Purpose

The Chesapeake Bay Yacht Clubs Association (CBYCA) is an association of yacht clubs, boating clubs, and marine associations located throughout the Chesapeake Bay and Delaware Bay regions and the District of Columbia. It is composed of dedicated volunteers who communicate, inform, and work with legislatures and others to ensure members’ voices in each of the five states and District of Columbia are heard. Its purpose is to represent the interest of recreational boating at the national, state, and local levels of government, and to promote boating safety and education of its members and the general public.

For more information visit the CBYCA web page at [www.cbyca.org](http://www.cbyca.org) or contact: Commodore@CBYCA.org

Chesapeake Bay Yacht Clubs Association does not distribute its mailing list.

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*Founding member club burgees (l to r): Baltimore Yacht Club, Boumi Shrine Yacht Club, Bush River Yacht Club, and Maryland Yacht Club.*
# 2020 Meeting Schedule

## BOARD OF GOVERNORS MEETINGS

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
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<tbody>
<tr>
<td>January 25, 2020</td>
<td>9:30 am</td>
<td>Prince William Yacht Club</td>
</tr>
<tr>
<td>February 15, 2020</td>
<td>9:30 am</td>
<td>Bush River Yacht Club</td>
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<tr>
<td>March 21, 2020</td>
<td>9:30 am</td>
<td>Capitol Yacht Club</td>
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<tr>
<td>April 18, 2020</td>
<td>9:30 am</td>
<td>Virtual Meeting</td>
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<tr>
<td>May 16, 2020</td>
<td>9:30 am</td>
<td>Virtual Meeting</td>
</tr>
<tr>
<td>August 22, 2020</td>
<td>9:30 am</td>
<td>Red Eye Yacht Club</td>
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<tr>
<td>September 19, 2020</td>
<td>9:30 am</td>
<td>Miles River Yacht Club</td>
</tr>
<tr>
<td><strong>October 17, 2020</strong></td>
<td><strong>10:00 am</strong></td>
<td><strong>Delaware River Yacht</strong></td>
</tr>
<tr>
<td>November 21, 2020</td>
<td>9:30 am</td>
<td>Following Commodore’s Ball (to be held at Delta Hotels by Marriott, Hunt Valley, MD)*</td>
</tr>
<tr>
<td>December 13, 2020</td>
<td>10:00 am</td>
<td>Baltimore Yacht Club</td>
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</tbody>
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## DELEGATES MEETINGS

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
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<tbody>
<tr>
<td>February 15, 2020</td>
<td>10:00 am</td>
<td>Bush River Yacht Club</td>
</tr>
<tr>
<td>April 18, 2020</td>
<td>10:00 am</td>
<td>Virtual Meeting</td>
</tr>
<tr>
<td>August 22, 2020</td>
<td>10:00 am</td>
<td>Red Eye Yacht Club</td>
</tr>
<tr>
<td>November 21, 2020</td>
<td>10:00 am</td>
<td>Baltimore Yacht Club (Change of Watch)</td>
</tr>
</tbody>
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*Gift exchange*
2021 Elected Slate of Officers and Nominating Committee

As required by the CBYCA by laws, the following names were presented to the Delegates by the Chesapeake Bay Yacht Clubs Association 2020 Nominating Committee chaired by IP/C Mile Gaff.

The election was held at the August 2020 meeting at Red Eye Yacht Club.

**Board of Governors**

- **Commodore**: Dan Killeen, Maryland Yacht Club
- **Vice Commodore**: Donna Ferron, Blue Marsh Sailing Association
- **Rear Commodore**: Thomas Yanni, Middle River Yacht Club
- **Qualifications Officer**: Robert Naylor, Raccoon Creek Boat Club
- **Secretary**: Derrick Cogburn, Seafarers YC of Annapolis
- **Treasurer**: Penny Rhine, Miles River Yacht Club
- **Director of Legislation**: Timothy Abel, Prince William Yacht Club

**Directors of State Legislation**

- **Maryland**: David Thomas, Fells Point Yacht Club
- **Virginia**: Timothy Abel, Prince William Yacht Club
- **Pennsylvania/Delaware**: Chris Schenck, Susquehanna Yacht Club
- **New Jersey**: Dorothy Noderer, Delaware River Yacht Club
- **District of Columbia**: Howard Gasaway, Sr, Chesapeake Cruiser Assn.

