Chesapeake Bay Yacht Clubs Association

CHARTROOM CHATTER

August 2019

CBYCA, THE BOATER’S VOICE
Purpose

The Chesapeake Bay Yacht Clubs Association (CBYCA) is an association of yacht clubs, boating clubs, and marine associations located throughout the five-state Chesapeake Bay region and the District of Columbia. It is composed of dedicated uniformed volunteer men and women, who communicate, inform and work with legislatures and others to ensure member’s voices in each of the five states and District of Columbia are heard. Its purpose is to represent the interest of recreational boating at the national, state, and local levels of government, and to promote boating safety and education of its members and the general public.

For more information visit the CBYCA web page at www.cbyca.org or contact: Commodore@CBYCA.org

Chesapeake Bay Yacht Clubs Association does not distribute its mailing list.

The Chartroom Chatter is the official publication of CBYCA. Reproduction is authorized with credit given to CBYCA Chartroom Chatter.
2019 Meeting Schedule

BOARD OF GOVERNORS MEETINGS

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 26, 2019</td>
<td>9:30 am</td>
<td>Middle River Yacht Club</td>
</tr>
<tr>
<td>February 16, 2019</td>
<td>9:30 am</td>
<td>Bush River Yacht Club</td>
</tr>
<tr>
<td>March 16, 2019</td>
<td>9:30 am</td>
<td>Capitol Yacht Club</td>
</tr>
<tr>
<td>April 20, 2019</td>
<td>9:30 am</td>
<td>Red Eye Yacht Club</td>
</tr>
<tr>
<td>May 18, 2019</td>
<td>10:00 am</td>
<td>Pleasant Yacht Club</td>
</tr>
<tr>
<td><strong>August 24, 2019</strong></td>
<td><strong>9:30 am</strong></td>
<td><strong>Bodkin Yacht Club</strong></td>
</tr>
<tr>
<td>September 14, 2019</td>
<td>10:00 am</td>
<td>Miles River Yacht Club</td>
</tr>
<tr>
<td>October 19, 2019</td>
<td>10:00 am</td>
<td>Delaware River Yacht Club</td>
</tr>
<tr>
<td>November 16, 2019</td>
<td>10:00 am</td>
<td>Baltimore Yacht Club</td>
</tr>
</tbody>
</table>

DELEGATES MEETINGS*

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 16, 2019</td>
<td>10:00 am</td>
<td>Bush River Yacht Club</td>
</tr>
<tr>
<td>April 20, 2019</td>
<td>10:00 am</td>
<td>Red Eye Yacht Club (Book Distribution)</td>
</tr>
<tr>
<td><strong>August 24, 2019</strong></td>
<td><strong>10:00 am</strong></td>
<td><strong>Bodkin Yacht Club (Club Cruise)</strong></td>
</tr>
<tr>
<td>November 16, 2019</td>
<td>10:00 am</td>
<td>Baltimore Yacht Club (Change of Watch)</td>
</tr>
</tbody>
</table>

*Lunch will be offered for a nominal cost.
2020 Proposed Slate of Officers and Nominating Committee

As required by the CBYCA by laws, the following names are presented to the Delegates by the Chesapeake Bay Yacht Clubs Association 2019 Nominating Committee chaired by P/C Gene Schenck.

The election will be held at the August 2019 meeting at Bodkin Yacht Club.

**Board of Governors**

Commodore Kyle Gray, Middle River YC

Vice Commodore Dan Killeen, Maryland YC

Rear Commodore Donna Ferron, Blue Marsh Sailing Association

Qualifications Officer Tom Yanni, Middle River YC

Secretary Stephanie Gaff, Red Eye YC

Treasurer Penny Rhine, Miles River YC

Publicity Director Donna Ferron, Blue Marsh Sailing Association

Immediate Past Commodore Mike Gaff, Red Eye YC

**Directors of State Legislation**

Director, MD State Legislation Dave Thomas, Fells Point YC

Director, VA State Legislation Tim Abel, Prince William YC

Director, PA/DE State Legislation Chris Schenck, Susquehanna YC

Director, NJ State Legislation Dot Noderer, Delaware River YC

Director, DC Legislation Howard Gasaway, Sr., Chesapeake Cruisers Association

**National Boating Federation**

Legislative Director, P/C Earl Waesche, Virginia YC
2020 slate of officers continued:

