Chesapeake Bay Yacht Clubs Association

CHARTROOM CHATTER

April 2020

CBYCA, THE BOATER’S VOICE
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

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<thead>
<tr>
<th>Date</th>
<th>Time</th>
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<tbody>
<tr>
<td>January 25, 2020</td>
<td>9:30 am</td>
<td>Prince William Yacht Club</td>
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<tr>
<td>February 15, 2020</td>
<td>9:30 am</td>
<td>Bush River Yacht Club</td>
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<td>March 14, 2020</td>
<td>9:30 am</td>
<td>Crescent Yacht Club</td>
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<tr>
<td><strong>April 18, 2020</strong></td>
<td><strong>9:30 am</strong></td>
<td><strong>Virtual Meeting</strong></td>
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<tr>
<td>May 16, 2020</td>
<td>9:30 am</td>
<td>Seafarers Yacht Club Annapolis</td>
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<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>
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<tr>
<td>October 17, 2020</td>
<td>9:30 am</td>
<td>Delaware River Yacht Club</td>
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<tr>
<td>November 21, 2020</td>
<td>9:30 am</td>
<td>Baltimore Yacht Club</td>
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<tr>
<td>December 13, 2020</td>
<td>TBD</td>
<td>Following Commodore’s Ball</td>
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## Delegates Meetings*

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<tr>
<td>February 15, 2020</td>
<td>10:00 am</td>
<td>Bush River Yacht Club</td>
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<tr>
<td><strong>April 18, 2020</strong></td>
<td><strong>10:00 am</strong></td>
<td><strong>Virtual Meeting</strong></td>
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<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**</td>
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* Lunch will be offered for a nominal cost.
To all those who follow CBYCA and to all those who support our efforts to keep legislation and safety education current, I want to thank you for being one of our members.

This past month has been filled with a lot of activity. Our Board, District Reps, Past Commodores and Directors of State Legislation banded together to help squash a recreational tax in Virginia, which if passed, could have trickled into other states causing an economic slowdown on the shores of our waterways and possibly hurting all club memberships. But that didn’t happen, the boaters voice was heard and the legislation for tax increase was laid to rest.

In other news, Corona virus is the term we are hearing hourly. From my understanding all clubs have been closed due to this outbreak and while it pains all of us, the measure of keeping crowds to a minimum is beneficial for all. When all this blows over, our economy, our clubs and our spirit of boating will explode with excitement and we will prosper in every way. I have the pleasure and opportunity to speak and meet with Commodores around the Bay and it may not be a surprise but clubs have cancelled their Openings and many others are thinking they will need to do the same.

Upon greater discussion with a group of Commodores on a video chat, the two hurdles with moving forward with openings is the lack of time it would take to set up events properly but the bigger question is wondering when the social distancing limitations will be lifted and even if they are lifted it was discussed many of us may not put as much attention into other club openings mainly due to the loss of time to enjoy the water. Many clubs may still have openings for their members only, when all is well, but the Commodores were in unison to say every club will be attended by groups of officers and their members during chosen events each club may be having before years end.

The plan was to meet at Maryland Yacht Club in April to distribute our annual roster books but at this point that will not happen. Board members have been brainstorming diligently to decide the logistics of getting these books into your hands and no matter what it takes, you have supported us and we will follow through. I’m excited about this roster book, a lot of time and energy, new ads and new sponsors, along with new club members and new articles, this book has made us very proud.

I wish health and wellness to you and your loved ones, I look forward to seeing you on the water.
The following was provided to Commodore Gray by Michael R. Simonsen, Boating Stakeholder Coordinator, Fishing and Boating Services, Maryland Department of Natural Resources

The FAQ page has been updated with a few additional points about boating (at the very bottom): https://news.maryland.gov/dnr/2020/03/31/frequently-asked-questions-about-governor-hogans-stay-at-home-order/

Here is some more guidance received from “up the chain”:

Regarding delivery of boats: Marinas and marine transport businesses can deliver boats to the boat owner’s homes or boat slip.

