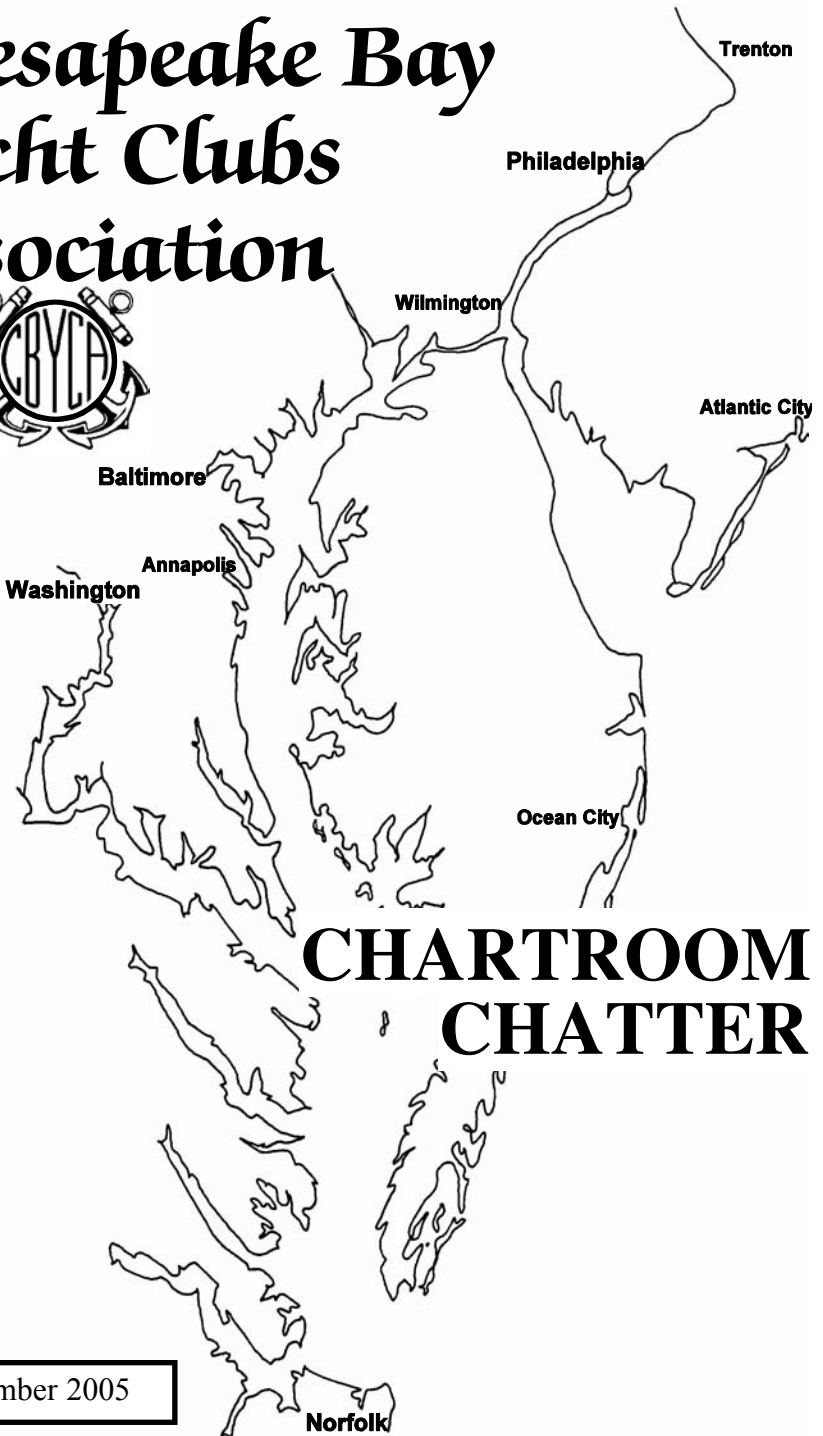


Chesapeake Bay Yacht Clubs Association



CHARTROOM CHATTER

December 2005

CBYCA, THE BOATER'S VOICE

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The Chesapeake Bay Yacht Clubs Association (CBYCA) is a non-profit, volunteer association of Yacht Clubs located throughout the five state Chesapeake Bay Region. Its purpose is to represent the interests of recreational boating at the national, state and local levels of government, and to promote boating safety and education. For information, visit the CBYCA homepage at:

WWW.CBYCA.ORG or contact
Commodore Jerry Donofrio Sr.
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Commodore's Corner

Jerry Donofrio • Commodore@CBYCA.ORG



It is a distinguished opportunity working with the CBYCA Team for the past many years. Having held positions as a Delegate, Director of State Legislation, Rear Commodore, Vice Commodore and now Commodore has led me to travel the entire area of the CBYCA. As we enter the year with a new energetic Bridge you can be certain of new great strides.