**District Representatives**

A - New Jersey Nick Noderer, Delaware River YC

B - Philadelphia Area James Morrissey, Anchor YC

C - Pennsylvania/Upper Bay Tom Costello, Maryland YC

D - North Baltimore Dick Bruns, Baltimore YC

E - Baltimore & South Mike Bruns, Baltimore YC

F - Eastern Shore North Donna Ferron, Blue Marsh Sailing Association

G - Eastern Shore South Dennis Webster, Wicomico YC

H - Annapolis Area Dan Killeen, Maryland YC

I - Solomons/South Maryland Ransey Adkins, Chesapeake YC

J - Washington DC Area Harlie Spencer, District YC

K - VA/Mid Potomac River Joe Livingston, Occoquan YC

L - VA/S of 301 Bridge -- vacant

**2019-2020 Nominating Committee**

Nominating Committee Chair IP/C Mike Gaff, Red Eye YC

Tom Kenavan 2019-2020, Aquia Harbour YC P/C
Bob Parsons 2019-2020, Bush River YC P/C
Fred Levitan 2019-2020, Middle River YC
Joe Visloky 2020-2021, Baltimore YC
Eric Boyd 2020-2021, Pleasant YC
Ray Haber 2020-2021, Bodkin YC
I hope everyone has been enjoying their summer. It’s been a beautiful summer so far and I can only hope for continued great weather as we go forward.

I would like to congratulate our new Queen of the Chesapeake, Queen Dulayne Sterling. I was honored to witness her crowning at Maryland Yacht Club in June. All of the Princesses did an outstanding job. I would definitely not like to be in the judges’ shoes.

On August 10th, I’ll be attending the DRYL Queen Pageant and will be witness to the crowning of the new 2019-2020 Queen. Congratulations to Queen Megan on a wonderful year representing the DRYL.

Don’t forget the next meeting is August 24th at Bodkin Yacht Club. This date is different because of The Wounded Warriors Day on the Bay. The meeting at Bodkin is also our Cruise Out. If you plan to attend by boat, please call Bodkin for dockage.

Please make sure your officers are aware of and registered for the CBYCA Commodores’ Summit on October 12th at Maryland Yacht Club. There is a limited amount of space available.
Ahoy fellow boaters!

Well, here we are all tanned and setting around chatting about the fantastic boating season we are enjoying! As I write this article, I realize that the last two months have been consumed with sunshine, great boating weather, and fantastic fellowship with other boaters. How great is that for a summer on the water?

Hats off to the Veterans Yacht Club on their 1st Dinner Dance held at the Red Eye Yacht Club. The well-attended event served flank steak or Maryland crab cakes with all the trimmings. Special recognition by VYC Commodore Robert C. “Bubba” Tuck to attendees, CBYCA Secretary Nick Noderer and his lovely wife, coming from the Philadelphia area for the event, and Mr. CBYCA himself, Commodore Mike Gaff and his lovely wife.

By now fellow Commodores, Vice Commodores and Treasurers have received personal evites to the 1st Commodores’ Summit to be held on 12 October at the Maryland Yacht Club. May I take a moment to encourage you to attend this event? The Summit committee has planned a full day’s agenda. Your attendance and input will provide much needed direction for all members. But I encourage you to RSVP soonest as there is a cut off for attendance.

I am very excited about the upcoming CBYCA Commodore’s Ball. It will have a theme but for now, that will remain a secret! But I promise you it will be a fun and impressive atmosphere you won’t want to miss! This year’s Ball will be held on December 13th in the banquet hall of Top of the Bay officers club on Aberdeen Proving Grounds. As plans are confirmed, I’ll provide you with more info in the coming Chartroom Chatters. But for now, mark your calendars for you will want to join us for another memorable Ball.

Until then, wishing you calm waters and lots of sunshine.
With Opening Day ceremonies behind us, it occurred to me that if the Good Humor ice cream folks showed up, we might not be able to tell all of us apart. Just sayin....

We are still in collection mode with the Roster Book with only 5 folks left outstanding.

