Purpose

The Chesapeake Bay Yacht Clubs Association (CBYCA) is an association of yacht clubs, boating clubs, and marine associations located throughout the Chesapeake Bay and Delaware Bay regions and the District of Columbia. It is composed of dedicated volunteers who communicate, inform, and work with legislatures and others to ensure members’ 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 26, 2019    9:30 am    Middle River Yacht Club
February 16, 2019   9:30 am    Bush River Yacht Club
March 16, 2019      9:30 am    Capitol Yacht Club
April 20, 2019      9:30 am    Red Eye Yacht Club
May 18, 2019        10:00 am   Pleasant Yacht Club
August 24, 2019     9:30 am    Bodkin Yacht Club
September 14, 2019  10:00 am   Miles River Yacht Club
October 19, 2019    10:00 am   Delaware River Yacht Club
November 16, 2019   10:00 am   Baltimore Yacht Club

DELEGATES MEETINGS*

February 16, 2019   10:00 am   Bush River Yacht Club
April 20, 2019      10:00 am   Red Eye Yacht Club (Book Distribution)
August 24, 2019     10:00 am   Bodkin Yacht Club (Club Cruise)
November 16, 2019   10:00 am   Baltimore Yacht Club (Change of Watch)

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

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

The election was 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 Vislocky 2020-2021, Baltimore YC
Eric Boyd 2020-2021, Pleasant YC
Ray Haber 2020-2021, Bodkin YC
Thank you to Miles River Yacht Club for hosting our September Board Meeting. Your facilities are beautiful and members are very hospitable.

I am really looking forward to the Commodores Summit on October 12 at Maryland Yacht Club. I’d like to thank RC Dan Killeen and Tom Costello for taking the reins and organizing such a great event.

Our next Board Meeting is October 19 at Delaware River Yacht Club. Several members have already made arrangements to come up and stay overnight Friday evening. Secretary Nick Noderer has extended an offer from the club to host an Octoberfest dinner with BYOB. Thank you Nick for setting this all up.

Enjoy the remainder of the boating season and remember to be safe.
Rear Commodore’s Message
Dan Killeen

The August 2019 Board of Governors meeting was a lengthy one. The activities over the past few months have been intense and it took from 10:00 am to near 2:30 pm to cover all the updates. I am very proud of our organization and everyone’s strides in giving us the ability to better support our Member Clubs. My cover is off to you all. Thank you.

I keep hearing that “Boating Season in over”. No it’s not. Boating should mean more than climbing aboard, raising sails or powering up. Boating also includes the comradery of spending time with friends and family in a community of like-mindedness. That’s where our clubs, organizations and associations become ever more important. It’s why I belong to the Maryland Yacht Club and it’s a major reason why I became involved in CBYCA. Being an active member of your club or CBYCA keeps boating at the forefront of one’s mind even when being on the water isn’t viable.

As CBYCA expands its social presence, we will need technically literate individuals to manage our website, manage our Facebook page; help develop our presence on applications like Twitter and Instagram. There will probably be a future need for a Brand Manager to ensure our message is consistent across all our platforms. We are going to need fresh minds with fresh ideas. As CBYCA and your own clubs move forward, we will all need people with unique energy to help us get to our future state (sometimes kicking and screaming).

I’m reminded of an old joke – How many (insert your own state) does it take to change a lightbulb? Four! One to actually change the bulb and 3 to rock on the porch talking about how good the old bulb was. There are better ways to get things done. CBYCA is looking for those ways and the new generations to help us. Think about being more active in your clubs and definitely think about all we could do to support the Member Clubs of CBYCA with your help.

Consider this your invitation to make things better.
Director of State Legislation PA and DE, Chris Schenck and I attended the MD Department of Transportation Open House for the Chesapeake Bay Crossing Study on October 1 at Middle River Middle School. The engineers put up impressive easel displays depicting different routes and affected areas as well as traffic, environmental, cost and lists of other considerations. They have narrowed their site selections to three preferred routes.

In accordance with NEPA (National Environmental Policy Act), Corridors 6, 7 and 8 will be carried forward as the preliminary Corridor Alternatives Retained for Analysis (CARA) because they are the only corridors to sufficiently meet the Purpose and Need. The No-Build Alternative will also be carried forward.

