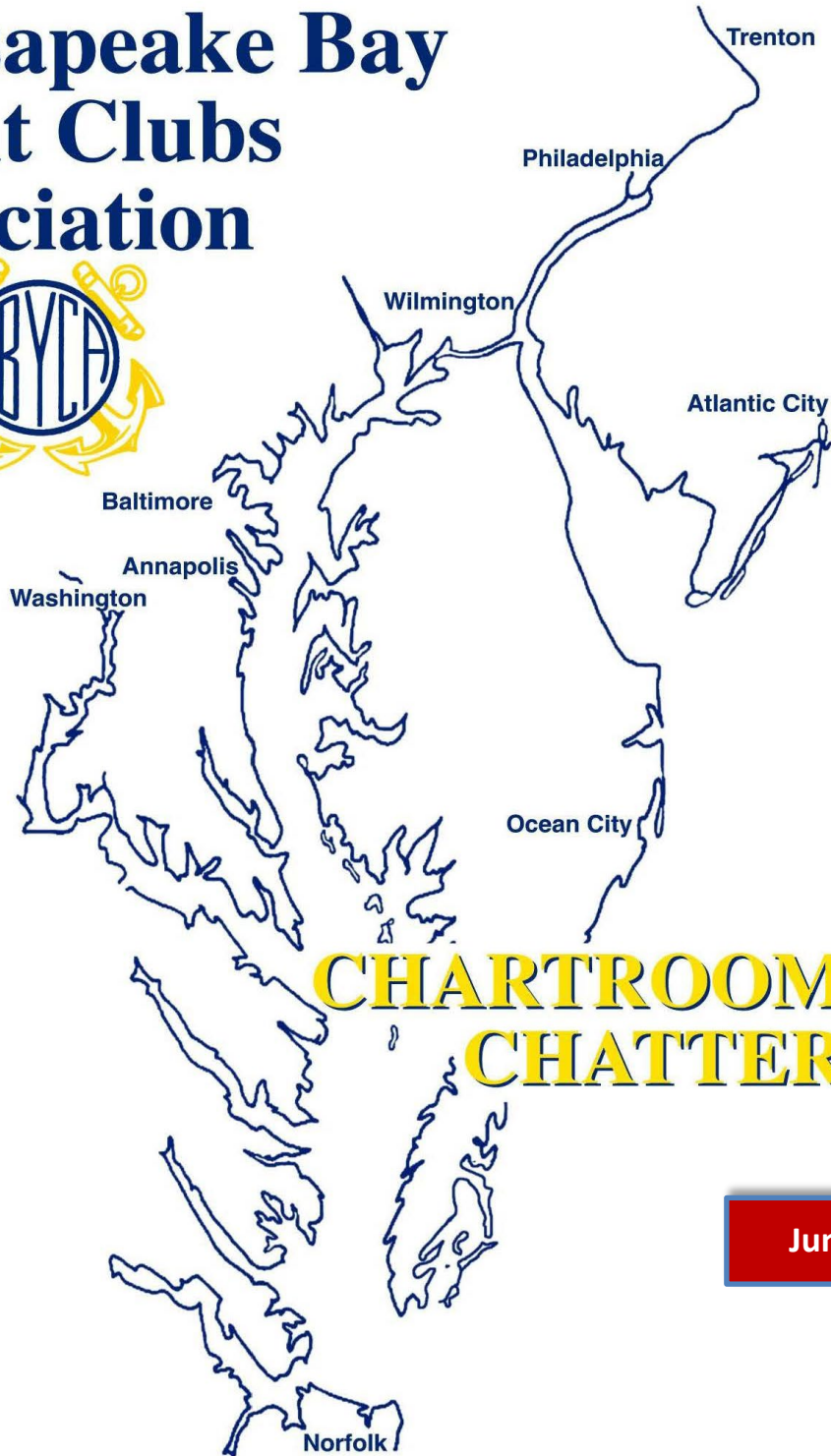
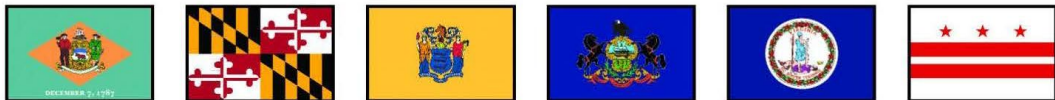


