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.

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2019 Meeting Schedule

BOARD OF GOVERNORS MEETINGS

January 26th, 2019   9:30 am   Middle River Yacht Club
February 16th, 2019  9:30 am   Bush River Yacht Club
March 16th, 2019     9:30 am   Capitol Yacht Club
April 20th, 2019     9:30 am   Red Eye Yacht Club
May 18th, 2019       9:30 am   Pleasant Yacht Club
August 17th, 2019    9:30 am   Bodkin Yacht Club
September 14th, 2019 10:00 am  Miles River Yacht Club
October 19th, 2019   10:00 am  Delaware River Yacht Club
November 16th, 2019  9:30 am   Baltimore Yacht Club

DELEGATES MEETINGS*

February 16th, 2019  10:00 am  Bush River Yacht Club
April 20th, 2019     10:00 am  Red Eye Yacht Club (Book Distribution)
August 17th, 2019    10:00 am  Bodkin Yacht Club (Club Cruise)
November 16th, 2019  10:00 am  Baltimore Yacht Club (Change of Watch)

*Lunch will be offered for a nominal cost.
A Chapter Ending

The Ball Season is finally coming to an end. First Lady Stephanie and I have had a wonderful time representing The Chesapeake Bay Yacht Clubs Association around the Bay. This past weekend we were honored to be invited to represent CBYCA at the 105th Delaware River Yachtsmen League Banquet in North Philadelphia. President Paul “Juice” Jusino and his First Lady Mary welcomed us with open arms. We were fortunate enough to have IPC Gene Schenck and Lady Chris, Rear Commodore Dan Killeen and Lady Rose Marie, and Veterans Yacht Club Association Commodore Robert “Bubba” Tuck and First Lady Beth join us for this special event. It was a grand evening.

Visiting Our Friends in the North

Our Board / Delegate meeting for the month of February was held at Bush River Yacht Club. BRYC was gracious enough to open their doors to us. As always, the facilities were perfect for just such an event and the food were absolutely delicious. The meeting was very productive. Our new Safety and Education Chairperson, Tom Costello was able to provide us with a glimpse of what he has been up to with an informative power point of how to plan club cruises.
We were also delighted with a great presentation by Skipper Barbara Lash from the Sea Scouts, BSA. She explained the program and what it can provide to today’s youth. In keeping with our mission, we formed a partnership with the Sea Scouts, BSA. They will enjoy reciprocity as available with our member clubs, in exchange Sea Scouts, BSA can provide our member clubs with Boating Education and availability of service for our youth.

If you weren’t at the Delegates meeting, you missed something near spectacular!

Tom Costello, our Safety and Education Chairperson, did a run through of the presentation he gave to Maryland Yacht Club in his new role with CBYCA. From that, he got a number of requests for the presentation as well as requests to brief at other clubs. The presentation was geared to the Middle Bay, but Tom received offers from other club members in attendance to assist him in building presentations for both the Upper Bay and Lower Bay. Tom intends to place all these slideshows on our website so clubs can just download them as needed or request an in-person presentation. If any of you would like to assist Tom on the Safety and Education Team, please let him know. Great job, Tom!

Now, as if that wasn’t enough, we had a presentation from Barbara Lash of the BSA Sea Scouts. We have seen Barbara do these presentations before, but this one was a lot more interactive than in the past. To tie it back; her first request was to get a copy of Tom’s presentation. Because it was demonstrated that our goals are more aligned than one would think, I made a suggestion to make BSA Sea Scouts become a CBYCA Partner. In doing so, it would allow BSA Sea Scouts around the Bay to request reciprocity from our member clubs reducing their operating costs. For CBYCA, it would demonstrate our ability for outreach within our extended boating community. WIN-WIN! We are investigating what we need to do while Barbara is doing likewise from BSA Sea Scouts. If we can make this happen, it will be a very positive relationship for all involved.
Rear Commodore’s Message continued:

Following the meeting, Donna Ferron, our Publicity Director held a number of us for ransom. Per Donna, we have information/data all over the place and a lot of it is redundant. Through Donna, we now have a go forward plan of centralizing our information and removing repetitive and non-essential data (information we collect, but NEVER use). Thank you Donna!

