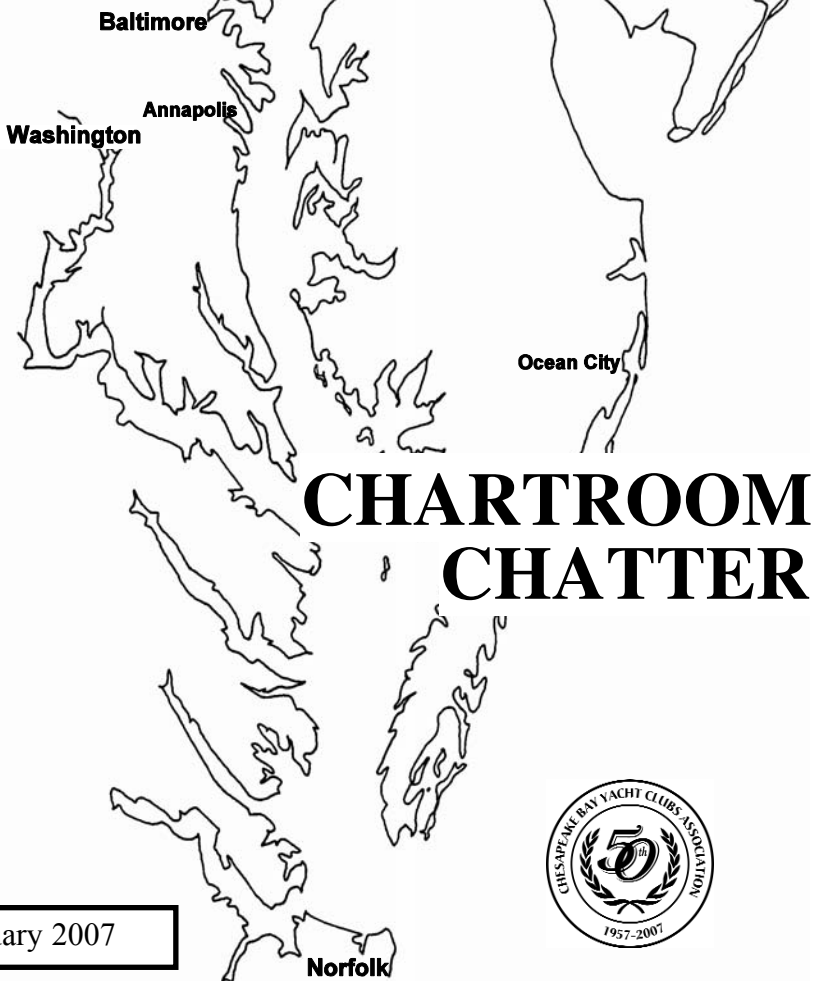


# Chesapeake Bay Yacht Clubs Association



## CHARTROOM CHATTER



January 2007

**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 Donald Burton, 105 Tower Point Rd., Chesapeake City, MD 21915**

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## Commodore's Corner

Donald Burton • Commodore@CBYCA.ORG



First Lady Carolyn and I wish thank everyone for making the CBYCA Commodores Ball an enjoyable and successful event. We had 185 attendees including 14 Princesses. Forty three member Clubs and four Partnering Organizations were represented.

Our special thanks go to those who worked to make the Ball a happening. Those included, but not limited to, the Outcast Yacht Club (my home Club) for sponsoring the Hospitality Suite. The OYC team was lead by Commodore Lynn Hogg, food coordinator Lyz Horner, and beverage coordinator ( and chief bartender ) Bob Enloe. Ball reservations were handled by Tom Powers, Line-up was coordinated by our P/C Betty Stahler and Tom Powers. The check-in table was handled by North East River YC's Sharon & Don Allaband and Lynn Fowler. Ballroom set-up by Judy & Bob Williams,. Photography by Al Friedman, and the Master of Ceremonies - Earl Waesche. Last, but not least, First Lady Carolyn for her overall assistance wherever needed; and all others who offered a helping hand along the way.

The December Board Meeting was held at Key Yacht Club. The thanks go to the new Commodore, April Darchicourt, her daughter Princess Heather, and I/PC Dan Carroll for hosting the meeting and our "Christmas party/gift exchange". The luncheon provided was fantastic, where else could you get "pit bar-b-que" cooked over an open fire in mid-December? (thanks Dan).

We welcome Renee Landan, Supplies Officer and Tom Powers, Historian as non-voting members of the Board

As you will note in the many following reports, CBYCA has an active agenda facing us in 2007, including issues on LNG, VX, dredging, etc. We have a great team in place to successfully address these and the many other issues arising this upcoming year.

