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](mailto: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>
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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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<tr>
<td>March 21, 2020</td>
<td>9:30 am</td>
<td>Capitol Yacht Club**</td>
</tr>
<tr>
<td>April 18, 2020</td>
<td>9:30 am</td>
<td>Virtual Meeting</td>
</tr>
<tr>
<td><strong>May 16, 2020</strong></td>
<td><strong>9:30 am</strong></td>
<td><strong>Virtual Meeting</strong></td>
</tr>
<tr>
<td>August 15, 2020</td>
<td>9:30 am</td>
<td>Red Eye Yacht Club**</td>
</tr>
<tr>
<td>September 19, 2020</td>
<td>9:30 am</td>
<td>Miles River Yacht Club</td>
</tr>
<tr>
<td>October 17, 2020</td>
<td>9:30 am</td>
<td>Delaware River Yacht Club</td>
</tr>
<tr>
<td>November 21, 2020</td>
<td>9:30 am</td>
<td>Baltimore Yacht Club**</td>
</tr>
<tr>
<td>December 13, 2020</td>
<td>TBD</td>
<td>Following Commodore’s Ball</td>
</tr>
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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>Maryland Yacht Club (Book Distribution)</td>
</tr>
<tr>
<td>August 15, 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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*Lunch will be offered for a nominal cost.

**Location tentative

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Hello Bay Lovers!

Not only I, all CBYCA would like to thank essential workers and front-line soldiers everywhere who are fearlessly confronting the daily unknown to provide a better life for all! I pray for you every day as do millions of others.

We are in unprecedented times and staying healthy is our first forethought as we start each day. Keep in mind, no matter your belief, everyone has their own realities, created by their own experiences, for which their ideology has been formed. Let us be mindful in our conversations with each other that we may not all agree on the process of reopening states and economy’s, yet every one of us have their best interest at heart.

Pandemic time is running down but that does not comfort those who must sanction themselves within their homes. I hear you and would like to break up the day-to-day monotony by an invitation to our next board member BOG video conference. All are welcome as we discuss the bay opening, state and local legislation and roster-book distribution. An email will go out to all delegates of CBYCA with instructions to attend. If you are not on our email list send a message to our Rear Commodore, Donna (rc@cbyca.org), and she will provide you with instructions and link, all "2020 Corona-dores" are encouraged to join us. By being in the know, your members will be more educated on the 4 pillars of club re-openings.

Stay positive, stay healthy and stay informed. Soon, marinas, yacht clubs and the whole boating community will be sharing waves of water and rays of the sun! I’m looking forward to some natural "Vitamin SEA" with a cold beverage in my hand.

Commodore Kyle Gray & First Lady Michelle
Frustrating sometimes, isn’t it?

Like all of you, Rose Marie and I were supposed to be readying Everything’s Rosie for the season. We bought Everything’s Rosie nearly 4 years ago as a 40-year-old derelict Hatteras Motor Yacht and have spent the last 3.75 years bringing her back to life. She’s ready to go. So...kick the tires; light the fire and....WAIT!

ARRGGHHH!!!!

We are not alone in our frustration. Our home club, Maryland Yacht Club, spent an inordinate amount of time doing good works toward a better chance of overall survival and was looking forward to a stellar year of boating and social activities. That’s not happening right now either. So with a few volunteers, we are doing what we can within the confines of what the State deems allowable during this period of the “Great Unpleasantness”.

As members of associations, yacht and boat clubs, we look to our leadership for direction and all of them are doing all they can to get us to the “new normal”; whatever that may be for our respective organizations. Please be patient and gentle. Trying to figure out how to do what is right - in combination with what is possible - when under an umbrella of what is allowed is not an easy task by any stretch of the imagination.

While it doesn’t make it easier, we are making progress on the CBYCA 2020 Summit. We have a date – 24 October 2020. Mark it on your calendar. Seafarer’s Yacht Club has graciously offered their facilities and we at CBYCA cannot thank them enough. We have guest speakers lined up to discuss the availability of grant funding and financial structuring. Knowing the major topic desired for discussion is MEMBERSHIP; it really is all about the revenue generated from membership. “SHOW ME THE MONEY”.

So now we must find someone to feed all of you!!! I’m still looking to stay within the $25-35 you suggested at last year’s Summit. Please stay tuned for your invitation.
Save The Date

Chesapeake Bay Yacht Clubs Association Commodore’s Ball

A Million Dreams

Delta Hotels by Marriott
245 Shawan Road
Hunt Valley, MD 21031

A Delightful Evening of Dinner, Dancing and Dreaming!

