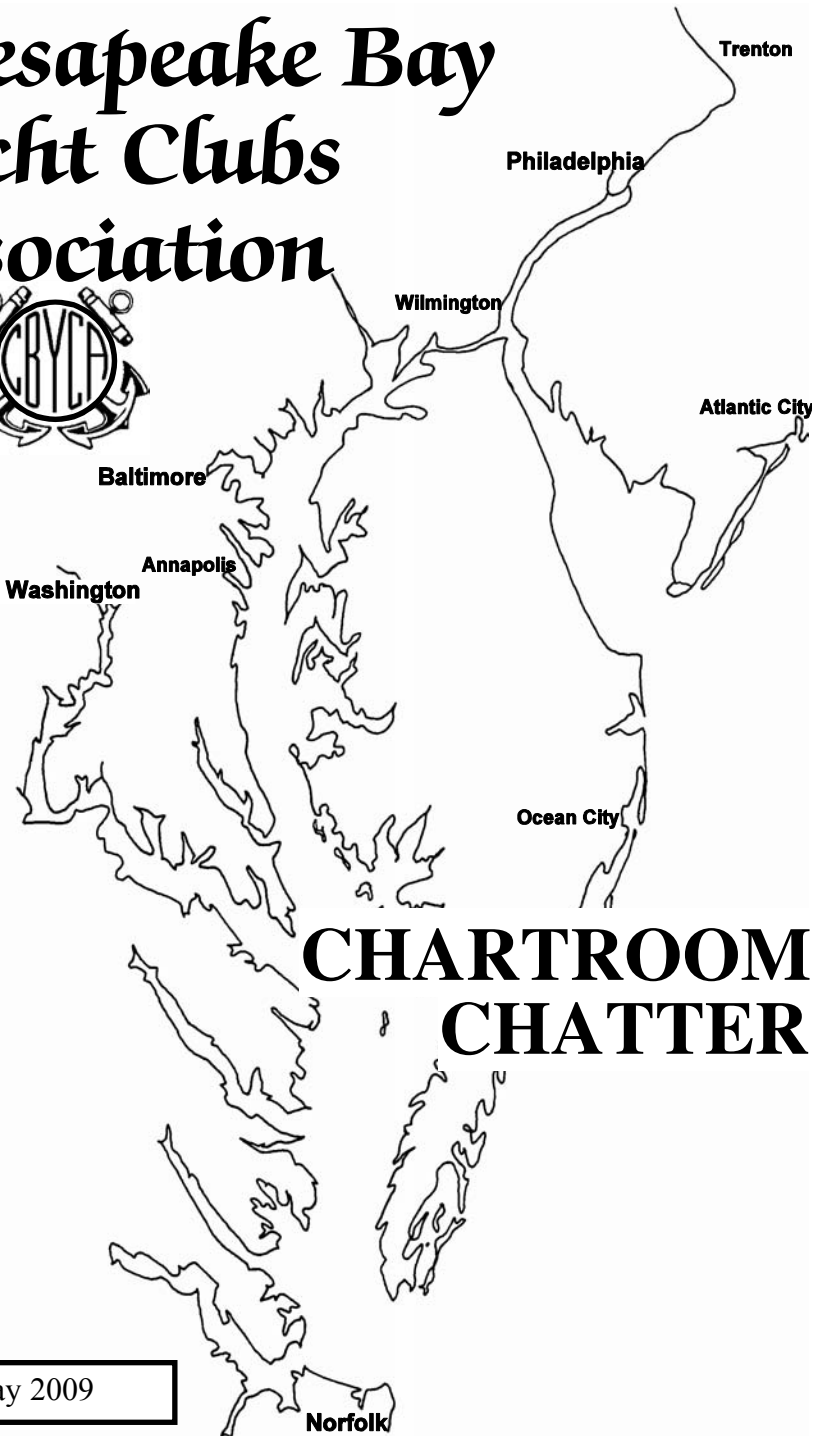


Chesapeake Bay Yacht Clubs Association



CHARTROOM CHATTER

May 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



The April Board and Delegates Meeting was hosted by the North East River Yacht Club. Commodore Jon Fowler of North East welcomed all who attended and the lunch provided by the Club was EXCELLENT. If you have never visited the North East River Yacht Club you should, Clean water, Brand New Floating Piers, friendly members and a beautiful Club House; all make for a wonderful trip. North East is also a good stopping point when traveling to New Jersey or Ocean City by water.