# Chesapeake Bay Yacht Clubs Association



## CHARTROOM CHATTER

June/July 2024



**CBYCA, THE BOATER'S VOICE**



## Purpose

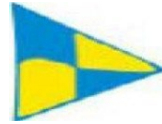
The Chesapeake Bay Yacht Clubs Association (CBYCA) is an association of yacht clubs, boating clubs, and marine associations located throughout the Chesapeake Bay and Delaware Bay regions and the District of Columbia. It is composed of dedicated volunteers who communicate, inform, and work with legislatures 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](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 (1 tor): Baltimore Yacht Club, Boumi Shrine Yacht Club, Bush River Yacht Club, Maryland Yacht Club, and Ventnor Yacht Club.*





## 2024 Meeting Schedule

### BOARD OF GOVERNORS MEETINGS/CBYCA SPECIAL EVENTS

<u>Month</u>	<u>Time</u>	<u>Location</u>
Thursday, January 11	7:30 p.m.	Virtual Only
Thursday, February 8	7:30 p.m.	Virtual Only
Saturday, February 24	6:30 p.m.	Commodore's Ball Majesty Cruise Ship Baltimore, MD
Thursday, March 14	7:30 p.m.	Virtual Only
Thursday, April 11	7:30 p.m.	Virtual Only
Thursday, May 9	7:30 p.m.	Virtual Only
June, July	Summer Break	
Thursday, August 8	7:30 p.m.	Virtual Only
Thursday, September 12	7:30 p.m.	Virtual Only
Thursday, October 10	7:30 p.m.	Virtual Only
Thursday, November 14	7:30 p.m.	Virtual Only

### Delegates Meeting

<u>Month</u>	<u>Time</u>	<u>Location</u>
Saturday, February 10	10 a.m.	Bush River Yacht Club* Abingdon, MD
Saturday, April 20	10 a.m.	Bodkins Yacht Club* Pasadena, MD
Saturday, August 10	10 a.m.	Miles River Yacht Club St. Michaels, MD
Saturday, November 17	10 a.m.	Baltimore Yacht Club Essex, MD

\* Lunch will be offered for a nominal cost.





**Commodore's Message**  
**Robert B. Naylor**  
[commodore@cbyca.org](mailto:commodore@cbyca.org)

Welcome to the Summer Edition of the Chartroom Chatter. Normally, we try to get our newsletter published by the 10<sup>th</sup> of each month, but whenever it gets delayed, it is almost always due to our Commodore (me) that is tardy getting his portion done in time! I would like to take a few moments to thank our Communications Team, P/C Donna Ferron, and Historian Jo Spencer for their dedication over the years and especially with those of us that struggle to meet a reasonable deadline for submissions. Fortunately, I am not the only CBYCA Officer over the past several years with the same challenges, so I am in good company! ☺

To keep this as concise and useful as possible, I would like to focus on these items:

1. Queen of the Chesapeake Pageant on June 22<sup>nd</sup>
  - a. Queen Erika Scarcella from Red Eye Yacht Club
2. CBYCA Database and Communications Management System Rollout Status
  - a. Final Rollout Completed June 23<sup>rd</sup> to Remaining CBYCA Clubs
  - b. Password Reset Sent to Designated Person at Each Club
  - c. Next Steps
3. Passing of our CBYCA 2010 Past Commodore Pam Butler on June 22<sup>nd</sup>
  - a. Funeral Service Information
  - b. Linton E. Kilmon, Jr. Award Recipient on April 20, 2024
4. Linton E. Kilmon, Jr. Award
  - a. Background and Requirements
  - b. Due Date for Submissions – August 31, 2024
5. CBYCA Delegates Meeting
  - a. At Miles River Yacht Club on August 10<sup>th</sup>, from 10 a.m. until Noon
  - b. Election Voting on 2025 Candidate Slate – Published on our website - <https://cbyca.org/2025-elections/>
  - c. Float-in
6. DRYL Queen's Pageant
  - a. West End Boat Club on August 10<sup>th</sup>
7. Queen's Raffle Tickets
8. Recently Appointed CBYCA Officers
9. CBYCA 2025 Slate of Candidates



