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 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.*
BOARD OF GOVERNORS MEETINGS

January 25, 2020  9:30 am  Prince William Yacht Club
February 15, 2020  9:30 am  Bush River Yacht Club
March 14, 2020   **9:30 am**  **Crescent Yacht Club**
April 18, 2020  9:30 am  Maryland Yacht Club
May 16, 2020  9:30 am  Seafarers Yacht Club Annapolis
August 22, 2020  9:30 am  Red Eye Yacht Club
September 19, 2020  9:30 am  Miles River Yacht Club
October 17, 2020  9:30 am  Delaware River Yacht Club
November 21, 2020  9:30 am  Baltimore Yacht Club
December 13, 2020  **TBD**  Following Commodore’s Ball

DELEGATES MEETINGS*

February 15, 2020  10:00 am  Bush River Yacht Club
April 18, 2020  10:00 am  Maryland Yacht Club (Book Distribution)
August 22, 2020  10:00 am  Red Eye Yacht Club**
November 21, 2020  10:00 am  Baltimore Yacht Club** (Change of Watch)

*Lunch will be offered for a nominal cost.
Greetings Fellow Bay Lovers!

Today I was thinking about the Chesapeake waterways and the pride our fellow boaters express when talking about good times shared throughout the year. One word doesn’t sum it up, terms such as exciting, tranquil, scary, surreal, amazing are always used when describing different experiences... oh and “hold my beer, watch this”! Hahaha, It’s ok to laugh, all of us have a story to tell. So keep having fun, keep enjoying the freedom on the Bay and always, always keep in mind the health of the Bay. Please acknowledge those who strive daily to make a difference, shake their hand, look in their eyes, smile and say thank you! And where possible, volunteer some of your valuable time to protect our valuable treasure.

Having said that, CBYCA spends countless hours studying legislation and safety concerns affecting both the Chesapeake Bay, Delware Bay, and surrounding areas; we share this information with our members and we contact local, state and federal leaders when their actions don’t align with yours. Last year we took it a step further with the 2019 Commodores’ Summit. Round table sessions where leaders of reciprocal clubs gathered, shared their strengths and weaknesses in order to strengthen all clubs internally and externally. We do it out of pride, love, comradery, all of which is a valuable treasure to us... and I want to take this moment to personally ask for your support. Our Roster Book is soon to go to print, if you haven’t placed an ad or signed up to be a Patron there isn’t much time, contact me as soon as possible and we will share your message with the 175,000 members of CBYCA. We need your support. Our plans this year include creating upcoming webinars, scale our digital platform, and put together this year’s Mastermind convention called the 2020 Summit. Let me thank you in advance!

CBYCA Commodore Kyle Gray thanks Bush River Yacht Club Commodore Dave Pearce for hosting the February CBYCA BOG and Delegates meetings.
Board of Governor Position Changes

Please join us in welcoming Anna Davis as CBYCA’s newest appointee. Anna will be taking over as Chaplain from PC Pam Butler who has served honorably in this role for many, many years and needs time right now to focus on family and health.

We thank PC Pam Butler for all she has done for CBYCA thus far, she is a true leader and well respected by CBYCA members and throughout the yacht and boating club community.

Nick Noderer has accepted the position of Director of Safety and Education following the resignation of Tom Costello. Both Anna and Nick have hit the ground running forming a seamless transition. The formal appointment of Nick and Anna will occur at CBYCA’s next Board of Governor’s meeting to be held at Crescent Yacht Club, Baltimore, MD.

In addition, Robert Tuck is now the District Representative C (Pennsylvania and Upper Bay) and IPC Mike Gaff is the new District Representative E (Baltimore and south of Baltimore).
Vice Commodore’s Message
Dan Killeen
vc@cbyca.org

Just a Health Check!

While we at CBYCA are doing all we can to support you, our member clubs, we are, at times very stretched in our ability to accomplish the myriad of tasks for which we charge ourselves and could really use your help.