- **Corridor 6**: MD 100 to US 301 between Pasadena (Anne Arundel County), Rock Hall (Kent County) and Centreville (Queen Anne’s County)
- **Corridor 7**: Existing Corridor: US 50/301 to US 50 between Crofton (Anne Arundel County) and Queenstown (Queen Anne’s County)
- **Corridor 8**: US 50/301 between Crofton (Anne Arundel County) and Easton (Talbot County)
Immediate Past Commodore’s Message continued...

You can follow the link below and see all of the many displays that are available at this time: https://www.baycrossingstudy.com/fall-2019-open-house-displays

The study will look at all kinds of factors such as oyster beds, military facilities, low income properties, residential areas, highways, traffic, and many others I did not think of. But we did not see any reference to recreational boating, yacht clubs and things we will need to bring to the studies.

The northern corridor (#6) seems to cross the mouth of the Chester River just north of Love Point and then cross the land south of Rock Hall in the vicinity of Grays Creek. The spans would then cross the Chester River toward Centerville near the Corsica River. One concern will be the bridge clearance on that section of the Chester River because we will not want a repeat of what happened in Cambridge where the Route 50 fixed span sits only 50 feet above the water thereby fencing off more than 25 miles of the Choptank River to most sailboats 40 feet and over (mast heights over 50 feet). That barrier to boating resulted from 1989 studies that boating orgs such as CBYCA did not try to influence.

A similar concern grows from Corridor 8 that would cross Eastern Bay and the Miles River. I urge all of you to pay attention to these open houses and to be ready to comment to protect your interests. The engineers will listen to you and factor in your concerns, but we have to help them understand how bridge projects can affect recreational boating.
URGENT: Amtrak Bridge at Bush River Rumors

(Editor: The following is from CBYCA Safety and Education Chair Tom Costello)

I received a phone call from Henry Bahr at Bush River Yacht Club concerning the operations and/or permanent closure of the Amtrak bridge at Bush River and rumors that have floated back to their club.

Rather than try to outline and refute all of the rumors that have been swirling (some of which have come out at various club and association meetings) I want to just state what is true!

The Amtrak bridge crosses navigable water, and is therefore controlled by the USCG, not Amtrak. As such, there is a statute that outlines the manner in which the bridge is used, who is on point for scheduling, who is notified, etc.

Henry indicated he had contacted both Amtrak and the USCG in the past 24 hours to ensure there are no imminent changes to the agreement and statute... and there are none. The bridge can be opened for access to Bush River and the Bush River Yacht Club by making prior arrangements thru Bush River Yacht Club to coordinate the opening. The statute spells out those requirements, and Henry Bahr is that point of contact at Bush River Yacht Club.

Henry assured me that any rumors as to the reduced access and/or impact on Bush River Yacht Club are not true. They are open for business and doing well!

I felt it important to get this information out to all member clubs as quickly as possible. And we wish Bush River Yacht Club continued success into the future!!

For reference, the following is from the Code of Federal Regulations:

CFR Title 33 - Navigation and Navigable Waters

Volume: 1
Date: 2017-07-01
Original Date: 2017-07-01
Title: PART 117 - DRAWBRIDGE OPERATION REGULATIONS
§117.547 Bush River.

The draw of the Amtrak Bridge, mile 6.8 at Perryman, shall operate as follows:
URGENT: Amtrak Bridge at Bush River Rumors (Continued)

(a) Shall open twice a day from May 1 through October 31, on Saturdays, Sundays, and Federal holidays that fall on a Friday or a Monday, when a proper request has been received.

(b) Request for an opening is given to the Amtrak Assistant Division Engineer at 410-642-1588 and or email at BridgeOpeningRequest@Amtrak.com by an authorized representative of the Bush River Yacht Club no later than noon on the Friday just preceding the day of opening or, if that Friday is a Federal holiday, no later than noon on the preceding Thursday.

(c) Amtrak determines the times for openings and shall schedule the times:

(1) During daylight hours, six to ten hours apart; and

(2) One opening before noon and one after noon.

(3) In emergent situations after notification is given to the numbers indicated in paragraph (b) of this section it can take up to six hours for the bridge to open.

(d) Amtrak shall notify a representative of the Bush River Yacht Club of the times of all openings for the weekend (or extended weekend) in question no later than 6 p.m., on the Friday just preceding the weekend or, if that Friday is a Federal holiday, no later than 6 p.m., on the preceding Thursday.

