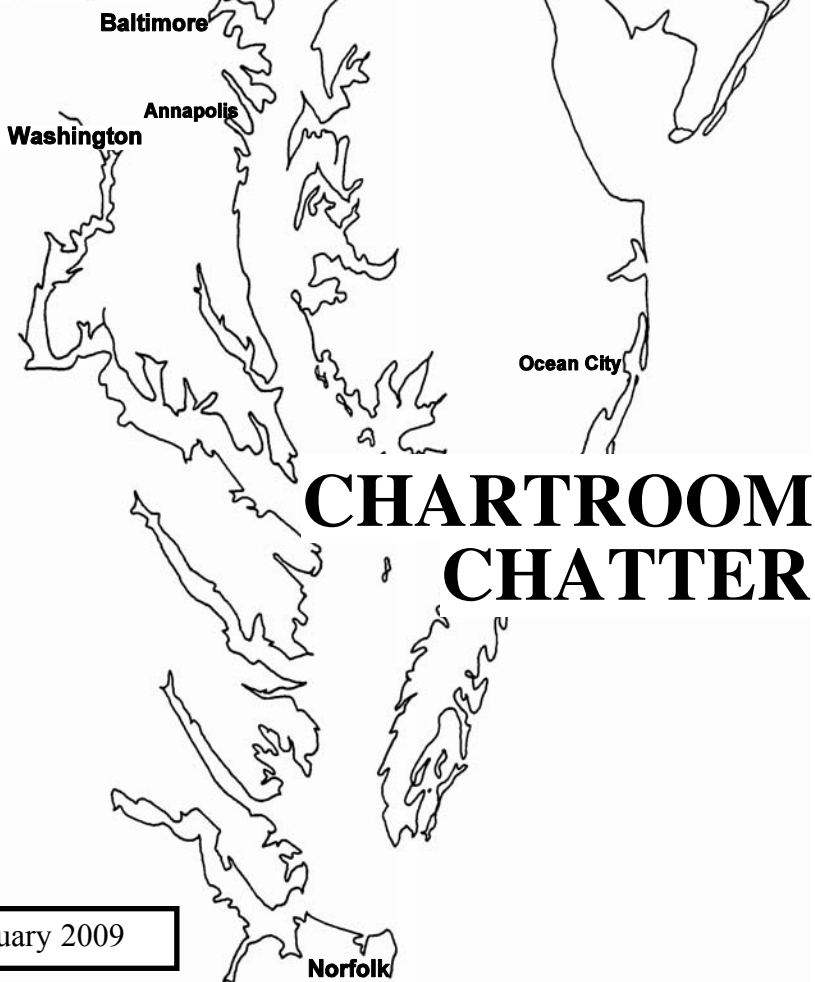


# Chesapeake Bay Yacht Clubs Association



## CHARTROOM CHATTER

February 2009

**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 Kevin Noon, 452 Darby La, Bel Air, Md 21015**

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## Commodore's Corner

Kevin Noon •Commodore@CBYCA.ORG



I hope everyone had a wonderful New Years, Deb and I had a chance to bring the New Year in at Bush River Yacht Club. It is always nice to be with the friends and family you enjoy the most during the Holidays.

The New Year will bring many challenges to the CBYCA and affiliates and the most challenging will be FERC (The Federal Energy Regulatory Commission).

**U.S. Senator Barbara A. Mikulski** (D-Md.) issued a condemning statement after the U.S. Federal Energy Regulatory Commission (FERC) conditionally approved an application for a liquefied natural gas (LNG) facility and pipeline in Maryland.

### **Proposed Legislation for small boat registration (even canoes)**

The Small vessel Act discussion (friend or foe) may require the recreational boating community to display some sort of ID visible on small vessel or an AIS System (transponder).

I will not steal the thunder from our Legislative Director's but look for their upcoming reports as we keep you posted on the events that effect Recreational Boater's the most.

The Deadline for the Roster Book Fast approaches so please make sure your Roster is updated (this can be easily done on our website) and don't forget to get those Ad's placed

And finally I would like to Thank Commodore Will McCracken and all the folks from Bodkin Yacht Club for hosting our January Meeting. P/C Steve Keefe and crew prepared a CHRISTMAS DINNER served to the Board on China with fine Silverware. I have never left a board meeting so full, the location was beautiful the friendship outstanding and the FOOD OUTRAGOUS. Thanks again.