When clubs join us, we ask that you assign a Delegate and an Alternate Delegate that will attend the four Delegates meetings per year so that they can report your club’s needs and convey back to you all that we are doing to support those needs. Many of you have gone through your Change of Watch and I am asking that you use that opportunity to ensure you have Delegates that go to the four meetings and report back to you, otherwise our ability to keep you informed and for us to have knowledge of your issues becomes extremely limited at best. Your club might want to think about inserting a CBYCA Delegates Report as part of your agenda so you are assured of getting the latest news and updates. On our end, the Delegates are always provided an opportunity to speak on your club’s behalf. This two-way communication is essential to our mutual success.

CBYCA has undergone many changes in the past two years to make interacting with us easier than it ever has been in the past and we’re not done yet! But we need your spirit of volunteerism. For those of you who attended the Summit, we told you as honestly as we could that we don’t have all the answers; we don’t own the Silver Bullet. The answers to how we restructure our finances, how can we increase membership will come from conversations from our 100+ member clubs that have corrected their financial position; that have put practices in place to increase membership. But if you don’t show up and talk about it, your fellow clubs will never know.

Nominations for CBYCA Board of Governors are now underway. This is your opportunity to have even greater impact on an organization whose sole purpose is to support you. Bridge positions require a prior 2 year service in a Board position, but the greater Board of Governors positions (District Reps, Directors and Chairpersons of our various teams and committees) require no previous service on the Board OR you can always become a member of one of our teams or committees at anytime to give you a view to a position you may wish to occupy in the future.
All the above has been a lead in to this – CBYCA Annual Summit Part Duex!

Yep, at your request, we’re going to do it again if it all works out. As you read this, we are in contact with clubs that might be willing to host us and I am hopeful we will be able to announce our host at our next meeting. If your club is interested, just let me know at vc@cbyea.org. As a reminder, we told you that once we did the first Summit, the clubs would define what the future of the Summit would look like. You all stated in the Exit Survey that you would be willing to pay $25 - $35 to support the cost and we may take you up on that just to cover the food and beverages. I’m also looking to shorten the overall length of the Summit. This year’s Summit will be more informal as a Q and A on defining a Value Proposition, obtaining grant monies, presentation by willing clubs to discuss lessons learned in the areas of restructuring finances and driving new membership. Again, this is where all of you come in. We’re looking for clubs that are willing to discuss in full transparency the activities they have done or are doing to increase their level of success of going into the future in stronger position than they’ve been in the past. There is no “secret sauce” you need to protect. We’re all in this together. I’ll do my best to keep you all informed of how it’s going, but it would be nice to speak to your Delegates at the meetings so they can keep you up-to-date as well (sorry, couldn’t help myself).

The Roster Book is underway. Please submit your request for an ad to let the world know you’re out there or a $20 Patron ad just to show your support at rosteredition@cbyea.org. The funds from the Roster Book support all our efforts. Remember to update your club information so it is reflected correctly in the Roster Book this year. You can contact Tom Yanni at qo@cbyea.org to give you a hand, if needed.

It’s also dues time and many of you have already responded to our Treasurer, Penny Rhine and I thank you greatly for your continued support. If you have any questions, you can contact Penny at treasurer@cbyea.org.

More to come. Stay tuned.

Get your calendars marked and your dancing shoes ready for the **2020 Commodores Ball on 12 December.** We are researching multiple venues so stay tuned for updates in future newsletters!
Rear Commodore’s Message
Donna R. Ferron
rc@cbyca.org

Club contact updates are coming in fast and furious as I write this. Thank you very much for making sure your club information is accurate.

A bonus of being more involved with the Roster Book this year is how many of the boating clubs’ members I have talked to. Whether on the phone helping with the contact update email, making sure ads are submitted, or in person at the meetings, it has been a pleasure meeting new people. I encourage all of you to attend the CBYCA Delegates meetings and get to know other clubs’ members. The meetings are a chance to talk amongst yourselves face to face and share club challenges and successes. It’s a chance to talk about your club’s facilities and what your club has to offer. It’s a chance to enjoy the facilities of the host clubs. Consider the meetings an extension of the 2019 Commodores’ Summit that so successfully got all of you who attended talking! Don’t let that happen just once a year because CBYCA is YOUR organization and we are here to help facilitate fellowship and communication amongst all of you.