(Moving a boat from a marina or boatyard to your home dock or boat slip is allowed. Just not general recreational boating. We realize that this time of year a lot of people are de-winterizing their boats.)

Regarding people traveling through/in Maryland waters: There are no orders at this time limiting travel through Maryland by boat. However, if travelers were in close contact with others out of state, we are urging them to avoid close contact with others in Maryland and self-monitor for symptoms. If any symptoms develop, they should self-quarantine and contact a health care provider. We are also urging travelers to follow CDC guidance on domestic travel which can be found here: https://www.cdc.gov/coronavirus/2019-ncov/travelers/travel-in-the-us.html

There is no safer place, than staying at home! If having to get out on the water, please make sure to wear a Personal Flotation Device (PFD), the water temperature in the Chesapeake Bay is currently only 51.8 degrees fahrenheit.
Rosie and I are feeling very graced in that we remain well and active within our home and both of us hope and pray that all of you are equally blessed. These days are not easy to digest and can be very stressful. Rosie and I are just taking it a day at a time, doing what we can, where we can.

Right now, I’m working on this year’s Summit. The Bridge of Seafarers Yacht Club of Annapolis have graciously offered their facilities. The Summit will be held in the Fall, with a specific date coming within the next few weeks. Presently, it is a matter of coordinating guest speakers with the dates offered by Seafarers. As soon as we can get that date locked down, I will get the word out.

Per your requests from the first Summit, we will be shortening the hours from 8 hours to 6 hours. There will be a light fare breakfast (coffee, tea, juices, doughnuts/Danish kind of thing) and a lunch of sodas, juices and something like the sliders we had before. Breakfast and lunch will need to be catered so we are going to have a minimal $35 charge. That is the amount you all told us would be amenable to you in the Exit Survey last October.

To vacate any rumors still running around, there will be a CBYCA Commodore’s Ball. Set aside the date of 12 December 2020. There will be food. There will be dancing and... there will be alcohol. Rosie has taken charge of this on my behalf, so you should assume it will be an event that is just as wonderful as she is. Like the Summit, things are falling into place, but not final. So again, as soon as it’s locked down, we’ll get the word out.

Given the state of awareness regarding the Coronavirus outbreak, the meeting and it’s logistics has become VERY fluid and subject to and very likely will change. As most of you know, this is the meeting where we distribute the 2020 Annual Chartroom Chatter Roster Book. We are already looking at various alternatives for distribution should our ability to physically come together become unachievable.

A lot of moving parts here so stay in touch; visit the website – www.cbyca.org; visit our Facebook page to keep engaged.

In the meantime, do all you can to stay well. If being cloistered starts taking it’s toll on your psyche, reach out to your family, friends and dock mates. We all want the same thing - for this thing to be over so we can go boating, have a beer and tell stories.

Be well and know ALL of you are in our prayers.
Save The Date
Chesapeake Bay Yacht Clubs Association
Commodore’s Ball
A Million Dreams
December 12, 2020
6:00-11:30 p.m.
We can do this.

We’re experiencing an extraordinary event. Boaters are resilient. When I get frustrated I remind myself that I spent weeks on a sailboat crossing the Atlantic. If I can do that, I can stay at home without whining. Maybe a little wine, however. My garden should look spectacular this year and my dog has walked more often and farther than she ever has before.

CBYCA is resilient. We’re finding ways to stay connected as a group by using conference calls, online meetings, and our 2020 roster book in a new format.

The CBYCA Board of Governors has one successful remote meeting under its belt. We got through it. We weren’t in the same room (or state for that matter), each had to provide his or her own tea and pastries, the Rear Commodore did not get her promised chocolate croissant, and a few who shall remain nameless were introduced to the mute function, otherwise it was business as usual.

