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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Chesapeake Bay Yacht Clubs Association
2018 Commodore’s Ball Highlights

Photos courtesy of Rose Marie Killeen
Hello everyone. I hope everyone had a very happy Holiday and was able to spend some time with the ones that mean the most to you. Hopefully the new year will bring about change, especially with the weather. I don’t know about you, but if this year is anything like last year, I’m trading in my Trojan for an ark.

The 2019 House of Representatives and Senate returned to session on January 3rd. As most State Legislative sessions are about to begin, I ask that all of our CBYCA State Legislative Directors closely monitor their own Legislature for any issue that may be of concern to our waterways and boaters. CBYCA will help in any way needed on such issues as appropriate.

Our next board meeting will take place the morning of Saturday January 26th at Middle River Yacht Club. I look forward to seeing everyone.
And it begins...

The formation of our 2019 Roster Book is now under way. As most of you are aware, the Roster Book constitutes the majority of CBYCA operating funds collected through advertising. For that reason alone there will be emails; there will be phone calls; and there will be snail mail all starting with this month’s Chartroom Chatter. The more funding we can achieve, the more we can accomplish for our member clubs. Included within this Chatter is a copy of the CBYCA 2019 Advertising Order Form for your use. I respectfully request your assistance in distributing the Order Form within your clubs, to your boating friends, local businesses that you use, and you may want to place an advertisement yourself. Remember, if advertising is not your thing, you can be a Patron for only $20.00 and be listed on the CBYCA 2019 Patrons Page of the Roster Book.

If you have already returned your ad form and check: THANK YOU!

With all the excitement and fun of a Change of Watch and Commodore’s Ball it’s easy to forget that one of the associated club responsibilities is to ensure that your club information is updated on the CBYCA website. As your Change of Watch occurs, please login to the www.cbyca.org website and update all the changes needed to properly represent your club. If you have any difficulties accessing or using the website, please contact Donna Ferron at pd@cbyca.org.
Happy New Year folks!

Let’s hope that 2019 is kinder to our mid-Atlantic watersheds, with less “liquid sunshine” than last year.

I googled “Maryland pumpout grants” here in the New Year, and I see where one is lead right at the top of the search engine list, to a good, detailed official Maryland State Government website that is user friendly and leads you right through what is out there, the forms, how to get in touch directly with the program administrators and so on. Kudos! This is a very good program and opportunity, so I encourage everyone to have at it.

I took a look today--January 3rd-- and there are 85 pre-filed bills in the Maryland Senate and 32 in the House of Delegates. The session starts January 9th and that’s the date all pre-filed bills by that time will get a “first reading”. I did not see anything with specific impact to the areas CBYCA has been most directly concerned with in this initial grouping.

That said, I will mention that HB 1 does concern dredging--or not--of the Man O’War Shoal at the mouth of the Patapsco in the Chesapeake. Googling "Man O’War Shoal" reveals that this has been a live issue with plenty of ink spilled both as to the pros and the cons as to what is environmentally/policy wise best to do as to this Oyster Bar that has no live oysters to speak of at the moment, but has become a fish habitat. Please understand that I tried to summarize here in one (long) sentence, several detailed articles that have addressed this live controversy. I will keep my eye on the discussions here that do lead ultimately to the question of what is best for the Bay and its various stakeholders.

The other thing I have marked on my calendar to follow in the New Year is the Weds., January 23rd, 6 to 8 p.m. open public meeting at the Department of Environment Headquarters at 1800 Washington Blvd. in Baltimore as to the progress report toward the 2021 goal of correcting what is believed to be 83% of the sewage pollution in the Baltimore harbor. Three quick points here:

1. The idea here is that a few of the bigger more significant (and expensive) things that need to be done first might cure 80+ percent of Baltimore Sewer pollution problems.

2. This has been a project since 2002--but what is new here is that while in the past a final goal would be set for many years in the future, with things allowed to simply sit in the meanwhile; these updates are intended to pin down that real milestones of progress are being broken down and reached.
3. If you go online to the city’s Department of Public Works website and look at the numerous pages worth of addresses they now, as part of this process, recite as having "sewer water in the basement" in just this past “wet” year, you start to really see the dire dimension of what has been quietly--but odoriferously--going on. Phew! I gotta say I was shocked to see these hundreds upon hundreds of apparently mostly residential addresses: the sheer manhours not to mention the costs/values involved has to be staggering. While I have been following this situation for years, and have seen many documents that deal with the cost of correction, and I have seen documents discussing the impacts of this pollution on the Chesapeake watershed, I have never seen an evaluation that attempts to give the broken down, big picture of the costs to the City of Baltimore and its businesses and residents of NO correction. The City must have had over the years brigades of DPW workers and equipment to deal with all this--or have I just discovered another aspect of the problem?

Hope to see you all soon!

Happy New 2019 Boating Year!

No legislative news, and Pennsylvania is starting a new legislative session, so how about some items of interest to boaters?

**Pennsylvania Fish and Boat Commission**

2019 Boat launching permits beginning January 1st are $12 for one year and $22 for two years.

[Fishing licenses for 2019 are now available from the Pennsylvania Fish and Boat Commission (PFBC) and its more than 700 issuing agents and county treasurers’ offices. The price of a resident fishing license this year is $22.90. Customers will also have the option of purchasing several new voluntary permits, with funds generated by their purchase being reinvested into their respective programs. The voluntary permits include: bass ($11.90); musky ($11.90); habitat/waterways conservation permit ($11.90); and wild trout and enhanced waters permit ($26.90).