- **Director of Federal Legislation**: Earl Waesche, Corinthian Yacht Club
- **Safety & Education**: Nicholas Noderer, Delaware River Yacht Club

**District Representatives**

- **A – New Jersey**: Nicholas Noderer, Delaware River Yacht Club
- **B – Philadelphia**: James Morrissey, Anchor Yacht Club
- **C – Phil/Upper Bay**: Robert Tuck, Red Eye Yacht Club
- **D – North Baltimore**: Michael Gaff, Red Eye Yacht Club
- **E – Balt. /South Balt.**: Rose Marie Killeen, Maryland Yacht Club
- **F – Eastern Shore North**: Donna Ferron, Blue Marsh Sailing Association
- **G – Eastern Shore South**: Karla Cavanaugh, Chesapeake Bay Power. Assoc.
- **H – Annapolis Area**: Robert Naylor, Raccoon Creek Boat Club
2021 slate of officers continued:

I – Solomons/S. MD  Ransey Adkins, Chesapeake Yacht Club
J – Washington/DC  Harlie Spencer, District Yacht Club
K – VA/Mid Potomac  Joe Livingston, Westmoreland Yachting Assn.
L – VA/S. of 301  Gene Schenck, Bodkin Yacht Club

2020-2021 Nominating Committee
Nominating Committee Chair IP/C Mike Gaff, Red Eye YC
Tom Kenavan 2019-2020, Aquia Harbour YC P/C
Bob Parsons 2019-2020, Bush River YC P/C
Fred Levitan 2019-2020, Middle River YC
Joe Vislocky 2020-2021, Baltimore YC
Eric Boyd 2020-2021, Pleasant YC
Gene Schenck 2020-2021, Bodkin YC
Hello Everyone-
What an amazing month we have had and it looks as though the weather will stay beautiful for a couple more weeks yet! I first want to thank all of you who sent me and my family cards, flowers and well wishes as my family suffered the loss of a husband, father, uncle, grandpa who is my Dad. We had a wonderful ceremony with locally stationed Marines who folded the American Flag and handed it to my mother. To those who sent money, I am also grateful. My Dad's favorite charity is Wounded Warriors and we donated that money to them in his name from friends.

As we wind down the boating season, more and more people are gathering to create new memories and catching up from the time we missed while protecting ourselves from the unknown. I have been out and about and have seen many but not as many as I'd like too, and soon that should change.

I have also received many calls and texts because I have disappeared from Facebook. Well, it wasn't my choosing, it was a decision by Facebook as we get closer to the election. I urge everyone to vote. It doesn't matter your party affiliation, what matters is that you have a voice and it is your constitutional right to be heard... so get out and VOTE!

Have a blessed month and I look forward to seeing you out and about.

CBYCA would like to thank Miles River Yacht Club for hosting our 19th September BOG meeting. Shown right, Commodore Kyle Gray presenting the framed burgee showing our 103 member clubs and partner clubs to MRYC Treasurer, Penny Rhine.
It’s all in the details isn’t it?

Winterization can be burdensome depending on your experience, your vessel and the tools/supplies required. Now you add to it you’re basically shutting down for around 6 months and it’s damn depressing. Now what do you do when your boat is not an escape option?

Well....

One thing you could do is come to the CBYCA Commodore’s Ball on 12 December at the Delta Hotel by Marriott in Hunt Valley and celebrate the Opening Day and your clubs’ ball you couldn’t have at OUR ball. Bring your officers; announce your shiny new bridge; take pictures; eat, drink, dance and make merry! We’re ready for you. Invitations will be to you shortly. Check your mailbox and emails. I’ve been told not to give away everything, but I’ll provide some insight. The food - we just had a food tasting and everything they gave us was spectacular (and that includes the veggie stuff). Music will be by a DJ who says he is going to play what you ask him to. Health stuff - masks and distancing based on the rules in place on 12 December. Meals will be served to you at your table as will any condiments. Nothing will be on the table that forces you to share/touch. You will be served your roll. You will be served your salad dressing. As I write this, I hear some of you “Will they also wipe...” BE NICE!!

As I said earlier, it’s all about the details.

Now back to winterization.