The turn out for the April meeting was fantastic, having 70 plus clubs to show up is a testimony to the importance CBYCA brings to the recreational boater. I would like to thanks all the District Reps for reminding their respective Delegates of this meeting. We had very few books left to deliver. Special thanks to P/C Coles Marsh who took on the responsibility to deliver some books to our friends on the eastern shore.

Speaking of the Roster Book, it turned out Great. I would like to thank all who helped in this endeavor. Many of us do not realize how many behind the scenes people it takes to produce such a fine book. Special Thanks to R/C Kay for the marketing effort she put into making this book the highest revenue producing book ever.

LNG wow this beast just will not go away, one day you read in the paper the project at Sparrows Point is over and the next day you read the project at Sparrows Point is still under way. We need to gather as much information on this as possible and not let our guard down. It has been my experience organizations with lots of money do take the answer NO lightly.

Our next board meeting will be held at the Farragut Sportsmen's Association at 1000 hours. You are always welcome to attend a board meeting.

***"May God grant you always...
A sunbeam to warm you,
A moonbeam to charm you,
A sheltering angel, so nothing can harm you."***

Till next month
Kevin



Vice Commodore's Report

Pam Butler VC@CBYCA.ORG



Thanks go out to the the North East River Yacht Club (NERYC) for hosting the April 18th Board of Directors and Delegates Meeting. It was a great meeting and very well attended. It was the best Delegates attendance in quite awhile. Keep up the good work! Sincere appreciation is also extended to NERYC for allowing CBYCA's Roster Book Committee to utilize their club to prepare the books for Saturday's distribution.

Please mark your calendar. The next CBYCA meeting is a Board Meeting, scheduled for Saturday, May 16th at the Farragut Sportsmen's Association, 1417 North 25th Street, Camden, NJ at 1000 hours. Coffee and refreshments will be available. As we near the meeting date, I will let you know if lunch is available. Please see your Roster Book for directions but if you run into difficulty, you can reach them at (856) 365-9772.

Opening Season is here. Please try to attend other club openings.



Legislative Director's Report

Robert Williams •LD@CBYCA.ORG



I want to thank Commodore Noon and Historian Tom Powers for sending me the article on the suspension of the LNG application permit terminal at Sparrow Point. This suspension is "for now", which brings up the issue of alternative sites. I recently received two large volumes from the FERC. These were the final environmental impact statement reports. These volumes contain several alternative locations for terminals, plus route variations on the pipeline. Some of these locations are; Mittal Steel, just south of the Sparrow Point site, on the same peninsula, also Calvert Cliffs, Greenbury Point, Fishing Point, Swan Creek and Kent Island. The report lists a multitude of reasons why these sites were not chosen. Among the reasons were, extensive dredging, residential areas, and a Nuclear Power Plant. My concern is if one site is totally ruled out, they may re-investigate the other sites. That is why it's important that we all be aware of any LNG activity in your area. I want to thank DSLMD Cecilia Battaglini for her hard work with the additional LNG information in her report.



Rear Commodore's Report

Kay Brawley •RC@CBYCA.ORG



When I began working on the 2009 CBYCA Roster book, the prospect of a successful book, in the worst economy in decades, brought to us a major challenge. When the first invoices went out, and the followup calls, we were faced with:

1. 12 commercial firms who advertised in last year's book, did not repeat, citing economic issues including Boat US, Tidewater, and Prestige Flag, our burgee supplier; and
2. 5 other advertisers downsizing their ads.

I designed an aggressive marketing campaign, with letters, emails, and phone calls, reaching out to marinas, trade associations, and similar commercial businesses who were not currently advertisers. The approach put forth the idea that, in a bad economy, advertising is even more important to an organization's success, and the more prominent the ads, the more success can be realized:

1. 11 new advertisers were located and obtained;
2. the number of \$395 color full page ads increased from 8 to 16; and
3. 3 advertisers increased the size of their ads, such as Lankford Bay from half page Black/White to full page color.

In addition, the CBYCA member clubs really stepped up to the plate. Last year, 59 clubs placed ads. This year we have 71, and several increased their ad size significantly.

