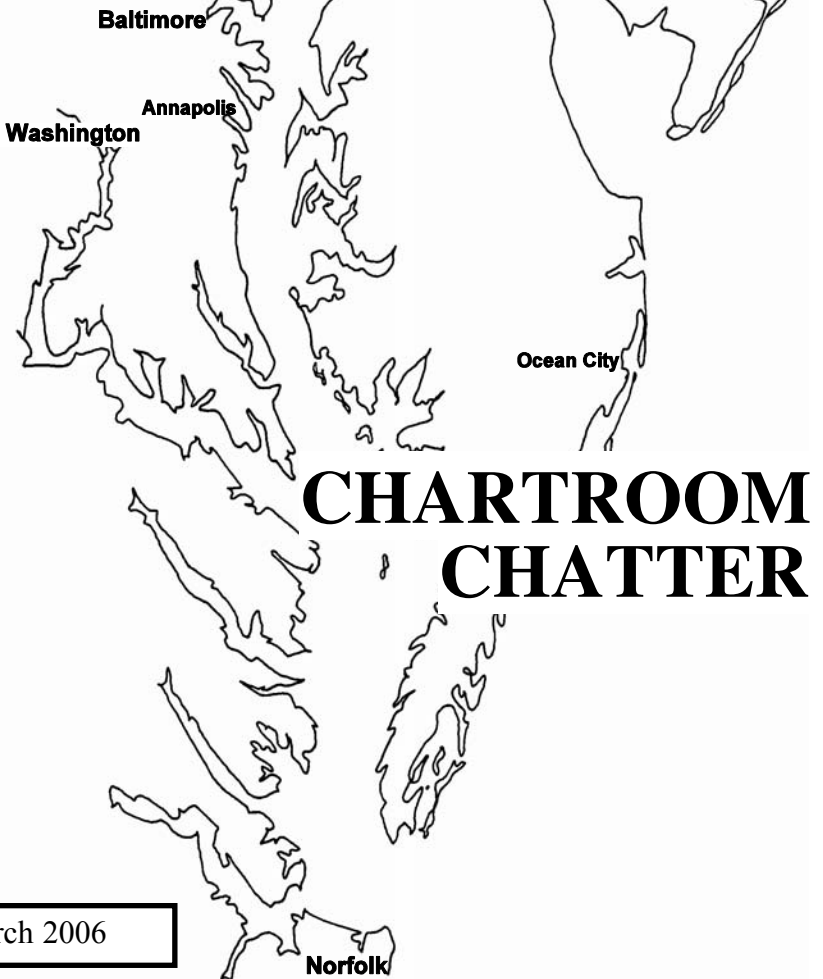


Chesapeake Bay Yacht Clubs Association



CHARTROOM CHATTER

March 2006

CBYCA, THE BOATER'S VOICE

2006 CBYCA BOARD OF GOVERNORS

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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



Great thanks go out to Commodore Deb Noon and the Bush River Yacht Club for hosting our February Board and Delegates meeting. The luncheon was delicious and very reasonably priced. Thanks also to all the Delegates traveling far and wide, from Northern most Anchor YC, Pennsylvania to Southern most Mathews YC, Virginia. Covering a range of over 300 miles.

Our next Board meeting is at Quaker City Yacht Club, Philadelphia, PA on March 18th beginning at 10 AM. This is a combined meeting with the Delaware River Yachtsmen's League. We will be discussing issues of LNG and Access to the water.

There are new laws in New Jersey requiring persons born 12-31-78 or after, to ***immediately have in their possession***, a Certification of education issued by the NJ State Police. Others born after 12-31-68 are required to take a boating course by the time law takes effect this summer, June 1st 2006. For more information visit the web -WWW.CBYCA.ORG

CBYCA Director of State Legislation MD-Kevin Noon and I met up with P/C Joe Hellner (YCM Legislative) as part of a large gallery, ready to testify in the Annapolis Legislative hearings on the PFD Bill, but at the last minute "Recreational Vessels" was removed and replaced with "Water Taxi" leaving us all wondering "HUH?" I guess they heard the loud voices of the boating community before the hearing. There were reports that Channel 13 had video of me testifying in the news cast covering the hearing.