It sucks.

The end.
Save The Date
Chesapeake Bay Yacht Clubs Association
2020 Commodore’s Ball
A Million Dreams...
Make Some of Them Yours!
Delta Hotels by Marriott
245 Shawan Road
Hunt Valley, MD 21031
December 12, 2020
6:00-11:30 p.m.
Music Provided by Good Vibrations
Menu:
(being served at the table)
Chicken Piccata & Boneless Beef Ribs
Rice Pilaf, Mixed Grilled Vegetables
Classic Caesar Salad
Vegetable Lasagna
OR
Mixed Grilled Vegetables
Classic Caesar Salad
AND
New York Cheesecake with Raspberry Sauce OR Chocolate Cake
The year 2020 is turning out to be one for the history books.

In the sailing world I have friends and fellow sailing club members who are full or part time cruisers and who were outside of the United States when the pandemic began. They couldn’t get off their boats in other countries, couldn’t return home for months. Dreams went haywire. Plans were adjusted. Some made the most of what they had learned living a voluntary spartan cruising lifestyle, others returned to land and family and purchased a home as soon as they could, happily returning to being part-time sailors.

I belong to three boating clubs. One club only has one membership meeting per year during a typical year so only the sailing events were postponed. The other two fully embraced Zoom meetings. One club arranged to have members provide presentations after general membership business was completed. We learned about a member’s southern Chesapeake Bay and Canadian sailing charter vacation as well as about gravity railroads in the northeastern Pennsylvania area. My other club meets by Zoom every other Thursday just to give members a chance to check in and say hi! There’s no club business being done, just glasses of wine or cocktails, sailing stories, and chit chat. One member was able to join as they worked their way back home from the Caribbean and had adventures to share. I look forward to the virtual get togethers. We’re seeing each other and talking more now than we did when we were able to raft up pre-pandemic.

I also belong to the US Coast Guard Auxiliary. I taught two classes (weather and radio communications) via Zoom and had more students attend than would have been able to if we’d met in person. I loved it. The Coast Guard allowed the proctored exams to be open book.

In all cases there were adjustments that had to be made to maintain business as near to usual as possible. I hope CBYCA can also embrace change and look towards a “new” normal with grace and respect.

In the meantime, John and I look forward to the 2020 Commodore’s Ball celebrating incoming Commodore Dan Killeen’s new role. By December we’ll be ready for a relaxing event.

The professional sports have an abbreviated season so you might as well meander over to the CBYCA.org website and check out the new forum area that went live this summer thanks to Robert Naylor’s hard work. Once state governments start up again (if they haven’t already)
you'll be ready to post issues that you feel strongly about and that you want CBYCA to work on. Poke around. Robert will be around to fix anything that gets broken.

Stay safe. Stay healthy.

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Robert ‘Bubba’ Tuck  
Commodore of the Veterans Yacht Club  
CBYCA’s District Representative for District C  
drc@cbyca.org

Last month, Veterans Yacht Club Association gave a total of $2,300.00 to the Loch Raven VA In-Patient Center. We gave each Veteran $10.00 and a $10.00 gift card from Chick fil-A to the workers at the Center as a token of appreciation for the hard work they do each and every day for the Vets. We included a note with the gift cards to the workers.

We also had a raffle of a queen size quilt. This year, the ladies down in Florida who makes the quilts for the veterans at the VA Center made two larger quilts. The largest quilt had pictures of the bomb shell girls from WWII on the outside edges of the quilt. This quilt was really beautiful and was won by Past Commodore Joe Kalista of Veterans Yacht Club. The second quilt was bought by Commodore Kyle Gray of CBYCA. I am hoping everyone enjoys this fall weather that we are now experiencing.
Chaplain’s Message
Anna Davis
Chaplain@cbyca.org

Get Well Wishes To:

**2019 First Lady Stephanie Gaff** has been a bit under the weather lately. Thinking of you and get well wishes can be sent to her at 657 Kingston Road, Middle River, MD 21220.

**District J Representative Harlie Spencer** is recovering from spinal surgery. Thinking of you and get well wishes can be sent to him at 8302 Donoghue Drive, New Carrollton, MD 20784.

I am aware of several of our fellow yacht club members or their family members who are dealing with various health issues, but do not want it to be known by all.

