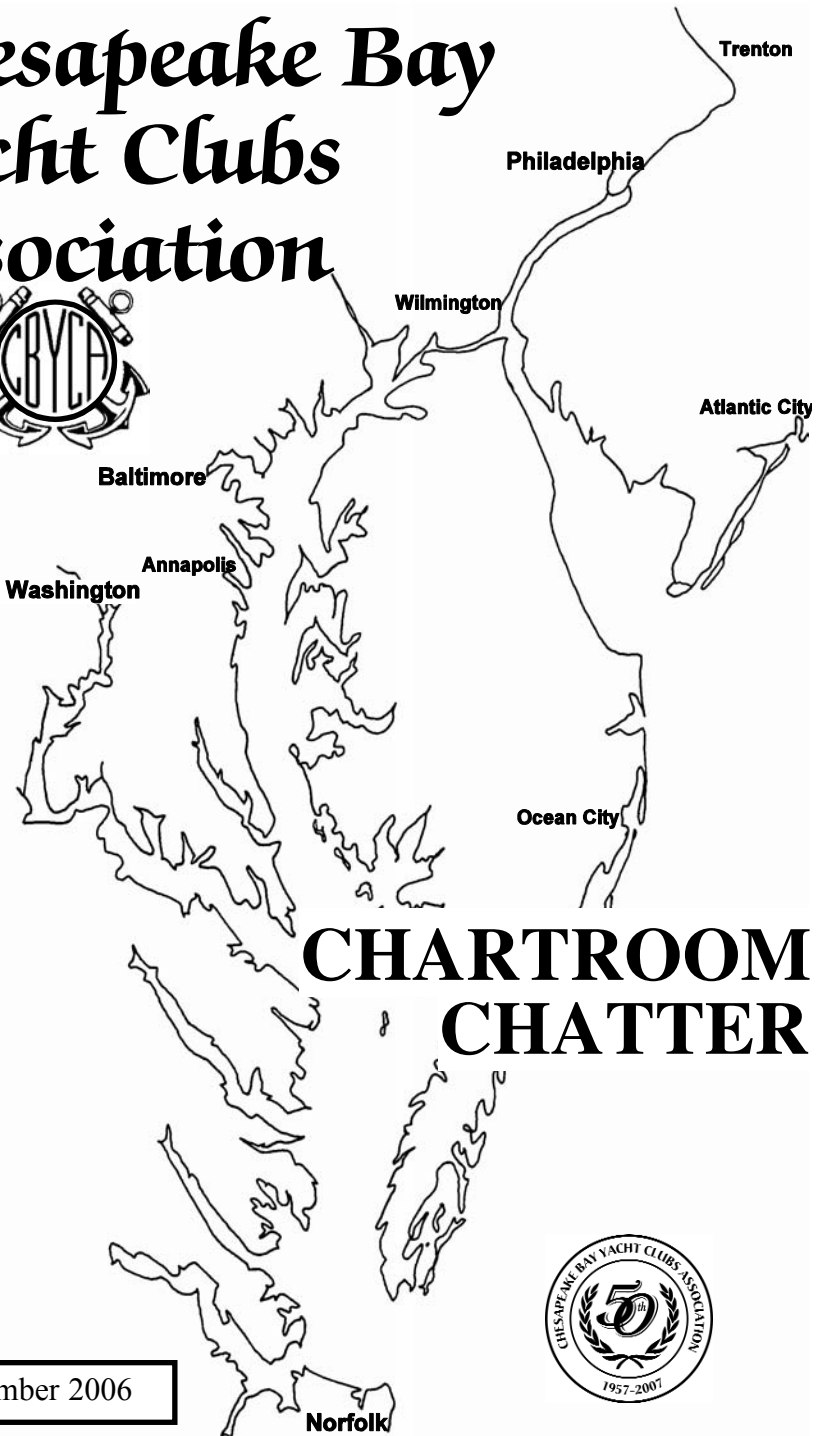


Chesapeake Bay Yacht Clubs Association



CHARTROOM CHATTER

November 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.
 11 Needlepoint Lane
 Willingboro, NJ 08046