Tom Yanni, our Qualifications Officer was true to his word in developing formal letters to clubs around the Bay who are not presently members, asking them to join us. Nice work Mr. Yanni!

Now. The boring stuff. The Roster Book is coming along. It was slow going at first, but as we approach the deadlines, it has picked up dramatically. My THANKS to everyone who is participating by placing an Ad, becoming a Friend, a Patron or lending a helping hand in getting to the finish line. There’s still time (not much) if you want to become a Friend or Patron ($20) or place an Ad.

TO THE CLUBS – Update your club’s Bridge members. If you don’t, last year’s data is what you’ll see in this year’s Roster Book. Get to the website (www.cbyca.org) and get it done. I’m pretty sure your Commodore will not appreciate being displayed as something less.

I’m just starting to develop a step-by-step process document that spells out the activities required to build the Roster Book. So whomever takes on the job next year will have a somewhat detailed road-map.

BOATING SAFETY….. (Sorry Tom)

While by the calendar we are more than half way through winter, I’m looking at six inches of snow out my window. When the opportunity safely presents itself, please check your vessel. Maryland Yacht Club nearly lost a 52’ Catamaran due to an open seacock in combination with a burst strainer. I hope to see you all at the next meeting. Until then, be safe and always help where you can.
Happy Meteorological Spring everybody!

It is now March the 5th as I write this, and the ground hog, for only the 19th time, has said winter's gonna quit soon, which should be just about now--Hmmm.

At any rate, as of today there have been filed in the Maryland Legislature 1044 bills in the House, 1422 in the legislature and 14 joint resolutions proposed between the two bodies!

Since our last Board of Governor and Delegates meeting a few weeks ago, one bill of significance that has been filed is “Matthews Law” and which the Marine Trades Association of Maryland supports.

It has three components:

- Education about the hazards of carbon monoxide in the boating safety certification process,
- Warning stickers to be put on the boats advising guests/passengers, and
- That by December 1, 2019 a report be produced as to what CO (carbon monoxide) alarms/detectors are on the market: To briefly attempt to summarize what was learned from last year, unlike smoke detectors, CO detectors do not perform well during, and are subject to damage from, temperature and humidity extremes that are commonly found on boats (as contrasted with occupied houses). While more resilient CO monitors that can withstand common boating conditions can be manufactured, they become rather costly and still subject to the need for periodic replacement (warranty terms have been rather limited).

The re-cap of our last meeting included these few item-areas of legislative bill filing in the current, 439th session:

1. There has been a Joint Bill filed in the General Assembly in respect to Excelon’s ownership of the Conowingo Dam that it be responsible for some significant part of the environmental expense and impact to the Chesapeake of what comes over the dam on the Susquehanna. In part, a 25% contribution as to the expense a study of the Dam’s watershed will find is what the Joint Bill recommends. It is not yet clear what this amount might be; hearings have yet to be held on this matter, the first one will be on February 25 at 2 p.m. before the House Rules committee.
Maryland Legislative Report continued:

2. There have been a number of Bills--several--attempting to get Maryland’s oyster situation improved. This is in response to the Chesapeake Bay Foundation’s report card giving oysters a falling and failing grade of only 10. Virginia is mentioned in a number of ways as being ahead of Maryland, and this is a live issue: a valuable, beneficial resource and livelihoods are at stake here.

3. Maynadier Creek in Anne Arundel County is one of only three designated slalom ski practice areas in all of Maryland, all three places also being in Anne Arundel County. Maynadier Creek is the preferred location of practice, and where nationally ranked athletes come to acquire and maintain their edge in the sport. The matter was looked into at some length by the Maryland Boat Act Advisory Board a few years ago. Now Senate Bill 93 has been filed on behalf of nearby Home Owners Associations who seek to reduce the hours each seasonal week during which these practices may be conducted.