*May you have love that never ends, lots of money, and lots of friends.  
Health be yours, whatever you do, and may God send many blessings to you!*

Till next month, Kevin



## Vice Commodore's Report

Pam Butler VC@CBYCA.ORG



Calling all District Representatives! The time is here when the work of the club rosters and ads for the 2009 Roster Book takes precedence in your duties. As part of your responsibilities, please lend a hand to the Qualifications Officer, Rear Commodore and Treasurer in checking to make sure the clubs in your district have followed through on imputing their roster

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information, sending their ads in and remitting their annual dues. Because it is very time consuming for the Qualifications Officer (John Zalusky) to transfer the hard copy roster information sent to him, I am requesting that you assist those clubs that do not have the capability of assessing our website. For those that may have difficulty navigating the website, please walk them through the process. If you need help, contact the Qualifications Officer or me.

Thanks to all who attended the January Board Meeting at Bodkin Yacht Club. The next meeting is a Board and Delegate Meeting to be held at the Baltimore Yacht Club located at 800 Baltimore Yacht Club Road, Baltimore, MD 21221. The Board's Meeting begins at 10:00 hours and the Delegate Meeting will follow at 1300 hours. Please call your clubs and encourage them to attend and to come early for lunch which will be offered at a small cost. All club delegates should contact me via e-mail: [VC@CBYCA.ORG](mailto:VC@CBYCA.ORG) or by phone (410-788-4753) to let me know if you plan to participate in lunch. District Representatives should also prepare a written report for the Secretary. See you then.



## Rear Commodore's Report

Kay Brawley • [RC@CBYCA.ORG](mailto:RC@CBYCA.ORG)



Charles Darwin stated "It is not the strongest of the species that survives, nor the most intelligent, but the one most responsive to change".

There's no better time to invoke change than the beginning of a New Year. Certainly, as we All gather new club officer information and ads for preparation of the 2009 CBYCA Roster book, this is the time to evaluate the past year to learn more about our successes and how we can move forward. More importantly, this is the time to clean the slate and start anew with fresh energy and creative ideas to address our challenging economy.

I appreciate All of your efforts in checking your club's information on the CBYCA website to make certain we have the correct info on current officers--this is critical to the success of member outreach to you from within your club, as well as for the recreational boater community at large who may wish to join your club.

**NEW: We are entertaining a new concept for economical design of the full color pages in the CBYCA Roster book. Please reach out to businesses in your community that benefit from the recreational boating members of your clubs for a full color page: marinas, hotel accommodations, restaurants, boat industry services, and more. We will accept 2 half color pages from two advertisers at \$200 each to make a full color page in lieu of the \$395 for one full color page. Please use the enclosed ad contract form; if you need the email version, please let me know.**

**Our deadline for ads will be extended to coincide with the CBYCA Delegates meeting at Baltimore Yacht Club on Saturday, February 21. You may bring the ads with you rather than use US mail; however, I would appreciate an email by the February 14 deadline: [kbrawley@mindspring.com](mailto:kbrawley@mindspring.com). Happy Valentine's.**

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## Maryland Legislative Report

Cecilia Battaglini • DSLMD@CBYCA.ORG



### **Senator Mikulski Statement on Ferc's Approval of LNG Facility and Pipeline (release 1/15/2009)**

Washington, D.C. – U.S. Senator Barbara A. Mikulski (D-Md.) issued this statement today after the U.S. Federal Energy Regulatory Commission (FERC) conditionally approved an application for a liquefied natural gas (LNG) facility and pipeline in Maryland:

"I am deeply disappointed at FERC's decision to approve this project. For nearly three years, I have repeatedly raised my safety, security and environmental concerns about this LNG facility and pipeline. And while all evidence seems to be showing that AES and Mid-Atlantic Express, the companies operating this project, are not adequately prepared to address these issues, FERC has decided to rubber stamp this project anyway.