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Commodore's Corner

Jerry Donofrio • Commodore@CBYCA.ORG



This is my last report to you as Commodore of the CBYCA when we change the watch at the November Delegates meeting. It has been a very busy year, both for First Lady June and I as well as the entire Board of Directors. First I would like to thank my wife for all the support she has provided, not only for my office but also for her office of Publicity Director. June has traveled with me throughout the year to the far corners of the CBYCA Districts as well as saved us substantial sums of money in her work as Publisher & Editor of the Chartroom Chatter.

Of course, none of the work of the CBYCA would take place without the extremely talented and dedicated people of the Board of Directors who give so willingly of themselves for the benefit of others. Their unselfish desire to work for the good of boaters is a characteristic element that set them aside from the average person. All of the board members bring their individual talents to the table making the CBYCA the greatest most prestigious boating organization on the East Coast if not the entire country.

Lastly and most importantly, thanks to all the member clubs that have supported the CBYCA and me throughout this year and all the past years. It is your continued foundation which indicates we are going in the right direction and ratifies our labors on your behalf. I am especially grateful to the clubs that helped directly by sponsoring our meeting locations.

- During this year we adopted new bylaws to eliminate ambiguous language
- Provided great speakers to address the issues at Delegate meetings.
- Kick off the Celebrations of the CBYCA's 50th Anniversary for September 2007
- Fought life jacket legislation in Maryland that was sponsored by legislators who did not know the difference between a PDF & a PFD.
- Adopted a strong line and position on LNG terminals to protect boaters that was also adopted by the Baltimore City Council and is now being considered by other states.
- Presented our testimony to both the Maryland & Pennsylvania Senate & Assembly on the matters of LNG shipping depots
- Vigorously opposed VX conversions and dilution by DuPont in the Delaware River.
- Developed alliances to monitor water quality and help identify pollution with environmentalist.
- Stopped passage of defective legislation for boat insurance in New Jersey.
- Provide our membership with an Emergency Preparedness Program.
- Added three additional District Representatives to southern reaches of Maryland & Virginia.
- Supported boater education and certification in New Jersey.
- Joined efforts to effectively dredge channels in Bush River.
- Spearheading effort to find funding for dredging of Kent Narrows.
- Worked closely with other boating organizations to share information and

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- formulate strategies to improve boating conditions for everyone.
- Improvements in communications via the best boating website CBYCA.ORG
- Maintaining you same Dues fees by reducing the cost of preparation and production of the annual Chartroom Chatter Roster Book Edition.

The above represents a small sketch of activities this past year. There is much to be accomplished next year and the years to come, which will always challenge the officers of the CBYCA. We are ready for the challenge with the help of all Past Commodores and yet to be discovered new Commodores to serve the members of the Chesapeake Bay Yacht Clubs Association.

This coming year as Immediate Past Commodore, I will be looking for persons that are willing and ready to serve the boating community by becoming a member of the Board of Directors. If you are interested in the recognition of serving on the board of the most prestigious boating organization in the Chesapeake then give me a call. I will fill you in on the details for nominations next year.

This coming year you will see a few new faces and behind each of these faces is a person who has decided to step up and tackle a job to help you. Your new Commodore Don Burton has a long history of service to the CBYCA. I am confident that the Bridge is effective and the treasury is substantial and sound. I leave you in good hands and bid a farewell. Thank you all for a wonderful journey.



Vice Commodore's Report

Don Burton VC@CBYCA.ORG



Our thanks to everyone at Miles River Yacht Club for hosting our Board of Governors meeting in October. What a beautiful area and view from their clubhouse..