The CBYCA represents a membership of yacht clubs over a vast multi-state area. We have set the standards of associations for almost 50 years. This considerable exposure is very much to every Members benefit. Extremely important powerful political contacts are in a large part, within our scope of members in the Five States and Washington DC. The strength of the CBYCA organization is built on the personal continual communication with these legislators, many times on a first name basis. It is the interrelationship of the CBYCA membership structure that permits communications over local boundary lines to adjoining states when looking for support on issues. As a member of the CBYCA your club shares in a massive resource of comprehension and influence.

Certainly, we have entered many new frontiers with better legislation to insure safer boating, staunch positions on land rights for clubs, prevention of passing defective legislation, intervention on ecological issues affecting boaters and safeguarding our place in the society of recreational boating. Again this year, the finest CBYCA Team members have been elected to continue in the tradition of volunteering their expertise working for our Members and the Association. Here are a few of my goals that you may expect to see accomplished in the New Year.

1. Improvement in Legislative Liaisons interaction with local issues
2. Assistance in review of applications for BIG program funding
3. Interaction with both Government and other non-profit groups for cleaner waterways.
4. Voluntary Reciprocity between member clubs for one night layover
5. Improved communication levels and power point program for the website

I want to take this opportunity to thank all the Membership and Officers of the CBYCA for the support they have given over the past years. I also wish to thank the Nominating Committee for providing what I consider, one of the finest group of individuals for the Board of Governors. We will be moving on to new and more exciting challenges this year and in the years to come. Unquestionably, we are heading in the right direction. The compass is steady now! As I head to the helm my goal is to set new way marks that will improve our Association and your boating enjoyment.

Hope to see you at the CBYCA Commodore's Ball on December 10th.
It is an honor to serve as your Commodore!

Respectfully,
Commodore Jerry Donofrio Sr.

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Rear Commodore's Report

Coles Marsh •RC@CBYCA.ORG



I first want to apologize for my absence at the Delegates meeting on Saturday the 19th. Not only did Katrina "reek havoc" with many lives, I had a meeting canceled for New Orleans and moved to Las Vegas the week of the 14th.

I'm very honored and excited to serve CBYCA as Rear Commodore for 2006. This years BOG is made up of talented people who only want to do their best to serve the member clubs.

The Roster book invoices will be sent out by early December. Don't forget to place your Ad with CBYCA this year. This book has been professional done and offers valuable information and helps support CBYCA.

If you know of a marina or business that would like to advertise please have them get in touch with me. You can phone me at 410-263-4907 or email marsheme@comcast.net. Enclosed in this issue are the forms for the Roster Advertising & they are also available on line at WWW.CBYCA.ORG

I look forward to working with you; the most important part of the organization: MEMBER CLUBS.

HAVE A HAPPY, PEACEFUL, AND SAFE HOLIDAY SEASON!

.....▶
Please start signing up Friends & Patrons for the upcoming 48th annual Roster Book. You can find a copy of the form on the back of the Golden Rod in this issue. also you can contact Allie Chin at Patrons@cbzca.org. mail forms to Allie Chin, 38 Dennis Court, Hightstown, NJ 08520-3018 You can also go to the CBYCA Website at www.cbzca.org & print out the forms you need.
.....▶



Legislative Director's Report

Robert Williams •LD@CBYCA.ORG




In the coming months as we review the comings and goings of our State Legislatures we need to pay close attention to the funding that is budgeted for the clean up of the Chesapeake Bay and its tributaries. In many cases the clean up funded by "surplus money" and not permanent sources. The State LDs do a great job of following their individual states but all members and member clubs of the CBYCA should be aware of what is going on in their own local communities. Is your town council actively seeking grants from the federal government to clean your local river? As boaters and participants in all activities in and around the water we all need to be aware of what our local government is doing to keep our

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waterways clean. Too many of our streams and rivers are on the EPA's "dirty waters" list. This hurts the economy of the Bay and can make sitting out on your boat a lot less pleasant...

The LNG problem between New Jersey and Delaware has gone to the US Supreme Court. Oral arguments will be heard and hopefully a decision will be made before the end of the year.