Licenses are valid for up to 13 months, from December 2018 through Dec. 31, 2019. For more information about fishing in PA, and how to give the gift of fishing by purchasing a gift voucher, visit fishandboat.com.}
Amendments to Title 58-Fish and Boat Commission

Declines in traditional revenues and escalating costs to meet boaters’ and anglers’ programs have necessitated the development of new funding concepts. The application fee to become a fishing license agent for the PFBC has been raised from $150 to $250. The application fee to become the issuing agent for a temporary boat registration has been raised from $100 to $250. A public comment period was provided but no public comments were received. While this may not affect most of us, it is worthy of note that there were no public comments during the public comment period. Let us, as boaters (and anglers as well) remember that our legislators and decision makers do set aside time for our input as to how we feel about the rules and laws that affect us.

NOAA

On November 16, 2018, NOAA released ASSIST, a new system for submitting questions and reporting nautical chart errors to NOAA’s Office of Coast Survey. ASSIST has a mobile-friendly design and improved user interface that allows customers to access the system conveniently from any device. This new tool replaces Coast Survey’s Inquiry and Discrepancy Management System (IDMS), a database that collected nearly 20,000 comments, inquiries, and discrepancy reports since 2008. ASSIST offers new features including the ability to:

- Tag your submission on a NOAA chart, map, or satellite imagery
- Enter reports from a cell phone or other mobile device
- Comment or report an error using a single form

Antique and Classic Boat Society

After an interesting discussion with a fellow boater a few weeks ago, I am sharing with you information on the 2019 International Boat Show sponsored by the Antique and Classic Boat Society. If you love old boats and you would like to take a trip to the 1000 Islands this September, check out the link to this incredible boat show!

Philadelphia Clubs

The Wolf administration has announced state investments to restore streambanks and improve recreational trails in Philadelphia. Funding comes from the Pennsylvania Department of Environmental Protection, Schuylkill River Development Corporation, and Friends of the Wissahickon, Inc. Plans for restoration, clean up, and improvement have been awarded $730,000! If your club has an idea for waterfront improvement or restoration, keep in mind that funding could be available if you apply in time and have a great idea!
I have attended two meetings regarding the building of the proposed ELCON plant in the last two months. One in NJ by the Delaware Riverkeeper and one held in Levittown, Pa hosted by Bucks County POWA. ELCON continues to try to get approved for the Falls Twp location. Bucks County POWA intends to march to Harrisburg in late January to protest the building of this recycling plant. They are calling for the legislature to review the Pennsylvania Constitution, Article 1, Section 27 which reads as follows:

§ 27. Natural resources and the public estate.

The people have a right to clean air, pure water, and to the preservation of the natural, scenic, historic and esthetic values of the environment. Pennsylvania’s public natural resources are the common property of all the people, including generations yet to come. As trustee of these resources, the Commonwealth shall conserve and maintain them for the benefit of all the people.

(May 18, 1971, P.L.769, J.R.3)

1971 Amendment. Joint Resolution No.3 added section 27.

We continue to oppose the construction of the Elcon facility and the importation of hazardous waste into an area which has the potential of escaping into our watershed. We are partnered in this position with the Delaware River Yachtsmen's League. The meeting was well attended by both CBYCA and DRYL.

The time for comments is approaching and we are ready.
NMMA President Thom Dammrich Thanked NBF for Helping Pass the Modern Fish Act:

Thanks to NBF and the entire Boating United community, Congress passed the Modern Fish Act and sent it to President Trump, who signed it on December 31, 2018. In other words, CONGRATULATIONS!!

For the first time in more than a decade, significant updates to recreational saltwater fisheries management are on the way, putting us on the path toward responsibly expanding access for the nation’s 11 million saltwater anglers.

To put it simply, the Modern Fish Act:

• Recognizes commercial and recreational fishing as completely different activities, and that the methods for counting and tracking catch rates for each should not be the same;

• Moves away from unreliable methods for counting and tracking catch rates – like landline phone surveys and snail mail solicitations – in favor of more accurate, 21st century technologies – like smartphone apps and Internet surveys;

• Requires the government to regularly study and count how many fish are in each area and set catch limits based on that data, not estimates from decades ago; and

• Requires the government to factor in the economic impact of recreational boating and fishing when setting catch limits in areas where some fishing activities are restricted.

Without NBF and the thousands of recreational boating and fishing advocates who worked tirelessly to get the Modern Fish Act across the finish line, we would not be proclaiming victory today. As we look ahead to 2019, I encourage you to bring others into the Boating United community, so we can celebrate more moments like this.

For those who want to be an advocate for the interests of recreational boating: NBF suggests you go to boatingunited.org/register.
Bipartisan Congressional Letter Sent to EPA on Better Education and Pump Labeling for E15

Last week, Representatives Austin Scott (R-8-GA) and Lois Frankel (D-21-FL) sent a letter to the Environmental Protection Agency (EPA), urging the agency to include robust consumer education and more effective labeling as part of the EPA's upcoming rulemaking aimed at expanding the sale of E15. The Consumer Protection and Fuel Transparency Act of 2018 (H.R. 5855) – which would require the Administrator of the EPA to revise labelling requirements for fuel pumps that dispense E15. This bill would enhance current safeguards to protect consumers from misfueling with E15.

According to the letter, "Most consumers are unaware that fuel with ethanol blends exceeding 10 percent are prohibited for use in smaller engines – like those in boats, generators, lawnmowers, and motorcycles – and can destroy these types of engines. The proposed rule will significantly increase the risk of misfueling as more E15 fuel floods the market at a time of year when small engine use is at a peak, ultimately harming the millions of consumers who depend on a stable safe fuel supply."

The letter continues, “It is imperative that EPA capitalize on the opportunity provided by this rulemaking to fix its currently inadequate E15 labeling by including enhanced education measures and new labeling standards in any effort to expand the sale of E15.” The full letter is available at: https://bit.ly/2GGYGR7