The 18 April Board of Governors and Delegates meetings will be held using Zoom. Zoom meetings can be accessed via an internet browser or Android and iOS apps. I’ll send the meeting invitation a few days before the meeting so you don’t have to hunt for it through your emails. You will be required to register using the link provided in the initial email. It’s easy. Click the registration link and the log in details and phone access numbers (if you don’t have access to a computer or tablet) will be immediately sent to you. No password required.

The hard copy of the 2020 roster book will not be distributed until the first meeting after the stay-at-home directives are lifted in each state. The cost of mailing 1,630 books is prohibitive. On the day of the April meeting a PDF version and an ePub e-book file format version will be posted to the website. We were asked about providing electronic copies so we’re moving up the timeline on that.

THANK YOU to all the clubs who updated their roster information, to the volunteers who helped with the roster book, and to everyone who purchased ads and Patron ads.

Stay safe and I wish you all well.
P/C and Past Chaplain Pam Butler sadly reports that her niece had a massive heart attack and was not expected to recover. Her family spent the last couple days at her bedside to say their goodbyes. P/C Butler’s niece was an organ donor.

If we are searching for the ultimate “TRUTH” of the matter, we may be failing to appreciate that there are multiple ways of perceiving the same situation and that people think, feel, and react differently.

Conflicting wants and different perceptions of the world do not mean that one party is “RIGHT” and the other is “WRONG”.

DANCE OF ANGER – Harriet Lerner
As Acting Director, Safety and Education I have one simple message to pass along: **STAY HOME!!!**

I know we all want to get out on the water and enjoy our boats, but now isn’t the time. If we hunker down and follow the Government’s guidelines we’ll get through this. I’ve seen several posts about boating during this pandemic. They look nice, but you’re still putting yourself and others that you come in contact with at risk. There’s still going to be a lot of boating for us in the coming months. Use this time to plan your summer cruise.

The following was posted on the website of the National Weather Service:

The National Weather Service (NWS) is soliciting comments on a proposal to change Small Craft Advisory to Small Craft Warning through May 24, 2020.

Through May 24, 2020, the NWS is soliciting specific feedback on the proposal to change a Small Craft Advisory product to a Small Craft Warning product, including the headlines. The NWS is considering a major change to the Watch, Warning, and Advisory (WWA) system. For information on this and other proposed changes see:

[https://www.weather.gov/hazardsimplification/](https://www.weather.gov/hazardsimplification/)

As part of the proposed new system, NWS would remove the terms “Advisory,” “Special Weather Statement,” and “NOWcast” as headlines and streamline all sub-Watch and sub-Warning information into a single, plain language statement, with a few exceptions. One exception to this change includes the marine Small Craft Advisory (SCA) product.
Well, it happened; Spring is finally here. It says so on my calendar and the early flowers are starting to bloom. Several of my dedicated friends have their boats polished and in the water, and I’ve seen a few pictures on social media of couples out enjoying the Bay. Summer will be here soon. I’m not sure what impact the current pandemic will have on traditional yacht club events. Only time will tell, but I believe it’s still possible to enjoy boating and our Beautiful Bay and Rivers.

Of course, how we enjoy boating will be different this year; but still possible unless you’re in an area with a total lock down. Groups of friends on a single boat or rafting up in a cove with several boats won’t be responsible behavior, likely until late summer. If our medical community doesn’t find an effective anti-viral drug we might all be under a shelter in place order at some point which would severely impact recreational boating. However, when it’s allowed and appropriate going out with your significant other and immediate family to enjoy a day of boating is likely safer than going to the store. Get out your fishing poles, enjoy a sunset, or just take the opportunity to get outside into the fresh air and sunshine. I guarantee that taking advantage of your ability to safely and responsibly enjoy boating will make the whole social isolation situation more tolerable.

