This will reinforce those areas, protecting the canvas from chafe.

Shrink, Shrank, Shrunk

Problem: Your canvas shrank and you can't get it back on.

Solution: Try putting the canvas on during a hot afternoon. The heat will allow it to stretch slightly. (Putting canvas on in really cold weather often causes the seams to split.) Tie the canvas down firmly to help it retain its shape. If it still shrinks, wet it with a solution of water and fabric softener, then tie it down.

Stuck In A Hard Place

Problem: The zippers on your canvas are forever getting stuck.

Solution: Star brite's Zipper Lubricant (\$4.95) does the trick, or for a cheaper alternative, you can rub the zipper with a bar of dry soap and work the zipper up and down several times. It should loosen up. No soap? Petroleum jelly works, too.

Eyes on the Prize

Problem: The eyes on your boat cover tear out because wind continually loosens your tie-downs.

Solution: Have a canvas shop sew loops to the canvas and tie it to the trailer with buckled tie-down straps. A gale's no match.

Zipper Stripper

Problem: The zipper for your boat's side windows has ripped out and you don't have time for a trip to the canvas shop.

Solution: Get a package of Velcro straps and attach the Velcro over the zipper seam using a hot glue gun.

All Thumbs

Problem: Every time you fasten on your boat's cover, your thumb is in agony from pressing so hard on those stubborn snaps.

Solution: Try rubbing petroleum jelly inside both portions of the snap to allow for a smoother fit. You also can use a screwdriver to loosen up the spring in the female portion of the snap. A more expensive thumb-saver: the Top-Snapper (\$24.95 from Lakey Enterprises, 800/830-0339). With a teak handle and a stainless-steel blade, it grabs the base of the snap inside your canvas so you can press the snaps shut without thumb pain.

Out, Damn Spots!

Problem: Your boat's Sunbrella is badly stained.

Solution: Sunbrella can be cleaned without being removed from the frame. Since it's a solution-dyed acrylic, you don't have to worry about the color coming out with repeated cleanings. It's best cleaned with lukewarm water (under 100 degrees F) and a mild natural soap, such as Ivory Liquid. Mix a 1/2 cup of non-chlorine bleach and 1/4 cup of natural soap (not a harsh detergent) with one gallon of water. Let it soak in. Use a brush for stubborn stains, then rinse with cold water and allow to air dry.

Problem: The flying bridge's clear vinyl enclosure is scratched.

Solution: For light scratches, put a dab of toothpaste on a damp sponge and rub over the scratch in a circular motion. The best medicine is prevention, however. Hose down the isinglass after each outing with a light spray of water—not a hard stream or dirt and salt will be driven into the surface. Hose down the zippers, too—if salt collects in them they'll stiffen, requiring more force to open and close, which stresses the zipper stitches. Use a separate chamois to dry the isinglass—don't share it with other boat-cleaning tasks. Always make sure you dry the isinglass before stowing it. Any water left behind will boil in the sun and permanently discolor the clear vinyl.

Danger Gasoline

Submitted by Art Murray, CBYCA Safety Committee
Chart Room Chatter, May 5, 1995

This article is aimed primarily at the owners and operators of boats with inboard gasoline engines. Gasoline use is so widespread in automobiles, lawnmowers, edge trimmers, outboard motors, and many other applications that many people have become indifferent to its potential danger. This volatile highly flammable fluid is one of the most dangerous substances in common every day use. One liquid ounce of gasoline when allowed to vaporize has the explosive power of two sticks of dynamite. Gasoline vapor is heavier than air so it will tend to settle in the lower compartments and bilge of a boat. The slightest spark can ignite this vapor and cause an explosion. Every year there are a number of such explosions and the resulting fires complete the destruction of the boats. All too often adjacent boats are damaged or destroyed if the explosion occurs in a marina or similar facility.