I've recently received conflicting reports on the clean up of the Athos I. The New Jersey EPA Commissioner has stated that only 8,500 gallons were recovered. Previously the clean up figures were over 200,000 gallons. The study of the clean up is not expected to be complete until the end of 2006, which means another boating season. In the coming weeks I will be contacting the NJ EPA Commissioner Campbell to verify the EPA figures.


Maryland Legislative Report
Richard Novotny • DSLMD@CBYCA.ORG
Respectfully Submitted by : Coles Marsh

Greetings and Happy Holidays to All!

At present CBYCA is working on the dredging issue with Bush River and Otter Point. We will continue to explore ways to help them get the 6' + depth they want and need to make it worth while. Kevin Noon of Bush River is the acting liaison to the Cbyca in this matter.

Maryland YC has decided to put off till 2006 applying for the "big "grant program. For those of you entertaining applying we will have some valuable information for you. The process requires a great deal of information about your club. Please be prepared.

The 2006 legislative session should be underway by the time the next chatter comes out. At this point it doesn't look like any major issues are looming. As you have noted V/C commodore Don Burton will be updating you on dredging issues. He stays very involved, and is well connected with the Maryland dredging issues.

Have a Peaceful, Safe and Happy Holiday.

Your clubs voice will be heard! Please let us know if you have a legislative question or need

◀.....▶
If your club has any EVENTS, NEWS OR FLYERS,
please visit the CBYCA website WWW.CBYCA.ORG.
and enter your information. We will publish your flyer if
you send it to us at WEBMASTER@CBYCA.ORG.

◀.....▶

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Virginia Legislative Report

Jacquie Knight •DSLVA@CBYCA.ORG



With the state election just completed, Virginia will be looking forward in legislative year 2006 to tougher legislation and more funding to protect the Chesapeake Bay. Problems with eminent domain seizure of private properties, such as that of the Old Dominion Boat Club in Alexandria, are expected to be on the legislative agenda.

CBYCA will also research possible legislation to ensure public access to transient boaters. This is becoming an issue as more and more older commercial marinas sell out to private developers who build condos or gated, private boating facilities.

Personal Flotation Devices for children under the age of 12 may have a better chance in the 2006 session because the issue came very close to passage last year. Early draft legislation will be posted in December and give us an idea of what is ahead.

CBYCA will also track legislation expected to be pre-filed after public hearing held this fall by the Department of Inland Fisheries. Two possible amendments would affect boaters 1) that would require Personal Flotation Devices to be used as directed by manufacturers and result in a fine for misuse; 2) requiring pressure gauges on fire extinguishers on boats to ensure they are in working condition.



Pennsylvania/ New Jersey Legislative Report

Art Friedman •DSLPA@CBYCA.ORG



Pennsylvania Fish and Boat Legislation work in progress:

House Bills:

1324 - Consolidated Statutes, further providing for the fines and penalties applicable to unguarded misdemeanors, for chemical testing to determine amounts of alcohol or controlled substances and for operating a watercraft under the influence of alcohol or controlled substances. The Bill establishes the fines and penalties of not less than \$300 nor more than \$5,000, or imprisonment not exceeding two years, or both would be imposed.

1713 - Consolidated Statutes, providing for boating aid victim Good Samaritan civil immunity.

1641 - Accelerates boat and marine forfeiture, for the powers and duties of the Pennsylvania Fish and Boat Commission, for boat, marine equipment and watercraft trailer forfeiture and for the powers and duties of the Department of Transportation.

Senate Bill

202 - An Act amending (P.L.150, No.28), known as the Automobile Lemon Law, further providing for short title and for Definitions; and expanding the scope of the act to include boats.

PGW lost its recent bid to spend millions more on an LNG terminal.

Members of the city's Gas Commission denied a request by Philadelphia Gas Works to spend another \$2.9 million on a plan to ship liquid natural gas (LNG) up the Delaware River-and past densely populated neighbors. Building LNG terminals in populated urban areas is equivalent to drawing a bull's-eye on the map for terrorists. Opposition from residents and environmentalists has forced energy companies to drop similar plans considered in states from Maine to California.

An explosion of just one tank carried by an LNG ship could result in a fire extending along the river's surface for more than half a mile. A storage tank blaze on land could easily wipe out Port Richmond. According to U.S. Coast Guard Sector Commander Captain David L. Scott an LNG tanker headed for the Tioga Marine Terminal from overseas-most likely from Africa or the Middle East-would cause major disruptions on the Delaware River. A typical ship-960 feet long and 10 stories tall-would take about 12 hours to travel from the mouth of the Delaware River Bay to Northeast Philadelphia.