The CBYCA meeting at Bush River Yacht Club (great turkey luncheon!) was able to hear from one of the members of the Maryland Boat Act Advisory Committee, our own Joe Hellner, as to how this matter was addressed a few years ago when it was before them. This included, among other things, an in person visit to the Creek and observation of the activities involved by Joe and other members of the committee, as part of the very “hands-on” and diligent inquiry and process over some time.

Please help keep our costs down. If you no longer wish to receive the newsletter via U.S. Mail, please contact pd@cbyca.org
The hazardous waste facility Elcon is less than ½ mile from the Delaware River, on Biles Creek in Falls Township, Pa. According to the Philadelphia Water Department, any leak, spill or explosion would affect the water supply of over 5 million people. The health, property values and most importantly, the health of the children in the surrounding communities is at risk. The closest housing community to the proposed Elcon facility is Bordentown, N.J., just 2.25 miles away.

There is only one other facility like it in the world, the Elcon Recycling Facility in Haifa, Israel.

- In April 2013, that facility exceeded limits of various pollutant levels in it’s discharged water.
- Elcon released illegal levels of Total Organic Carbon, Chloride, Potassium, Sulfates, Copper and Nickel. It also routinely exceeded levels of sulfide emissions and Halogenated Organic Compounds (like chloroform)
- In August 2012, it broke the Chromium limit

Liquids containing the following heavy metals will be processed at the proposed Elcon plant:

- Lead
- Mercury
- Cadmium
- Pharmaceutical Waste

In the event of a spill, heavy metals and organic carbon in the water raises the cancer risk for those in the surrounding areas.

Breathing or swallowing lead can lead to decreased bone and muscle growth, poor muscle coordination and damage to the nervous system, kidneys and/or hearing.

Inhaled mercury vapors can move easily from the bloodstream into the brain and cause nerve poisoning that results in sleep disorders, agitation and paralysis.

Ingestion of cadmium is extremely dangerous and can cause death. Being exposed to lower levels of cadmium over a long period of time, can cause damage to kidneys, lungs and bones.
Pennsylvania

Chesapeake Bay Commission’s Pennsylvania Delegation

The commission was created in 1980 to coordinate Bay-related policy across state lines, develop shared solutions, and serve as a policy leader in the restoration of the Chesapeake Bay. Senator Gene Yaw is Chairman of the Pennsylvania delegation. Representative Keith Gillespie is a member of our Pennsylvania delegation.

In Senator Yaw’s February 1st newsletter he noted that As a tri-state legislative assembly representing Maryland, Virginia and Pennsylvania, the Commission is a policy leader in the restoration of the Chesapeake Bay. Right now, we are especially focused on reducing the nitrogen, phosphorus and sediment, the three key sources of Bay impairment, from our local waterways. For more information on Pennsylvania’s Chesapeake Bay Plan, access the plan’s website to see a map of the watershed and the promised information.

I asked Senator Yaw, as chairman of our Pennsylvania Delegation, to comment on Pennsylvania’s efforts:

Senator Yaw: Although I live in north central Pennsylvania, which is significantly lacking in a major body of water, except the Susquehanna River, I have always had contact with the water. I have been a waterfowl hunter and boat owner for more than 25 years. So, I appreciate the importance of water quality and the Bay.
The Susquehanna River drains a watershed of 27,510 square miles. It consists of 49,000 miles of streams, spread throughout 66 counties in New York, Pennsylvania and Maryland. Forty three of those counties are in Pennsylvania comprising a watershed larger than the states of Massachusetts, New Hampshire and Rhode Island combined. Fifty percent of Pennsylvania drains into the Chesapeake Bay accounting for almost 50 percent of the Bay’s fresh water.