(e) Each opening shall be of sufficient duration to pass waiting vessels.

(f) At all other times the draw need not open for the passage of vessels.

When the world closes in and lies so heavily upon you remember that we care. We are your friends and we are here if you need us.

GET WELL WISHES AND A SPEEDY RECOVERY TO:

**First Lady Stephanie Gaff**, wife of Commodore Mike Gaff of the Chesapeake Bay Yacht Clubs Assoc. who had surgery on her wrist on August 23 is doing well. Was happy to see her out at the Chesapeake Commodores Club’s (CCC) Lawn Party on September 7th.

**Mary Bruns**, wife of CBYCA’s District D Representative and P/C Baltimore YC, is recovering from her bout with elevated blood sugar that caused her to be rushed to the hospital in a diabetic coma. Well Wishes and Thinking of You Cards can be sent to Mary at 3307 E. Northern Parkway, Baltimore, MD 21206.

**PC Mary Ellen Peters** of Ventnor Yacht Club, had ankle surgery in July. She is still wearing a boot but was able to join the gang at the Chesapeake Commodores Club Lawn Party on September 7th. Her address is 7817 Old Battle Grove Road, Dundalk, MD 21222.

**PC Dan Carroll** of Key Yacht Club was hospitalized for pneumonia and kidney obstruction. He is improving and was also at the Chesapeake Commodores Club Lawn Party. His address is 7326 Waldman Avenue, Edgemere, MD 21219.

**PC Joe Broseker** of the Chesapeake Commodores Club is undergoing radiation treatments for prostate cancer. Cards should be sent to Joe at 11 Country Manor Lane, New Freedom, PA 17349.

**PC Chuck Vipperman** of the Chesapeake Commodores Club has been released from Oakwood Care Center after his hospitalization for pneumonia. Thinking of you and Well Wishes can be sent to Chuck at 16 Olivia Court, Oliver Beach, MD 21220.

Also continue to keep **Past Commodore Jim Wilson** of the Veterans Yacht Club and P/C Janet Yodris of the Yacht Clubs of Maryland. Jim is still in Perry Point Veterans and Janet is home recuperating from Rotator Cuff surgery. Cards can be sent to both Jim and Janet at 8434 Cove Road, Baltimore, MD 21222.
BEAVERMENT: CBYCA extends its sincere sympathy to the family of the following:
The journey of life takes us through many times of happiness and sadness. And what is hurting you
now will come to pass. The love of God and the gift of a love one’s memory will ease that pain.

Ray Amtmann, PC and Honorary Member of Crescent Yacht Club crossed over the bar on August
1, 2019. A joint ceremony by Crescent YC and CCC was held on August 5th. Sympathy cards may
be sent to Lillian Amtmann and Family, 411 Vogts Lane, Baltimore, MD 21221.

PC Bob Davis of the Chesapeake Commodores Club, crossed over the bar on August 6th. His body
was donated to the Anatomy Gift Registry, which is a whole body Donation for Medical Research
and Education Organization. A Celebration of Life Ceremony will be held on Sunday, October 20,
2019 at the Columbian Center, 335 Ritchie Highway, Severna Park, MD at 1:00 PM. There will also
be a Chesapeake Commodores Club Service at Belvedere Yacht Club. Following the formal services
on October 20th, refreshments will be served. If you are planning to attend this Celebration, please
RSVP by October 11, 2019 to Pcbob98@yahoo.com 04 call 410-544-6950.

PC Stan Berkowitz of Top of the Bay Cruising Association, crossed over the bar on August 8th. A
Celebration of Life Ceremony will be held at a future date. Additional information will be forwarded
once received. Condolences can be sent to Stan’s wife, Peggy Berkowitz and Family at 11 White
Horse Drive, Earleville, MD 21919.

If I have missed extending condolences or well wishes to any member of the organization or their
family, please accept my apology. You can assist by sending health and welfare of our organiza-
tional members and their families to me at Chaplain@cyca.org, PC10@cbyca.org or pamlbutler@
verizon.net (PREFERRED E-MAIL) Only with your assistance am I able to keep the membership
informed.

Thank you and bless you.
Chesapeake Bay Yacht Clubs Association has lost a great supporter.