Most gasoline explosions on boats occur immediately after refueling. This is when some of the gasoline has spilled onto the deck and the resulting vapor has found its way into the interior compartments and bilge. There are any number of things that can cause a spark to ignite the vapor. Loose fittings on fuel lines can weep enough gasoline to provide a potential explosion. Fuel lines whether made of metal or some rubber composition can deteriorate or become damaged with the same result. The prudent boat owner will make it a habit to check the integrity of his fuel system periodically. He should also make sure there is a grounding wire between the fuel tank and the fill pipe to prevent the possibility of a static spark when refueling. The two things the skipper must do every time before starting the boats engine are one, open the engine compartment and use your nose to sniff for gas vapors and then run the engine compartment and bilge blower motor for at least four minutes. This will remove any explosive vapors that may have collected in those spaces.



Anniversaries

Happy Anniversary to the following couples for the month of July.

- Tom & Mary Ann Coldwell, July 6
- Ed & Martha Jane Dodd, July 18
- Roger & Laurie Dahl, July 18
- Monica & Henry Lovell, July 24
- Charles & Jacqueline Michaud, July 25
- Jim & Peggy Ball, July 25

Birthdays

July Birthday Wishes to:

- Sandy Leathers, July 1
- Mary Ann Coldwell, July 14
- Leo Smith, July 14
- Elaine Robey, July 14
- Edward Wehner, July 18
- Donald Uber, July 22
- John Robey, July 23
- Deloris Usher, July 30
- Barb Egmore, July 30

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. Not yet and by the end of July—you supply the questions.

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 (3.5" or 5.25"). Our preferred word processing format is Microsoft Word. Your articles may be faxed to our corporate offices at (703) 237-9654. In addition, we are also on the information highway at milepost.rhodesn@aol.com.

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The Daymarker is produced on a Macintosh Quadra 840av computer with 32MB of memory, 2.5 GB of disk storage, many CDROMs, a Syquest Cartridge Drive, a Sony 17" Color Monitor, an Apple 13" Color Monitor, an Apple LaserWriter IIf and a Microtek 600Z Color Scanner using PageMaker, Adobe PhotoShop, MacWrite II, Ofoto II and DeskDraw.

1996 Weeklong Cruise Update

Ray Steele

Marshmallows, hot dogs and beer. While many boaters will want to upgrade one or more components of this list, it has been proven that a boater can subsist on this diet for a week. In this vein, fifteen (15) OYC boaters have signed up to spend a week together, in pursuit of common goals: REST, RELAXATION and FUN. The names, phone numbers, etc. of these individuals may be found accompanying this article. Individuals interested in traveling in close company with others should feel free to initiate a call. Be aware, some boaters will join the group along the way and some boaters will leave the cruise early. Most deposits are in and it saddens me greatly to report that the level of contributions has not been adequate to support the purchase of a new *Pat & Ray*. This announcement should not disparage others from trying this approach next year. Everyone volunteering for this trip should know where we are going and when. Patricia and I expect to go aboard on the evening of July 27th to ensure an early start. (Yes we know the meaning of Early Start, we just don't practice it well.) Please call someone else with your questions or problems, or if all else fails, try to reach me. (H 385-8615 W 920-2031) Hope to see you soon.