One Pennsylvania county, Lancaster, has twice as many dairy cows as the state of Maryland. Within the Lancaster County watershed there are more layer chickens, beef cattle and hogs than in the combined watershed outside of Pennsylvania from Maryland, Virginia, Delaware, New York and West Virginia. Under the Total Maximum Daily Load (TMDL) dictated by EPA, between 2009 and 2025, Maryland’s total nitrogen reduction requirement is 10.78 million pounds. Between 2019 and 2025, Lancaster County alone needs to reduce nitrogen by 11.46 million pounds.

We in Pennsylvania understand our obligations. We understand there is much work to be done. We understand that decades of acceptable past practices must change. Our Department of Environmental Protection, Department of Agriculture and Department of Conservation and Natural Resources are putting forth unprecedented efforts to address the water quality issues we face. We understand that like any other governmental undertaking funding is, and will be, a hurdle. We get it!

Please remember, without the Susquehanna River, there would be no Chesapeake Bay.

Representative Gillespie’s response to my request for comments:

Thank you for the opportunity to respond. Like Senator Yaw, though I do not live on the Bay, I have a long time affection for it having grown up in Northern Delaware and in Southern Lancaster County, where we spent many hours on the water. We belonged to the Hances Point Yacht Club just south of Northeast Maryland and later Havre De Grace & Rockhall. To this day, I frequently take my Boston Whaler to Annapolis, Port Deposit, the C & D Canal, and have even made a daytrip from Crisfield to Tangier & Smith Islands. My love and desire to help and sustain this jewel is palpable which is why I am very thankful to the Speaker for allowing me to serve on the Chesapeake Bay Commission.

Since 1980 a number of forward strides have taken place and if for nothing else an awareness of the dilemma that the Bay was facing was brought to light. Things like storm water runoff best management practices have and are being implemented, riparian buffers, streambank fencing, no till farming, reduction in the amounts of fertilizer being applied, among others. Though we have made great progress including an improvement in the Bay report card - though we slid back a bit with the heavy rains this past year - we have a long way to go.

Clearly the matter of the sediment located behind the Conowingo dam is a major issue. As you no doubt are aware, Governor Hogan of Maryland has championed a dredging study to evaluate the effectiveness of a concerted effort to cleanse the pool of this legacy sediment and other pollutants. With the pond being at capacity, every time we have a major storm the torrential volumes of water cuts through the sediment and takes it to the Bay. I support Governor Hogan’s initiative. If we can remove these pollutants from the pond, we get them off the table, subsequently there is no longer a source to contaminate the Bay.
Another area we have studied is the issue of old, abandoned, and otherwise stagnant mill ponds. These ponds were constructed many years ago to serve as a water source to power waterwheel grindstones to make flour & gunpowder. Between York and Lancaster counties it is estimated there are over 900 of these sites that similar to the Conowingo pool, every time we have a storm, the excess water cuts through these mill ponds sending legacy sediment, nitrogen, and phosphorus down the streams, into the Susquehanna, and eventually the Bay. It’s been touted that if every one of these 900 sites were mitigated, that would do more for the Bay than what has been done with all of the other programs in aggregate. There was an experimental project completed several years ago just outside of Willow Street in Lancaster county. If you check the temperature of the water prior to the remediation and then afterwards, it varies by several degrees cooler. Wildlife, birds, and native grasses have returned to what previously did not support any.

In closing, it is my opinion that we have been successful in getting the issue on many folks’ radar. We have a ways to go as those that live distal from it are in many cases blind to the problem. This presents challenges when we look to introduce & pass legislation. Part of Senator Yaw’s & my charge, as well as the residual Pennsylvania CBC delegation, is to educate our House and Senate colleagues of the Bay and the significance of it.

Elcon

IF you did not receive my email at the beginning of February concerning the Department of Environmental Protection public meeting click here for information on the March 5th meeting in Langhorne, PA.