## *Queen of the Chesapeake Pageant on June 22<sup>nd</sup>*

CBYCA would like to thank Queen Hailey Tate for her outstanding year as the Queen of the Chesapeake, and congratulate the new Queen of the Chesapeake, Queen Erika Scarcella from the Red Eye Yacht Club! We wish you an exciting and wonderful year as Queen. Shown below with CBYCA First Lady Amy Naylor, CBYCA Rear Commodore and Queen of the Chesapeake & Queen DRYL Liaison Gosia Studniki, and CBYCA Commodore Robert Naylor after presenting the new Queen with a \$550 check towards her upcoming expenses.



## *CBYCA Database and Communications Management System Rollout Status*

The Alpha and Beta testing this month went very well, with no major or minor problems or changes needed! Thank you everyone that was part of our testing group. We packed a lot of features into the system and will still have some ongoing updates as we move forward. The remaining Clubs were all sent their “Reset Password” e-mail link to their primary contact that CBYCA has on file. Please remember that there is only one person at each Club who will be responsible for keeping their data up to date and posting events, community market place items, and help desk tickets. If your Club would like more than one person (redundancy is always a great thing) to have access, that one account could be shared with another Club Officer or more. This is a normal practice for a Club’s Secretary, Treasurer, Communications/Events Officer, and Webmaster, as those positions tend to be ongoing, and each has a legitimate need for access.

As we are in the height of our boating season, CBYCA will take a look at utilization by Club around the end of August and beginning of September to work with Clubs that have not updated their data by that point.



***Crossing Over the Bar of our  
CBYCA 2010 Past Commodore Pam Butler, on June 22<sup>nd</sup>***

It is with our deepest condolences to the family of Pam Butler, her friends in the Yacht Club Community, and all of us here at CBYCA, for the Crossing Over the Bar of our CBYCA 2010 Past Commodore Pam Butler on June 22<sup>nd</sup>, 2024. Pam was our Linton Kilmon Award recipient, due to be presented on April 20, 2024 at our last Delegates Meeting, but unfortunately, she was unable to attend that day. It will be presented to her family at her funeral service. Her funeral arrangements are the following:

The funeral home is:

Vaughn Greene  
8728 Liberty Road  
Randallstown, MD 21133

<https://vaughncgreene.com/82/Randallstown.html>

The viewing is Friday, July 12, 2024:

Family 4 pm - 5 pm  
Public 5 pm - 7 pm

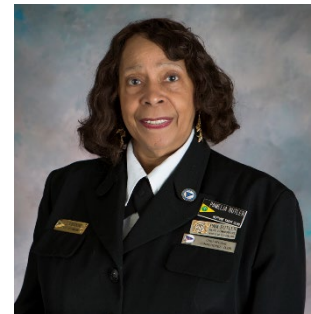
The funeral is Saturday, July 13, 2024:

Wake 10:30 am - 11 am  
Funeral 11 am

Towards the end of the funeral service, after the eulogies, the Clubs/Associations will say a few words and do a final salute.

The CBYCA Linton E. Kilmon, Jr. Award will be presented to Pam's family in her honor.