Member input is requested. Feel free to contact me or any other Board member or Delegate. Also, any member of any member Club is welcome to attend Board or Delegates meetings.

Our next Board meeting is planned at West River YC on January 20th.

### FRIENDS & PATRONS

First Lady Carolyn Burton will be serving as Chairwoman for the Friends & Patrons Committee. Inclosed in this Chatter on the back of the Goldenrod are the forms for the Friends & Patrons ads. please contact Carolyn early to get your information in the new 2007 Roster book.



## Vice Commodore's Report

Coles Marsh VC@CBYCA.ORG



YOUR VOICE IS IMPORTANT!

Thanks to Commodore April Darchicourt and the crew at Key Yacht Club for a great lunch and super hospitality.

This was the first BOG meeting under the leadership of our new Commodore Don Burton. We are very fortunate to have a great BOG for 2007. I look forward to working with the BOG this year and doing what we can to make you membership in CBYCA a great and worthwhile experience.

Our meeting schedule for 2007 will start off with the January BOG meeting at the West River Yacht Club. They were a charter member, joining in February 1958. We look forward to our meeting at their club house on the 20th of January 2007. Thanks to Commodore John Lauer for having us.

We will have the BOG and Delegates meeting February 17th at the Maryland Yacht Club. Maryland Yacht Club was a Founding member, joining September 25, 1957. Thanks to CBYCA past Commodore Marty Weiner for agreeing to have us.

I look forward to being of service to our member clubs.



## Rear Commodore's Report

Kevin Noon •RC@CBYCA.ORG



Its getting to be that time of year again, we are working on the new 2007 Roster book. The previous advertisers were mailed ad forms & information. If your club has not submitted an ad in the past, please consider placing an ad for your club for this coming year. The rates are very competitive. Inclosed in this Chatter are the advertising forms & they are also available on the website at [www.cbyca.org](http://www.cbyca.org). If you have any questions please feel free to contact me.



## Legislative Director's Report

Robert Williams •LD@CBYCA.ORG



Sometimes the letters and e-mails we send to legislators do not make it to their desks. This is why your Legislative Directors try to do as much follow up as possible with additional phone calls and personal visits to their offices when possible.

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The VX nerve agent waste issue has taken a positive turn. The Delaware Riverkeepers and co-plaintiffs have filed a complaint in Federal District Court against the U.S. Army to challenge the importing of VX nerve agent waste to be dumped in the Delaware River near the Delaware Memorial Bridge. The Governors of New Jersey and Delaware and elected representatives, municipal and county governments, fisherman and thousands of residents of New Jersey, Pennsylvania and Delaware have gone on record opposing the Army's plan with DuPont. Hopefully the action taken by Riverkeepers will be the beginning of the end for the dumping at a point in the river that could easily take the VX nerve agent waste far down into the C and D Canal and north into the John Heinz Wildlife Sanctuary. The dumping poses a threat to our waterways and shore line and we need to support any effort to prevent this from happening. I wish everyone a happy, healthy New Year



## Maryland Legislative Report

Kay Brawley •DSLMD@CBYCA.ORG



**Highlight of 2006:** The opportunity to testify at the June 7 FERC meeting regarding the Sparrows Point LNG terminal proposal, where I briefed the audience on the history of CBYCA, its officers' expertise on issues of LNG projects' negative impact in highly populated areas, and I urged a societal impact study. My testimony was selected for the FERC public information site; for my full and other selected reports, see internet site: <http://elibrary.ferc.gov/idmws/nvcommon/nvviewer.asp?doc=11069146:0>

**Next Steps for 2007:** At a breakfast meeting immediately following the CBYCA Ball with Commodore Burton and Vice Commodore Marsh, we discussed Maryland legislative issues, including funding sources for the Kent Narrows dredging need. As a result, Coles and I will be meeting Jan. 19 in Annapolis with Bob Gaudette, chair of the Waterway Improvement Fund (WIF) on this concern, and Commodore Burton and I with Congressman Wayne Gilchrest on Jan. 22. P/C Fred Levittan was kind enough to brief me regarding recent developments on this project with Queen Anne's government, the WIF and the US Corps of Army Engineers.

**Draft Proposal:** A Draft Proposal for CBYCA regarding the guidelines for conducting board meetings via conference call or group email was completed and circulated for comment. It was proposed that CBYCA consider holding up to three of the meetings in months, where there is not a delegate meeting, be held using these electronic means. More study on the broader ramifications of this change to capitalize on the time and responsibilities of CBYCA Board members as well as member clubs will be required before this proposal would be considered for implementation.