We have seen some hard working CBYCA board members leave this year. We’ve seen people step up to fill the gaps who I’m sure will be successful. All of us on the bridge encourage new people to throw in your hats to become bridge officers, to become District Representatives, to volunteer skills and time even if you don’t want to be an officer.

Chesapeake Bay Yacht Clubs Association needs people to continue its current momentum into the future. If you have leadership, IT, organizational, and any other skill that could help the organization, please consider volunteering your time.

Finally, THANK YOU to all the clubs and businesses who purchased ads. THANK YOU to all of the individuals who purchased ads and Patron ads. If you have not submitted an ad, there is still time. Not much time, but time. Please consider doing so.
Bob Parsons, 2012 P/C of CBYCA and P/C Charlestown YC, fell out of bed during the CCC Ball weekend in Ocean City. He suffers from sleep apnea and was wearing his CPAP mask at the time. He was taken to the hospital for tests and was sent home to see his doctor who referred him to a Neurosurgeon for numbness in arms and hands. After seeing the Neurosurgeon, Bob will be having spinal surgery on March 19th at St. Joseph Hospital. They will be putting in 5 pins and a rod. He’s to be in the hospital for 2-3 days; then a neck brace for 6-8 weeks, slowly increasing his activities.

Thinking of you and get well wishes can be sent to Bob at 2950 Sunderland Ct., Abingdon, MD 21009.

Dottie Noderer, Director NJ State Legislation and Supply Officer for CBYCA, member Delaware River YC, has been suffering with severe vertigo. Recently, she took two bad falls and is now suffering with painful back injuries. Update – per Dottie “The vertigo has finally resolved but now just dealing with the weakness that comes from not moving for 6 weeks!! “ per email received 2/20/2020.

Get Well Wishes can be sent to: 16 Church Road, Elkins Park, PA 19027

Nick Noderer, P/C Delaware River YC, Treasurer of same, and Acting Safety and Education Director for CBYCA, has been diagnosed with stenosis of the back and recently had an epidural for the pain. He may need surgery in the future.

Get Well Wishes can be sent to: 16 Church Road, Elkins Park, PA 19027

CHAPLAIN’S THOUGHT FOR THE DAY

May our days be filled with laughter and love
May our lives overflow with fulfillment and satisfaction
May God give us a song for our hearts, peace for our souls
And many years of good health to our lives. Amen

(unknown)
The first signs of spring are here which means that boating season is just around the corner. I hope you all have functional, or soon to be ready, boats that you’re looking forward to enjoying for another season of fun and fellowship with your boating families.

There may be some new people visiting your clubs this summer as CBYCA membership continues to grow. My home club, Middle River Yacht Club, is always happy to host visitors and guests, and many of our CBYCA member clubs are very gracious and accommodating for those out exploring the Chesapeake and Delaware Bays and related tributaries. The new “Find a Club” map (below) on the CBYCA website is very useful for finding a club and getting contact information. Give it a try at: [http://www.cbyca.org/find-a-club-map/](http://www.cbyca.org/find-a-club-map/). If you click on the anchor icons you’ll see a pop-up window with all pertinent club information. A big “Thank You” to Tom Costello for making this possible.

In the last year we’ve welcomed BSA Sea Scouts as a Partner Organization (PO) and have added about half a dozen clubs. We welcome Delaware River Silver and Gold (PO), Philadelphia Yacht Club, Seafarers Yacht Club of Annapolis, Westmorland Yachting Association, and welcome back Chesapeake Bay Power Boat Association, Sue Haven Yacht Club, and Y Knot Yacht Club. We are currently in the process of contacting additional clubs that have expressed an interest in CBYCA. If you’re a member of a club interested in learning more about CBYCA please give me a call or send me an email at [QO@CBYCA.org](mailto:QO@CBYCA.org).