Please keep Stephanie, Harlie and all the others in your thoughts and prayers especially during these difficult days.

Take the time to reach out to someone you know who is alone either with a phone call, a card, a text, or an email both of you will feel better because of it.

Remember, if you or a loved one is ill or has passed away and you would like your yacht club family to know, please email me at chaplain@cbyca.org or call 410-544-6950. Take Care and Be Safe,

**Thought for the Month**

JUST A REMINDER

In case your mind is playing tricks on you today:

You matter. You’re important. You’re loved.

And your presence on this earth makes a difference,

whether you see it or not.

tinybuddha.com
Newsworthy item from our partner at DRYL:

Please share this with your boating members if you take your boats through the Marcus Hook area.

A SUBMERGED OBJECT HAS BEEN REPORTED AT APPROXIMATELY 39 48.59 NORTH LATITUDE, 075 24.45 WEST LONGITUDE. WATER DEPTH IN THE AREA MAY BE REDUCED TO 33.1 FEET AT MEAN LOW LOW WATER. OBJECT WAS REPORTED APPROXIMATELY 100 FEET WEST OF CHANNEL CENTER LINE. MARINERS ARE ADVISED TO PROCEED WITH EXTREME CAUTION WHEN TRANSITING THE AREA.

NOTE: We have been notified that the object has moved whether on its own, we are not certain. But it is no longer located as reported above.
The leaves are turning here in West Virginia and the temperatures are dropping into the low 40s at night. Unfortunately, this means our prime boating season for this year is coming to an end.

While we start preparing our boats for the upcoming winter weather, I’d like to suggest an often-overlooked item that will make your boat safer; and might make your spring preparations a little easier and quicker. Our through hulls and shut off valves are a key component of our boating systems whether they are for an engine, generator, air conditioner, head, refrigerator, etc. Check the through hulls themselves for cracks and corrosion and ensure the shut off valves work freely. Also take a moment to look at the associated hoses while you’re crawling around your bilge. If the valves are hard to move, or if you haven’t lubed the valves in the past couple of years, make the effort to clean and lube the moving parts and seals. If you’re storing your boat on the hard this is a relatively simple task. If you’re leaving your boat in the water it’s a little more complicated, and you’ll need some plugs, but it can still be done. I have an older boat and my shutoffs do not have zerk (grease) fittings. As such, I take the valves apart, clean and inspect the surfaces and seals, and use Forespar Mare Lube (https://www.forespar.com/products/marelon-lubricant-marelube-valve.shtml) to lube the valves. If you have a 2016 or newer boat with Groco valves your job is a lot easier since the valves likely have zerk (grease) fittings. If you have a valve made before 2016 with a drain plug, you may be able to add a zerk fitting. Groco offers a valve lube grease with marine growth inhibitors (https://www.groco.net/products/valves-seacocks/accessories/ulube-grease) and all you need is a standard grease gun to inject it into the valve (ensure the valve is in the open position prior to doing so). If you’re retrofitting a valve, make sure you use grease compatible with your valve.

It’s also time for our annual Commodores’ Balls honoring our incoming Commodores. The decision to hold a major event this year is made much more difficult by the COVID restrictions many of us face. As you all know the restrictions vary by state and often by county, and the decisions related to Balls are both significant and difficult. As we navigate through these uncertain times, I want to take the opportunity to wish each of you, and especially our new Commodores and leadership teams, success and best wishes as you steer through what will likely be turbulent waters. All of us standing together can make the job much easier. I encourage everyone to support your new leadership, ask what you can do to help, and keep focused on the many joys and blessings that come with being part of our individual clubs and associations as well as the overall boating community.

Remember to be smart, stay safe, and enjoy the changing seasons.
CBYCA Legislative team has been watching and providing input from the boating perspective for several years on two large projects: The Chesapeake Bay Watershed Act, and the Potomac River Long Bridge Project, which upgrades the existing bridge crossing the Potomac near the 14th Street bridge.

We are finally seeing action on both issues.