Pennsylvania Fish and Boat Commission (PFBC)

HB 514 has been introduced in the effort to merge the PFBC with the Pennsylvania Game Commission. Bills from the 2016-2017 session did not achieve the merger. Please let me know at dslpade@cbycma.org if you have comments on this proposed merger. More bills supporting this merger are expected.

Stay tuned for any updates on HB 315 (disabled veterans over age 64 $5 fishing license).

Trout Stocking Schedule Now Available

More than 700 streams and 120 lakes will be stocked with nearly 3.2 million adult trout in Pennsylvania rivers and streams that are open to the public for fishing. About 53 percent of the trout are stocked prior to opening day, 43 percent are stocked between opening day and the end of May, and the remaining 4 percent are stocked from October through February of the following year.

Opening Day of trout season will be Saturday, March 30, for Pennsylvania’s southeastern counties. The rest of the state will open on Saturday, April 13.
PA and DE Legislative Reports continued:

Copies of the trout stocking schedules, including a searchable database, can be found online at the [PFBC website](https://www.pfbc.pa.gov) or the PFBC's “FishBoatPA” mobile app.

**Delaware**

No new bills affecting boaters have yet been introduced.

Fish & Wildlife Natural Resources Police remind recreational anglers that it is unlawful in Delaware to harvest river herring. Fines for illegal possession of river herring begin at $50 for a first offense, and increase to $100-$500 for a second offense. For more information, click on river herring.

Anglers are also reminded that during spawning season for striped bass in Delaware, which begins April 1 and continues through midnight on May 31, it is unlawful for any person to take and retain any striped bass from the Nanticoke River or its tributaries, the Delaware River and its tributaries to the north of a line extending due east beginning at and including the south jetty at the mouth of the C&D Canal, or the C&D Canal or its tributaries. All striped bass caught in these areas during spawning season must be released, with no harvest allowed. Anglers fishing these areas during the spawning season with natural bait must use a non-offset circle hook with a hook gap of greater than 3/8 inches.

Follow Fish & Wildlife Natural Resources Police on Facebook, [https://www.facebook.com/DEFWNR-Police/](https://www.facebook.com/DEFWNR-Police/).

Follow Fish & Wildlife Natural Resources Police on Twitter, [https://twitter.com/DE_FW_NRPolice](https://twitter.com/DE_FW_NRPolice).
Health and Welfare
PC Pamela Butler

“Then your light shall break forth like the dawn, and your healing shall spring up quickly.” Although holding onto an image of wholeness may be difficult, know that God will bless you spiritually and physically and that you will be the healthy and whole being that God created.

GET WELL WISHES AND A SPEEDY RECOVERY TO:

Jennifer Diederichs, Past Fleet Captain of the Chesapeake Commodores Club and wife of Past Commodore Al Diederichs of the Chesapeake Commodores Club and Kent Island Yacht Club, had knee replacement surgery in December 2018, and has had complications with the healing. She had to return to the hospital to have an adjustment to the replacement. Also, CCC PC Al will be having hip replacement surgery in April. Get well wishes may be sent to Jennifer Diederichs at 326 Five Farms Drive, Stevensville, MD 2166.

I reported in our last Chartroom Chatter that Commodore Mike Gaff of the Chesapeake Bay Yacht Clubs Association suffered a mini stroke on February 4th. It’s great to say that he is up and about and back of the yachting scene. He was in command at CBYCA’s Board and Delegates Meeting on Saturday, February 16th and looked wonderful. He’s making a great effort, with the aid of his wife Stephanie, to follow his doctors orders. Welcome back Commodore!

Past Commodore Larry McLamb of Marley Boat Club, recently underwent hip replacement surgery which went well. Get well wishes may be sent to PC Larry McLamb, 190 12th Street, Pasadena, Md. 21122.