December 12, 2020
6:00-11:30 p.m.
It seems like the word balance has popped up more often lately. It used to be “work-life balance,” then it came up in the weather course that I teach for the Coast Guard Auxiliary when we talked about nature balancing things out and thus producing the weather we experience. Sadly, these days it is also about balancing the pros and cons of staying at home versus wanting face to face interaction. For others it’s balancing potential health problems caused by Covid-19 with having to earn a paycheck.

The CBYCA Bridge decided to tip the scales on the side of safety and health with the decision to delay the printed 2020 Roster Book edition of the Chartroom Chatter. The majority of you were agreeable and thankful and we appreciate your understanding. This decision brought the idea of an electronic edition to reality sooner than anticipated. I had originally planned it for 2021, however, we balanced the extra time to get it closer to perfect with members’ wanting to see it. So, there it is up on our website.

Note that, amongst other sections, the Full Moon date section was returned. There’s that balance again. Nature is doing her thing and over the past two years or so we have experienced higher tides than even the usual King Tides. Full moons and King Tides aren’t a surprise. You can plan ahead. A few tips to help your boat survive:

- You may have to plan a trip to your boat to adjust your lines if you aren’t on a floating dock. Ideally, staying overnight will ensure your boat’s safety as you can adjust the lines as the tide rises and falls.
- If you adjusted your lines for the King Tide and left your boat, don’t forget to return to adjust your lines for normal conditions.
- If you cannot stay on your boat or be at your boat, arrange to have someone at the marina look after it.
- Center your boat in the slip. This may prevent the boat from catching on the finger pier or dock as the tide rises and falls as long as there is no wind pushing the boat.
- Adjust your shore power cord to accommodate the extra height.
- Add fenders to BOTH sides of your boat if a storm is forecast during the same timeframe as an extra high tide.
- If all else fails, make sure your boat insurance was paid.

Some of those points may be obvious to experienced boaters and it is not a complete list. But, for those new to owning a boat, dealing with extreme conditions while still in the slip may be new.
The Best New Normal Depends on Leadership Support

Most of our clubs depend on fundraisers for at least some financial support. These activities are everywhere: Raffles, auctions, dinners, parties, sports pools and one club has been looking at a “cow drop game.” Clubs also depend on bar profits, food sales, hall rentals, slip rentals, and some have fuel docks. If you ponder those sources of club support, you can see that nearly all are gone or at risk. If you are a club leader, you will have a voice in where we go from here, but for now we are in a bad spot. The bills keep coming. Things will need repair and replacement, and you are living on reserves.

The world has yet to figure out what lies around the corner. All of us are hopeful things will settle down – that the virus will subside enough to permit some resumption of life as we knew it. Bars and restaurants seem unlikely to reemerge from this crisis unchanged. Our club members and guests are loyal customers who are eager to resume their support if and when they are permitted to do so. But it does not look good in the near term, so our hope is they don’t wander off.

Those club members who keep boats at your club are loyal slip customers who will occupy your docks. They have substantial financial interests in their vessels, so they are not as likely to wander away and find new interests. Widespread furloughs and layoffs may undermine this, but for now club slip-holders remain a dependable source of revenue.

Dues and club fees also remain a source of revenue, but we all depended on the fundraisers, bars, hall rentals and food sales to offset those direct, invoiced payments to our clubs. It will be hard to replace those offsets going forward, and the choices and decisions will be excruciating and controversial. It is my hope your members will recognize the tasks you face, and that they will respect your efforts and your leadership. I also urge all of you, especially Past Commodores, to help generate this respect and support. It’s the best hope we have to carry on.

P/C Gene Schenck
CBYCA, Bodkin YC, Veterans YC, Susquehanna YC
GET WELL WISHES:

Tom Kenavan, 2015 P/C of CBYCA had successful neck surgery in March. Tom and wife Sally, also PC of CBYCA, have been following the Virginia safe-distance directive and staying in their home since February. Get well wishes can be sent to him at 1108 Potomac Drive, Stafford, VA 22554.

Bob Parsons, 2012 P/C of CBYCA had spinal surgery on March 19th and is recovering at home with the help of wife Jacki, Visiting Nurses and in-home Physical Therapy. Get well wishes can be sent to him at 2950 Sunderland Court, Abingdon, MD 21009.