Interment following funeral  
Repass immediately following interment



***Linton E. Kilmon, Jr. Award***

Linton Emory Kilmon Jr., was a retired engineer, avid sailor, and a Past Commodore of the Chesapeake Bay Yacht Clubs Association (CBYCA). A Baltimore native, Mr. Kilmon was a member of the Baltimore Chapter of the American Institute of Industrial Engineers and served as its President from 1967 to 1968. Involved in yachting since 1967, Mr. Kilmon



served as a Sail Captain of the Baltimore Yacht Club from 1976 to 1977, Commodore of the Chesapeake Cruising Multihull Association in 1979, and Commodore of the Chesapeake Bay Yacht Clubs Association from 1983 to 1984. The Linton E. Kilmon, Jr. award is an honor award presented annually recognizing an individual who has contributed the most effort to the ideals of Chesapeake Bay Yacht Clubs Association, has greatly influenced the Chesapeake Bay Area and boating community, but does not hold an elected position on the CBYCA Board of Governors. The Linton E. Kilmon Jr. Award is an award established by CBYCA Past Commodore Linton E. Kilmon Jr. in 1984 through his estate.

If you know someone that you would like to nominate for this prestigious award, please write up a summary as to why they would be deserving and send it to me at [Commodore@CBYCA.org](mailto:Commodore@CBYCA.org), by August 31<sup>st</sup>, 2024. The CBYCA Awards Committee will review all submissions and make their determination accordingly to be presented at the CBYCA Commodore's Ball on February 22<sup>nd</sup>, 2025.



## **CBYCA Delegates Meeting – August 10<sup>th</sup>, 2024**

We will be holding our Quarterly CBYCA Delegates Meeting at the Miles River Yacht Club, 24750 Yacht Club Road, St Michaels, MD 21663, on August 10th, from 10 a.m. until noon. This is the annual meeting that we vote on the CBYCA Nomination Committee's Slate of candidates for 2025. This will be both in person at the Club and by Zoom. The Zoom meeting information will be sent out separately as we get closer to August 10<sup>th</sup>. This is also a "float-in" at a beautiful Yacht Club in St Michaels, Maryland! Please ensure that your Club has a CBYCA Delegate attend and/or your Commodore. The 2025 Slate is published on our CBYCA website at <https://cbyca.org/2025-elections/>.

## **DRYL Queen's Pageant – August 10<sup>th</sup>, 2024**

Delaware River Yachtsmen's League (DRYL - <https://www.dryl.org/>) will hold its annual Queen's Pageant at the West End Boat Club, 500 W 2nd St, Essington, PA 19029, on August 10<sup>th</sup>, 2024 in the afternoon and early evening. CBYCA Officers leave the Delegates Meeting at noon to drive up to this special DRYL annual event. Similar to the Queen of the Chesapeake Pageant, this event and organization provides a lot of value to these young ladies that representing their Clubs throughout the year. Please consider joining us at this event.

## **Queen's Raffle Tickets**

Every year, CBYCA sells raffle tickets to support both the Queen of the Chesapeake Queen and the DRYL Queen. All proceeds go to the raffle winners and contribute to each Queen's travel and general expenses as over the course of a year, both they and their families incur many expenses, just in fuel alone! This year, CBYCA was able to present the new Queen of the Chesapeake, Queen Erika Scarcella with a \$550 check for her expenses. Normally, we try to provide a \$500 check, depending on ticket sales, but we had one of the winners contribute an extra \$100 to split between the two Queens! At the DRYL Queen's Pageant, CBYCA will present a check for \$300 to their new Queen on August 10<sup>th</sup>.



Several of the DRYL Clubs are also CBYCA Clubs, but not all the competing Princess Clubs are part of CBYCA's membership. As many of the DRYL Clubs conduct cruises on the Chesapeake Bay and often visit our CBYCA Clubs, we would like to invite those Clubs that have competing Princesses, to consider joining CBYCA as a member Club and encourage the Queen and Princesses to attend our Member Club Openings and Balls. At our CBYCA



Commodore Ball this year in Baltimore, on the Majesty ship, the DRYL Queen, Amanda Wolk, from the Quaker City Yacht Club, had a great time at our event (<https://cbycaball.com/videos/>).