LNG terminals are a growing concern all over our waterways and at the last meeting the Delegates approved our position paper on LNG. The complete paper is available and may be downloaded from our website. Of critical importance is the effect such terminals and vessels have on our Maritime Society. Societal impact studies are as vital as economic and environmental impact studies. Safety studies are outdated and do not include the factors of terrorism and single element human failure or the problems with the propane gas used for the cryogenic refrigeration. I urge everyone to send letters to officials on specific issues and ask for a written answer.

Lastly, ROSTER INFO, DUES & SUPPORTIVE ADVERTISING. They are not all the same. Roster information should be entered on the form provided on the website. Don't confuse roster info with your advertising copy. The CBYCA, like many larger groups, work on a departmental basis. Each Officer is responsible for their specific department. Only send the Treasurer money for dues, Rear Commodore money for Advertising and the Qualifications Officer information pertaining to your new roster. Attempting to save postage only delays the process and may cause it to be lost completely.

Please visit our website regularly, WWW.CBYCA.ORG, for the latest information and topics of interest. **New on the site – General Reciprocity for Member Clubs, Legislative Email List, Free Chartroom Chatter and “Does**

Your Club Need Low Rate Insurance". These topics and more are updated regularly. You can have your comments published too!



Vice Commodore's Report

Don Burton VC@CBYCA.ORG



With the swearing in of Liz Horner as District Representative for District "C" at the January Delegates meeting, we now have a full compliment of "DR's". If you have any question which District your Club is in or who your DR is, check the 2005 Roster Book, page 142.

The DR's will be busy contacting all Clubs to follow up our solicitation for ads for the 2007 Roster Book and your current Club roster information. Ads should be forwarded to R/C Coles Marsh and roster info to Q/O Tom Powers (remember: if we do not get the up to date roster data, last years data will be used).

DR's will also be contacting Member Clubs to assist Treasurer Bob Eck in collecting outstanding dues.

A tentative listing of CBYCA meeting dates is included in the back of this issue. There are a few open dates available for BOG meetings. Any Club wishing to host a Board meeting (approx. 25 persons) should contact the writer, 410-885-2492.

Our next meeting is at Quaker City YC on March 18th at 10:00am. Coffee and refreshments will be available at 9:30am. Lunch will be served following the Board meeting for a nominal cost. All Member Clubs are welcome to attend these board meetings. (A special invitation goes out to all DRYL members)

DIRECTIONS TO QCYC: Please see page 8 of this Newsletter

Mark you calender for the Delegates meeting, April 22nd at Crescent YC: 2007 Roster Books will be distributed.



Rear Commodore's Report

Coles Marsh •RC@CBYCA.ORG



We continue to receive roster book ads but are looking for more yacht club participation. Your district director will be calling you to discuss.

The commercial ads are a little behind last year but should catch up by the end of the month.

We will have a few weeks longer to get the ads in due to the late date of distribution. The distribution date is April 22nd at Crescent Yacht Club. Please help to make this year's roster book a success.

I will be counting on you.

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Legislative Director's Report

Robert Williams •LD@CBYCA.ORG



In the upcoming months the state legislatures will be moving on several boating issues.

In Maryland HB666 would require the owner of a motorized vessel to obtain an affidavit stating that any person that the owner allows to use the vessel does not have a suspended or revoked driver's license. These two bills could certainly put boaters in an uncomfortable situation. The requirement of an affidavit would be an added expense and could prevent a boat owner from sharing his drive time with friends.

SB 148 Vessel Warranty Enforcement Act could be of great help to boaters in having manufactures warranties upheld. It remains to be seen how much teeth it would have.

In New Jersey the state has passed a law that would require the operator of a boat to have a boating safety certificate. The certificate would be obtained through state sanctioned courses. Assembly Bill 1953 would require mandatory liability insurance for all boats registered in the state of New Jersey to have a minimum of \$100,000 for injury or death and \$200,000 for more than one. Proof of insurance must be on the boat.

LNG is a topic that we will be discussing today and for many meetings to come. I would suggest that all boaters follow the news coverage on the issue and be on the look out for possible meetings in your communities between LNG companies and local authorities. It's through these meetings that local officials can learn of their constituents concerns.