The Core Team has not been idle during this boating season. Work progresses on the website and the centralization of all our data to a product called SmartSheet is near completion; a very secure and single source for collection and reporting to include the ability to produce the Member Club pages of the next Roster Book automatically. We have also proven that having our Member Clubs update their data is now going to be a breeze as opposed to methods used in the past.

Now the BIG thing  - - THE SUMMIT

The majority of arrangements for October 12 are in place. According to Tom Costello (Safety and Education) we had 40 officers across 18 clubs submitting their RSVP within only 2 weeks of sending them out electronically.

YOUR JOB...

An electronic invitation to the Summit was sent to the Commodore, Vice Commodore and Treasurer of EVERY CBYCA Member Club; every single one!!!

We need you to get with your respective Bridge members and make sure they received the invitations. If not, send a note to summit@cbyca.org and let Tom Costello know. If they have received it, please speak to them about registering as soon as possible. Space at the Maryland Yacht Club is limited and we’re already at the 1/3 full mark.
Rear Commodore’s Report continued:

Remember, that collectively, our most important job is to communicate with our Member Clubs. Time to step up.

We have been getting requests to attend from non-member clubs and we are communicating with them. With the Summit as a CBYCA Member event, we are asking these clubs to join CBYCA giving them the opportunity to attend. That said, as we grow closer to 12 October, if space permits, we may have some of these clubs join us.

When speaking with your Bridge:

• It’s called the 1st Annual CBYCA Commodores’ Summit™
• CBYCA is the sole sponsor of the Summit
• This is the FIRST of what we hope will be an ongoing annual event
• The date is 12 October 2019
• The location is the Maryland Yacht Club in Pasadena, MD
• From 0800-1600 w/ food and beverages provided
• As far as we know this is the first time anyone has tried to accomplish this
• This First Summit is by Invitation Only
• Invites have been sent to the Commodore of every member club
• The invite requests the following individuals attend:
  • 2019 Commodore
  • 2019 Vice Commodore
  • 2020 Commodore (potentially same as 2019 Vice Commodore)
  • 2020 Treasurer
• In cases where clubs are professionally managed, the Club Manager may attend, but cannot use the Summit as a sales platform. Doing so, will bring about a request to leave the venue.
• An RSVP is REQUIRED for attendance
• Space is restricted by fire code, so we will use a First Come – First Serve model
• There will be a survey sent to the Commodores during the summer. Survey results will be reviewed and discussed early in the meeting.
• During the meeting, there will be breakout/working sessions where Commodores can talk with Commodores; Treasurers can talk to Treasurers or by Subject; those interested in club financials (taxes, IRS, build versus buy), Operations, Policy/Bylaws/Procedures, Maintenance.
We’re now solidly heading into the best part of the boating season – temperatures are just right (with some VERY hot streaks), not too much humidity, and (depending upon whether you’re power or sail) there is too much or too little wind.

And that also means you’ll be seeing a LOT more boats out on the water. While most captains are taking advantage of the low gas prices and great weather/water, some are still only part-time or good-weather boaters. The key take-away is that all captains should be cognizant that the boaters around them are at different levels of experience AND practice. Stay aware of your surroundings, be cautious of all vessels and persons moving around you (which includes kayakers and dinghy operators near marinas/docks), and be courteous.

While the word “etiquette” doesn’t appear in my title or job description, I would suggest that most bad behavior found on the water is the result of either a bad decision by a captain, or a lack of understanding by a captain (and sometimes both). As a result, the cause (not the effect) falls squarely in the Safety & Education bucket. Just this past week, as I entered a marina with boats docked in the fairway, I had a “gentleman” screaming at me to slow down in a no-wake zone and proceeded to use rather loud, 4-letter laced sentences to make his point. With a 4-year old on board, I was not impressed. As luck would have it, the given marina monitors speeds and approached the persons on that vessel to 1) point out I was doing 4.2 kts, 2) I was not making a wake, and 3) that such language wouldn’t be tolerated. Thank You to that attentive marina team... and thank you to that person for giving me a case-study in what you may see on the water. It was a great reminder that there are no referees in boating, and we need to begin with self-awareness and knowledge of the rules.