I am sometimes asked “What benefit do I get from my CBYCA membership?” I can assure you that CBYCA works hard to provide value in many ways. The recent activity and support of issues surrounding a proposed tax increase in Prince William County, VA highlight the impact CBYCA brings to the political process. Our Legislative Directive, Tim Abel, provides the details in his update. It is certainly worth your time to read it. If you’d like a CBYCA “I Boat I Vote” bumper sticker let me know and I’ll get one to you through your club’s Delegate or through the mail.

Looking forward to seeing you on the water and around the Bays this summer.
Taxation without Representation: It is OVER! The Board of Supervisors heard the boaters loud and clear.

On February 18, 2020, during budget talks, the Prince William Board of Supervisors added a proposed Personal Property tax on boats and boat trailers of $3.70 per $100.00 of current value. This would be an annual assessment. That means that a boat valued at $100,000.00 would incur a tax of $3,700.00 annually.

This same tax was successfully eliminated in 1999. Prior to elimination of the tax, many Prince William County boaters moved their boats outside of the county for the winter, with most going to Maryland. This resulted in local marinas losing money for slip fees, winterization and repairs. Elimination of the tax not only restored the lost fees during winter but brought many boaters into the county from outside areas.

As the proposed 2020 tax came out, the boating community started making plans. The marine dealers and other marine businesses quickly organized. Email alerts went out to all boaters.

Hearing of the tax, many boaters were reluctant to renew slip fee contracts and new boat contracts were put on hold. With the boating industry suffering from a downturn over the last few years, the marinas have been struggling. Most marina owners suggested that if the tax were reinstated, they would be put out of business within three years. Boaters started asking what they could do to help get rid of the new tax.

The Supervisors had no idea what was in store for them. In three days, the boating community came together and barraged the county officials with letters, emails, phone calls, social media and personal visits. Close to one half of County slip holders live outside of Prince William County. They travel from surrounding counties and even other states to enjoy property-tax free boating in Prince William County. With the imposition of the new tax, most of those boaters would likely move their boats to Maryland and pay the one-time fee, costing Prince William County and Virginia a tremendous loss in ancillary revenue.

On Saturday, February 2nd, the boating community packed the board chambers for a budget meeting with a county staff member. The boating community filled most of the chamber. The number of boaters in attendance let the county know the fight was on.

On Tuesday, February 25th, at 7:30, there was a Board of Supervisors meeting scheduled primarily to discuss the county animal shelter. The boaters filled the chambers to standing room
With the Board of Supervisors’ chambers filled to capacity and many more boaters in the lobby watching on monitors, the Board changed their agenda for the meeting and put the boat taxes first. The Chairwoman announced that the boat personal property tax will be advertised at 0.00001 - returning to the current rate.

The boaters in the chamber maintained their dignity and clapped politely. The crowds in the lobby weren’t to be contained and erupted with slightly less decorum.

There were about ten minutes more of procedural discussion by the Board and it was over. This seven day campaign of emails, phone calls, personal meetings and a barrage of social media was the fastest and most effective Grassroots effort I have ever seen. With the combined effort of the boat dealers, CBYCA, PRYCA, PWYC, OYC and the rest of the boating family in Prince William County, we prevailed!

Hello all--sock burning day is just around the corner!

Today (Feb. 18th), the largest owner of recreational boats in the country--by far--The Boy Scouts of America, declared bankruptcy. There had been talk of this since they hired bankruptcy lawyers in late 2018. As a person with some two dozen years in the program that I remember fondly, I am sad.

I hope it gives the Scouts a good and fresh start. I have personally speculated if the Scout’s reluctance in partnering with CBYCA’s efforts to support the Sea Scouts may have been influenced by this looming issue of bankruptcy: A desire not to complicate or entangle in some way a new partner the massive paperwork and such that is involved.

Let’s all hope for better times, hey?
Maryland Legislative Report continued...