Several quality improvements were made in the book, including:

1. Printing the map of member clubs on coated paper, which could support a premium color ad on the reverse. The two new placements brought in top-drawer full color page ads.
2. The traditions and protocol section was relocated to a new reference section in the back, along with other pages on CBYCA matters.
3. Finally, almost \$22 thousand is being raised, over 20% more than any of the last 6 years.

I acknowledged the wonderful support of our entire CBYCA leadership team in last month's issue of this newsletter, and again in the Roster book on page 39. I also want to thank the significant graphic design consultation donation of Dava Snider of Have de Grace, whose ideas contributed to the wow look of the "American flag red" 2009 CBYCA Roster book.



Maryland Legislative Report

Cecilia Battaglini •DSLMD@CBYCA.ORG



Senate Bill 644 Recently Passed expanding the definition of working waterfront to include Marinas and Boatyards.

However, HB 665 that would have allowed for a portion of the WATERWAY IMPROVEMENT FUND to be set aside for the CLEAN MARINA GRANTS was identified as having a negative fiscal note. A victim of the economy worries.

LNG /Sparrows Point Update

The Virginia-based energy company that wants to build a liquefied natural gas terminal at Sparrows Point and a pipeline to Pennsylvania said Tuesday (April 7th) that it will delay required surveys of rare, threatened or endangered plant and animal species until summer. AES Corp won conditional approval of the project in January from the Federal Energy Regulatory Commission contingent on meeting requirements of several federal and state agencies, including the surveys ordered by the US Army Corps of Engineers. The surveys cannot take place until warmer weather, when the animals are active and the plants are in bloom, AES officials said. The corps has agreed to hold the company's application in abeyance until the surveys can be completed, the company said. "Following their completion, the Army Corps of Engineers process will restart at the same point where it left off," said Louanne Kinney, an AES spokeswoman. "This reshuffling will not affect the projects overall schedule."

US Coast Guard Proposes LNG Marine Operations Training Center

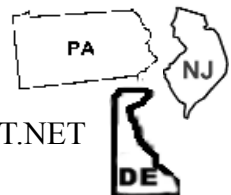
The commandant of the US Coast Guard, will announce tomorrow, plans to establish a Liquefied Gas Carrier National Center of Expertise. The center will be based at the Coast Guard's Marine Safety Unit in Port Arthur and will serve as a training facility for USCG personnel to develop and maintain expertise in cryogenic and compressed gas vessel technology and operations. Phase one of the center will be operational by July 31st.

Warm weather is fast approaching and we's all working on boats or out door refreshing. Have a wonder summer, be careful and have some fun.



Pennsylvania/ New Jersey / Delaware Legislative Report

Art Friedman •ART747@COMCAST.NET



Pennsylvania

PBA /PBASE

On Saturday May 16th (PBA) will hold it's annual meeting at the United States Coast Guard Station, One Washington Avenue, Philadelphia , PA 19147. This will be a combined meeting with PBASE. Coffee will be served at 8:30 am, with the meeting starting at 9 Am. THIS IS AN ELECTION MEETING FOR PBA. COME OUT TO VOTE AND VOLUNTEER FOR AN OFFICE. PBA will have to elect all officers and directors except for Joseph Francano III.

Ship 484

Ship 484 of the Sea Scouts plans a unique presentation that combines a fashion show with boat safety instruction in conjunction with the new Delaware River Day during the Memorial Day weekend. The show scheduled for May 24 at 12 noon, is also a fund raising event for the Ship, which is based at the Delaware River Yacht Club and has more than 20 members ages 14 to 21.

The presentation will utilize a true fashion-show format with male and female models, clad in bathing suits, and children with pets, all walking an actual runway on the South Pier at Penn's Landing. However, each model also will wear a personal floatation device (PFD). As the model walks the runway, an announcer will describe the special features and functions of each PFD, as well as their critical contributions to the safety and survival of boaters in potential trouble.

SB 179 Greenleaf : Amends Lemon Law for boats. This bill has been referred to committee on Senate Consumer Protection & Prof. Licensure

Water bills RE Gov Rendell Nutter proceeds with waterfront plan

Despite severe budget cutbacks that have put many city projects on hold, Philadelphia Mayor Nutter intends to announce at a news conference today that he will authorize \$2 million worth of planning and design work for a recreation trail along the Delaware River, a new park at Pier 11, and a formal master plan for the central waterfront.