We want to thank our IPC and Queen's Raffle Chair for the past few years, Tom Yanni! Please consider supporting our Queens and Princesses by purchasing a raffle ticket and maybe you will win and these young ladies will win too! 😊



## Recently Appointed CBYCA Officers

Please welcome our recently appointed CBYCA 2024 Officers:

Photo	Position	Officer Name	Club
	Vice Commodore	Mike Gaff	Crescent Yacht Club
	Rear Commodore & Queen of the Chesapeake & Queen DRYL Liaison	Gosia Studnicki	Bush River Yacht Club
	Secretary & Chaplain	Sharon Winterling	Galloway Yacht Club
	District E - Baltimore and South Representative	Sherri Voyzey West	Pleasant Yacht Club North Point Yacht Club



## 2025 CBYCA Slate of Candidates

The following are the 2025 CBYCA Slate of Candidates that will be voted on by Club Delegates at our August Delegates meeting:

<b>Position</b>	<b>Nominee(s)</b>	<b>Club</b>
Commodore	Robert Naylor	Raccoon Creek Boat Club
Vice Commodore	Gosia Studnicki	Bush River Yacht Club
Rear Commodore	Wayne Allen	Galloway Yacht Club
Qualifications Officer	Sherri Voyzey	North Point Yacht Club and Pleasant Yacht Club
Secretary	Sharon Winterling	Galloway Yacht Club
Treasurer	Penny Rhine	Miles River Yacht Club
Director of Marketing & Communications	Thomas Yanni	Middle River Yacht Club
Director of Education & Training	Gene Schenck	Bodkin Yacht Club
Immediate Past Commodore	Thomas Yanni	Middle River Yacht Club
Director of Legislation	David Thomas	Fells Point Yacht Club
Maryland	David Thomas	Fells Point Yacht Club
Virginia	Plan to Appoint	
Pennsylvania/Delaware	Chris Schenck	Susquehanna Yacht Club
New Jersey	Plan to Appoint	
District of Columbia	Howard Gasaway, Sr	Chesapeake Cruisers Association
Director of Federal Legislation	David Thomas	Fells Point Yacht Club
District Representatives		
A – New Jersey	Nick Noderer	Delaware River Yacht Club
B – Philadelphia	James Morrissey	Anchor Yacht Club
C – Pennsylvania/Upper Bay	Vacant – Plan to Appoint	
D – North of Baltimore	PC Gene Schenck	Bodkin Yacht Club
E – Baltimore and South	Sherri Voyzey West	North Point Yacht Club and Pleasant Yacht Club
F – Eastern Shore North	Tim Smith	Elk River Yacht Club
G – Eastern Shore South	Penny Rhine	Miles River Yacht Club
H – Annapolis Area	Robert Naylor – Plan to Appoint	Raccoon Creek Boat Club
I – Southern Maryland/Solomons	John Okay	Solomons Island Yacht Club
J – Washington DC	Harlie Spencer	District Yacht Club
K – VA Mid Potomac River	Vacant – Plan to Appoint	
L – Virginia South of 301 Bridge	Vacant – Plan to Appoint	





## Vice Commodore's Message

Mike Gaff

[vc@cbyca.org](mailto:vc@cbyca.org)

Well, this is my first Chartroom Charter article in quite a while. Let us see if I remember how to do this! I am honored to be able to finish out this season as the interim Vice Commodore. I am here to support the organization to the best of my abilities. The Chesapeake Bay Yacht Clubs Association holds a special place in my heart as it is the first organization I became an active part of, even before my officer journey with my home club, Red Eye Yacht Club. I hope with my knowledge of running through the chairs with Red Eye Yacht Club, Chesapeake Bay Yacht Clubs Association, and Yacht Clubs of Maryland can be useful to this organization.

Although I have not been present at many of the Yacht Club Opening Ceremonies due to obligations made prior to being asked to step in as interim Vice Commodore, I have been in constant contact with Commodore Robert Naylor and working along him for the betterment of the organization. We only have a few openings remaining this season and I wish all our clubs a successful boating season hopefully with lots of sunshine and calm seas.