Our next Board & Delegates meeting will be at North East River Yacht Club, North East, MD on November 18th. This will be our "Change of watch". All Board members should be in uniform (bring cover) for the photographs for the 2007 Roster Book

Plans for the CBYCA Commodores Ball are firmed up. It will be held on December 9th at the Best Western Hotel and Conference Center (Travel Plaza) on O'Donnell Street, Baltimore, MD. Member club invitations have been mailed. If you did not receive an invitation, please contact me; 410-885-2492 or on line at donburton@dmy.com. The cost will be 75.00 per person; Princesses \$35.00. Dinner will be prime rib; music by Robin & the Rhythmix. A block of rooms have been reserved at the Best Western for this event at \$99.00. (mention CBYCA). Make your ROOM reservations directly with the Best Western; Phone 410-633-9500. Ball reservations can be made by contacting CBYCA

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Qualification Officer, Tom Powers at 410-687-4442 or on line at QQ@CBYCA.ORG.

The hospitality suite for the evening will be hosted by Commodore Elect Don Burton and the Outcast Yacht Club. The suite will be open 1:00 to 5:00pm and 11:00pm til ???.

Hope to see you at the Commodores Ball.

The December Board meeting will be at Key Yacht Club. (Christmas Party).



Rear Commodore's Report

Coles Marsh •RC@CBYCA.ORG



Your clubs voice is important!

I was invited to represent CBYCA at the annual "Alliance for the Chesapeake Bay" Taste of the Chesapeake dinner and awards presentation. Some members may not know that CBYCA has established an alliance partner relationship with them. This was their 35th anniversary of service and dedication to protecting and restoring the Bay and the watershed. The Frances H. Flanigan Environmental Leadership Award was presented to Taylor Murphy for his outstanding service over the last thirty plus years. Please check out their web site www.bayjournal.com. You will find a wealth of information concerning their efforts, (with only private sector funding) to protect and restore our treasure, the Chesapeake Bay and our overall watershed.

I look forward to seeing you at the November Change of Watch. CBYCA has an exciting year ahead, celebrating 50 years of service to the member clubs. We need CBYCA around another 50 years to work with legislative matters and provide a Roster yearbook for all our member clubs to have a central place to gather information. The web-site and the Chartroom Chatter provide current information on a regular basis.



Legislative Director's Report

Robert Williams •LD@CBYCA.ORG



I would like to thank everyone for their kind expressions of concern and prayers during my recent illness. I am feeling much better and trying to adjust to the new medicines and new life style! I hope to see you all at the November Change of Watch.

Just a brief update on some past issues; it appears that we have more people in various areas opposing the LNG expansion. Harford County Land Trust is attempting to get information out to the people who will be directly affected by the pipe line. This is the type of local effort that is needed to spread the news about the wide spread invasion of the pipeline in our communities.

It appears for now the VX byproduct will not be shipped to the Delaware River. The GAO must review the studies before the byproduct can be taken to New Jersey. LDPA/NJ Art Friedman has been working diligently with Legislators on this matter and has made the boating community aware of the dangers this dumping could bring to our waters.

I'd like to congratulate National Legislation Liaison/PC Earl Waesche on his paper on "THE FUTURE OF E-LORAN". It certainly presents the boating communities concerns about the loss of a critical aid to navigation.



Maryland Legislative Report

Kevin Noon •DSLMD@CBYCA.ORG



It has been my pleasure working as the Md State Legislative Director. As I prepared my final message I was torn as to whether to recap our accomplishments (which we had many) or to speak of the GREATEST DANGER to our mission, I chose the latter. I would ask each member of CBYCA to visit www.LNGDANGER.com, I feel confident you will be moved. I still remember the first public meeting I attended about LNG. A concerned citizen asked why did the LNG Ship needed to dock transom in. The answer was "because if anything happens we need to get this ship out of here!!!!" The response was right after a 30 minutes of diatribe to explain how safe this stuff is. We are in a struggle with the largest energy group in the world and they will go to any length to get their way. Their recent law suits exemplify what they will do to get what they want.

There are reports of serious shoaling in the Kent Narrows Channel. This condition requires the immediate attention of the US Army Corps of Engineers for emergency dredging operation and funding.