The 80-mile journey would take tankers under four heavily traveled bridges, alongside Philadelphia International Airport, parallel I95 and through densely populated communities. Captain Scott said the possibility exists that both river and bridge traffic would likely be halted as LNG tankers passed by. Significant security measures would be necessary.

The Federal Energy Regulatory Commission (FERC) recently rejected KeySpan's LNG proposal to build a terminal in Providence, R.I. FERC pointed to many of the same safety concerns that plague Philadelphia.

PA DEP

The Pennsylvania state Department of Environmental Protection is suing the power company, whose ash basin burst this summer, dumping 100 million gallons of coal ash-contaminated water into the Delaware River.

The suit filed Friday asks the state Commonwealth Court to enter judgment against PPL Corp. for damages to Pennsylvania's natural resources. In its lawsuit, the DEP said PPL violated the state's Solid Waste Management Act, as well as the Air Pollution Control, Dam Safety and Hazardous Sites Cleanup acts.

The DEP asked the court to impose fines of up to \$25,000 a day for each violation.

Pennsylvania Boating Association South East Chapter elected officers for the next two years.

- " President, Rex Bears
- " Vice president, Bob Williams
- " Secretary, Shelly Bears
- " Treasurer, Bill Broadwater

New Jersey Legislation

LNG Logan Township, NJ.

1. The fate of the \$600 million Crown Landing project hinges on the outcome of a U.S. Supreme Court ruling. BP wants to extend a dock from the plant here out into the Delaware River -- into an area of the waterway the state

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of Delaware claims as its jurisdiction. The Supreme Court decision is slated for December.

2. There is inadequate manpower and equipment required for risks and containment. All stakeholders along the river would require funding and additional manpower to meet the possibility of disasters.

3. LNG tankers on the Delaware River would also require a significant, costly new security system for a waterway already viewed as a high-threat port system. In the city of Boston, which unsuccessfully fought the arrival of LNG tankers, the Tobin Bridge is closed and Logan International Airport redirects traffic when a LNG tanker is arriving. To ensure our city is as safe as Boston, will the Delaware Memorial, and Walt Whitman, be shut down when a LNG tanker is arriving? Will Philadelphia International Airport also be required to redirect air traffic?

Continued concerns on VX

The Army's handling of these deadly nerve agents doesn't inspire confidence that New Jerseyans and other residents will be protected from harmful exposure to these chemicals.

U.S. Rep. Rob Andrews, D-Haddon Heights stated the Army's plan to ship wastewater byproduct of the deadly VX nerve agent to Salem County for further treatment and dumping into the Delaware River ought to be halted.

Dupont and the Army await a study by the Centers for Disease Control. The CDC will examine health effects of treating VX at the storage site in Newport, Ind. and transporting the treated liquid to Dupont for further treatment and disposal in the Delaware.



Delaware Legislative Report

Kay Brawley •DSLDE@CBYCA.ORG



I want to begin my term as your new Director of State Legislation for Delaware by thanking Art Friedman for addressing the issues below which may interest those of you who enjoy boating on the Delaware. Art has been the CBYCA legislative boaters voice in Delaware and Pennsylvania for many years. His work is most appreciated by all of us, and I plan to work closely with Art as well as Bob Williams on concerns in New Jersey, and all other CBYCA legislative representatives as issues need to be addressed.

New Dredges Commissioned at Indian River Inlet Marina

State officials commissioned two new dredges at Indian River Inlet Marina at Delaware Seashore State Park. Secretary of State Harriet Smith Windsor, representing Governor Ruth Ann Minner, christened the new state dredges, "Indian River" and "Broadkill".

The state's dredging program is now an integral part of the Department of Natural Resources and Environmental Control. The project will benefit the approximately 52,000 registered boaters in Delaware by ensuring boating waterways are navigable and clear.

These new, highly efficient and extremely portable dredges are an essential component of DNREC pond restoration program where the sole purpose is habitat restoration.

Waste Disposal

A new analysis of northern Delaware's landfill in the Christina River recommends moving the port's entire cargo-receiving area out of the Christina River to a nearby, easier-to-maintain stretch of the deeper Delaware River, a venture that could cost \$100 million or more.

If you have comments on the above or other legislative concerns in Delaware of CBYCA interest, you may reach me via email at: kbrawley@mindspring.com or telephone 410-459-6282.