Concerning the Chesapeake Bay Watershed Act, Virginia Attorney General Mark R. Herring announced that he has filed suit against the Environmental Protection Agency (EPA) over its failure to protect the Chesapeake Bay. Attorney General Herring joins Delaware Attorney General Kathy Jennings, Maryland Attorney General Brian Frosh, District of Columbia Attorney General Karl Racine, and the Anne Arundel County, Maryland, in suing the EPA for allegedly abandoning its responsibility to ensure that certain states (primarily New York and Pennsylvania) uphold their terms under the Chesapeake Bay Watershed Agreement to reduce their pollution levels to restore local waters and the Bay in the allotted timeframe. The complaint highlights that the “EPA’s actions threaten the Total Maximum Daily Load (TMDL) process, the future restoration and health of the Bay, and the livelihoods of the millions who use the Bay as a multi-purpose resource.” The Chesapeake Bay Foundation has filed a similar lawsuit coinciding with Virginia, Delaware, Maryland and the District of Columbia.

Concerning the Long Bridge Project, with the state budget in tatters and commuter levels at record lows, now might hardly seem the right moment for Virginia to embark upon a $1.9 billion rail project. However, the recent conclusion of the Long Bridge’s environmental impact study has cleared the way for the commonwealth to do just that.

The plan to add a second set of tracks to the 116 year-old rail crossing between D.C. and Virginia will allow the state to realize the full potential of the $3.7 billion deal with CSX Governor Ralph Northam struck last December. The importance of the Long Bridge to the region’s and even the nation’s economy is hard to overstate. Were this century-old crossing of the Potomac to fail, the next closest north-south rail connection is 68 miles away in Harpers Ferry, West Virginia. Once the brand new Long Bridge is finally complete in 2028, the capacity of this linchpin piece of infrastructure will be doubled, thereby creating new possibilities of D.C. to RVA high speed rail, expanded Virginia Rail Express commuter service and increased freight from the Port of Virginia.
October's here today with gorgeous weather!

This October, for the first time in many years, will not feature an "All Hands Party" put on by the Fells Point Yacht Club for the crews of the schooners participating in the Great Chesapeake Schooner Race since the race has been cancelled.

The 442nd 90-day session of the Maryland General Assembly is due to start in some fashion on January 13th, 2021, after an upended session in mid-March.

I am asked: "What's going to happen? I don't see much in the paper".

My longer answer at this point is that 90 or 180 days is a long time. With an election year over in just over a month, a lot may happen by or during January. Or not. Then there is so much that may happen--or not--aside from and beyond the election process. Hard to know where we'll be on the first anniversary of the upended session last year, and which this year again will be just at the session's "crossover date" (a mid-March deadline that usually tells you something about a bill's viability).

My shorter answer is that my crystal ball went cloudy and is staying cloudy. It's not even clear if the legislative session will start virtually, mostly virtually, partly virtually, or not at all virtually at this point.

I do have some news however:

In August 2018, I attended the meeting of the Chesapeake Executive Committee at the Maritime Museum in Fells Point. What I did not mention in this column at the time, was that Jim Tierney was New York's representative from the New York State Department of Environment and Conservation. He indicated that New York tested the water from the two rivers it has in the Chesapeake watershed at the point they enter Pennsylvania, and that the testing shows that there's nothing wrong with the water when it leaves New York.

However, just recently, the Chesapeake Bay Foundation, the Maryland Waterman's Association, Anne Arundel County Maryland, and two Virginia farmers joined together in a lawsuit. The purpose was seeking to vacate the approval of what they contend were the facially deficient Phase III Water Improvement Plans of both New York and Pennsylvania as to the nutrient retention and water quality goals of the 2014 Chesapeake Bay Agreement and the Total Maximum Daily Loads to be achieved by 2025 & such.
One of the bottom lines here is that, as to sediment, nitrogen and phosphorous, the notion or conclusion that New York's contribution to the woes of the Chesapeake is negligible is going to be litigated.

The other is that the 2025 goals that I reported in this column as being described at the 2018 meeting as on track and secure are very much now in doubt. I remember in the elevator on the way out after the conference that there were folks who had come from EPA's regional III office in Philadelphia who were going to go back to Philadelphia. I expressed my personal great concern that the 2025 deadline would fall to the side, like all the prior deadlines, in part because I still could not see the enforcement mechanism.

One looked hurt that I would (even?) say this sort of thing, another pointed out to me that my concerns were not well placed, assuring me that he knew better: "Nope, this deadline is for real".

