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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2018 CBYCA Meeting Schedule
Mark Your Calendars!

Meeting times:
0930 Board of Governors (BOG)
1000 Delegates

September 15 BOG
On board Everything’s Rosie
Rod and Reel Marina, Chesapeake Beach, MD

October 20 BOG
Washington D.C./Northern VA area club TBD.

November 17 BOG and Delegates
Baltimore Yacht Club
Uniform: Dark Blue Dress Winter Uniform for official photo.
### 2018 Board of Governors

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Club</th>
<th>Email</th>
<th>Phone</th>
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</table>

### District Representatives

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<th>Email</th>
<th>Phone</th>
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MISS DRYL QUEEN

We attended the Delaware River Yachtsmen’s League Queen Pageant at West End Boat Club August 11th. Congratulations to Megan Flaherty from Farragut Sportsmens Association who was named 2018 Miss DRYL Queen. We salute West End B.C. for hosting the pageant and all those who organized this great event. I also enjoyed Saturday afternoon on West End’s patio, watching a steady movement of ships in and out of the Delaware River as well as all the jetliners on final approach to Philadelphia International. Great people, great clubs, great place, great event.

BE CAREFUL OUT THERE

By now most of us have seen the remarkable photo of the boat collision near Thomas Point on August 18th. A charter fishing boat somehow t-boned a J-boat under sail. Many people have a theory on how this happened, but we will have to wait for the Coast Guard’s accident, as they are investigating. Regardless of who was a fault, it seems likely someone was not keeping a proper lookout. Scary crash that could have been deadly. Good news is no one was injured. As they used to say on Hill Street Blues… “Be careful out there.”

YOUR CLUB NEEDS LEADERSHIP

As summer winds down, many of our clubs are nominating new officers and club leaders. I urge all of you to consider stepping up to lead your club. Those of you who are Past Commodores need to show respect for your club’s current officers. This is a very bad time to find fault with your bridge because a public display of disharmony will poison the well
of new leadership. Help your new officers so they can do a great job leading your club. Why would you want to do anything else?

Enjoy the season as it winds down, winter will be here sooner than we wish.

Vice Commodore’s Report
Kyle Gray

No report provided.

New Jersey Legislative Report
Dot Noderer

Environmental groups are suing the Federal Regulatory Commission (FERC) over its approval of the proposed Penn East natural gas pipeline, saying the regulator ignored legal requirements to consider the projects climate change impacts and also, they failed to establish that the pipeline was needed.

The plaintiffs include the Delaware Riverkeeper Network (DRN), which filed a suit on Monday, 8/13/18, in the Washington D.C. Circuit Court of Appeals and the New Jersey Sierra Club, which said they will do the same. These actions follow FERC’s rejection of requests from multiple environmental groups for a rehearing of its Penn East approval, which the regulator issued in January.

The DRN suit says that in approving Penn East, the FERC violated both the Natural Gas Act by failing to identify the need for the pipeline or it’s public benefits. It also violated The National Environmental Policy Act, by failing to consider the projects climate effects, including that of fracking and end use.

Maya van Rossum head of DRN, states “There is a whole lot of missing information when it comes to Penn East.”

In May, the state of New Jersey filed its own challenge to FERCs approval, saying the regulator improperly relied on Penn East’s contracts with it’s affiliates, used incomplete
information on environmental resources, and improperly conflated mitigation of environmental impacts with avoidance.

Permits are still needed from New Jersey’s Department of Environmental Protection, which has already twice rejected the application for water permits and from the Delaware River Basin Commission, which has yet to begin its own review of the project.

Penn East plans to build the approximately 120 mile pipeline stretching from Luzerne County, Pa to Mercer County, N.J. where about 150 landowners face eminent domain suits after refusing the company’s offer for compensation for building the pipeline on their land. The landowners await a ruling by a federal judge in New Jersey.

Opponents say the pipeline is not necessary and that the company’s contracts for natural gas that would be carried by the line are not a true indicator of demand because they are with entities that have a stake in the project.

Critics routinely accuse FERC of being a “rubber-stamp” for the natural gas industry because it approves virtually every application that comes before it.

Another environmental group, New Jersey Conservation Foundation, said it would appeal to FERC over its refusal to rehear the Penn East approval.

The FERCs action is one more in a string of bad decisions against the public interest, says Tom Gilbert, campaign director for the Foundation. New Jersey Sierra Club director, Jeff Tittel said his organization as well, will sue FERC regarding this matter.

Carolyn Elefant, a former FERC attorney said DRN’s case has a good chance of succeeding because New Jersey’s opposition will be viewed as significant by the court because DRN has long experience of using NGA and NEPA to oppose pipelines, and because two commissioners dissented from the rehearing denial. Appeals courts reverse only 15-20 percent of the time, “so it’s always an uphill battle, but I think this case is stronger than most” states Elefant.

**Bills to be introduced**

Assembly, No. 732

Provides State income tax credit for the removal of lawns near Barnegat Bay

This bill authorizes a recurring annual tax credit of 250.00 against the state income tax to owners of properties situated within 1000 feet of Barnegat Bay and its tributaries who replace grass lawns with stone, crushed shell or similar materials. Property owners who have existing stone or crushed shell lawns would also be eligible for this benefit. The bill’s objective is to provide an incentive to property owners to reduce the amount of lawn fertilizers and other chemical agents used in landscaping that flow into Barnegat Bay. These substances are believed to be the major causes of the degradation of the bay’s waters and ecosystems.

Assembly, No. 3223

Permit sale of motor fuels that have not been blended with ethanol for certain purposes.