I would like to thank and acknowledge our new proof reader for the Chartroom Chatter, Judy Williams, wife of Bob Williams Legislative Director. This is a tremendous help to me in editing the Chatter every month. Thanks Judy !



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



**Lake Erie**

In response to overwhelmingly negative reaction, the Coast Guard has put off indefinitely a decision on whether and how to continue the periodic practice firing at 34 sites on the five lakes, including one in Lake Erie roughly five miles east of Cedar Point.

The decision was made after a review of nearly 1,000 public comments, many of them unhappy that the Coast Guard did not make its plan public in a significant way until Aug. 1, even though some two dozen gunnery exercises already had been conducted on the lakes this year.

**Sunoco planed for five pipelines**

Sunoco has determined it was not feasible at this time to connect the Eagle Point refinery to its Philadelphia complex through underground pipelines previously billed as a way to increase long-term profitable existence.

Five pipelines would have shipped refined oil and hydrogen under the Delaware River to the Philadelphia plant, tying West Deptford into the pipelines that already exist between the Philadelphia complex, Marcus Hook and Paulsboro.

The difficulty in obtaining easements for the project as well as escalating project costs led to the company's decision to delay the project.

It should be noted that pipelines are the safest transportation of any fuel

**New Jersey**

**Lng Continued Information source, The News Journal, Jeff Montgomery**

BP wants to build a 2,000-foot pier from New Jersey across Delaware's part of the river. Delaware ruled that the pier would violate a state Coastal Zone Act ban on new heavy industries or bulk delivery piers in its part of the river.

New Jersey's Fort Mott (Fort Mott State Park 454 Fort Mott Road Pennsville NJ 08070 ) is asking Delaware for a permit to keep up piers in the Delaware River, despite an unsettled U.S. Supreme Court fight over which state controls the river bottom. A fact-finder hearing is scheduled for Feb. 22 in Philadelphia.

The New Jersey State Park Service filed an application to maintain a 30-by-255-foot pier with dock ramps and floating platforms despite the state's refusal to accept Delaware's right to veto a liquefied natural gas delivery pier for BP's proposed Crown Landing project opposite Claymont.

John A. Hughes, secretary of Delaware's Department of Natural Resources and Environmental Control officials quickly offered to fast-track the Fort Mott request "when it's over".

**Delaware Estuary Program to benefit from federal action. Information source News Journal**

Federal action against an ocean oil-dumper will benefit a federal grant program targeting the Delaware River and Delaware Bay, recently reported by the U.S. Justice Department .

South Korea-based Sun Ace Shipping Company will pay \$100,000 to the

National Fish and Wildlife Foundation's Delaware Estuary Program as part of an oil-dumping penalty, official said. The company also was ordered to pay \$400,000 to the government and keep its ships out of American ports for the next three years.

The company pleaded guilty to an accusation that it failed to keep records on at-sea oil disposal by the bulk carrier M.V. Sun New, then falsified records on the offenses

Three crew members reported the dumping incidents to the Seamen's Church Institute of Philadelphia and South New Jersey . Federal officials have asked the court to award \$200,000 to the men, under rules allowing half the penalty to those who report pollution from ships.

The Delaware Estuary Grants Program supports projects that restore natural habitats or offer innovative approaches to improve the river and bay watershed.

### **Environmental groups in four states are trying to stop the Army from trucking VX waste from Indiana to New Jersey.**

The groups filed a lawsuit against the Army Thursday. They claim the Army's plan to transport waste across state lines violates a federal law banning interstate movement of chemical weapons.

The complaint seeks to force the Army to complete an environmental impact statement before the project is allowed to move forward.

This is in addition to previous lawsuits that are being reviewed based on the dumping in the Delaware River.

The problem is that the Army can complete a favorable environmental impact statement.

However 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.



## **Virginia Legislative Report**

Jacque Knight • [DSLVA@CBYCA.C](mailto:DSLVA@CBYCA.C)



### **Mandatory Education Bill Action Expected**

Virginia's Boating Safety Alliance, made up of a variety of interested marina owners, recreational boaters and interested citizens, expects the House of Delegates House Agriculture, Chesapeake and Natural Resources Committee to hold a hearing about January 16 on pre-filed House Bill 1627. The bill would require that recreational power boaters show proof of completion of a boating educational course. It would be phased in over an eight-year period. Backers of the bill note that states that have enacted a similar phased-in implementation period have shown a marked decrease in boating fatalities. Boaters in the 35 to 50 age range account for most accidents nationwide, and the bill would phase in requirements for operators between 18 and 50 over an eight-year period.