I mentioned that it seemed to me that the only consequence--and by that I meant the only enforcement mechanism--in the past of not meeting a deadline was a "new" deadline. Has this dynamic now become an incentive not to hustle to meet a deadline? The lesson being that only a new deadline will result.

I felt like the lad who was pleading for Pete Rose to say, "it wasn't so".

At this point the front door of the building was reached, and, and ... I was hoping Fells Point would beckon to them, or that something would be hit back over the net to me in reply, but alas, I was only able to bid them a safe trip back up Interstate 95.

I do truly remain open to any ideas as to what, beyond a new deadline (or commonly, a whole new series of even more, broken down deadlines), might be tried in these types of cases. The basic problem I see is that it is hard to impose fines or whatnot on a place for being tardy with a cleanup that they invariably explain as being due to a lack of funds: doesn't making them pay a zillion bucks, and especially with the deadline still unmet, simply make an already bad situation worse? Also, who pays the zillion bucks? At least in this case (unlike the sewage woes of Baltimore) it isn't the very taxpayer/rate payers who already are unable to fish, swim, or go sailing in recreational quality water. After all, the folks in New York say that they are simply fine and that there is "no" problem. And, yes, I realize this is an especially tough discussion to try to have these already punishing days.

Takeaway: "An environmental deadline begets even more kinds, styles and types of deadlines about the original deadline".

I'll keep ya posted.

P.S. It's not the battery--my crystal ball is the battery free model.
There are not many bills regarding boating currently active in New Jersey. There are several that have been re-introduced this year that are carry-overs from years past. They have never been acted upon.

**Bill Assembly No. 1498** is regarding the use of Personal Watercraft and states as follows:

A person shall not operate a Personal Watercraft on the waters of this state between sunset and sunrise or during any time of restricted visibility as determined by an officer of the Marine Service Bureau, a Division of the State Police.

Operating a PWC in the confines of the Point Pleasant Canal, in Ocean County or the Cape May Canal, in Cape May County, above the minimum headway speed within 100 feet of:

- Buoys or signs that mark the boundaries of a swimming area
- The shoreline
- Any person in the water or
- Residential dwelling units
- In such a manner to make the vessel airborne within 100 feet of another vessel.

- The provisions of this section shall not apply to any of the following persons while in actual performance of their official duties:
  - a law enforcement officer,
  - a member of a paid, part-paid or volunteer fire department,
  - a member of the state, county or municipal beach patrol or a
  - person trained and certified or licensed to provide emergency medical care, whether on a paid or volunteer basis.
Pennsylvania and Delaware Legislative Reports
Chris Schenck
dslpade@cbyca.org

Pennsylvania and Delaware

The U.S. Coast Guard seeks input from YOU on shallow waterways less than 12 feet deep. The study will collect information from boaters and others in order to determine navigational needs and requirements of those of us who operate our boats in shallower waters. The survey closes November 1, 2020. Click on the link to learn more and access the survey.

Carbon monoxide can kill you. Read this story about an Oklahoma family who enjoyed a day of boating on a lake before discovering that their son had fallen off the back of the boat as they attempted to pull the boat out of the water.

Emails were sent September 26th to Philadelphia and other Pennsylvania clubs concerning a Coast Guard notice of a submerged object in the Marcus Hook area of the Delaware River, the DNREC will hold a virtual public hearing September 29th concerning a new container port proposed for the Delaware River, a display of “improper characteristics” by the Kinkora Lower Range light, BOAT U.S. notice concerning a fishing line recycling contest, and the Chesapeake Bay Magazine 2020 Best of the Bay photo contest.

Emails were sent September 26th to Delaware clubs letting them know that the Coast Guard has issued a notice that the Seaford Bridge has been repaired and is back in operation, DNREC request for input on Delaware’s Climate Action Plan, BOAT U.S. notice concerning a fishing line recycling contest, and the Chesapeake Bay Magazine 2020 Best of the Bay photo contest.

PA Legislation

HB 2764 permits Small Games of Chance (SGOC) licensees to conduct games online during the COVID-19 pandemic. Since many license holders are finding it difficult to keep finances healthy without fundraisers, online games have become popular. This bill proposes statutory language to allow SGOC licensees to conduct online games as well as conduct online transactions during the duration of the COVID-19 emergency declaration. No movement has occurred since early August.