"This facility will occupy 80 acres of land in Sparrows Point. LNG tankers transporting 217,000 cubic meters of highly flammable material to the facility will have to travel through the narrowest portions of the Chesapeake Bay, under the Bay Bridge, through heavily used commercial fishing and recreational boating areas, to the mouth of the Port of Baltimore. This is a densely populated area that is less than two miles away from residential communities that are home to more than 65,000 residents.

"I want to know: who is going to protect the residential communities less than two miles away from the facility? Who is going to safeguard the Port of Baltimore, one of the nation's major seaports?

"There will be a new gas pipeline, which will traverse 88 miles of Maryland, from Sparrows Point to the Pennsylvania border. I want to know: who's going to look out for the residents of Baltimore, Cecil and Harford Counties? How will the pipeline be protected from natural or man-made mischief? How will the people who live, work, play and worship within those 88 miles be kept safe?

"FERC has concluded that if 169 mitigation measures are met, the LNG facility and pipeline will not endanger the public nor harm the environment. If 169 mitigation measures are met! Well, I want to know how FERC is possibly going to oversee the proper implementation and management of every one of these 169 mitigation measures.

"My concerns are not mine alone. The U.S. Coast Guard, Army Corps of Engineers and Department of Interior have all echoed these concerns. By rubber stamping this deeply flawed project, FERC is jeopardizing the safety and security of Marylanders."

**FERC Commissioner Jon Wellinghoff**, issues statement "that recent conditional approval given to AES Sparrow Point LNG is not in balance as to the public interest." He says further, "the terminal is not necessary to meet energy needs of surrounding regions and the environment and community concerns have not been fully and fairly met"

### **Senators Mikulski and Cardin (D-Md) Announce Release of 10 Million in Federal Disaster Funds to Maryland's Watermen**

The funds will be released to help Maryland's Watermen who are in desperate need of these emergency funds. NOAA has approved the State's Disaster Plan. The blue crab population has declined 70% since the 1990's, seriously affecting the Bay's eco system and undermining the economy of Maryland.

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## **DNR Biologists Complete Annual Oyster Surveys**

Maryland Department of Natural Resources fisheries biologists recently concluded the 2008 oyster survey, an annual assessment of the health and population of oyster bars in Maryland's' portion of the Chesapeake Bay. "Preliminary results from 2008 indicate that reproduction was poor throughout most of the bay with the exception of the lower eastern shore areas of Tangier Sound Honga River and the Little Choptank River," said Mitch Tarnowski DFNR fisheries biologist. "In general, mortalities and oyster disease levels appear to be relatively low again this year."

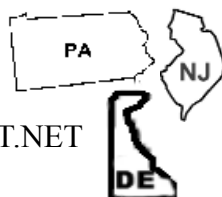
**DNR Stocks 26,000 Trophy-Size Trout** Donated by Freshwater Institute in Shepardstown, W. Va. to the State of Maryland in 2008. Most of the fish ranged from two to ten pounds. The trout were stocked throughout the state in regulated delayed harvest, put and take, youth and blind persons fishing areas. Delayed harvest regulations permitted these trophy fish to be caught and released repeatedly throughout the year allowing a single fish to be a "trout of a lifetime" catch for several anglers.

**US Coast Guard Issues Statement it Will No Longer Respond to Distress Calls** sent by analog signal starting February 1, 2009. The Agency is switching to digital frequency and says the new equipment cannot process signals transmitting 121.5 or 230.0 MHz. Mariners and aviators should upgrade equipment to include 406-0 MHz distress radio beacons and register the number on line.(on the internet: <http://www.beaconregistration.noaa.gov>)



## **Pennsylvania/ New Jersey / Delaware Legislative Report**

Art Friedman •ART747@COMCAST.NET



### **PENNSYLVANIA**

Around the Fish & Boat Commission

### **Fatalities down**

Pennsylvania has had eight boating fatalities so far this year, according to Fish and Boat Commission statistics. If it stands, this would be the lowest total seen since 1996. The state has averaged 12 fatalities per year for the last decade. The average age of the boating accident victims was more than 50 years old.