1. Cove Point
2. Sparrow Point
3. Logan Township
4. Philadelphia
5. LNG pipelines
6. Distribution Center Brookhaven, Pa.

In this past year alone our LNG exposure could grow from one site at Cove Point to 3 additional sites, multiple pipelines and a major distribution center.

I'd like to thank VC Burton and MDSLMD Noon for letting the "genie" out of the bottle and picking up on the planned LNG site at Sparrow Point... The public wouldn't have known for quite some time if not for the dredging issue.



Maryland Legislative Report

Kevin Noon •DSLMD@CBYCA.ORG



Commodore Donofrio and I testified against HB 140. This Bill would require all persons on a vessel of any size to wear a PFD, whenever the engines are running. Without getting into a page of explanation, Delegate Pugh is re-writing the bill to exclude the recreational boater and the Maritime industry. At present this bill would only pertain to water taxis, which Delegate Pugh could not define and would require a demonstration of how to put on a PFD before getting underway at each stop.

Other bills to watch are

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HB 751: Natural Resources---Motorized Vessels---Insurance

Require a \$10,000 insurance policy on all vessels.

HB 666: Department of Natural Resources---Motorized Vessels---Drivers License. Require the owner of a vessel to obtain an affidavit from persons to whom they rent, LEND, or lease their vessel to, to insure they have a valid MARYLAND DRIVERS LICENSE.

SB 787: Create a committee to oversee what is being dredged and where it will go. I will be attending a hearing on this bill on March 7th and will keep you posted



Virginia Legislative Report

Jacquie Knight • DSLVA@CBYCA.C



Virginia Has New Coast Guard Committee

CBYCA is a member of the newly formed Virginia Recreational Boating Subcommittee, which held its organizational meeting February 19 at US Coast Guard headquarters in Portsmouth and will hold its first quarterly meeting March 23 in Portsmouth.

The Committee made up of members from about 20 state and local boating groups, was authorized by Congress under the Maritime Transportation Security Act of 2002, which established the Virginia Area Maritime Security Committee. The area actually covered in the law encompasses the state, and up the Eastern Shore through Maryland to Delaware.

At the first meeting, Charlie Sledd, Boating Law Administrator for the Virginia Department of Game and Inland Fisheries and also the new Vice-chairman of the RBS subcommittee, pointed out that Virginia ranks 19th nationally in the number of registered motorboats (nearly 250,000), but ranks ninth nationally in the number of boating fatalities and twelfth in the number of accidents. Sledd said Virginia would have safer and more enjoyable recreational boating if it had state laws requiring boater education, child PFD requirements, and a minimum operator age for all boating, not just for personal watercraft operation.

Several boating safety bills are before the Virginia Senate and House of Delegates during the current session as a result of a double fatality incident this past summer on Smith Mountain Lake, a 20,000 acre inland lake subject to federal jurisdiction. Smith noted that boating safety and security have a complementary relationship in recreational boating.

CBYCA has contacted state legislators in support of boating safety issues.



Pennsylvania/ New Jersey Legislative Report

Art Friedman • DSLPA@CBYCA.ORG



Pennsylvania Fish and Boat Commission

Governor Rendell nominated Frederick Osifat, of Carbon Co., to fill the PFBC Commissioner seat left vacant by the passing of Leon Reed. On February 13th, the Senate confirmed his appointment.

The Pennsylvania Fish and Boat Commission (PFBC) announced it was awarding more than \$1 million in grants to nine municipalities for the

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development, improvement or rehabilitation of public recreational boat launches.

2005 Boating Accidents - Of the 72 reported accidents, 20 were collisions, 17 of which were collisions between vessels.

Bills Requiring Watching - 1641 - Consolidated Statutes, providing for boat and marine forfeiture, for the powers and duties of the Pennsylvania Fish and Boat Commission, for boat, marine equipment and watercraft trailer forfeiture.

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.

Dredging the Delaware - The stalemate over dredging the Delaware River continues as the governors of New Jersey and Pennsylvania still haven't arranged a meeting to resolve a growing crisis.

The five-year, \$300 million dredging project has paralyzed the Delaware River Port Authority for three months. New Jersey and Pennsylvania officials disagree on the value of deepening the navigational channel to 45 feet from 40. However it is ok for a Camden firm to begin dredging the Delaware River and dumping spoils into a basin just north of the Commodore Barry Bridge in Gloucester County?