DE Legislation

Nothing new among Delaware’s legislators. Refer to your September 26th emails for more information on the items listed at the beginning of this report.
The U.S. Coast Guard Posted Its Strategic Plan 2018-2022: It provides the framework for a Ready, Relevant, and Responsive plan. To this end, the Coast Guard seeks to address America’s most complex maritime challenges across the full spectrum of maritime operations. The leading priorities are: Maximize Readiness Today & Tomorrow, Address the Nations Complex Maritime Challenges, and Deliver Mission Excellence Anytime, Anywhere.

The Coast Guard is on the front lines of our Nation’s effort to protect the American people, our homeland, and our way of life. We are a unique instrument of national power with specialized and adaptive capability across the full spectrum of maritime activities. As challenges to our national security and global influence grow more complex, the need for a Ready, Relevant, and Responsive Coast Guard has never been greater.

This Strategic Plan supports the Department of Homeland Security (DHS) and the National Security Strategy (NSS) to ensure a safe, secure, and prosperous homeland. The lines of effort in this plan emphasize our need to invest in Service readiness while fine-tuning mission execution and operational support to meet the needs of the Nation.

The Endangered Species Act: Congressman Anthony Brown thanked me and the National Boating Federation (NBF) for contacting him about the importance of protecting the Endangered Species Act. He stated in his letter to NBF “The Endangered Species Act (ESA) is the key piece of legislation protecting fish, plants, and wildlife in the United States and was signed into law by President Nixon in 1973 to protect species that are considered to be threatened or endangered. These protections also extend to their habitats. The ESA is a tremendously effective and popular law, having prevented the extinction of 99 percent of the species it protects – including the bald eagle, grizzly bear, alligator, and humpback whale.”

The U.S. Coast Guard has awarded 27 competitive grants totaling more than $3.8 million for Recreational Boating Safety: Ten national nonprofit organizations received funding in 2020 through the National Recreational Boating Safety Program. The purpose of the National Recreational Boating Safety Program is to reduce the number of accidents, injuries, and deaths on America’s waterways and to provide a safe, enjoyable experience for the boating public.

The program also encourages greater nonprofit organization participation and uniformity throughout the nation in boating safety efforts. It is funded through the U.S. Coast Guard via the Federal Sport Fishing Restoration and Boating Trust Fund. More information can be found on the Boating Safety Division’s website here...
Susquehanna Yacht Club Puts Solo Sailing to a Good Use!

Chris Schenck

According to SYC Commodore Scott Martin

The fleet racing that typically occurs at the Susquehanna Yacht Club has been impeded this year, just as everywhere else, due to safety concerns with the Corona virus. The close quarters sailing experienced on Lightnings and Flying Scots was felt to be too dangerous by most crew (from a health perspective) in which to participate. That did not stop the diehard sailors among them, though, from adapting to the situation presented and continue sailing on smaller, single-handed vessels in which physical distancing was possible. They have shifted gears (and boats) and taken to the water in Sunfish and Lasers on a weekly basis as a newly organized event. As many as 13 craft have been competitively rounding the marks in unsanctioned, unofficial races on Friday evenings. These fun races have provided a much needed outlet on the water from the rigors of daily life in a pandemic world and also allowed the captains to maintain their 'skippering' skills through an otherwise dormant racing season. It has been so well received it likely will survive the virus and continue as a 'new norm' fleet racing venue! Sail On!

Is anyone interested in forming Sunfish fleets for traveling to other clubs to visit and compete? Use your CBYCA Roster Issue to contact other clubs!
Bodkin Yacht Club’s Covid-Acceptable Sailing Experience

Chris Schenck

Three avid Bodkin Yacht Club sailors are giving sailing and power club members an opportunity to learn to sail a Sunfish. Led by Captain Gordon Learn, P/C John Kittka, and Captain Drew Brown, “The Sunfish Brothers” have acquired three Sunfish sailboats at their own expense that they can use to show why the sailors do what they do. According to BYC P/C Gene Schenck, “Give us a break.... certainly there must be some joy in sailing... why else would anyone choose to travel around the Bay at 6 knots or less.”

Social Distancing is easily observed when only one person is on the little Sunfish!