### **Commission wants to see what survey shows**

As the Pennsylvania Fish and Boat Commission prepares to develop its next five-year strategic plan, the agency has issued a survey to gather the thoughts of everyone from staff to stakeholders. Stakeholder is the modern word for those of us not directly connected to a government agency but still interested in or involved with its service. For the Fish and Boat Commission, that's us anglers and boaters.

### **New grants**

In an effort to re-engage youth, the Pennsylvania Fish and Boat Commission is offering grants to organizations and local agencies that provide sportfishing,

boating and aquatic education programs. Grants of as much as \$5,000 are available for equipment, materials and costs associated with field trips. In 2008, the agency awarded 10 grants from 18 applicants totaling approximately \$50,000.

### **New Commissioner**

The Governor's Advisory Council for Hunting, Fishing and Conservation is seeking qualified candidates to fill an upcoming vacancy on the board of the Pennsylvania Fish and Boat Commission in District One, which includes Erie, Crawford, Mercer, Lawrence, Venango, Butler, Warren, Forest and Clarion counties. The district is represented by Samuel M. Concilla of North East, Erie County, whose term expires in June.

### **Pennsylvania biodiesel**

Pennsylvania Gov. Edward Rendell announced that the state has met the first in-state biodiesel production threshold of 40 MMgy. As a result, within one year every gallon of on-road diesel sold in Pennsylvania must contain a minimum of 2 percent biodiesel.

Pennsylvania House Bill 1202, which was signed into law July 2008, established a state renewable fuels standard, which requires biofuels percentage increases to occur as in-state production for biodiesel and ethanol reach certain levels.

"The 2 percent biodiesel mandate will now become a reality because our state's biofuel producers have reached the first critical threshold established by the alternative energy law I signed last summer," Rendell said in a statement announcing that the threshold has been reached. "Pennsylvania's producers can now manufacture 40 million gallons of biodiesel a year right here at home."

### **Natural Gas Drilling of Interest to Boaters and Fishermen**

Possibly you would ask why this is such an important statement. The reason why is for each shale formation mine to operate, 3-5 million gallons of water is needed. Removing such large amounts of water could have dire consequences in areas already labeled fragile. Fish populations would be at risk as well as existing water infrastructure. The disposal of the water is also another important concern. There are either no existing or very lenient regulations about this contaminated water.

### **Fish & Boat Winter Meeting**

The Pennsylvania Fish and Boat Commission (PFBC) held its winter quarterly meeting on January 29-30.

### **BOATING**

**PROPOSED RULEMAKING** (As submitted by the Boating Advisory Board (BAB) When adopted by the PFBC) as final rulemaking, the amendments will go into effect upon publication in the Pennsylvania Bulletin.

A.. Amendments to Section 53.8 (Boats) and Section 97.1 (Personal Flotation Devices).

This section does not apply to racing shells, rowing sculls and racing kayaks, such as manually propelled boats recognized by National racing associations for use in competitive racing, where the occupants row, scull or paddle with the exception of the coxswain, if one is provided, and which are not designed to carry and do not carry equipment not solely for competitive racing. [Safety boats accompanying the boats shall carry a sufficient number of readily

accessible Type I, II, III or V PFDs for the occupants of the shells, sculls or kayaks. This exemption does not apply on

B. Amendment to Section 91.5 (Parental and Boat Owner Responsibility).

(1) It is unlawful for the owner of a boat knowingly to allow or permit a child 17 years of age or younger to operate [a watercraft] the boat in violation of this subpart.

(2) It is unlawful for the owner of a boat knowingly to allow an individual who is required to have a boating safety education certificate to operate the boat without having a boating safety education certificate onboard.

C. Amendment to Section 101.5 (Confidentiality of Boating Accident Reports). An abstract which contains the date, time, location, weather conditions, names and addresses of the operators, passengers and witnesses and descriptions of the watercraft involved is releasable upon written request.

D. Amendment to Section 105.3 (Unacceptable Boating Practices).

It is unlawful to operate a pontoon boat while a person is riding outside the passenger carrying area. The passenger carrying area is defined by continuous railings or enclosed spaces intended for persons to use while the pontoon boat is underway. The prohibition does not apply when the operator of the boat is docking, mooring, anchoring or rafting the pontoon boat [or when the pontoon boat is underway at slow minimum height swell speed or less].