I don’t know if you’ll see them this summer, but CBYCA has been working with Sea Scouts, Boy Scouts of America, for about a year. Sea Scouts are officially a Partner organization of CBYCA, and eligible for reciprocity, as available, at your individual clubs and facilities. Sea Scouts have existed for over 100 years, are co-ed, and have from the beginning “promoted better citizenship and improved members’ boating skills through instruction and practice in water safety, boating skills, outdoor, social, service experiences, and knowledge of our maritime heritage.” (https://www.scouting.org/programs/sea-scouts/). Sea Scouts are a part of our nation’s boating history, present, and future. As such I encourage each of you and your Clubs to offer them any assistance or logistical support you can.

The Sea Scouts have published a set of Standards for the use of CBYCA Member Clubs and Facilities. Please take a look at the Sea Scout Program at the link above and the Standards Sea Scouts will be using when visiting.

Best Wishes for an Enjoyable and Safe Boating Season.
Chesapeake Bay Yacht Clubs Association and Sea Scout Standards

In early 2019 the Chesapeake Bay Yacht Clubs Association (CBYCA) granted Partner Status to all Sea Scout Ships operating in the Chesapeake Bay and other waterways including geographical locations in Maryland, Virginia, Pennsylvania, Delaware, New Jersey, and the District of Columbia. Affiliated Yacht Clubs and Associations are now able to offer “as available” support to our Sea Scout Ships under the CBYCA reciprocity umbrella. This means that Sea Scout Ships can directly contact Yacht Clubs and Associations throughout the five-state and District of Columbia region in order to coordinate support required or desired for Scouting operations. While there is no requirement for the Yacht Clubs and Associations to provide the requested support, a majority of the 100-plus members and partner organizations have indicated that they are both willing and able to provide support to Sea Scouts.

Recognizing this is a great privilege and responsibility, member units must comply with the following operating standards:

1. The adult leader on board (AOB) must be a registered member of the BSA in good standing, including remaining current with Youth Protection Training and membership.

2. The AOB must carry a copy of the current and unexpired BSA membership card. These cards may be printed from my.scout.org by logging into the website using the same account used for Youth Protection Training. The AOB will present this card to the Club Manager or Officer upon arrival. It is recommended that the card be laminated for protection.

3. The AOB will be responsible for being familiar with CBYCA’s rules and member clubs. This information may be found at: www.cbyca.org. Contact information for CBYCA member clubs and associations can also be found in the annual Roster Book published by CBYCA.

4. The AOB will be responsible for coordinating with the Boatswain to provide sufficient notice to, and permission from, the member club prior to approaching the dock.

5. The AOB is responsible for enforcing the Scout Oath and Law with specific attention to the following
   a. Scouts will be briefed on the rules for that club prior to disembarkation.
   b. Scouts will wear a unit-approved activity shirt or Sea Scout Official Uniform on dock and around the club. Attire will be in keeping with the Scout Oath and Law.
   c. Swimwear will be modest and in keeping with the Scout Oath and Law.
   d. All BSA policies regarding smoking, vaping, alcohol, or other prohibited substances will be enforced with zero-tolerance.
   e. All safety rules will be enforced.
   f. Scouts will speak respectfully and in modest volume while visiting a member club. Yelling, obscenities or excessive noise must be avoided.
   g. Scouts will address other yacht club members, staff, and officers as “Sir” or “Ma’am” as appropriate, and demonstrate the highest courtesy at all times.
   h. Scouts will be escorted by an adult leader when moving about the club.
i. The boat deck will be kept free of trash or debris – presenting a professional image to the hosting members of the club.

j. Any incidents of vandalism, or mistreatment of club property will be compensated out of the offending Ship’s unit finances. The incident will be reported immediately to the Council or Area Commodore, no more than 2 (Two) hours after it occurs. The AOB, scout and his/her parents or guardians will be required to meet with the Council or Area Commodore to discuss the incident.

6. Units who violate the trust and privilege afforded will be excluded from further participation for a period of one year and the entire unit will be required to participate in refresher training on the Scout Oath and Law by a Council, Area or Regional Commodore prior to reinstatement.
1. The Class C Small Yacht Club legislation, (SB 239), and the Abandoned Boat Bill, (HB 143) have both been sent to the Governor for signature at the point.