1996 Weeklong Cruise Participants

<u>Family Name</u>	<u>Boat Name</u>	<u>Telephone#</u>	<u>Length/Beam</u>	<u>Power Req'ts.</u>
1. Zimpel	<i>Courchevel</i>	703-490-8124	62/17	1X50/220
2. Egmore	<i>Morning Mist</i>	703-256-8442	42/15	1X50
3. Ziegler	<i>Dealmaker</i>	703-590-4630	41/14	2X30
4. Mutnick	<i>Half Speed</i>	703-455-1198	38/13	2X30
5. Jacobsen	<i>Uff Da! 3</i>	703-893-1411	38/14	2X30
6. Hobson	<i>Lucky Ducks</i>	703-642-5022	36/14	2X30
7. Ball	<i>Cheers</i>	703-569-2159	36/13.5	2X30
8. Moore	<i>Evermoore</i>	703-494-0651	33/12	2X30
9. Fordham	<i>Kitt</i>	703-590-3653	33/10.5	1X30
10. Walsh	<i>Down The Hatch</i>	703-425-7699	33/10.5	1X30
11. Sorrenti	<i>Sea Duck 99</i>	703-590-6724	39/14.5	2X30
12. Usher	<i>Marietta</i>	540-891-2143'	32/11	1X30
13. Fulford	<i>Happenstance</i>	703-591-2118	27/10	1X30
14. Steele	<i>Pat & Ray</i>	703-385-8615	25/9.5	1X30
15. Breneman	<i>Sea Brat</i>	703-550-6023	23/8	1X30

VA Personal Property Tax Phase Out?

by: Bill Fulford

Sounds too good to be true doesn't it? I recently ran across the following article in the Fairfax edition of the JOURNAL newspaper. All Virginia residents, especially boaters, should like this idea. If any of the ideas in the following article appeal to you, contact your respective Virginia legislators and request their support for this change. Note that the last paragraph of the article uses the key phrase "If the public supports the elimination of this tax." Therefore, we must do what we can to encourage and display public support.

How to cut the personal property tax

It is time Virginia took steps to abolish the personal property tax. I have found it is Virginia's most unpopular tax.

When we buy an automobile in Virginia we pay a 3 percent titling tax. On a \$20,000 automobile, that's \$600. I live in Prince William County, and the personal property tax rate is \$3.75 per \$100 of a vehicle's assessed value. The rate is \$4.75 per \$100 in Alexandria, \$4.71 in Falls Church, \$4.57 in Fairfax County, \$4.40 in Arlington and \$3.29 in Fairfax City.

On my hypothetical \$20,000 car, the personal property tax will be \$750 the first full year after the purchase. The tax will be assessed each year thereafter. During the first few years of ownership the tax will drop only slightly.

Once we have paid the original tax on an item we have purchased we should not be taxed on that asset year after year as we are with the personal property tax.

How do we eliminate it? In my county the personal property tax generates \$47 million a year. The county cannot operate with a \$47 million hole in its budget; therefore, an alternative source of revenue must be found.

If the sales tax were increased from 4-1/2 percent to 6 percent, with the localities receiving the increased revenue, this 1-1/2 percent increase in our county would generate approximately \$40 million a year, leaving only \$7 million to be generated through the personal property tax. This would not eliminate it, but would result in a dramatic reduction.

The \$750 personal property tax bill referred to above would be reduced to \$100. The legislation would be written so that a cap is placed on the personal property tax revenues, and in Prince William's case future revenues from this tax could not exceed \$7 million.

The reduced personal property tax could then be phased out over a period of years by the amount of the sales tax revenue increase.

Another alternative could be a lesser increase in the sales tax plus a slight increase in the income tax.

During the 1996 General Assembly session, I introduced a resolution to create a joint subcommittee of the House and Senate to study the possible elimination of this tax. The resolution passed the Senate unanimously but died in the House of Delegates. The Senate then passed a resolution directing the Senate Finance Committee to do the study, which will be completed by December.

If the public supports the elimination of this tax, it may take a while, but it will be eliminated.

SEN. CHARLES J. COLGAN
D-Manassas

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Ned W. Rhodes, CDP
president

Software Systems Group



C o m i n g E v e n t s			
Aug 24	Short Summer Cruise. Contact Gary or Carol Walsh.	July 27-Aug 4	PRYCA Float-in. Contact Henry Lovell.
Aug 24	Dinghy Regatta. Contact one of the Steves.	OYC Weeklong Cruise. Contact Ray Steele.	

	<h1>The Daymarker</h1> <p>Occoquan Yacht Club P.O. Box 469 Occoquan, VA 22125</p>
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Address Correction Requested