### **CBYCA Participates In Virginia Maritime Security Plan**

Coast Guard officials have assured CBYCA and other members of the Recreational Vessel Subcommittee that the Hampton Roads Sector of the Coast Guard would notify recreational boaters of "security zones" that would be restricted during a national emergency.

At a meeting of the Subcommittee in Portsmouth on December 14, plans were also discussed to increase awareness of the America's Waterway Watch program. Decals with the National Response Center's telephone number will be made available to CBYCA members, and a speaker will be available to discuss the program. CDR John Kenyon of the CG stressed that recreational boaters can play an important role in national security surveillance of waterways because there is no way federal authorities can police all suspicious activities.



## Delaware Legislative Report

Cecilia Battaglini • [DSLDE@CBYCA.ORG](mailto:DSLDE@CBYCA.ORG)



### **DNREC To Appeal Ruling On Bay 'Lightering'**

Delaware regulators plan to appeal ruling that would give more barge companies a chance to partially unload crude oil tankers while anchored in the Delaware Bay, saying the decision could undermine the landmark Coastal Zone conservation law.

Last month, the Coastal Zone Industrial Board allowed Baltimore-based Vane Line Bunkering Inc. to offer "lightering" service at Big Stone Anchorage on the bay southeast of Dover. The Department of Natural Resources and Environmental Control plans to appeal that decision to Superior Court.

Oceangoing tankers anchored off Big Stone Beach routinely transfer some of their crude oil to barges. The process lightenes the tankers in the water, allowing them to move safely in the Delaware River's 40-foot deep shipping channel.

DNREC argued that the Coastal Zone Act passed in 1971, bars any new bulk-product transfer businesses--including lightering from starting up in the river, bay and 275,000 acres of protected land adjacent to the water.

The Coastal Zone Board ruled that DNREC misinterpreted the 1971 law in Vane Line's case. Board members also pointed out that state officials had failed to act when other companies offered the same service without needed permits after 1971, right up to the present.

The Delaware Nature Society and other groups have opposed Vane Line's position, saying Vane Line's effort is the "latest in a long line of attempts to dilute, undercut, and otherwise render meaningless the unique protections afforded by the Delaware Coastal Zone Act."



## National Boating Federation

Earl Waesche • [emwaesc@erols.com](mailto:emwaesc@erols.com)

Legislative Director



### **H.R.5427 Energy and Water Appropriations Act, 2007**

This bill, which contains funding for dredging our waterways nationwide, did not pass in the final days of the 109th Congress. Instead the option we pointed out

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in last month's CHATTER came about and a Continuing Resolution was passed, minus any earmarks, for funding at the FY06 level until February 15th. Now we hear that when the next Congress convenes on January 4 the Democrats will seek a joint House-Senate resolution to continue this and 8 other spending bills until September 30, 07, again minus any earmarks. This is bad news to some NBF members who had gotten earmarks in the bill for dredging in their areas. We had sought funding for the Kent Narrows channel in the bill but have been told funding is already available for this.

### **Tutorial for Digital Selective Calling (DSC) on our VHF Radios**

The USCG issued a press release stating that, in a project funded by it, the Boat US Foundation has launched the on-line tutorial "Can You Hear Me?", designed to educate boatmen on the use of the DSC feature on their VHF radios. The tutorial is available on [www.BoatUS.com/MMSI](http://www.BoatUS.com/MMSI). The DSC capability has been implemented as part of the USCG Rescue 21 program to update its search and rescue communications program. To date Rescue 21 has Initial Operations in Atlantic City, NJ and Eastern Shore, MD.

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**Press Release Date: Dec. 8, 2006**  
**Office of Public Affairs**  
**U.S. Coast Guard**  
**Contact: Steve Blando**

### **Boaters Must Not Operate 121.5/243 Mhz Epirbs After 31 December 2006**


WASHINGTON - The Coast Guard reminds all boaters that beginning January 1, 2007, both 121.5 and 243 MHz Emergency Position Indicating Radio Beacons (EPIRBs) are prohibited from use in both commercial and recreational watercraft. Boaters wishing to have an emergency rescue beacon aboard their vessel must have a digital 406 MHz model.

The January 1, 2007, date to stop using 121.5 MHz EPIRBs is in preparation for February 1, 2009, when satellite processing of distress signals from all 121.5/243 MHz beacons will terminate. Following this termination date, only the 406 MHz beacons will be detected by the International Cospas-Sarsat Satellite System which provides distress alert and location data for search and rescue operations around the world.

The regulation applies to all Class A, B, and S 121.5/243 MHz EPIRBs. It does not affect 121.5/243 MHz man overboard devices which are designed to work directly with a base alerting unit only and not with the satellite system.