With great sadness we have to tell you that Harriett Bean has passed away. Link to her obituary is below. A Life Celebration Memorial Service will be held at Brinsfield Funeral Home, P.A., 22955 Hollywood Rd. Leonardtown, MD 20650, on October 11th from 11:00 a.m. until 2:00 p.m. with prayers recited at 1:00 p.m.

http://www.brinsfieldfuneral.com/obituary/harriet-bean

Harriet Wilma Bean, 76, of St. Mary’s City, MD passed away on September 26, 2019 at her home. Harriet was born on February 3, 1943 in Washington D.C. to the late Harry Fleishman and Sara Farrell Fleishman.

On February 6, 1965, Harriet married the love of her life, Richard Bean. Together they spent 54 wonderful years of marriage.

Harriet was a St. Mary’s County resident for 22 years, prior to that she lived in Brandywine, MD. She was employed for 32 years by the Federal Government as an Administration Manager for the Census Bureau until her retirement in 1998.

Harriet was a member of Trinity Episcopal Church in St. Mary’s City. Her passions were boating and gardening. Harriet was an active member, and held Board positions, at the Corinthian Yacht Club, the Chesapeake Bay Yacht Club Association, and Mistress Brent Garden Club of St. Mary’s City.

She is survived by her husband, Richard Bean of St. Mary’s City, MD; her children, Dayna Jacobs of Port Republic, MD and Mary Bean Lawver of Hollywood, MD; as well as her sister, Roberta Gibbs of Cool Springs, TX. She also leaves behind 5 grandchildren.

A Life Celebration Memorial Service will be held at Brinsfield Funeral Home, P.A., 22955 Hollywood Rd. Leonardtown, MD 20650, on October 11th from 11:00 a.m. until 2:00 p.m. with prayers recited at 1:00 p.m. In lieu of flowers, the family request that donations be made to Hospice of St. Mary’s.

Condolences may be made at www.brinsfieldfuneral.com.

Arrangements by the Brinsfield Funeral Home, P.A., Leonardtown, MD.
Pennsylvania Legislation

I found an interesting section of the Pennsylvania Statutes Title 47 P.S. Liquor § 4-408.4. Special occasion permits concerning issuance of these permits:

(p) Notwithstanding any provision of law to the contrary, if the eligible entity is a regatta in a city of the second class held on the grounds of a State park, the regatta may install a security fence or similar enclosure around the boundary of the State park or a portion of the State park during the regatta and may charge an admittance fee not to exceed five dollars ($5) per day.
(r) Notwithstanding any provision of law to the contrary, the board may issue a special occasion permit to an eligible entity located in a dry municipality if the board is provided with a copy of a resolution adopted by the municipality’s governing body confirming support for the issuance of the special occasion permit.

Pittsburgh is apparently the only second class city in Pennsylvania. Philadelphia is the only first class (over 1 million people) city. These permits are issued for fund raising to volunteer fire, ambulance, and rescue companies and possibly to their auxiliaries from what I have read about them. It is interesting that a regatta could be a valid reason for a permit. It is also curious that they might be issued in a dry municipality.

Please provide some input concerning your club’s interest in learning more about the possibility of receiving a special occasion permit. If there is club interest I will pursue the collection of more information! Reach me at dslpade@cbyca.org.

Messages to clubs

In the past month U.S. Coast Guard Notices and other news were passed along to member clubs concerning the following:
• A rowing and paddling event on the Schuylkill and Delaware Rivers with approximately 100 canoes and kayaks
• A water rescue safety class conducted on the Schuylkill River
• Dredging operations and the moving of a pipeline on the Delaware River
• Directions for moving through a safety zone established for all navigable waters of the Delaware River
• A report of fecal bacteria introduced to the Susquehanna River at Harrisburg
National Boating Federation
Earl Waesche
Legislative Director

The U.S. Coast Guard released its 2018 Recreational Boating Statistics Tuesday, revealing that there were 633 boating fatalities nationwide in 2018, a 3.8 percent decrease from 2017. From 2017 to 2018, overall recreational boating injuries also decreased 4.5 percent (2,629 to 2,511), and the total number of accidents decreased 3.4 percent (4,291 to 4,145). Alcohol continued to be the leading known contributing factor in fatal boating accidents in 2018, accounting for 100 deaths, or 19 percent of total fatalities. While these decreases are encouraging, there are still too many deaths and injuries that could be avoided through the use of life jackets and eliminating alcohol consumption while operating a boat. Where the cause of death was known, 77 percent of fatal boating accident victims drowned. Of those drowning victims with reported life jacket usage, 84 percent were not wearing a life jacket.