There is a rather interesting study that asked auto drivers if they thought they were good, bad, or average (on a 1-10 scale). Most people thought they were good drivers (averaging above 7). When asked about the skills of their fellow drivers, most responses indicated the respondent thought most other drivers were bad drivers (typically well below 5’s). Those two things don’t fit - more than 50% of drivers on the road can not be both good and bad. This is an example of a self-awareness bias. The same bias exists in boating.
Safety and Education Report continued:

Upon further study, many of these differences have been attributed to “style” (cautious versus aggressive speeds and lane changing, etc.), adherence to rules (using turn signals or not), consideration for other drivers (“don’t they know I have to get to work?”) – all of which apply in the boating world. Although the Bay is huge and it appears there is plenty of room to move around each other, not everyone has the same maneuverability (size of vessel, type of propulsion, depth with which they can move, etc.). Boaters of greatly varying speeds operate near each other, particularly around popular destinations. While auto drivers are distracted by mobile devices, the same is becoming true of captains with their faces planted in the charting devices and not paying attention to their surroundings. Take a moment to give yourself an HONEST self-assessment of your skills and habits, be cognizant of those moments when you’re not performing at your peak and regain focus, and be considerate of the vessels around you.

Lastly, the wheels have been turning on the Commodores’ Summit. “Save The Date” cards went out to all Commodores, Vice-Commodores, and Treasurers... as did the Registration emails (with a link to register your Club’s team). Registrations are going well, and we’ve even had a couple of Clubs join CBYCA so that they can attend the Summit. If you are one of the key officers at your Club and/or the Business Manager and you didn’t receive the invitation or Registration email, contact me at Summit@CBYCA.org.

By the time this issue hits print, the first-ever CBYCA-wide Club surveys should have been emailed, too. This should take approximately 8 minutes to complete. We would like for your club to complete/respond to the survey, even if you can’t attend the Summit. We would like for one response per Club, so we ask the officers of each Club coordinate who will respond... and be as accurate as possible. There is a LOT of activity going on to create a meaningful event that we believe will be helpful to all participating Clubs. Stay Tuned!

As always, have fun and be safe!!

From the editor:

The following is not part of the Safety and Education report but was submitted by CBYCA Legislative Director Chris Schenck and certainly falls under this category. The important takeaway in the article is that the skipper of a boat is responsible for everything and everyone on the boat, including anything and anyone being towed.

Read about this tragic event at this link to Chesapeake Bay magazine.
I’m sure that each of us has had some disconcerting events this year but I would like to provide this thought from Scott Palmer, who is noted for his articles on faith and encouragement:

“The journey of life takes us through many times of happiness and sadness. We tend to remember the happy times as the most loving and enriching experiences of all. Although the sad times do not outwardly appear to benefit us, they are in reality, what builds strength and character in all of us.”

GET WELL WISHES AND A SPEEDY RECOVERY TO:

**Past Commodore Phil Hock** of Bowleys Point Yacht Club, was tested for a Heart Valve Replacement. He was admitted to the hospital and received 2 stents. He later was readmitted to the hospital for a Trans-catheter Aorta Valve Replacement. He has since been released and is doing well. Cards of continuing encouragement can be sent to Phil at 410 Katherine Avenue, Baltimore, MD 21221.

**Past Commodore Bob Davis** of the Chesapeake Commodores Club is at home but receiving Hospice Care. After readmission to the hospital in June with elevated kidney numbers and low red blood cell counts, it has been determined that his cancer has spread and that the risks of future cancer treatments outweigh the benefits. Get Well Wishes, Cards of Encouragement and Thinking of You can be sent to Bob via his home: 306 North Drive, Severna Park, MD 21146. The family and Hospice encourage visitations, telephone calls and emails. Bob’s telephone number is 410-544-6950 and his email is pcbob98@yahoo.com.

**Past Commodore Jim Wilson** of the Veterans Yacht Club, suffered a mini stroke but has been released from the hospital and is now back at Perry Point Veterans Medical Center for rehabilitation. Get Well cards may be sent to Jim at 8434 Cove Road, Baltimore, MD 21222.