Chesapeake Commodores Club’s Vice Commodore Kitty Sauer’s mother had a serious fall and broke her hip while Kitty was at the CCCs Ball in Ocean City which resulted in her leaving. Her Mother is doing well and is recuperating at the Riverside Rehab Center in Essex, MD. Kitty thanks all for the cards sent to her mother at the Rehab Center but requests that all future cards be sent in care of her: Kitty Sauer at 7326 Waldman Avenue, Sparrows Point, MD 21219.

Past Commodore Janet Yodris of Key Yacht Club and the Yacht Clubs of Maryland and CBYCA Kilmon Award recipient underwent shoulder surgery on February 7th and is in a cast which will not be removed for at least 4 weeks. She is currently recuperating at her niece’s home. Cards may be sent to her 9029 Hines Road, Baltimore, MD 21234.

Past Commodore Jim Wilson of the Veterans Yacht Club Association, is still at the Perry Point Veterans Hospital. It is requested that Get Well cards be sent to Jim at 8434 Cove Road, Baltimore, MD 21222 rather than the hospital.
Health and Welfare continued:

CROSSED OVER THE BAR

The eternal life of God lives in and through you and your love one and the spiritual bond will always be constant.

Past Commodore Ed Hardy and long time member of Bowleys Point Yacht Club crossed over the bar in November 2018. He served as President and Chairman of Bowleys Point Marina Board of Directors from 2006 to 2010 and was a Master Mason for 47 years. It’s still not too late to let his wife Judy know that she and the family are in your prayers. Donations can still be made in his honor to the American Society, 8219 Town Center Drive, Nottingham, MD 21236.

There was a Chesapeake Commodores Club’s Memorial Service for Past Commodore Richard Love of Maryland Yacht Club on Wednesday, February 13. Ruck Towson Funeral Home. Cards of Sympathy may be sent to his wife, Sue Love at 13801 York Road, Cockeysville, MD 21030.

Past Commodore Ronald Jarvis of North Point Yacht Club passed away. Condolences can be sent to his wife at 1761 Melbourne Road, Dundalk, MD 21222-4823.

Past Commodore Ted Wooden of Middle River Yacht Club recently lost his mother, Mrs. Geraldine Wooden at the age of 74, who had been fighting lung cancer. Condolences can be sent to PC Wooten and family at 2617 Whiteford Road, Whiteford, MD 21160. If you wish to make a donation in honor of his mother, send it to the Bowleys Quarters Volunteer Fire Department, 900 Bowleys Quarters Road, Middle River, MD 21220.

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. Thank you and bless you.
NBF Supports the Natural Resources Management Act, S-47: This week, the US Senate is poised to vote on the Natural Resources Management Act, which would improve and enhance access to fishing and would fund conservation efforts all over the country.

The package contains a permanent reauthorization of the Land and Water Conservation Fund, a section enhancing and increasing public land access for hunters, fishers and boaters, language improving outdoor recreation access and more than 100 smaller bills related to land conveyances, exchanges and conservation projects. This is a bill that is good for fish and wildlife all over the USA.

All are advised to go to: http://keepamericafishing.org/action-center/ Click the Take Action button and tell your Members of Congress to support the Natural Resources Management Act.

**E15 Consumer Protection Bill Introduced to Improve Fuel Pump Labelling:** Congresswoman Lois Frankel (D-FL-21) and Congressman Austin Scott (R-GA-08), members of the Congressional Boating Caucus, reintroduced bipartisan legislation to more clearly define and label E15 ethanol blended gasoline at pumps. The legislation, known as the Consumer Protection and Fuel Transparency Act, would better protect consumers from miss-fueling with E15.

With the EPA working to authorize year-round sales of E15 ahead of the 2019 summer season, the Consumer Protection and Fuel Transparency Act is needed now more than ever, Representative Frankel and Representative Scott have been tireless advocates in the effort to protect countless American consumers and 141 million recreational boaters from the dangers of miss-fueling, NMMA and NBF thanks them for reintroducing this commonsense legislation. We look forward to working with both leaders to get this bill across the finish line and encourages all Members of Congress to support this critical measure.