Where boating instruction was known, 74 percent of deaths occurred on vessels where the operator had not received boating safety instruction. The Coast Guard recommends that all boaters take a boating safety course that meets the National Boating Education Standards prior to getting out on the water.

The most common vessel types involved in reported accidents were open motorboats, personal watercraft, and cabin motorboats. Where vessel type was known, the vessel types with the highest percentage of deaths were open motorboats (50 percent), kayaks (13.5 percent), and canoes (7 percent).
Proposed Termination of Coast Guard Medium Frequency Broadcast of NAVTEX and Shift to Satellite: The Coast Guard announced in the Federal Register that it may cease broadcasting Navigational Telex (NAVTEX) over Medium Frequency (MF) after first ensuring the information contained in NAVTEX broadcasts is available via International Maritime Organization (IMO) recognized satellite services. This notice requests public comment on the possibility of terminating the MF NAVTEX broadcast. Comments must be submitted to the online docket USCG-2019-0702 via http://www.regulations.gov, on or before Nov. 12, 2019.

NAVTEX is an international automated service for radio broadcast delivery of navigational and meteorological warnings and forecasts, as well as urgent maritime safety information. NAVTEX provides a low-cost, automated means of receiving this information aboard ships at sea out to approximately 100 nautical miles off shore. NAVTEX is part of the Global Maritime Distress and Safety System (GMDSS), which has been incorporated into the Safety of Life at Sea treaty to which the United States is a party. The Coast Guard operates this system nationwide. For more information on MF NAVTEX in the United States, please see the Navigation Center’s website.

The Coast Guard is proposing to cease operating MF NAVTEX and instead making this information available via IMO recognized satellite services in waters under U.S. responsibility. The current MF NAVTEX equipment is in dire need of replacement. The equipment is antiquated and essential replacement parts are difficult to find and expensive, placing overall operation of MF NAVTEX at risk. Any approved GMDSS satellite terminal will be able to receive this information. The Coast Guard is requesting comments on this proposal to make the NAVTEX information available over satellite.

The Coast Guard believes the transition from terrestrial broadcast to satellite will provide for more reliable delivery of NAVTEX information and allow better, more cost-effective products in the future. The Coast Guard also believes this change will have a low impact on the maritime public as satellite receivers have become more prevalent onboard vessels. However, comments are requested to better understand how mariners would be affected if this change was made, particularly those mariners who use MF NAVTEX and do not currently have a GMDSS satellite terminal onboard their vessel. The Coast Guard is also seeking comments on what types of maritime safety information products mariners would like to see added in the future if the NAVTEX information was provided via satellite.

Wisconsin Bill to Make it Easier To Dispense E15/E10 From the Same Nozzle at Fueling Stations: Jeff Wasil, engineering manager at Evinrude, recently testified before Wisconsin’s Senate Committee on Economic Development, Commerce, and Trade regarding Senate Bill 349—a measure that seeks the expansion of E15, by making it easier for fueling stations to dispense E15 and E10 from the same nozzle. Mr. Wasil conveyed the industry’s opposition to the legislation in his remarks.
While the bill requires that E10 remain available at gas stations in at least one nozzle, it would make it more difficult for consumers to purchase E10, as the fuel may only be available at a single, inconveniently located nozzle. Most of the fuel dispenses would therefore be rendered as blender pumps, in which a certain quantity of fuel, determined by the length of fuel piping from the station’s tank to the dispenser, would contain either E15, E10 or a blend of both, depending on what fuel the previous customer selected. Even though a customer specifically selected E10, they may inadvertently be dispensing E15 until the fuel piping system is completely purged. The complexity of these fuel pumps and associated labeling shortcomings would make it more likely for misfueling to occur.

Mr. Wasil discussed several challenges recreational boating consumers face with higher ethanol fuel blends, including phase separation, fuel system material compatibility issues, corrosion of aluminum fuel tanks, and engine performance issues. Wasil also discussed how the marine industry worked together to test, approve, and help bring to market the next-generation biofuel, biobutanol, and the many fueling stations that are successfully selling this marine-friendly biofuel. Following his testimony, committee members expressed interest in learning more about biobutanol and how future bills and regulatory discussions should include a pathway for the fuel.