Bill Corun IP/C of Chesapeake Commodores Club fell off a ladder on March 21st, shattering his elbow. He had emergency surgery at Shock Trauma to repair the damage. He is also recovering at home with help of his wife Karen. Get well wishes can be sent to 4413 Danbury Square, Belcamp, MD 21017.

COVID-19

I have been made aware of a case of this virus that have affected members of the Yacht Club Community. There may be more out there. If you or someone you know is affected and want your fellow boaters to know, please contact Chaplain@CBYCA.org

Lori Russo – Daughter of CCC 2013 Commodore Al Diederichs, both Al and F/L Jennifer are also P/C’s of Kent Island YC. Lori lives in Wayne, NJ and is in a hospital in the I C U. She is not on a vent and per Jennifer “Hopefully over the hump”. She also asked me to tell all of you-STAY SAFE – THIS IS NOT FUNNY! Thinking of you and Get-well cards and notes of encouragement can be sent to Lori and to Al & Jennifer - 326 Five Farms Drive, Stevensville, MD 21666.

Kent Terry P/C of Middle River YC and CBYCA, has been sick with chills, cough, and headache. After seeing the doctor, tests came back positive for Covid-19. Kent reports that he is recovering and feeling better. Both Sylvia (who is not sick) and Kent have been in quarantine at home. Get well wishes can be sent to 250 Railroad Ave. P O Box 279, Bird in Hand, PA 17505-0279

Todd Haskell, Kent Island YC- On April 24, I spoke with his wife Carol. He went to the AAMC Pavilion on Kent Island with breathing difficulty, was diagnosed with blood clots in the lungs and was taken to AAMC in Annapolis. After almost a week in the hospital, Todd is now recovering at
home with blood thinners. He was also tested for COVID 19 and yesterday the results came back negative. Please keep Todd and Carol in your thoughts and prayers. Get well wishes can be sent to 317 Caspian Drive, Grasonville, MD 21638

UPDATE:

Darlene Terzigni, 2003 First Lady of CCC and P/C of Ventnor Yacht Club has moved from the Rehab Center to the Assisted Living Center to continue her recovery from hip replacement surgery. Her new address is Harbor Chase of Naples -Attention Assisted Living -Darlene Terzigni Room 204 -7801 Airport-Pulling Rd - Naples, FL 3410

CONDOLENCES:

Louise Beaver, Galloway YC, passed over the bar on Wednesday, March 25th. Expressions of Sympathy can be sent to her granddaughter, Karen Bowser, 1010 Walters Mill Rd., Forrest Hill, MD 21050.

Elnora Fenlock, 2001 F/L North Point YC, wife of the late Milton Fenlock passed away March 27th. Expressions of Sympathy can be sent to her daughter, Linda Aires, 716 Margo Road, Dundalk, MD 21222.

Judy Downs, 2005 FL Outcast YC, 2011 FL YCM and 2019 FL Riverside of MD passed over the bar March 31. Expressions of Sympathy can be sent to Charlie at 103 Michael Lane, Bear, DE 19701.

Charles (Charlie) Niemeyer, 2005 P/C White Rocks YC also passed over the bar on March 31st. Expressions of Sympathy can be sent to Charlie’s wife Janet and his family at 7651 Turnbrook Drive, Glen Burnie, MD 21060

Sadly, with the COVID-19 restrictions, these families were unable to have viewing and / or services for their loved one. Many are planning to have a Celebration of Life once the all clear is given. Please keep these families in your thoughts and prayers.

I am quite sure that there are more of our shipmates out there who are ill or who have lost ones. If you would like your fellow shipmates know, please contact me at 410-544-6950 or chaplain@cbyca.org. PLEASE - Take care and be safe.

WITH ALL THE CRAZINESS OF THIS PANDEMIC, LET US NOT FORGET TO HONOR OUR MOTHERS IN AN EXTRA SPECIAL WAY THIS YEAR ON MOTHERS’ DAY, SUNDAY MAY 10, 2020.

It’s not easy being a Mother. If it were Fathers would do it. - Dorothy – “The Golden Girls”
As I sit here in late April, I have to say this truly is like no other April I’ve experienced in my 70+ years here on earth. It is hard to imagine that 50 years has passed since we celebrated our first Earth Day.