2. HB 1354 that would have had some remaining loose ends impact on Yacht Clubs has not been forwarded to the Governor: On Monday, it was passed but with amendments on a second reading in the Senate (there is now a 12 page revised fiscal and policy analysis that is enough for next month’s Chatter!).

The next day, (St. Patrick’s Day), it was passed 45-0 at the third reading in the Senate.

This, due to the Senate’s amendments, sent it back to the House where the issue was whether they were going to make a motion to concur with the Senate amendments or not. BUT this next day was Wednesday, March 18th, the last day of the session that was cut short for the first time since the Civil War. On this last day (or the day or two before), 650 bills arrived in this way! A bill with any amendment was pretty much doomed. This was HB 1354’s fate.

There is a special session set for late May. As matters now stand, however, HB 1354 is “sine die”: The legislature is out of session with no future date set for action and with the 442nd Legislative session set to start anew on January 13, 2021.

Sounds pretty “Dead” to me especially since the implementation date was going to be July 1st, 2020: when the Special Session starts (if it does) in late May, there would seem to be no realistic time for implementation in light of the amendments (next Chatter!).
We attended the March Delaware River Yachtsmen’s League meeting where a representative of the Board of Island Managers was speaking. North on the Delaware is a large island that sits between the cities of Bristol, PA and Burlington City, NJ. The intent is to clean up this former amusement park and have it become a green space. There is a temporary injunction for Burlington Island to ban dumping.

There is a 90-acre lake on the island and they thought about opening this to the river. However, they would lose riparian rights if this was done. There is a projected dock to enable people to visit the island. It is chartered for education and the group that holds it wants it to be a green space. Pennsylvania Yacht Club’s Sea Scouts have been working on the Island.

The Board of Island Managers wish to open the island to Scouts and the youth of Burlington City. The island has been closed since 2012 but they wish to change that and make its history known. There are two Native American graves on the island and twice a year, a Shaman visits and blesses these graves. There are 2 eagles’ nests on the island, as well.

King George Inn, on the Bristol side has rented the island with plans for a fund raiser. They will have tours and cocktails.

The city of Burlington has expressed plans to develop the land but the group opposes this plan. Finally, rangers will hold tours starting in the North East side; There will be a charge to be determined. This parcel of land is just north of the Burlington Bristol Bridge.
PA Legislation

*HB 2315 Sent February 24th to House Game and Fisheries.*

This legislation is aimed at providing additional assistance for the Fish and Boat Commission and the Game Commission to help support the work they do to make Pennsylvania’s outdoor space among the best in the nation.

The bill would allow taxpayers to voluntarily contribute money for fish and wildlife management via the state income form check-off. Monies would be split evenly between the Game Commission and the Fish and Boat Commission and would be used to pay for infrastructure improvements to provide additional access to rivers and fishing opportunities and to purchase new game lands for public use. None of the funds collected could be used to pay staff salaries.

*Email Sent to PA and DE Clubs Recently*

At your next Board of Governors or General Membership Meeting post the 5 page analysis available below and report the accident information to your membership. You will find the statistics interesting but mostly your membership will be able to RELATE to the DETAILS from the Recap of Fatalities. If only one accident can be avoided by your club members your efforts will be well worth the time!

Kayaks, powerboats, pontoon boats, row boats, inflatable rafts, rivers, lakes, falling overboard, capsizing, lack of pfds…all of these have a role in the list of 2019 Pennsylvania fatalities.