Moving on to the Maryland Legislative report, I have short and good news:

The abandoned boat legislation, SB 219 & HB 143 which the CBYCA was on hand to support, looks to sail through the legislature unopposed. Hats off to Sam Weaver and Karen Wynn: their slide show of their Back River clean-up activity was compelling. Kudos also to Sue Zellers and the Maryland Association of Marine Trades for good assistance and support. This is an area that will truly benefit from this legislative attention.

And yes, the Scouts--the same folks I just mentioned at the beginning of this column--were involved in the clean up activity of the Back River significantly: they were part of the effort of the Maryland Waterways Foundation, volunteer work that was promoted, organized and quarter-backed by Sam and Karen, to remove well over a million pounds of debris as well as more than a Baker’s dozen of abandoned and derelict boats. Some of those boats were not small and required heavy equipment with an operating engineer; some had been “in place” for over a quarter century!

The Small Yacht Club Class C license for Anne Arundel County, SB 239 & HB 554 similarly look to be adopted, and with good practical benefit. Thanks here go to Senator Reilly and Delegate Bartlett and CBYCA’s own Past Commodore Joe Hellner. (Joe is out in the Midwest snowmobiling as I write this--I know we will all be will be interested to hear of the “ethanol-in-the-fuel” situation that was encountered out there. Not to mention if this was a Youuper vs. Troll experience, as every inquiring mind would want to know, of course).

Two last quick items, as to Delaware and DC as touched on at our Bush River Board meeting:

HB 244 in Delaware was pulled from committee consideration just before our January meeting in Occoquan as it turns out because the obstacles may be more administrative than legislative as to ethanol free fuel at marinas in Sussex County, Delaware.

I called the Washington D.C. Police Harbor Patrol in reference to flare guns and signal cannons in the District of Columbia navigable waters. This is the agency that gives the safe boating course and certificate for the District. And, yes, they do get the “Is a flare gun a ‘firearm’? “ in reference to the strict handgun legislation of the District type of question pretty much every time they give the safety course. The answer is “no”: it is not a firearm or handgun. It is instead perfectly lawful to have on the boat and to use for its intended purpose as a distress signalling devise. Likewise, the signal cannon customarily used at regattas for sailboat races is a signaling devise that is permitted and lawfully used in District waters for such events.

That’s all for now--get those socks ready!
Boating while intoxicated (BWI) could impact your driver’s license. According to the U.S. Coast Guard’s website, 14 states already tie boating under the influence to a person’s driver’s license as well.

Assembly woman Carrie Woerner, D-Saratoga Springs, N.Y., recently introduced A9068 to amend the state’s Navigation Law to suspend the driver’s license following a conviction for boating while intoxicated. Judges would be given the discretion to suspend a motor vehicle registration for a boating while intoxicated conviction as well.

Alaska: BWI can result in suspension or revocation of the driver’s license.

California: A BWI conviction can lead to a driver’s license suspension or revocation.

Hawaii: The judge has discretion because Hawaii state law considers a boat a vehicle.

Louisiana: BWI affects driver’s insurance and license.

Massachusetts: Repeated violations can result in suspension or revocation.

Minnesota: Penalties for BWI can affect license up to and including loss of the person’s motor vehicle.

New Jersey: As mentioned previously results in the suspension of boating and driving privileges.

Oregon: Any combination of four BWI or DUI convictions leads to a felony charge.

Texas and Utah: Both allow BWI charges to impact the driver’s license.

Wait until you return to the dock/marina before you pop that cap!!
Pennsylvania and Delaware

PA Legislation

The Pennsylvania Fish and Boat Commission presented its 2019 Annual Report to the House Fish and Game Committee March 2nd. I attended and listened carefully for BOAT information. There was a lot of Fish information.

Boaters must be doing well at handling boating activities and problems because, according to Executive Director Tim Schaeffer, the commission receives lots of questions and comments about the concerns of anglers. Boater concerns were not cited!

The new Fish Boat PA app provides information on things such as fish stocking and boating regulations. It is reported to be very popular and easily accessible!