Oh well enough reminiscing. Hopefully, you are well and surviving this semi-forced lockdown. For those of you deemed vital workers, we thank you for your continued service. For all you small business owners struggling to figure out how you’re going to survive this shut down, our prayers are with you. For those that are furloughed, hang in there because we’re going to need you more than ever when we re-kick this economy. And for all you front liners, we salute you!

We also need to give thanks to our Bridge Officers and Club Directors because they too are trying to figure out how our clubs are going to survive with greatly reduced income streams. Club rentals and parties bring a lot of revenue to our clubs. Without that income projects planned during our annual budget meetings are being curtailed. That means those club improvements we were looking forward to are on hold and may have to wait till next year to be completed. Dues, which are many clubs primary source of income are also coming in slow. We all love our clubs and our boats (toys) but if it’s a decision whether to buy groceries or make a car/boat or mortgage payment or pay my club dues (especially when the club is closed) you know what payment is going to be held back. This brings me to our Second Annual Commodore’s Summit which is scheduled for Saturday October 24th. This year’s format will be different, and it is open to all decision makers at our Member Clubs. We’re planning on more of a round table discussion with topics or how we survived the pandemic of 2020, what worked and what didn’t work. There will be more to follow but remember to Save the Date.

For now, Stay Safe, Keep Your Social Distance, Respect Others and again Give Thanks to our First Responders.
Greetings fellow boaters! It looks like several states have turned the first corner on CONVID-19 and our governors are publishing and working plans to allow us to get back on the water. Our government, health care providers, industries, and responsible citizens have done the right things and mitigated the destruction and devastation. Thanks to each and every one of you for continuing to be responsible and considerate of others as we continue into the “new abnormal.”

A BIG THANK YOU to all clubs and organizations that have renewed your 2020 membership in CBYCA. As of today, 91 clubs and associations are in good standing for 2020. Your CBYCA District Reps have done a great job ensuring your data is updated in our records and we’ll continue to work hard to earn your trust and confidence. Times are difficult, but I can assure you that CBYCA hasn’t been asleep at the switch. We’ll continue to work to protect your interests related to your use of and preservation of our Bays and Waterways.

Your Safety and Education Director, Nick Noderer, and I are working to compile and publish an information source on the CBYCA Website where you can link to short videos or lessons on Boating Safety, Seamanship, and General Information on partner activities and other relevant topics. Look for more details as we move into May.

Keep a good watch and enjoy our blessings.
Hello, all--I'm hoping this May finds you well.

The issue facing our Yacht Clubs is how, when and under what circumstance will they be able to re-open and begin transition to whatever the "new normal" functioning will be this season.

Every part of the economy, from arcades to zoos, is facing this same thing. So how will Yacht Clubs fare in this mix?

Here is where it gets involved and uncertain--but here's my thought (that got a lot of help from Susan Zellers, the Executive Director of the Marine Trades Association of Maryland): As an industry, Yacht Clubs may do themselves some real good here if they go into the particular facts and characteristics of their operations and fashion procedures, practices and protocols that will facilitate social distancing, sanitation, contract tracing and the like.

This will be to the end of showing that recreational boating is a safe social distancing activity, and that going to a yacht club is going to be featuring precautions that will keep folks safe and happy.

This in turn will have to deal with a whole laundry list of various circumstances: Does the Yacht Club have food and beverage, a fuel dock, a guest register, a picnic area with tables and grills, boat slips, pump out facilities, a fish cleaning table, showers?--the list goes on.

Certainly, the guest register would help with contact tracing, and if it is only a book with a pen, one would hope that hand sanitizer and wipes would be right there where the ball point pen on a lanyard would be!

Advisories as to not congregating on the dock or handling other boats boat lines except in an emergency and not going on each other's boats and so on all might be ideas here.

The basic point is that in the absence of such industry based measures, that industry may well be passed over and deemed less safe to resume limited operations, and on the fear that this may simply result in a complete leap back to past practices-- large crowds "swinging from the chandeliers", at the annual something or other, and so on. Better that the industry itself develop limits, provisions and some degrees of assurance that steps and stages or activity resumption have been thought out
with the aim of facilitating public health officials giving them some indication to proceed. The alternative, of not doing this sort of effort cannot ease the way forward, it would seem.

An article I saw in a newspaper today, illustrates the point: A large city had a group that wanted the State to tell them what had to be done to sanitize rental-for-hire vehicles. Wouldn't it be better and more likely for action the other way around, with the operators in that business starting the ball rolling with coming up with some ideas/proposals? After all, they are the ones most familiar with what is achievable and so on in the activity they actually do.