**2019 PENNSYLVANIA BOATING ACCIDENT ANALYSIS**

The total number of reported recreational boating accidents (57) in Pennsylvania in 2019 decreased 7% from 2018. The number of vessels involved in reported accidents totaled 72, a decrease of 9 from 2018. Accident reports indicated 37 injuries requiring medical treatment, 4 more than in 2018. Property damage to vessels totaled $117,580 which was $89,204 less than the amount reported in the previous year. One accident comprised $20,000 or 17% of that total. Federal and state law requires that accidents involving death, disappearance, injuries requiring medical treatment beyond first aid, and property damage exceeding $2,000 be reported to the state. Accidents with lesser property damage and/or minor injuries are not required to be reported.
Of the 57 reported accidents in 2019, the most common type of accident was capsizing. Accidents resulted in 8 fatalities. Only one of the 8 victims in 2019 was wearing a life jacket at the time of the mishap that resulted in death. Three of the 8 victims (38%) were not wearing a life jacket but did have them onboard the boat. The “Recap of 2019 Pennsylvania Boating Fatalities” is a summary of all fatal recreational boating accidents in the Commonwealth last year. The recap’s last page details statistical information about 2019’s fatal boating accidents. This recap is intended to provide information to illustrate the importance of safe boating practices and to help improve boating safety in the Commonwealth.

DE Legislation

No news concerning the bills sponsored in June to help Delaware boaters find ethanol free gas.

Boating Accidents

With the help of DSL Maryland Dave Thomas, we have found a couple of possible future contacts who may be able to aide in our quest for news on Delaware boating issues. Chief Drew Aydelotte of the Delaware Fish and Wildlife Natural Resources Police has reported that Delaware boating incident reporting sent to the USCG is related to a grant cycle associated with the Recreational Boating Safety Grant. This is why there is a statistical lag (2018). As far as 2019 the State of Delaware had 33 boating accidents and 1 boating fatality. Delaware has a threshold of $500 for reportable boat accidents. The USCG’s is $2,000. Chief Aydelotte says that without question the #1 cause of a majority of these incidences is failure to keep a proper lookout.

If anyone has any questions about Delaware boating and legislation please let me know at dsl-pade@cbyca.org.
NOAA Plans to Discontinue Production of Traditional Paper Nautical Charts

The U.S. National Oceanic and Atmospheric Administration’s Office of Coast Survey announced plans to phase out the production of all traditional paper nautical charts. Over the next five years, NOAA says that it plans to transition to Electronic Navigational Chart (ENC) products with a focus on improving data consistency and providing larger scale ENC coverage. It is expected to significantly improve the level of detail and consistency in NOAA’s ENCs. As it reorients its efforts toward electronic products, NOAA will gradually shut down services associated with traditional paper charts, including full-size chart PDFs, print-on-demand paper charts and NOAA raster charts (RNCs). The phase-out will start in mid to late-2020 and be completed by January 2025. NOAA will still provide access to paper chart products based on ENC data, either through third-party vendors or through the NOAA Custom Chart system (now in prototype phase). The online NOAA Custom lets users create their own paper charts with NOAA ENC data. The user can define the scale and size of custom-made nautical charts, then download them in a special PDF format.

The International Maritime Organization now requires that all large commercial vessels on international voyages use electronic charts. In 2016, the U.S. Coast Guard started allowing commercial vessels on domestic voyages to use ENCs instead of paper charts. Electronic products are also increasingly popular with recreational users. NOAA’s Office of Coast Survey has produced traditional paper charts for nearly 200 years, and these products have been the primary source of navigational information for generations of American mariners. Comments on the decision may be submitted through NOAA’s online feedback tool.

House passes Coastal Great Lakes Communities Enhancement Act

Rep. Harley Rouda (CA) voted to pass H.R. 729, a bill that would protect vulnerable coastal communities impacted by the climate crisis. The bill passed with two amendments authored by Congressman Rouda. Our coastlines are ground zero for the climate crisis. Families living on the coast know that rising sea-levels, frequent flooding, coastal erosion, and increasingly severe weather events are a clear and present danger to our lives and livelihoods. This legislation protects and preserves coastlines, helps communities create and enact resiliency measures, and improves ocean monitoring and research.
The two Amendments are the following, Amendment 1: Authorizes a prize competition to stimulate innovation to advance coastal risk and resilience measures. Amendment 2: Requires the development of a catalog of research on applicable coastal risk reduction and resilience measures. Included in the base bill is H.R. 3596, the Keep Americas Waterfronts Working Act, a bipartisan bill which Rep. Rouda co-led. This provision seeks to preserve the character of coastal communities by protecting jobs, commercial activities, and public access to America’s coastlines.