The city cobbled together money for the projects by combining a new \$1 million grant from the William Penn Foundation with existing state and city money. The funding will allow the city to hire consultants to prepare a zoning map for the seven-mile stretch of the Delaware waterfront between Oregon and Allegheny Avenues.

In January, the Nutter administration fulfilled the plan's first recommendation by replacing the Penn's Landing Corp. with a new agency that has broader powers, the Delaware River Waterfront Corp.

The Governor's Advisory Council for Hunting, Fishing and Conservation is seeking a qualified candidate to serve as the at-large boating commissioner on the board of the Fish and Boat Commission. Of the 10 seats on the Fish and Boat Commission, two of them are charged with representing boating interests.

Gov.. Rendell will select the final candidate who, upon Senate confirmation, will serve an eight-year term. Commissioners serve without compensation, but do receive travel reimbursement

Doug Austen, Executive Director of the Fish and Boat Commission, updated members of the commission's work since the previous annual report. Austen reported that during 2008, more than 338,000 boats were registered in the state, with an estimated economic impact of \$1.7 billion for the state. Anglers and boaters contribute nearly \$3.4 billion to the Pennsylvania economy each year. Austen provided an update on the commission's work to develop a five-year Strategic Plan by the end of 2009.

(FBC) 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.

Pennsylvania Fish & Boat Commission (FBC) New Boating Rulemaking (All Amendments Past Unanimously)

1. Amendments to Section 53.8 (Boats) and Section 97.1 (Personal Flotation Devices). (a) Occupants of sculls, shells and racing kayaks are required to carry or wear Coast Guard approved personal flotation devices.

The boats shall carry a sufficient number of readily accessible Type I, II, III or [PFDs for the occupants of the shells, sculls or kayaks. This exemption does not apply on Commission and State Park owned or controlled boating waters.]

2. Amendments 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.

3. 105.3 be amended as follows: 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].

4. Amendment to Section 91.5 Parental and Boat Owner: The Commission's current regulations do not include a provision making it unlawful for a boat owner knowingly to allow someone to operate a boat without a boating safety education certificate onboard when the individual is required to have one.

It is unlawful for a parent or guardian of a child 17 years of age or younger knowingly to allow or permit the child to operate a watercraft/ boat.

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.

5. Amendment to Section 101.5 (Confidentiality of Boating Accident Reports). The Commission receives requests from time to time for certified abstracts for specific boating accidents. Staff propose that 101.5. be amended as follows: 101.5. 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. The Commission may charge a reproduction fee of 50¢ per page.

6 Amendment 109.1. Air boats.

Persons operating a type of boat with an airplane-type motor shall comply with the following:

1) When the air propeller is capable of being turned laterally and used as a rudder as well as for propulsion, the propeller shall be completely enclosed with a protective housing. The housing shall be metal tubing or heavy wire, or both.

2) When the boat is steered by a rudder and the propeller is located astern of- behind-the power unit, the propeller shall be housed as follows:(i) It shall be enclosed at least 50% or 80° from the bottom upward, with two parallel curved metal rods or tubes of at least 1/2-inch diameter, the rods or tubes .are to be fastened near the forward end of the engine or power unit, outward and rearward at angle, so that if a person becomes overbalanced and falls backward toward a propeller, the person tends to be deflected away from the propeller.

3) When tractor-type air drive is used, with the propeller located forward of the engine, the entire propeller shall be enclosed by parallel rod or tube housing, the rods or tubes are to be of material and size as previously described in this section. In addition, the 360° housing shall be crossed on the forward side by stout rod or wire sections, placed so that at no point is there an opening greater

than 3 inches, vertically or horizontally, through which a person may by accident thrust a hand or arm. An arrangement of stout rods or tubes, as previously described from a forward point, fanning outward and upward to the rim of the nearer, or forward, of the 360° housing rods or tubes, shall be placed so that a person falling backward tends to be thrown outward and away from the propeller.

4) Regardless of the type of power unit employed, the propeller may not extend horizontally beyond the gunwales of the boat on which it is used.]

7. To be amended §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.

Pennsylvania Fish & Boat Commission

This year, according to Dan Martin Director of PA Boating Access, has seen a decline in new boat registrations. This is a result of the economy, since boats become a "luxury item" in tough economic times.