The 2019 Boating Accident Analysis indicates that of the 57 reported accidents in 2019, the most common type of accident was capsizing. Director Schaeffer says the commission strongly urges all boaters to wear their pdfs! Check the previous link for specific information on types of accidents, locations, fatalities, and causes. Overall, 2019 was safer than 2018!

DE Legislation

HB 244, a bill we have been ready to watch since it was introduced last June and Assigned to Economic Development/Banking/Insurance & Commerce Committee in House seems to have disappeared. This bill would have allowed marinas in Sussex County to sell gasoline that does not contain ethanol.

SB 164 was introduced 2 days before HB 244. A similar bill dealing with ethanol free gas, SB 164 has also disappeared. Purchasing safe gas in Delaware for your boat or garden equipment does not seem to be a priority.

A search online for annual reports similar to the two discussed above for Pennsylvania turned up no leads! DNREC Newsroom and DNREC Fish and Wildlife Natural Resources Police Blotter publish some interesting news weekly, but seem to have no published annual reports on boating accidents and incidents. If anyone has any leads to finding annual reports, please let me know at dslpade@cbyca.org.
The Senate Passes the Save Our Seas Act 2.0: Congress voted unanimously to pass legislation that addresses the global marine debris crisis. The Act (S.1982/ H.R. 2969) would create a federal marine debris foundation, establish a “genius prize” to encourage development of solutions for pollution, and launch federal studies into marine debris.

Last year, Congress authorized the National Oceanic and Atmospheric Administration’s Marine Debris Program through 2022 at $10 million annually. Save our Seas 2.0 builds upon the original version, improving the response to marine debris by incentivizing international engagement and strengthening domestic infrastructure to prevent debris.

According to the United Nations, 8 million metric tons of plastic bottles, straws, bags, fishing gear and abandoned vessels are dumped into the ocean annually. The debris harms coastal economies, endangers marine life, proliferates the spread of invasive species and creates hazardous conditions for boaters. The Save Our Seas 2.0 is the most comprehensive marine-debris legislation ever to pass by Congress. The Senate’s resounding support for this bill is another sign that the federal government is ready to take serious steps to address a challenge that impacts our coastal communities, many of them in Alaska.

The Safe Harbors for Our Recreation Economy Act (SHORE Act): Congress introduced legislation that ensures critical water infrastructure projects are funded on an equitable, sustainable, and needs-based system. NBF has signed up to become a cosponsor for this Act. The SHORE Act would require the U.S. Army Corps of Engineers (USACE) and the Office of Management and Budget (OMB) to account for recreation-based economic impacts in cost-benefit analysis procedures used to prioritize funding for harbor maintenance, intracoastal, and inland waterways projects.

Led by boating and fishing, outdoor recreation is one of the fastest growing segments of the economy – generating $778 billion in annual economic output and supporting 5.2 million American jobs – and the SHORE Act will help industry continue to power national and local economies well into the future and insure recreation-based water infrastructure projects across the country receive the attention and funding they need and deserve.
The SHORE Act would do the following to help ensure the maintenance needs of recreation-based harbors and waterways:

- Directing the USACE and OMB to account for recreation-based considerations in cost-benefit analysis procedures for harbor maintenance, intracoastal, and inland waterways projects. This ensures the economic benefits of recreation are considered as part of the project authorization process.

- Improve transparency and consistency in how recreation is accounted in project prioritization procedures by requiring USACE and OMB to report to Congress on how they have executed provisions of the SHORE Act and issue recommendations for establishing a uniform calculation for recreation-based economic benefits.

Congress Holds Hearings on Water Infrastructure: A U.S. House of Representatives Subcommittee on Water Resources and Environment kicked off the second session of the 116th Congress with a hearing on proposals for the Water Resources Development Act (WRDA) of 2020. WRDA is a significant legislative package that sets federal water resources infrastructure policy and provides federal approval for civil works projects in our nation’s waterways and harbors. WRDA traditionally runs on a two-year reauthorization schedule and will be due for authorization in 2020. Subcommittee Ranking Member Bruce Westerman (R-AR) conveyed the cruciality of USACE work for constructing and reinforcing infrastructure projects that are vital for outdoor recreation. During the hearing, subcommittee members heard testimony from R.D. James, Assistant Secretary of the Army Civil Works, and Lieutenant General Todd Semonite, USACE Chief of Engineers and Commanding General on their priorities for WRDA 2020.