**The House of Representatives Natural Resources Committee Passed, Keep America’s Waterfronts Working Act (H.R. 3596)**

Bipartisan legislation aimed at enhancing state initiatives to preserve coastal economies. The bill would provide states with funding and necessary tools to identify and protect coastal economies in communities that are particularly vulnerable to negative impacts caused by development and climate change.

Prior to the vote, members of Congress successfully added an amendment to the bill, which would ensure recreational boating activities are included within the scope of water-dependent industries that the legislation is intended to support. With the addition of the amendment, the legislation would create a task force to work directly with user groups, and coastal stakeholders to identify and address pressures facing coastal communities, including economic importance of working waterfronts to communities, threats to working waterfronts from environment changes, trade barriers, sea level rise, ocean acidification, harmful algal blooms, and extreme weather. Provide money for loans and grants to preserve and expand access for water-dependent businesses such as recreational boating, commercial fishing, and aquaculture.
It’s more than lip gloss and eye shadow…

The preparations and interviews have begun. The Chesapeake Queen and her Court have been seen at several Balls and will now begin working on the paperwork, permissions and choosing their Programs. The same holds true for the Delaware River Yachtsmen League (DRYL) Queen and her court. The two pageants are similar and different at the same time. Let me share the similar and separate guidelines.

All Contestants must be of good moral character and will conduct themselves in a courteous, professional manner. Each contestant understands they are representing themselves, their family, their yacht clubs, the DRYL and the Queen of the Chesapeake (QOTC) pageants. Grades, community service, interview skills and energetic personalities all come into play. When you decide to become a princess, a lot needs to be considered.

The QOTC is chosen in June but the DRYL Queen isn’t chosen until August. Judging is based on a scale of a) 50% Pageant Interviews b) 40% Evening Pageant Questions c) 10% Club Activities for both DRYL and QOTC. Judging is done on a point system based on poise, personality, appearance, friendliness, enthusiasm, delivery of response, and application presentation. These young ladies become a family of sorts during this process. And there is a Miss Congeniality Award which is voted on by their peers. In the DRYL pageant, it’s known as The Candyce Holmstrup Award and comes with a trophy and flowers. Both prestigious honors.

There is a Queen’s Quarterly Newsletter and a website for the Princesses. This is one of the bonding items which further enhances their talents and support to each other. These talented young ladies are groomed in public speaking and self-awareness. Each has written an essay showing their intent, interest and commitment to this Program. I have personally met and talked to both the DRYL Queen, Ms. Devon Newcome representing Yapewi Aquatic Club and the Chesapeake Queen, Ms. Dulaney Sterling representing Bodkin Yacht Club. Both were quite impressive. I’ve met most of the princesses in both courts and find myself thankful to not have to decide on the next Queen!

You may have heard by now that the Queen of the Chesapeake Scholarship Fund Raiser scheduled for 21 March has been canceled. This all-important event is one way that we can all support the further education of our Princesses and Queen. Disappointing that we won’t be enjoying the bull roast, Chinese & Silent Auction or sipping a cold brewski with friends while admiring the challenges accepted by our Princesses. One thought might be to do an on-line auction for the baskets that have been donated. Although there is no further information on the reschedule of this event, I’m hoping that you will provide the much-needed support to these dedicated young ladies in whatever venue they choose in future events. They not only need the support of their individual clubs, but also the support of our entire boating community. They represent our future!

In the May issue of the Chartroom Chatter, I’ll showcase the 2019 - 2020 Princesses, their chosen charities, and their activities in representing their clubs. You will see them at Opening Days and other charitable club events. Introduce yourself and get to know the talent behind the lip gloss and the eye shadow.

…Other than that, ‘Everything’s Rosie’