Our next Board of Governors meeting is August 8 via ZOOM® at 7:30 p.m. and our Delegates meeting is August 10, 2024 hosted by Miles River Yacht Club in St. Michael's, Maryland at 10 a.m. A lunch menu has not been determined at this time. St. Michael's, Maryland is a beautiful area full of small-town charm with great shopping, eating, and spectacular views.

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- S3 MEDICALSUN & HOME 410-328-7070 [info@medicalsun.com](mailto:info@medicalsun.com)
- S4 BLUE HERON COFFEE 410-714-5214 [blueheroncoffee.com](mailto:blueheroncoffee.com)
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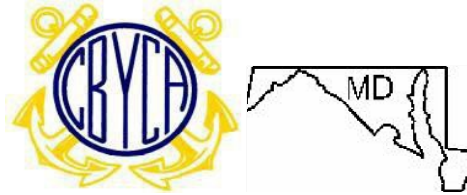
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I highly encourage all to make the trip to attend this meeting and spend some time sightseeing in the area.

I look forward to seeing everyone at our next meetings, and please feel free to reach out to me if you have any questions, comments, or concerns.





**Maryland Legislative Report**  
**Legislative Director**  
**Dave Thomas**  
[dslmd@cbyca.org](mailto:dslmd@cbyca.org)

Happy meteorological summer, soon to be the summer solstice (and, yes, it's now hurricane season too)!

I just finished reading "The 90 Day Report" of the Department of Legislative Services of the Maryland General Assembly for 2024. 432 pages dated April 12th just a few days after the legislative session ended this year. Also, just two weeks after well over a billion dollars' worth of shipwreck occurred to close the Port of Baltimore according to one economist. That's not including the cost of a new bridge estimated to be \$1.7 to \$1.9 billion more dollars. The first sentence of this long report said: "Projected general fund cash and structural budget shortfalls led to a more challenging fiscal situation in the 2024 session compared to recent years." As to the future, on page A-14 states "The structural gap grows substantially beginning in fiscal 2028 as the blueprint for Maryland's future costs exceed the available blueprint revenues and 1.9 billion of general funds are required to close the gap." As to transportation budget costs, on page A-6 states "that over the next 10 years the Maryland Department of Transportation foresees a nearly \$4 billion-dollar budgetary shortfall. I get the distinct impression from indications made back in January, that what you just read may not include very much--or indeed any--of the impact of the just occurring blindside of a shipwreck. Gulp.

The good news is that as I write this, the 1,000-ton capacity crane, said to be the largest in the eastern half of the country, successfully lifted a 940-ton section of truss and decking material out of the deepest part of the channel--the biggest and heaviest so far--and that they are on track to have the original width and depth of the main channel into Baltimore fully completed and restored in about one week, around June 10th. Hurray!

Under Boats and Boating, (pp. K-5/6), two bills are mentioned in the 90-day report:

**SB 740** (passed) provides that the sentencing judge, in cases where a vessel was being operated under the influence of alcohol, now has the direct authority to prohibit the operation or attempt to operate a vessel by the person subject to sentencing for up to two years. Unless a fatality is involved, which may lengthen such a prohibition for up to five years. The DNR, working with the Natural Resources Police, must by October 1, 2025, have up and running a database of prohibited operators which must also be assessable to the NRP force in their patrol vehicles and vessels.

**SB 674** (passed) provides for a few things:



1. Beginning in fiscal 2026, DNR is to distribute at least \$250,000 annually from the Waterway Improvement Fund for grants concerned with maritime preservation, interpretation or conservation.
2. This bill modifies requirements and processes when during emergencies DNR is contacting vessel owners, and when seizing, removing or taking into custody abandoned or sunken vessels.
3. The DNR is authorized to establish and administer a voluntary vessel turn-in program (VTIP) that state residents may use. This last one I am very curious about and intend to keep you posted on. Just the other day I got a phone call from Boat US, now a subsidiary of GEICO, stating that they are involved with a \$10M program about to start this year which involves funding for measures to address abandoned and derelict vessels ("ADV's"). Bravo!