Another illustration in the news makes this point: One State has a Tavern League that has a whole list of ideas, from how tables would be spaced down to "no table condiments" so that the ketchup bottle doesn't become a vector. And so on.

Next, as you all know by now, the Maryland Legislative session came to a screeching halt in mid-March, so, due all the change, I will summarize what I thought a month ago would be this column's topic: The desire in Maryland to tax "services" like yacht clubs are (trying to get back to) the business of performing, is not going to go away!

Finally, I wish everyone well as we try to get our boating season started here as I write to you on this 50th anniversary of my going, as a 19 year old sophomore, to the stock pavilion on the school campus to listen to Gaylord Nelson's promotion of his invention he was calling "Earth Day". Little did I realize that on its fiftieth anniversary this invention would become an international event, specifically praised by name by the Pope.

To quote Senator (and former Governor) Nelson: "Business is the wholly owned subsidiary of the environment". How ironic that the overarching problem at the moment is that one of God's creatures--so tiny you have to use an electron microscope to see it--has gotten it to the point where oil on international markets was cheaper than free the other day--how strange is that?

Gotta go for now, but, hey, much to think about, huh?!

Dave
New Jersey Legislative Report
Dottie Noderer
dslnj@cbyca.org

Legislative Report April 2020 for the State of New Jersey

The Delaware River Basin Commission (DRBC) has reopened the public comment record on the Gibbstown Logistics Center proposal to export Liquefied Natural Gas (LNG) from a to be constructed dock at the Greenwich Township, Gloucester County, NJ deep water port. The comment period ends April 24.

The approval that was given by the DRBC is being legally contested by Delaware Riverkeeper Network, leading to an adjudicatory hearing and the reopening of the record for written public comments. The DRN alleges that the permit was unfairly rushed through with little time for the public to know about the project, much less understand and comment on said project. DRBC has received the message that the public will not be ignored, and they have reopened the comment period. Please take a few minutes to write to the DRBC and tell them no LNG at Gibbstown. We do not want the Delaware to be a conduit for fracked gas export. There are samples of letters you can use on the DRN web site.

On another front: New Jersey has upgraded the protection status of 600 miles of rivers and streams including a two mile stretch of the Cooper River as it runs through Camden, making it the first urban waterway with such stringent safeguards in place.

The state has 3 levels of classification for waterways: Outstanding Natural Resource Waters, the most protective tier, followed by Category One and Category Two. The two mile stretch of the Cooper is designated a category two. A Category One designation would mean the segment of the Cooper that flows closest to the Delaware would get additional protection, such as requiring a 300-foot buffer against development, tougher standards for discharges from businesses and sewage treatment plants and also additional monitoring. The Cooper River is a gem in the Camden area. They are home to a Yacht Club with a large sailing school and home to rowing races and small craft sailing.

In addition, New Jersey has many boating bills, many are pertaining to lakes and ocean to the North. However, there is one in the Senate bill Number 1241 which exempts residents 62 and older from boat launch fees at State Parks and Forests.

Have a safe month and let us hope and pray we get a boating season this year! Hope you all remain healthy.
Pennsylvania and Delaware Legislative Reports  
Chris Schenck  
dslpade@cbyca.org

PA Legislation
The House Game and Fisheries committee has made no movement on HB 2315 which was received February 24th. 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
Pennsylvania and Delaware clubs received an email with reference to BOAT U.S.’s suggestions for commissioning a boat while we wait for permission to enjoy one of our favorite activities. Videos and checklists for pre-launch, engine and fuel system, engine outdrives and outboards, sailboat rigging, trailer, dock, and safety inspections as well as paperwork completion were all included. Check here for some useful how-to videos!

Two Chesapeake Bay Magazine articles were shared. Maryland boating activities that were and were not permitted at the time and a paddle craft alert are both articles useful to us during the pandemic.

Delaware Governor Carney signed a series of amendments to his State of Emergency declaration the beginning of April to slow the spread of COVID-19. Many people from other states visit Delaware. They expressed disappointment in Governor Carney’s decision to make them self-quarantine!

Anyone who enters Delaware from another state must immediately self-quarantine for 14 days. The order applies to individuals who would like to fish, hunt or intended to visit state parks and wildlife areas, including the state’s golf courses.

DE Legislation
No news concerning boating related bills.