This change, in large part, was brought about by the unreliability of the 121.5/243 MHz beacons in an emergency situation. Data reveals that with a 121.5 MHz beacon, only one alert out of every 50 is a genuine distress situation. This has a significant effect on expending the limited resources of search and rescue personnel and platforms. With 406 MHz beacons, false alerts have been reduced significantly, and, when properly registered, can usually be resolved with a telephone call to the beacon owner. Consequently, real alerts can receive the attention they deserve.

When a 406 MHz beacon signal is received, search and rescue personnel can retrieve information from a registration database. This includes the beacon

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owner's contact information, emergency contact information, and vessel/aircraft identifying characteristics. Having this information allows the Coast Guard, or other rescue personnel, to respond appropriately.

In the U.S., users are required by law to directly register their beacon in the U.S. 406 MHz Beacon Registration Database at:

<http://www.beaconregistration.noaa.gov/> or by calling 1-888-212-SAVE. Other users can register their beacon in their country's national beacon registration database or, if no national database is available, in the International Beacon Registration Database at <https://www.406registration.com/>.



### **Clean Marina Going the Extra Mile**

(from: Maryland Clean Marina newsletter, written by Ron Ryland)

Corinthian Yacht Club is a Maryland Certified Clean Marina located on Smith Creek in Ridge, MD (St. Mary's County). Several months ago a committee was formed to investigate the club's aging infrastructure and its impact on the club's commitment to the Clean Marina Award Criteria, and to the surrounding environment in general.

An area of high priority was a large in-ground septic system serving all buildings and boat pumpout effluent. The system has seen modifications over the years, but the main drain field was constructed in 1963. In February, 2006 the club hired a contractor to determine the condition of the drain field through a television camera probe placed in each of the five main drain lines. It was discovered that four of the five lines were collapsed and only one line was actually operating as designed.

The club reported this information to the St Mary's County Health Department and asked for their assistance in arriving at a plan to repair or replace the outdated system. The County Health Department has been extremely helpful and the club remains in regular contact with them.

In May of this year, the county Health Department recommended a large sand mound system to replace the existing system. After discussing and researching alternatives to the sand mound system, the club requested permission to pursue a drip dispersal system instead. This alternative system achieves higher nutrient removal than traditional sand mound systems. Its enhanced design removes up to 70 percent of the nitrogen from the effluent. Over-nitrification is a serious problem troubling the Chesapeake Bay and nutrient reduction is a key part of Bay restoration efforts.

The county Health Department and the Maryland Department of the Environment are working with the club to design a drip dispersal system that will meet its needs. With approval forthcoming, the club aims to start the construction process in the near future. Corinthian Yacht Club is to be commending for taking extra steps and expense to design an alternative septic system to remove additional nutrients from its waste. Significant efforts such as this will make measurable improvements to the health of Maryland's waterways for years to come.

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## Qualifications Officer Report

Pam Butler • [QO@CBYCA.ORG](mailto:QO@CBYCA.ORG)



We are now starting the New Year and that means it is time to get the information in on your club for the Roster book. Last year there were many clubs that missed the dead line and did not have the correct information in the Roster book. It is not only bad for your club when you miss the deadline but also for all the other clubs that use the Roster book to see who to call for information about your clubs affairs etc. As I mentioned last month, the best way to get your information in is through the CBYCA web site ([www.cbyca.org](http://www.cbyca.org)) and follow the instructions. If you need help inputting your information in the website, please contact me or PD June Donofrio.



## Publicity Director's Report

June Donofrio • [PD@CBYCA.ORG](mailto:PD@CBYCA.ORG)

**Deadline for the next**

***Chartroom Chatter is January 25, 2007***

Please submit your new Roster info as soon as available. The easiest way is through the website [WWW.CBYCA.ORG](http://WWW.CBYCA.ORG). If you have any changes to the current Roster info please contact me with the corrections : [PD@CBYCA.ORG](mailto: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.

## 2007 CBYCA Meeting Schedule

### Mark Your Calendars !

January 20	Sat	1000 hrs	Board	West River YC
February 17	Sat	1000 hrs	Board	Maryland YC
	Sat	1300 hrs	Delegate	Maryland YC
March 17	Sat	1000 hrs	Board	TBA
April 21	Sat	1000 hrs	Board	Boumi Shrine YC
	Sat	1300 hrs	Delegate	Boumi Shrine YC (50th Anniversary Cocktail Party)
May 19	Sat	1000 hrs	Board	Solomons Is. YC (Tentative)
June 2	Sat	1000 hrs	Board	Maryland YC



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