The channel is authorized to 60 feet wide and a depth of 7.0 MLW. If the channel is not dredged, it will not remain navigable for any deep draft boats for the upcoming boating season. CBYCA Delegate Dick Miller of Kent Island YC has approached the issue but will need all the help available to convince officials to fund maintenance dredging. The Corps has informed the State and County that they do not have any funds in their budget to dredge the channel. The preliminary estimated cost for the project is \$1.5 million. The CBYCA suggests a letter from the Member Clubs to their congressional delegate, urging funding for this project so the Corps can dredge the north channel before the upcoming boating season. The letter(s) should be copied to Colonel Peter W. Mueller, Baltimore District Engineer with the Corps. at : Colonel Peter W. Mueller, Baltimore Commander & District Engineer, US Army Corps of Engineers District Baltimore, P.O. Box 1715, Baltimore, MD 21203-1715. Visit the CBYCA.org Website for current updates on this serious boating issue.

Thanks for a great year and visit the aforementioned web sites and call your government representatives.



**Pennsylvania/
New Jersey
Legislative Report**
Art Friedman • DSLPA@CBYCA.ORG



Pennsylvania Bills to be finalized

HB 1703 : Pyle

(PN 2165) The Outboard Motor Boat Horsepower Limitation Act would require the Department of Conservation and Natural Resources to allow outboard motor boats with not more than 25 horsepower on a lake that is under DCNR jurisdiction and for which the department imposes limitations on outboard motor horsepower. Referred to committee on House Tourism and Recreational Development

HB 1713 : McGeehan

(PN 2173) Amends Title 42 (Judiciary) providing for boating aid victim good Samaritan civil immunity to a person who provides assistance for a victim of a boating rescue involving death or serious bodily injury in which the boat is adrift or the person in charge of operating the boat is disabled. Referred to committee on House Judiciary

SB 202 : Greenleaf

(PN 1148) Amends the Automobile Lemon Law changing the name of the law to the Motor Vehicle Lemon Law to allow for the inclusion of personal watercraft and boats. (Prior Printer Number: 194) Bill History 10-17-05 S Re-referred to Senate Appropriations

SB 1262 : Conti

(PN 1877) Amends Title 30 (Fish) by stating that an individual may not operate a watercraft after imbibing a sufficient amount of alcohol such that the individual is rendered incapable of safely operating the watercraft. The bill provides for penalties. The bill also states that a waterways conservation officer may require that a person, prior to arrest, submit to a preliminary breath test on a device approved by the Department of Health to determine his blood alcohol level. Lastly, the bill provides for the offense of aggravated assault by watercraft while operating under influence. - The bill was unanimously reported as committed. This bill is an attempt to alleviate the confusion between the blood alcohol content levels (BAC) for operating a motor vehicle and operating a watercraft.

Borski hopes to do more with waterfront

Borski, chairman of the Delaware River City Corp., was at Pennypack on the Delaware, Friday to accept a \$1 million check from Michael DiBerardinis, secretary of the state Department of Conservation and Natural Resources. A portion of the grant will be used to extend the trail at Pennypack on the Delaware, located near Rhawn Street, north to the mouth of Pennypack Creek. Construction will be completed next year. Eventually, Borski would like the trail to extend to Linden Avenue.

Pete Ciarrocchi, a member of DRYC , Torresdale resident and owner of the

popular Chickie & Petes restaurants, has agreed to donate \$100,000 per year for the next 10 years to the Delaware River City Corp.

New Jersey

VX update : Source Deb McKee of The Tribune-Star

With consistent intervention by U.S. Rep. Robert Andrews, Reps Frank LoBiondo and Rep. Jim Saxton who believes strongly that there are too many risks and too many unanswered questions about this plan and it should never happen.

President Bush signed into law the John Warner National Defense Authorization Act for 2007, a broad military spending bill that includes a provision by New Jersey congressmen to keep neutralized VX from being shipped to a DuPont plant, where it would be treated and dumped into the Delaware River.