This bill permits retail dealers of motor fuels, which would include gasoline stations and marinas, to sell from designated pumps gasoline, diesel or other motor fuel that has not been
blended with ethanol. The bill prohibits selling of this type of motor fuel for any purposes other than fueling boats, watercraft and small engine equipment and tools. This bill is intended to provide the same exemption that was established in Florida by Florida statute 526.203 and in effect on December 31, 2010

ELCON update: Letters have been written and will be provided to the Commodore stating our position.

Pennsylvania/Delaware Legislative Report

Chris Schenck

PA Legislation

HB 20, the Pennsylvania Water Resources Act, was introduced and sent to the House Environmental Resources and Energy Committee May 25, 2017. 15 months ago. No movement in the committee has been made. However, Bay Journal published an article August 6th explaining that according to a report published by a joint committee of the Pennsylvania General Assembly up to $500 million annually could be generated to clean polluted streams, rivers, and the Chesapeake Bay if HB 20 were enacted. This is the fourth attempt to pass a bill such as this one. It would levy a fee of one one thousandth of a cent (.001) on each of the nearly 26 trillion gallons of groundwater removed annually by those who use more than 10,000 gallons daily.

$5 million could go to the Pennsylvania Fish and Boat Commission which has been the subject of a legislative battle to raise permit and license fees to cover the lack of needed funds.

CBYCA will continue to follow the progress of HB 20.

Traveling “The American Great Loop”

Oops! The promised information on the Great Loop trip disappeared at the deadline for this article. I will try again for the October Chatter!

Pennsylvania clubs have received information from me on the following topics during August:

• U.S. COAST GUARD notices concerning:
  ◦ The high concentration of recreational and sailing vessels along the Delaware River near Tinicum Island August 10th. This traffic was expected to respond to the Delaware River Yachtsmen’s League Queen Pageant!
  ◦ A marked, submerged anchor in an anchorage.
• **DEP Grants Available to Organizations and Local Governments Working to Restore, Protect Pennsylvania’s Coastal Zones** Projects must be located within the 112-mile stretch along the Delaware Estuary. Nonprofits, governments, schools, and other organizations may apply. Grants are awarded to projects that benefit coastal wetlands, address coastal hazards, remove marine debris, plan special area management, protect Great Lakes resources, improve public access and education, improve energy and government facility siting and activities, and promote aquaculture.

• The *Pittsburgh Post-Gazette’s* recently published op/ed piece on the lack of cooperation between PA legislators and PFBC Executive Director John Arway-to be shared with anglers.

**Delaware clubs have received information on the following topics during August:**

The expected opening of the Seaford Delmarva Railroad bridge on August 17th. According to Nanticoke River Yacht Club Commodore David Smith, this bridge was downstream of NRYC and a marina. Navigation of the river was hindered by the broken bridge.

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**National Legislative Report**

*Earl Waesche*

**President Trump Announces he is Close to Allowing All-Year Sales of E15 Ethanol**

As most recreational boaters already know, E15 ethanol causes engine problems, and their safety will be at risk if they have engine failure while at sea. Unfortunately for the majority who tow their boats, gas pumps are not correctly labeled. Some pumps are labeled “This pump contains 10% ethanol”, but none I have seen say anything about E15. Fortunately, to offset this and perhaps eliminate the problems, Representative Lois Frankel (D-FL-21) and Representative Austin Scott (R-GA-08) introduced H.R. 5855 the Consumer Protection & Fuel Transparency Act. The Bill will require the Administrator of the EPA to revise labeling requirements for fuel pumps that dispense E15.

The National Boating Federation, and many NBF members nationwide, took action on this August 7, 2018.

**China May Impose Retaliatory Tariffs on U.S. Built Boats**

Due to the Trump Administration imposing tariffs on China, they may retaliate by imposing their own tariffs on U.S built boats. This will have a definite negative economic
impact on the cost of recreational boats, the marine industry and employment. With well over 600,000 people employed by boat manufacturers, this may even develop into a Trade War with a negative impact on the American consumer, workers, and businesses.

Thom Dammrich the president of NMMA stated “In 2017, total recreational marine expenditures reached a 10 year high of $39 billion, this growth was expected to continue into 2018 and beyond, but the Administration’s actions jeopardize the stability of the industry.

**Tariff Hearings**

Two hearings were held on this important issue, the first was by The Office of the U.S. Trade Representative this past July 24th, the second was August 13, 2018, by the House Ways and Means Subcommittee on Trade.

**CBYCA Member Club Events**

**Enter events on the CBYCA website to be included.**

**No upcoming events reported.**
The Delaware River Yachtsmen’s League (DRYL) held its 47th DRYL Queen Pageant Saturday August 11th at West End Boat Club in Essington, Pennsylvania. This year’s pageant was a tribute to Candyce Holmstrup, beloved and revered photographer for many years. All 7 contestants exhibited the fine qualities that had convinced their clubs to select them as Princess representing each club during the past year. These beautiful, intelligent, well-spoken young women exhibited the friendliness and interpersonal skills that helped them work together with their club members in the various yachting activities that make them and their clubs important to our yachting community.

Contestants, President Jusino, and Queen Alyson

Left to right: Valerie Luniewski, Miss Wissinoming Y. C.; Ariana O’Neill, Miss Quaker City Y. C.; Katherine Morton, Miss Bordentown Y. C.; Serenity Rudzinski, Miss Anchor Y. C.; Paul “Juice” Jusino, DRYL President; Alyson Szarek, Miss DRYL Queen 2017; Megan Flaherty, Miss Farragut Sportsmen’s Association; Devon Newcomer, Miss Yapewi Aquatics Club; Emma Szybowski, Miss Bridesburg Outboard Club
Left to right: Devon Newcomer, 1st Runner Up and winner of the Candyce Holmstrup Award for Congeniality; President Jusino, 2018 DRYL Queen Megan Flaherty, Emma Szybowski, 2nd Runner Up