The Consumer Protection and Fuel Transparency Act of 2019 would require more detailed labeling of gas pumps that dispense E15 fuel, or fuel with a 15% ethanol, 85% gasoline blend. E15 fuel has been determined to not be suitable for small engines in outdoor equipment and non-road products as E15 can cause corrosion, reduced fuel storage, and less engine lubrication resulting in engines to run hotter. Examples of impacted equipment include items such as boats, motorcycles and all-terrain vehicle (ATVs), among others. E15 can also cause issues for vehicles and boats, especially those manufactured before 2001.
National Boating Federation continued:

As we are presented with more choices at the gas pump, it is imperative that American consumers know exactly what kind of fuel they are putting into their engines,” said Congressman Scott. “Gas pumps today are riddled with confusing labels and fail to adequately warn consumers of the dangers of fueling boats or autos with E15.” For this reason, with the support of Congresswoman Frankel, the Consumer Protection and Fuel Transparency Act of 2018 was introduced to ensure that E15 is more clearly labelled and consumers are made better aware of the damages miss-fueling can cause to their boats, vehicles and power equipment. By making fuel pump labels easier to decipher and coordinating public education programs at multiple levels, this legislation can save consumers time and energy at the pumps.

The Government Shutdown Had a Major Impact on The Recreational Boating Community & Industry: The longest federal government shutdown in history ended recently when the administration and Congress agreeing to a three-week stopgap bill that funds the government through February 15. While the shutdown created several challenges for the recreational boating industry, NBF & NMMA are encouraging federal leaders to reach a long-term agreement that keeps the government open beyond the middle of February.

The shutdown hit close to home for the boating community, as our key partner, the National Oceanic and Atmospheric Administration (NOAA), being one of the impacted agencies. NOAA is responsible for protecting our national marine sanctuaries and marine national monuments, managing fisheries important to our coastal communities, and exploring our ocean to learn more about its unique ecosystem and species. The U.S. Coast Guard was also affected by the shutdown, causing the men and women who ensure our waterways are safe to work without pay. The shutdown caused serious problems for the entire recreational boating community (boating & industry).

Various permitting processes through the Environmental Protection Agency were also impacted by the furlough. As a result, the government was unable to approve waiver requests sought by manufacturers. However, there was a silver lining to the staff shortage: the EPA indicated that year-round sales of E15 may not receive formal approval ahead of summer.

Vessel Incident Discharge Act (VIDA): As reported by Maritime Commons, VIDA was signed into law on Dec. 4, 2018, as Title IX of the Frank LoBiondo Coast Guard Authorization Act of 2018. VIDA establishes new responsibilities for the Coast Guard to enforce U.S. Environmental Protection Agency (EPA) performance standards for marine pollution control devices (both equipment and management practices) that control discharges incidental to the normal operation of a vessel. These discharges were previously regulated by the EPA under the Vessel General Permit (VGP) process. While the full scope of the Coast Guard’s requirements under VIDA are still being evaluated, NBF is working closely with the EPA to implement the requirements and ensure environmental protection of U.S. waters. While additional information will be provided as the EPA and Coast Guard implement the different elements of VIDA, here are some things you might find helpful.
National Boating Federation continued:

**Vessel General Permit.** The VGP will not be reissued, and the existing 2013 VGP remains in full force and effect beyond its expiration date until such time that the EPA and the Coast Guard finalize and implement the new regulations that VIDA requires. Specifically, the provisions of the 2013 VGP, as currently written, apply until EPA publishes the standards of performance for marine pollution control devices and the Coast Guard publishes implementing regulations for those performance standards. New regulations will be at least as stringent as the current VGP in regards to corrective actions, inspections, monitoring, reporting, recordkeeping, and vessel-class specific requirements. New vessels must apply to the EPA for a 2013 VGP until the regulations are finalized.