Under the new law, the Government Accountability Office must complete an independent cost-benefit analysis before the neutralized VX can be shipped to New Jersey. The requirement likely delays the dumping until at least February. The GAO's assessment is due to Congress by the first of December. Language in the bill prohibits the Army from shipping any hydrolysate wastewater for 60 days after the first of December

No one can foresee the future of environmental biogeochemistry repercussions that may occur from the dumping of treated chemicals in the Delaware River, Bay and Estuary. Why place this burden on our children's children? DON'T DUMP!

New Jersey Boating updates

S2233 Requires helmet to operate or ride jet ski.

A person operating a personal watercraft or any passenger on a personal watercraft shall at all times when the personal watercraft is underway wear a securely fitted protective helmet of a size proper for that person and of a type approved by the Superintendent of State Police. The superintendent shall adopt rules and regulations listing the specifications and types of approved helmets.

S2273 Revises statutes concerning abandoned vessels to include sunken vessels; authorizes municipalities to remove sunken vessels from municipal waterways. At the present time no additional information is available.

Enacted by the Senate and General Assembly of the State of New Jersey:

As provided in the schedule set forth in section 7 of P.L.2005, c.292, as of June 1, 2008, A person who is 16 years of age or older shall not operate a power vessel, including a personal watercraft, on the waters of this State without having completed a boat safety course approved by the Superintendent of State Police in the Department of Law and Public Safety, except that: An out-of-State resident, or a resident of a foreign country who is 16 years of age or older and who will be in this State for less than 90 days may operate a power vessel on the waters of NJ, without having completed a boat safety course approved by the Superintendent of State Police in the Department of Law and Public Safety if the person presents: Written proof of successful completion of a boat safety course endorsed or approved by another state, the National Association of State Boating Law Administrators organization, or the United States Coast Guard.



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



DNREC Public Hearing Oct. 25 on DuPont Coastal Zone Permit

The Department of Natural Resources and Environmental Control (DNREC) will conduct a public hearing at 6 p.m. Wednesday, Oct. 25 in the DNREC office building at 391 Lukens Drive in New Castle to review a request from the DuPont Company at Edge Moor for an amendment of their Coastal Zone Act Permit No. 360. Incoming CBYCA Delaware Legislative Director Cecilia Battaglini will be attending the hearing on behalf of CBYCA.

Coastal Zone Permit 360 was issued to DuPont on April 29, 2005 and permitted the facility to make a new variety of titanium dioxide called R948, but limited production to 15,000 tons per year out of the total 190,000 tons per year of plant capacity. The proposed amendment would remove this limitation to allow production up to the full 190,000 tons capacity. The public is invited to participate in the hearing, which will be limited to the issue of removing the 15,000 tons per year limit. All testimony and exhibits in the record of the March 1, 2005 public hearing will become a part of this hearing, and no testimony on other issues will be taken. For more information, please call Dennis Brown, Coastal Zone Application Planner, 302-739- 9909.

Proposed Oil Lightering Denied

DNREC has determined that a new oil lightering operation in the Delaware Bay proposed by Vane Line Bunkering Inc. of Baltimore, Md. is a prohibited bulk product transfer facility expressly prohibited by the Coastal Zone Act. Lightering operations entail the offloading of oil from large, ocean-going tankers to barges. When filled with product, the barges are moved up-river to regional oil refineries. Reason for denial: no on-shore facilities were included in the company's application.



National Boating Federation
Earl Waesche • emwaesc@erols.com
Legislative Director



Loran C to Continue Operation

Needless to say we were distressed and alarmed to learn the U.S. Coast Guard did not include funding for Loran operations in its FY07 budget submission, citing savings by decommissioning Loran operations nationwide. If unopposed, this would have caused a shutdown by January 1, 2007. In response to this, an NBF resolution was prepared and sent to the Secretaries of the Departments of Homeland Security, Transportation and the Federal Aviation Administration and the relevant Congressional committees. At this point, our last opportunity to reverse this would be when the House/Senate conferees met to work out differences in the two bills. Faxes were sent to all 21 conferees, along with

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phone calls and visits, making the case for Loran continuation. The conferees accepted the House position, rejecting Senate amendments which would have shut down part of the system and assumed continuation of Loran nation-wide until there is written agreement and coordination among the Executive Branch on any termination. Congress approved the Conference Report and sent the measure to the President. The President signed the DHS Appropriations bill on October 4.