Yes, this is the routine-maintenance dredging of silt that builds up over time around the piers and berths that line the Delaware River. Dredging is a way of life on the river; Pennsylvania cannot understand why some New Jersey officials oppose it so strongly.

Soon the entire channel between Camden and Cape May will require dredging. The volume of dredge spoils from deepening the entire channel is 26 million yards, as compared to 55,000 cubic yards for the Camden terminals project and this is ok with New Jersey. Rendell is now waiting to speak with Gov. Jon Corzine. Though Corzine has opposed the dredging project in the past, Rendell hopes the two can work together to resolve the feud. We will continue to follow the debacle and report the effects on boating.

Resolution Passes Opposing PGW's LNG Plans in Port Richmond

Philadelphia City Council voted 12-2 in favor of a resolution announcing the Council's intended opposition to any liquefied natural gas (LNG) import facility plans within the city's limits.

The vote was critical because PGW has said that the utility needs the approval of Philadelphia City Council to proceed with construction of the new LNG facility. Although the resolution was not binding, and other public interest advocates will continue to strengthen community opposition to PGW's dangerous LNG plan. Additional Council hearings would be held if and when PGW submits an official proposal to City Council.

New Jersey

New Law - Senate and Assembly agreed to National Association of State Boating Law Administrators (NASBLA) mandatory education standards. The Governor signed A. 2624, which was a carryover from the previous session, into law as P.L. 2005, C. 292. The State Police were given \$500,000 to enforce the law.

This law requires a license* to operate a boat. This document is currently called a certification of education. * a; permission granted by competent

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authority to engage in a business or occupation or in an activity otherwise unlawful. b: a document, plate, or tag evidencing a license granted.

Proposed Law: Assembly, 1953 Sponsored by Wisniewski & Cohen

This bill to be known as the "Donald W. McGloan Law," requires that every owner of certain boats or watercraft registered in the State of New Jersey shall maintain liability insurance.

Under the bill, coverage shall be maintained in an amount or limit of \$100,000 on account of injury to, or death of, one person, in any one accident; and \$200,000, on account of injury to, or death of, more than one person, in any one accident.

The bill also requires an insurance identification card to be in the possession of the owner or operator of a vessel at any time it is operated on the waters of New Jersey, and provides penalties for violations of this provision as well. Camden

Paulsboro -- South Jersey Port Corp. signed a final agreement to build the first new public port on the Delaware River in 35 years.

The port, 13 miles south of Camden's Waterfront, has been estimated to cost about \$200 million over 10 years. Gloucester County officials predicted it could create 2,300 jobs and generate \$100 million a year in revenue and taxes.

We are uncertain about their plans to include recreational maritime resource as part of their project.

Delaware River Flood Control - South Jersey and other parts of the Delaware River are being short changed by the Federal Government's flood control budget. One of the biggest losers in the president's recently proposed 2007 federal budget is the Army Corps of Engineers.

The cut could result in the inability of the corps to devote time or personnel to get to a lesser-known project such as the deteriorated levee in Logan Township near the Delaware River.

If heavy rains were to swell the Delaware River and send water over or through this inadequate levee, as many as 10,000 residents in six Gloucester County municipalities could be affected, including communities such as Gibbstown and vital transportation routes such as Interstate 295 could be submerged.

From the Boater Voter Coalition - The area behind the Island and Camden/Pennsauken is the Back Channel. Currently, it is the only navigable area on the river protected from the main stem channel traffic. The Boater Voter Coalition believes that the area of Petty's Island, Camden's Cramer Hill and the harbor area of Pennsauken be developed as the only recreational maritime resource on the Delaware River.



**Delaware
Legislative Report**
Kay Brawley • DSLDE@CBYCA.ORG



Center Stage: LNG - In late January, the US Supreme Court granted a request by Delaware to appoint a Special Master in the liquid natural gas (LNG) border dispute between Delaware and New Jersey. Ralph Lancaster of Portland, Maine has been assigned the task to gather facts in the dispute

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involving New Jersey's effort to help BP build an LNG plant on the New Jersey side of the Delaware River. However, the project represents an offshore bulk product transfer facility and heavy industry, which are prohibited under Delaware's coastal zone protection laws. The fact-finding mission is expected to be a time-consuming process and therefore a setback for the BP terminal. The CBYCA LNG position statement is a proactive response to the issue and hopefully will be considered in the Master's study; for more information on this position statement, please see the CBYCA website.