**Federal Agency Responsibilities.** Under VIDA, EPA will establish national standards of performance for marine pollution control devices for discharges incidental to the normal operation of vessels. These discharges are currently permitted under the terms of EPA’s VGP. Under the VGP program, EPA currently permits five types of “general effluents” and 27 “specific discharge categories” for which we expect to see new discharge limit regulations developed.

Under VIDA, the Coast Guard is responsible for promulgating implementation, compliance, and enforcement requirements for standards of performance established by EPA. Coast Guard responsibilities include establishing regulations governing the vessel’s management practices, as well as the design, construction, testing, approval, installation, and use of marine pollution control devices to ensure compliance with performance standards. The Coast Guard will not simply “inherit” the VGP from EPA, rather, the Coast Guard is tasked with creating a program that is no less stringent than the VGP’s framework in ensuring, monitoring, and enforcing compliance with the discharge limits established by EPA.

**State and Regional Authorities.** VIDA generally preempts states from setting or enforcing state-specific ballast water management regulations different from those established by the EPA and the Coast Guard, while preserving flexibility for states and certain regions to set, administer, and enforce incidental discharges from vessels. For example, VIDA provides a process for Governors of Great Lakes States to develop an enhanced standard of performance for vessels operating in the Great Lakes, and submit it to the EPA and Coast Guard for approval. Also, VIDA provides certain requirements for, and exemptions from ballast water management practices, for vessels operating between ports or destinations along the Pacific Coast seaboard. Finally, VIDA requires the Coast Guard to cooperate with State agencies, and facilitates State enforcement of the Federal standards.
It has been an exciting start to 2019 for Safety & Education. As has been noted by several other officers, we’ve had a couple of great opportunities to share our Cruising the Middle Bay materials, and have already received numerous requests to perform more. That presentation will be made available on the CBYCA.org website in the near future, along with instructions to Fleet Captains on how to use this when planning. In addition to providing materials on potential cruising locations (and secret tips), we also provide suggestions on how to get more/new participants on your planned cruises.

As noted by Dan Killeen (CBYCA Rear Commodore), we’re already working on another version of the cruising presentation for the Northern Bay, and one focusing on the Potomac. We’ve had a few people volunteer tips/info, I’ll be happy to gather more suggestions and/or tips to use in those presentations. We love adding “local knowledge” to the presentation, so don’t be afraid to share!

Based on USCG Recreational Boating Statistics for 2017 (published May 2018), there are a few key themes that stood out. In 81% of boating accidents resulting in injury or death, the operator had no boating safety training. 76% of deaths were the result of drowning. 84% of those deaths were the result of not wearing a life jacket. It is clear that the best way to be safe on the water is take a boating education course, pass a vessel safety check, and wear a life jacket. While we would like to believe our Members are more experienced boaters, newer Members may not be as steeped in best practices… and it never hurts to suggest refreshers for all.

To that end, we’re pulling together a variety of links to numerous sources of training, vessel safety checks, and more to help you create a safer and more enjoyable boating experience for your Members. We’ve turned the above statistics into a slide on our website. We’ve been working with BoatUS on safe boating courses that will be offered throughout the Bay over the coming months. As soon as they are prepared to publish those dates on their site, we’ll promote them on our site, as well. We’re reaching out to people who can provide first-aid training specific to boating situations, and will make those contacts and potential dates available to you. And we’re going to help in any way we can to help identify resources and facilitate Vessel Safety Checks.
And our committee is responsible for things you may not expect – club operations. During a recent conversation between Penny Rhine (CBYCA Treasurer) and a possible advertiser in the 2019 CBYCA Roster Book, we learned that location is considering starting a yacht club at their facility. We’ve offered our assistance to that group in forming the new club, offering sample By-Laws, Roberts Rules, guidance on legal, insurance, and tax matters, and much more. We’re also expanding our portfolio of materials so that we can provide assistance to existing member clubs on a wide variety of operational issues and opportunities.

We know that we can assist in building safer, stronger clubs… and we look forward to suggestions, guidance, and requests.

Stay Tuned!