Pennsylvania has had eight boating fatalities so far this year. That would be the lowest total seen since 1996, if it stands. The average age of the boating accident victims was more than 50 years old.

The Pennsylvania Fish and Boat Commission (PFBC) held its spring quarterly meeting on April 20-21 at the Seven Springs Mountain Resort in Champion, Pa. Items Discussed.

1. Lease of North Bend Access and Hyner Access Properties, Chapman Township, Clinton County
2. Modification of Property Lines/Easement Acquisition at the Epler Access, Bern Township, Berks County
3. Boating Facility Grant update
4. Boating Facility Grant Program: Monroe Township, Shady Nook Boat Launch, Susquehanna River, Snyder County
5. Boating Facility Grant Program: North Branch Land Trust, Property Acquisition, North Branch of the Susquehanna River, Luzerne County
6. Boating Facility Grant Program: Borough of Ohioville, Lock 57 Community Park, Ohio River, Beaver County
7. Boating Facility Grant Program: Luzerne County, Wilkes-Barre Nesbit Park Boat Launch, North Branch of the Susquehanna River, Luzerne County

NEW JERSEY

As of June 1, 2009, all power vessel operators in New Jersey, regardless of date of birth, will be required to possess a boat safety certificate.- Out-of-state residents are not exempt; however, the law states that an out-of-State resident who is at least 16 years of age and who will be in this State for less than 90 days may operate a power vessel on the waters of the State of New Jersey if they possess a boat safety certificate issued by their state of residence, or if they possess written proof of successful completion of a boat safety course approved by another state, the National Association of State Boating Law Administrators(N.A.S.B.L.A.) or the United States Coast Guard.

At a DRYL Meeting NJ State Police Marine Unit Trooper Brown Stated:

SUPPORT CBYCA ROSTER BOOK ADVERTISERS

The Delaware River was described as a common highway for Pa & NJ boaters. Pa boaters have to follow Pa laws on the river - NJ boaters have to follow NJ laws on the river. HOWEVER once PA boaters travel up creeks into NJ waters or NJ boaters travel up into PA waters they must follow that states laws.

NJ requires ALL NJ resident that boat on non tidal waters to have an endorsement on their drivers license (DL) - again this is for NON TIDAL WATERS - to get this they have to have a Safe Boating Cert. and pay an fee to have their DL endorsed. All NJ Resident are required to have a Boating Safety Certificate - just because you have the BOAT endorsement on your DL does not mean you are OK - that is not acceptable for Tidal Waters.

NJ requires that ALL NJ RESIDENTS take a course given by an instructor that is approved by the state of NJ. You can take an opt-out test until June 1, 2009

Not all NASBLA Courses are acceptable for NJ residents - it depends on whether the course giver is a NJ state approved course giver. Before you agree to sign up for a course make sure the giver is state approved - you can call the Marine Unit to find out.

DELAWARE

In addition to the federal PFD carriage requirements, Delaware has the following requirements for wearing a PFD:

- Children 12 years old and younger must wear a USCG-approved Type , II, III or V PFD at all times while on any boat except when the child is below deck or in an enclosed cabin or when the boat is moored or at anchor.
- Every person on board a personal watercraft (PWC) must wear a Coast Guard approved Type I, II, III or V PFD. Inflatable PFDs are not intended for use on PWCs.
- Any person being towed behind a vessel must wear a Coast Guard approved Type I, II, III or V PFD. Inflatable PFDs are not intended for use while participating in tow sports or other high impact sports.

Mandatory Education and Age Requirements:

All operators born on or after January 1, 1978, must have completed a boating course approved by the DNREC. Proof of boater education (a state-issued card or NASBLA-approved certificate) is required to be carried aboard during operation.

No one under the age of 14 may operate a PWC under any conditions. A person 14 or 15 years of age, in possession of a boating safety certificate may operate a PWC only if under direct adult supervision. Those operators 16 years of age or older, who hold a boating safety certificate, may operate a PWC without restrictions.

Out of State Boats

If you live in another state and operate your vessel on Delaware waters for more than sixty days in a calendar year, you will need the boating certificate.



National Boating Federation
Earl Waesche • ewaesche@comcast.net
Legislative Director



Proposed Legislation Would Have Major Impact on Boating

H.R. 860, the Coral Reef Conservation Act Reauthorization and Enhancement Amendments of 2009, adds regulatory authority to Government

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