E. Amendment to Section 109.1 (Air Boats).

Section 109.1 of the Commission's regulations provides detailed standards for the construction of air boats. However, there is no known example of this regulation being enforced in any part by Commission officers. In fact, a recent technical inquiry by a member of the general public about this regulation could not be answered because there are no known sources for the content of this regulation. There are very few airboats in Pennsylvania, and our law enforcement staff have had few issues with operators of these unusual boats. It is proposed that 109.1 to be deleted in its entirety

F. Amendment to Section 109.6 (Special Marine Events).

The Commission will not issue a special activities permit for a marine event [in a State Park] unless the applicant first obtains written permission [from the Bureau of State Parks, Department of Conservation and Natural Resources,] for the event from the entity that owns or controls the waters on which the event will occur . [For marine events held on waters under the ownership or control of other Federal or State agencies, the] The Commission will require evidence that the applicant has the permission of the controlling [agency] entity unless that [agency] entity has delegated approval authority to the Commission.

All other amendments were for specific venues and not general in nature.

## NEW JERSEY

### **NJ asks for compensation for oil spill damage**

New Jersey officials are asking the federal government for \$19 million to try to reverse some of the damage caused by a 2004 oil spill on the Delaware River.

The money would come from the federal Oil Spill Liability Trust Fund, which gets money from a tax on the oil industry. New Jersey Environmental Protection Commissioner Mark Mauriello says it should go toward restoring wetlands and grasslands, replenishing oyster habitat and improving boating access to the Delaware River and Bay in Salem County.

A 280-mile stretch of shoreline was affected when an oil tanker known as the Athos I sliced open its hull by running into an abandoned anchor off West Deptford in November 2004.

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## DELAWARE

### **Coast Guard swimmer receives medal for rescues**

The Coast Guard awarded it's Air Medal to one of its own for his role in two rescues off Delaware and Maryland. Petty Officer 2nd Class Tye Conklin, a rescue swimmer from the Atlantic City air station, received the medal at the Hughes Technical Center in Pomona, N.J. Capt. Paul Ratte, commanding officer of the air station, made the presentation.

Conklin rescued two crewman from the research boat Russell W. Peterson on May 12. The Peterson had been 14 miles off Rehoboth Beach, its legs screwed into the ocean floor as the crew collected data on migratory bird patterns for Bluewater Wind LLC's proposed offshore wind farm, when a coastal storm slammed the mid-Atlantic area. The captain of the Peterson, 61-year-old John Moyses, died. The boat later ran aground at Bethany Beach.

Conklin also rescued one person from a sailboat that ran aground off Ocean City, Md., the Coast Guard reported in a news release.

### **DuPont**

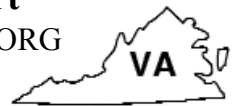
State regulators moved to end a seven-year controversy over a 22.7-acre waste pile along the Delaware River in east Wilmington, approving a DuPont Co. plan to permanently seal the material in place rather than haul it away.

Initial Environmental Protection Agency rulings on titanium dioxide wastes triggered public demands for prompt removal of a 500,000-ton pile of ore-processing leftovers at DuPont's Edge Moor pigment plant. Some groups called for the pile's removal despite company claims that excavation and hauling would create far more public exposure and push cleanup costs beyond \$300 million. Initial Environmental Protection Agency rulings on titanium dioxide wastes triggered public demands for prompt removal of a 500,000-ton pile of ore-processing leftovers at DuPont's Edge Moor pigment plant. Some groups called for the pile's removal despite company claims that excavation and hauling would create far more public exposure and push cleanup costs beyond \$300 million.



## **Virginia Legislative Report**

Jacquie Knight • [DSLVA@CBYCA.ORG](mailto:DSLVA@CBYCA.ORG)



### **Boat Registration Bill Drowns in Virginia Senate**

A proposed bill that would have authorized local governments to levy a registration fee on motorboats had a short life in the Virginia Senate. Pre-filed before the January 14 opening of the session, it was referred to the Senate Committee Agriculture, Conservation and Natural Resources, where members voted it down on January 26.