Email Sent to DE Clubs Recently
Club members were encouraged to take the DNREC’s online class on Boating Safety and get their spouse, children, grandchildren, or boating buddies to take the class for everyone’s safety!
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.
I am hoping that the past two months have given you an idea of how much involvement and commitment is necessary for the Queen’s Pageants on both the Delaware River Yacht League and the Queen of the Chesapeake. Both pageant committees are already working on the 2020 events and with the current viral situation, some of these may be delayed or even postponed entirely. Nevertheless, you can see that it is more than lip gloss and eye shadow. Even the smallest details have a part in the Princess Courts leading up to being crowned Queen. There is a protocol for the color of gowns worn at specific events, a protocol for the color of the flowers and sometimes in place of a bouquet, a donation is made to the Queen’s charity of choice. Ribbons adorning them are usually in the colors of the Clubs they represent. And along with all this goes the community service and congeniality each of these girls performs. Without even mentioning the tiaras, it isn’t just lip gloss and eye shadow!

As promised in my Chartroom Chatter article last month, I am providing you a bio/glimpse of the young ladies chosen as princesses.

Below is a list of the Delaware River Yacht League Princesses and the clubs they represent:

Yapewi Aquatic Club Princess Tatum Hart - I plan on studying Psychology and Business and hopefully achieve my dream of becoming either an FBI agent or business owner.

Randel Yacht Club Princess Alanya Beckett - My plans are to graduate high school, either go to UCLA or Temple University for modeling and acting.

Neshaminy Harbor Yacht Club Princess Alana Bockhorn - My hobbies are ice skating, skateboarding, after school clubs like Mini-thon and the Environmental Club and boating.

Farragut Sportsman’s Association Princess Brianna Jastrzembski - I love being on the water, attending different events along the river and visiting many of the clubs.

Bridesburg Outboard Club Princess Kyleigh Kilgallon - A hobby of mine is watching the sunrise on the beach, taking pictures of the sky as well as painting it!

Anchor Yacht Club Princess Serenity Rudzinski – I plan to involve myself in the Big Brothers Big Sisters association, give back to my community and to jumpstart my own charity,
Bordentown Yacht Club  **Princess Jordan Wargo**  - In the future I plan to go to college and get a degree in Special Education and Psychology.

Yapewi Aquatic Club  **DRYL Queen, Devon Newcomer**  - I chose a charity to raise money for called Jillian’s Jitterbug that is awfully close to my heart, it was created for children with cerebral palsy. The DRYL is such a supportive and welcoming community and I am eternally grateful for the opportunity to be a part of it. And of course, I also love the relationship that has been built between our two leagues and how supportive we each are towards each other.

Below is a list of the Chesapeake Bay Princesses and the clubs they represent:

Baltimore Yacht Club  **Princess Maddy Coard**  – My charity is The Alzheimer’s Foundation.

Bodkin Yacht Club  **Princess Kylieanne Hershey**  – My charity is the Furnace Hills Camping Association creating outdoor activities for youth.

Crescent Yacht Club  **Princess Tori Najera**  - My charity is the Semper Fi Fund, a foundation helping all branches of the military with healing processes and reacclimating with society.

Eastern Yacht Club  **Princess Kelly Lange**  - I am raising funds for the GBMC NICU and their foundation because I was once in the NICU.

Kent Island Yacht Club  **Princess Jessie Mackrell**  - My charity is Bay Love, the restoration and preservation of the Chesapeake Bay.

Maryland Yacht Club  **Princess Ellie Hermann**  - My charity is Maryland Yacht Club Junior Racing.

Red Eye Yacht Club  **Princess Kaitlynn Gaff**  - I am a fundraiser for the Gary Sinise Foundation, collect can tabs for the Ronald McDonald House Charities Maryland & any additional funds will be donated to the Maryland Waterways Foundation.

Sue Haven Yacht Club  **Princess Gracie Reed**  - My charity is Maryland Special Olympics.

Bodkin Yacht Club  **QUEEN OF THE CHESAPEAKE, Dulayne Sterling**  - My charity is the National Alliance on Mental Illnesses. I am a senior at Chesapeake High school involved in the E-cap program allowing me to take classes at Anne Arundel Community College. I will be continuing my academic career at University of Delaware starting in the fall. I enjoy boating with my family, paddle boarding, and lifting weights!

I’m hoping you will join me in supporting these pageants and respective charities this boating season. You must admit, these young ladies have embarked on quite an impressive journey.

Other than that, ‘Everything’s Rosie’...