EPA Changes Position on DuPont Chemical Weapon Wastewater

DuPont has developed a new treatment plan to prevent toxic leftovers in the wastewater from escaping at one of its plants along the Delaware River, causing the Environmental Protection Agency, based on the new safety and treatment aspects of the plan, to drop its prior objections. The EPA findings are being considered by the Centers for Disease Control and Prevention for human health risks. A final report is expected in April to be sent to state legislatures in the region.

Delaware's 143rd General Assembly HB#328 out of Committee

An act to amend Title 23, Delaware Code relating to operation of a vessel or boat while under the influence of intoxicating liquor and/or drugs has made it out of Public Safety Committee in the House with favorable response on its merits. This bill lowers the alcohol concentration of 0.10 to 0.08 for violation of operating a vessel or boat while under the influence of alcohol.



Qualifications Officer Report

Tom Powers • QO@CBYCA.ORG



This is the March issue of the Chartroom Chatter which normally means that it is too late to get your club information in for the Roster book BUT being that the April Delegate Meeting will be a little later this year then it normally is you still have a chance to get it in if you have not already done so. **BUT YOU HAVE TO DO IT NOW.** Check with the one responsible in your club for getting it in to make sure it has been done so the Roster book will be up to date on your club information. The best way to do it is on the CBYCA web, www.cbyca.org. If you can't handle the computer then pull the form out of the Chartroom Chatters you have been receiving, fill it out and mail it to me pronto. You will find my address on the form.



Publicity Director's Report

June Donofrio • PD@CBYCA.ORG

Deadline for the next

Chartroom Chatter is March 25, 2005

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 are going to be away for months at a time, please contact me at the above address with your new mailing address, or the time of your return. otherwise your copy may have to be deleted from our mailing list. The mailing list is compiled from your Roster info, so be sure to get your Roster info in **ASAP.**

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←-----→
A copy of the, revised, Proposed New Constitution & By-Laws was mailed to all Delegates 1/31/06 (if a delegate is not listed for your club then it was mailed to club Commodore). These will be voted on at the next Delegates meeting April 22.
←-----→

COMBINED
CBYCA & Delaware River Yachtsmen's League Meeting

Our next Board meeting is being held at Quaker City Yacht Club, Philadelphia, PA on March 18th beginning at 10 AM. This is a combined meeting with the Delaware River Yachtsmen's League.

Directions From the south -95 north to exit 30 (rt 73) Cottman Ave., then right on James st, right on Bliegh Ave, bear right on Milnor st. Continue on Milnor 1/4 mile and take left turn on road to QCYC gate on left.

From the North- Exit 30 and turn left on Bliegh Ave, bear right on Milnor st. Continue on Milnor 1/4 mile and take left turn on road to QCYC gate on left.

From East - Rt 73 to Tacony Bridge. At end of bridge take right on New State Rd for 6/10th mile and bear right on Milnor for 3/10th mile. Turn right along fence line.

The Roster Book phone # for Quaker City is incorrect & should be 215-624-9811.
←-----→

National Safe Boating Week
May 20th - May 26th
Visit www.safeboatingcouncil.org

2006 CBYCA Meeting Schedule

Mark Your Calendars !

March 18	Sat	1000 hrs	Board	Quaker City YC
April 22	Sat	1000 hrs	Board	Crescent YC
		1300 hrs	Delegates	Crescent YC
				Roster Book Distribution
June 3	Sat	1000 hrs	Board	Maryland YC
				Opening Weekend & Queens Pageant
August 19	Sat	1000 hrs	Board	Maryland YC
		1300 hrs	Delegates	Maryland YC
				Elections
September 16	Sat	1000 hrs	Board	Mount Vernon YC
October 21	Sat	1000 hrs	Board	Open
November 18	Sat	1000 hrs	Board	North East River YC
	Sat	1300 hrs	Delegates	North East River YC
				Change of Watch
December	Sat	1000 hrs	Board	Open
				Christmas Party

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