Based on the personal property tax of each locality, the registration fees would have been renewed every 36 months and would have applied to separate classifications for boats above and below five tons.

### **CBYCA Supports Virginia PFD Life Jacket Initiative**

CBYCA sent letters of support for a House Joint Resolution that would direct State Department of Game and Inland Fisheries to settle the differences between

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state and federal requirements for life jackets on children on boats anywhere in the state.

House Joint Resolution 627 was to be heard and expected to be approved by the House Agriculture, Natural Resources and Chesapeake Committee on Wednesday, January 28.

The Safe Boating Alliance in Virginia, an organization of Smith Lake and other inland boating organizations, and CBYCA had urged delegates to settle the question of the need for a uniform and consistent requirement for use of life jackets on children. While the federal requirement is that children under the age of 13 must wear approved life jackets on waters in Virginia subject to federal jurisdiction, there is no existing state law requiring the actual wearing of the jackets by children. State law only requires that jackets be on board the vessel. Confusion often results between boaters, federal and state authorities who try to enforce the varying laws.

HJR 627 directs that DGIF work with boating community and boating safety organizations such as the Boating Alliance and CBYCA to adopt regulations that would result in uniform education of boaters and law enforcement officials about the life jacket rules in Virginia. Boaters will have opportunities for debate and input during the public comment periods called for in HJR627.



**National Boating Federation**  
Earl Waesche • [ewaesche@comcast.net](mailto:ewaesche@comcast.net)  
Legislative Director



**AIS Now Available on Recreational Vessels**

The FCC has announced that recreational vessels may now carry Class B Automatic Information System (AIS) transponders which transmit navigational information to other vessels similarly equipped. The information transmitted includes your vessel's MMSI number, course, speed, position and other pertinent information. AIS systems have long been in use for large commercial shipping but only recently approved for small vessels. These transponders would provide a significant improvement to navigation safety since they transmit your vessel's status as well as receive and process data from other vessels. The price for AIS units should be between \$500 and \$1000 depending on demand. We hope to obtain some Federal funding support for the boating public. Currently the ICOM 604 VHF-FM radio has a receive-only AIS capability.

**Analog EPIRB Units on 121.5/243 MHz to be Discontinued**

Emergency Position Indicator Radio Beacons will no longer be monitored on 121.5/243 MHz. The new EPIRB units will broadcast on 406 MHz

For additional reports from the Treasurer, Publicity Director and for the meeting schedule, please see the back of the Goldenrod insert.

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# CBYCA NEW DATA ENTRY FORM

**DOES YOUR CLUB HAVE NEW BRIDGE OFFICERS?  
DID YOU ENTER THE NEW OFFICER'S INFORMATION  
IF YOU DON'T DO IT – WHO WILL? No Problem!**

We have this really neat new webpage allowing you to enter all your clubs roster information on a simple form. Once submitted it will go directly to the new Rosterbook.

**O.K. HOW DO YOU DO IT? No Problem!– Go to [WWW.CBYCA.ORG](http://WWW.CBYCA.ORG) Click Enter. *At the top of the page click***

**Fast Track to Enter Your Club 2009**

**Roster Info ON LINE Click *That click will take you to***

**ROSTER INFORMATION- On Line >Form** Here you will see key to enter the data form. All you need to know is the name of your club and the PASS CODE. Guess what – Your pass code is your district letter “Capitalized” and club number. EX: C123

Please Login

<input type="text" value="Admirals Annapolis Yacht Club"/>	Select Your Club:
<input type="text"/>	Password:
<input type="button" value="Login"/>	

Once Logged on you can type in all the needed data exactly the way it will be printed in the next book. The Webmaster will send you a copy of the printout for you to look over for any errors. If you find a mistake you can go back and fix it - No Problem!

**IF YOU NEED ANY HELP JUST SEND AN EMAIL TO THE WEBMASTER @ CBYCA.ORG Or CALL 609-871-8682 AND WE WILL GLADLY GUIDE YOU THROUGH THE ENTRY.**

This Data base is the best thing since sliced bread – so give it a try and get that data to us ASAP!



**Chesapeake Bay  
Yacht Clubs  
Association**

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