BEREAVEMENT:

**Past Commodore Don Timanus** of Bodkin Yacht Club, lost his wife Eleanor in June. Thinking of you cards can be sent to Don at 907 Northfield Avenue, Pasadena, MD 21122
Chaplain’s Report continued:

**Commodore Bill Smith** of White Rocks Yacht Club received news that his mother was dying while he was being treated in the hospital after passing out at Belvedere Yacht Club’s Opening. Unfortunately, Bill’s mother passed before he could get there. Condolence and Thinking of You cards can be sent to Bill at 762 Oak Grove Circle, Severna Park, MD 21146.

**Maureen Tinker**, long time Recording Secretary for Red Eye Yacht Club, recently passed. A mass and Christian Burial was held early July. Condolences can be sent to the family at 10701 Anglohill Road, Cockeysville, MD 21030. Contributions in her memory can be made to the American Heart Association.

**Past Commodore Kent Terry** of Chesapeake Bay Yacht Clubs Association and Middle River Yacht Club, lost his nephew at the age of 33. Please send condolences to Kent and family at P.O Box 279, Bird in Hand, PA 17505-0279.

**Past Commodore Pam Butler** of CBYCA, YCM and Neptune Yacht Club Goddaughter’s 27-year old son was killed on the highway by an angry motorist. His killer has not yet been apprehended. Prayers are asked for the family.

Please inform me of the health and welfare of our organizational members and their families. You can contact me at Chaplain@cyca.org, PC10@cbyca.org or pamlbutler@verizon.net. Only with your assistance am I able to keep the membership informed.
Happy hot lazy days of summer, all!

Just got back from pony penning week in Chincoteague, which started on the last day of a heat wave (that sure had me “safely seated” in air conditioning). Fortunately, the weather broke nicely and starting with the annual Coast Guard open house it, was one of the most pleasant years to be outside to see the saltwater cowboys, and thier auction and carnival, all to the benefit of the island’s volunteer fire department. This was their 94th year, and it was said to be possibly the longest continued all-volunteer town fair of this size in the US. I can sure believe that. It was a good, fun time. (And don’t miss the oyster fritters at the carnival--or the free movie-- Misty of Chincoteague, where it debuted on the silver screen, June, 4, 1961 at The Island Theater)

Back in Dewey Beach, the good news around my sailboat at the marina, is that in mid-June this year Sen. Hocker filed SB 164 and which was cross filed by Del. Gray as HB 244 and which would allow marinas in Sussex County, Delaware to sell ethanol free gasoline! The synopsis of the legislation in part says: “The State of Maryland now allows the sale of non-ethanol gasoline in certain counties that are adjacent to Sussex County and Delaware businesses are losing sales to their Maryland counter-parts.”

So far this legislation has been assigned to committee, with the legislature going out of session at the end of June for the year.

I looked up on the puregas.org website, and as of now, there is not a single place listed in all of Delaware to buy ethanol-free fuel. Maryland has 54 listed sites with 13 in Worcester County alone!

I’m happy to report that last year’s heavy rains did not take the heavy toll on the bay grasses that was feared according to a very recently released study update, and the the Chesapeake’s blue crabs are happy this year, population up 60% from last season!

Finally, I’ve marked my calendar for September 5th, the date of this year’s annual meeting of the Chesapeake Executive Council at the Oxon Hill Manor, in PG County, the portion open to the public being 12:25 to 2:00 p.m. (It was a good and informative event with a lot of folks on hand last August when it was held in Fells Point).

See you all soon at Bodkin Creek on the 24th!
Pennsylvania

Emails Sent to Clubs in June and July

General Information

In June the Pennsylvania Fish and Boat Commission and the Pennsylvania State Police encouraged us all to **drive and boat responsibly** as we celebrated the Fourth of July week and weekends. There were 70% more alcohol related driving fatalities last year than in 2017. There were fewer Boating Under the Influence arrests last year than in 2017. Let’s make sure our club members get to and from our parties safely and enjoy the Labor Day holiday as well!

There were quite a few Air Quality Action Day Forecasts alerting Southeast PA residents to be aware of unhealthy air quality during our very hot humid days this summer.

Many clubs may find SB 784 which deals with small games of chance as fundraisers interesting! Some fees and penalties would be lower and new games would be allowed. The Senate passed some of the items in this bill in the last session, so maybe this bill will become a law that benefits your club.