National Boating Federation

Earl Waesche • emwaesc@erols.com

Legislative Director



Elimination of Boat Mortgage Deduction - As you might have seen on the recent NBF E-Lert, the President's Tax Advisory panel has recommended changes to the Federal tax code that would eliminate the mortgage interest deduction for second residences, including boats. This deduction is now allowed for mortgages on boats that qualify as second homes, i.e. they contain sleeping, toilet and cooking facilities. The loss of this deduction would affect boat purchases by middle-class Americans and contribute to unemployment in the boat industry. NBF has partnered with the NMMA and others in opposition to this change. All are encouraged to contact the President and your Congressional representatives and urge them to oppose the Tax Advisory Panel's recommendation. You can reach the White House switchboard by calling (202) 456-1414

NBF Meeting - The recent meeting in Michigan City, Indiana, provided some interesting boating issues on the Great Lakes. One of these was pollution which originates from all the normal sources such as runoff, treatment plant overflow, etc. A major difference though, unlike the Chesapeake Bay, residents around Lake Michigan derive their drinking water from the Lake. Vessels are subjected to onboard sanitation inspections. One marina operator completed inspections of 5100 boats at nine harbors in the Chicago area to include all MSD facilities and the required shut off valves and seals. Also the Lakes undergo constant water sampling and under certain readings swimming is prohibited. One high E-coli reading, however, turned out to be from seagulls. Finally, aquatic nuisance species, such as the zebra mussels which encrust everything, are a huge problem on the Lakes. These species were introduced to the Great Lakes from ballast water on international shipping.

The US Coast Guard Auxiliary reported it saved 220 lives in Hurricane Katrina and provided assistance to the USCG and FEMA in the total rescue effort. The USCG received high marks all around for its early response and the huge number of lives saved.

Eminent Domain - It was resolved that NBF develop a position statement in support of limiting the Supreme Court holding as pronounced in *Kelo v. New London, CT* regarding the affect of eminent domain as it relates to limitations on boating access and facilities to be ratified by the Executive Committee. Congress would be asked to limit application of the Court's decision.

USACOE Municipal Works - Program - As previously reported in Chatter, the Dismal Swamp Canal may be shut down due to inadequate funding. Now we hear that the Ballard Locks in Washington State may be subjected to reduced operations for the same reasons. These locks connect important waterways for both recreational and commercial tour boats. Added to this is the lack of dredging on the ICW. We see no easy solution to this continuing problem, especially in the face of Congressional budget cuts and the huge expenditures by the Corps from Hurricane Katrina.

LNG Facilities - Greater Expansion - Beyond the Delaware, the Federal Energy Regulatory Commission (FERC) issued a Notice stating that, in cooperation with the U.S. Coast Guard, it has prepared a draft Environmental Impact Statement (EIS) for a liquefied natural gas (LNG) import terminal expansion proposed by Dominion Cove Point LNG, LP. Public meetings on this proposal will be conducted in Solomons, Maryland (December 7) and Waldorf, Maryland (December 8). Written comments should be submitted by December 21.



Qualifications Officer Report

Tom Powers • QO@CBYCA.ORG



It is that time of the year where we have to start submitting our clubs roster information for the 2006 CBYCA Roster book. The easiest way to do that is to go into the CBYCA web site (www.cbyca.org) and on the right side click on Roster Yearbook. Then click on Roster Information-On Line Forms. Then go down to Club Name and scroll down to find your club. From there just fill in the blanks. After you have done this and checked it to make sure everything is correct go back to the top and fill in your name etc.. Then you submit it. The sooner you get it in the better and less chance of mistakes in the Roster Book. Thanks for your cooperation. The Roster Form is also enclosed in this issue.

I would also like to take this time to wish you all a Merry Christmas, Happy Hanukkah and Happy New Year.



Publicity Director's Report

June Donofrio • PD@CBYCA.ORG

Deadline for the next

Chartroom Chatter is December 28, 2005

If you think you should be on the mailing list of the Chartroom Chatter & are not receiving a copy, or if you are receiving multiple copies & would like to eliminate some of the copies, please contact me via email PD@CBYCA.ORG or regular mail, 11 Needlepoint La, Willingboro, NJ 08046. Also we have been receiving many “**return to sender**” Chartroom Chatters, if you have changed your address, the forwarding may have expired, so you need to contact me at the above address with your new mailing address, otherwise your copy may have to be deleted from our mailing list.

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