Why is the boating community concerned with the continuation of Loran? Experienced boatmen have learned to employ back-up systems in the event of failure of critical mechanical and electrical components on board their vessels. Certainly our GPS navigational system fits this category. Most understand the reality of GPS signal loss from unintentional electrical interference, but all do not realize the risk of signal loss by intentional jamming. We learned of the attempted jamming of GPS at the outset of the Iraq war. The Iraqis were using some Russian equipment to jam GPS but it was detected and destroyed by our military. More surprising, at least to me, was to learn, from various sources, that China is using powerful laser equipment to disable American satellites. This was reported in the Telegraph.co.uk under the headline: "Beijing secretly fires laser to disable US satellites." Further, that "satellites are especially vulnerable to attack because they have predetermined orbits, allowing an enemy to know where they will appear." As a former DOD employee, I can testify to the availability of technology from various sources that can disrupt GPS signals.

So the question is: what is the future of Loran and how do we ensure its continuation? There is no doubt that, given the vulnerability of GPS and the lingering possibility of terrorist attacks, we need a back-up for our navigational and timing services provided by GPS. With the recent technical improvements that have produced eLoran (Enhanced Loran), and with terrestrial vs. satellite networks and different frequencies and signal levels, it remains a perfect back-up to GPS. Further, I believe greater understanding by industry, Government and the general public on the risk of losing GPS is needed. Many in the boating community are not aware of the potential for loss. Perhaps a risk assessment should be conducted by the Department of Homeland Security on the loss of GPS. If the risk is what we suspect and the results published, this would raise the visibility of the problem, generate greater demand for back-up by the user community and motivate industry. One manufacturer, Sitex, does provide an integrated GPS/Loran receiver with the ability to switch modes, automatically or manually, in the event either signal fails.

NBF will continue to monitor all aspects of this and actively pursue the continuation of Loran. But more importantly, the public must be informed of the risk, the need for back-up and let their feelings be known to the Government so that a favorable outcome can be reached.



Treasurer

Carolyn McElwee • Treasurer@CBYCA.ORG

2007 CBYCA Dues Notice

The 2007 dues notices were sent out this week. The notice was sent to the Commodore and Treasurer of each member Club in hopes it gets to the appropriate club officer for action. Dues for 2007 are payable by February 28,
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2007. As usual, your early payment will be appreciated. CBYCA's only income comes from your annual dues and profits from ads in the Chartroom Roster Book. Your continued support allows CBYCA to aggressively protect the rights of boaters as well as matters that may adversely affect the Chesapeake Bay and surrounding waters.

Thanking you and your Club for your continued support in 2007. If you have any questions regarding the above, please do not hesitate to contact me.



Qualifications Officer Report

Tom Powers • QO@CBYCA.ORG



The next Delegates meeting will be November 18th at North East River Yacht Club. The delegates will be voting on two clubs at this meeting. Marley Boat Club would like to be reinstated and Pleasant Yacht Club to become a new member of CBYCA.

Also at this meeting we will have the change of watch. This will be my last article for the Chartroom Chatter as Qualifications Officer. I want you to know that I have appreciated the support and the hospitality you have shown me as I traveled to the clubs throughout the area. THANKS.



Publicity Director's Report

June Donofrio • PD@CBYCA.ORG

Deadline for the next

Chartroom Chatter is November 25, 2006

Please submit your new Roster info as soon as available. The easiest way is through the website WWW.CBYCA.ORG. If you have any changes to the current Roster info please contact me with the corrections : 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.

2006 CBYCA Meeting Schedule

Mark Your Calendars !

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	Key YC
				Christmas Party



*Chesapeake Bay
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c/o P.D. June Donofrio
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