While WRDA is largely geared towards commercial activity and U.S. Army Corps of Engineers (ACOE) flood control efforts, some lobbyists are working with key elected officials to include language in the bill that would ensure recreation’s economic impact is considered when determining which projects to prioritize.

Properly dredged federal channels are essential to providing critical access points for marinas and coastal communities where businesses depend on marine recreation-based economic activity. Recreation is not currently accounted for as an economic benefit when USACE and the Office of Management and Budget OMB determine project prioritization. As Congress continues debating WRDA, lobbyists are calling on policymakers to reform water resources legislation processes and policy in a way that recognizes and energizes outdoor recreation.

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**New in 2020!**

*Pay your member club dues and Roster Book ads securely by credit card. See the ad form and your dues letter for the links.*
It’s more than lip gloss and eye shadow

It may have started out as a beauty pageant, but the Queen of the Chesapeake (QOTC) has evolved into much, much more. You may ask, ‘How did this come about or what’s the purpose of the Queen’s Pageant?’ I’m going to try to show the rigorous work and effort these bright young ladies go through in an effort to shed light on their chosen charities. It’s a huge part of forming who they become later in life. It’s also an opportunity for their community to financially support their education.

The Pageant has a 70-year tradition of grace and formal processes. Contestants are judged on essays, interviews with the judges, their commitments as princesses, their achievements, their poise and presentation and involvement in their schools and community. But what gets us to this point?

Each boating or yacht club sets its own requirements and standards for their Princess. The number of Princesses is set by the number of those who wish to be involved. Once the club has their Princess, they formally request to become part of the Pageant. In order to participate in the Queen’s Court and the Pageant, the Princess must be between 15-19 years of age on the day of the Pageant. The Princesses are all held to the Code of Conduct no matter the size of the club they represent.

Actually, the Queen of the Chesapeake Pageant began quite differently from the way we know it today. A fashion and beauty show was held at Maryland Yacht Club’s Opening Day in 1939. Skipping ahead, in 1946, Commodore Buettner chose Mae Wonder to be the Maryland Yacht Club “Color Girl” in the same manner as the Naval Academy in Annapolis. The next year (1947), Betty Rhine was the “Color Girl”. In the 1950 Queen’s Pageant, when Charlotte Ann Phillips of Cambridge was chosen, two of the judges were a mother and daughter team on a radio talk show called “Eve and Laurie” who interviewed all of the contestants on radio as part of the selection process.

Currently, there are six judges for the QOTC; three judges for the interviews which take place the week before the Pageant Day, three judges for Pageant Day and three tabulators who total the numbers from all the judges. Judges are invited by the Queen of the Chesapeake Committee, volunteers & professionals from the boating community and the community at large, having no set tenure. The Committee is made up of four teams • Operations – Runs pageant day • Outreach – Interacts with the community • Support – Works with the Princesses directly • Scholarship – Responsible for Scholarship funding and distribution.

In coming articles, I’ll showcase the 2020 Princesses, their chosen charities, their activities in representing their clubs and their work in the greater community. There are events that are open to the boating and yachting communities. The Queen of the Chesapeake Scholarship Fund Raiser on 21 March at Eastern Yacht Club is just around the corner. It’s a Chinese auction, a Silent auction, a Bull Roast and only $50 per person. All proceeds from this exciting event go towards the Queens Scholarship Fund. Please check Eastern Yacht Club website or Community Yacht Club Forum https://www.facebook.com/groups/redeyeyachtclub/ for more details and POC.

Submitted by Rose Marie Killeen, Maryland Yacht Club and Everything’s Rosie