Coast Guard Notices to Mariners

Fireworks displays are held fairly often on the Delaware River necessitating Coast Guard advice to navigate with caution and use VHF channel 16 to communicate with on-scene Coast Guard patrols. No vessels may enter, remain in, or transit through the 500 yard safe area around fireworks barges. July 23rd the Coast Guard received a report of a floating 80 foot structure adrift near pier 82 in the Delaware River. Several clubs responded with a thank you for sharing this potentially dangerous sighting. I wonder if anyone of our boaters saw the structure. We all wondered what it was!

Dredging notices occur occasionally in our waterways. While notices of dredging may interfere with plans for pleasure boating, we all appreciate the deeper waters in the long run!

Delaware

**HB 156 passed June 27th.** It awaits the Governor’s signature. This bill allows wounded warriors or similar veterans’ organizations who have been honorably discharged from the armed forces of the United States and have at least a 60% service-connected disability to be able to obtain a license to hunt, trap, and fish in Delaware without charge. If your club has a Wounded Warriors Day or something similar which treats veterans to time on the water and in your boats, you may want to take advantage of a fishing trip!
Email Sent to Clubs in June and July

CBYCA Clubs using the Nanticoke River received the Coast Guard Notice that the Route 13 bridge near Seaford, Delaware will not be able to open in the event of an emergency during work which is being performed from June 17th through August 26th, 2019. The bridge vertical clearance will be reduced to approximately 1 foot over mean high water. Extreme caution is advised!

The EPA Approves Year Round Sales of E15 Ethanol:
This would put marine engines at risk, simply by pumping the wrong type of fuel into them at gas stations all across America starting June 1. The “wrong fuel” in question is E15, made from a blend of 85 percent gasoline and 15 percent ethanol, a renewable fuel that comes from corn and other plant materials. E15 can seriously damage marine engines, which are designed to operate on blends of gasoline with 10 percent or less ethanol. Most marina fuel docks don’t sell E15, but roadside gas stations do, creating a challenge for boaters who fuel their trailer boats at the same time as their vehicles.

H.R. 1024: If enacted, the EPA Administrator is required to revise labeling requirements for fuel pumps that dispense E15 ethanol. Also a Public Education campaign will commence six months after the bill passes. Its purpose is to inform the public of the risks involved with the improper use of E15 in boats.

The U.S. Department of Energy Completes Study of E15 use in Marine Engines: The Energy Agency approved the final analysis of the results of its study, which show some engines were so badly damaged during the E15 testing that the tests couldn’t even be completed. Results of the reports show severe damage to engine components and an increase in exhaust emissions, reinforcing the recreational boating community’s concern that E15 is not a suitable fuel for marine engines.
The Land and Water Conservation Permanent Funding Act, H.R. 3195: The Land and Water Conservation Fund was established by Congress in 1964 to fulfill a bipartisan commitment to safeguard our natural areas, water resources and cultural heritage, and to provide recreation boating opportunities to all Americans. Using zero taxpayer dollars, the fund invests earnings from offshore oil and gas leasing to help strengthen communities, preserve our history and protect our national endowment of lands and waters. Every year $900 million in leasing royalties paid by the these energy companies are put into this fund, yet nearly every year, Congress diverts much of this funding to uses other than conserving the nation’s lands and waters. This is why H.R. 3195 was introduced by Rep. Jeff Van Drew (D-NJ) and is a companion bill to an effort in the Senate by Senate Energy and Natural Resources Committee Ranking Member Joe Manchin (D-WV).

The Governor of Texas Signs Kill-switch Bill into Law: Texas Governor Greg Abbot signed a bill into law that requires boat operators to be physically connected to a boat’s emergency shutoff switch. The bill is called Kali’s Law, after a 16 year old, Kali, died in a 2012 boating accident.

Although the U.S. Coast Guard is still considering regulations that would require boat builders to install kill switches (emergency engine cut-off switches) in all recreational boats below a certain length and separately considering making their use mandatory, they have been on the market for over 30 years. The National Boating Federation feels that the U.S. Coast Guard should implement such regulations Nationwide. Also, we feel that all states should pass a Kill-switch law.