I saw recently where the Confined Aquatic Disposal (aka CAD) proposals that will affect folks in the Pasadena, Maryland, area remains a live issue reinforcing my strong impression to this effect in last month's *Chatter*. No small part of this concern is the toxicity of what-all will be in the mix of items as they arrive barge by barge from wherever to deposit into these proposed areas. Real questions as to the permanence and consequences that may ensue, referable to a healthy and wholesome floor to the Bay would be a sound basis for habitat which is suitable to provide for fishing, crabbing, shell fishing and recreating.

I will mention two items in connection with this last paragraph:

1. When you read other portions of the 90 day report as to the importance of not destroying sub aquatic vegetation (**SB 301**), efforts now including bay scallops as a new shell fish subject to development efforts (**SB 303**), as well as the beefing up of sea level rise and climate change initiatives as to the 1,000 foot buffer that protects the Chesapeake as a critical area (**SB 969, HB 1165**), it all seems to run counter with the CAD proposals which are said to be a "key" part of the port's future. I can understand that there will be in the post-shipwreck era a stepped-up pace for chronic dredging spoil disposition. But putting it in the Bay right where folks would like to water ski seems both unfortunate and counter to the weight of all these other measures and which are styled as aimed at watershed protection and restoration and aquatic conservation (see e.g. p. K-12).
2. I just read an article about the ongoing unfolding disaster of PFAS "Six down, 10,000 to go". The good news in this article is that there are now finally established federal water quality hazard standards of only 4 or 10 parts per trillion for a half a dozen PFAS or PFOS "forever" chemicals. The bad news is that there are well over 10,000 more such chemicals, and that they keep popping up in all sorts of now things including many plastics. Sheesh! Based on my first blush thought of the movie "The Graduate" with Mrs. Robinson and the legendary advice to Dustin Hoffman, "Plastic!" I randomly Googled whether soda pop bottles have been found now to have PFAS. The answer was generally "no". While that was reassuring, I am sorry to report that on the other hand, the screw-on plastic bottle caps that come on the bottles are typically made of a high-density polyethylene that also is commonly fluorinated so as to present a PFAS "forever" chemical pollution issue! What I learned in preparing this column (and I confess, did not even suspect only last week) is that while the soda bottles themselves generally do not have PFAS in them, the bottle caps that seal them generally do! Egad! This does illustrate why I am very sympathetic to not making parts of the floor of our beloved Chesapeake into a species of landfill.

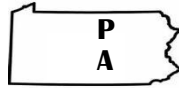
Finally and as far-fetched and fantastical as it may seem, could it be that Baltimore will end up owning the Dali because the bankrupt owners abandon it which will allow it to become a floating museum and tourist attraction as to the world's most expensive maritime disaster ever complete



with exhibits as to all the environmental efforts we are making to "Save the Bay" and that the Dali's enormous deck and capacity can be cleverly re-rigged such that out to sea in the Atlantic during periodic trips, numerous containers with dredging spoils can be efficiently conveyed and dumped in an economical, safe and sound way?

Would people, instead of paying a fortune to go up in space for a few minutes, be interested in taking a cruise to learn about the environment and watch the museum undertake this sort of thing? Would Savannah or Boston or wherever be interested in arranging to get emptied (and returned?) a thousand double containers worth of dredging spoils at a crack and that they accumulate every so often too? I can see the pitch now: "Hey sweetheart, let's take a week to cruise in an exotic, massive industrial ship with classrooms and exhibits to learn about the romance of the sea and watch them empty out a conveyor line with containers of dredge spoils every ten minutes while we're trying to sleep."





## Pennsylvania and Delaware Legislative Reports

Chris Schenck  
[dslpade@cbyca.org](mailto:dslpade@cbyca.org)

### Pennsylvania and Delaware

#### Pennsylvania and Delaware Clubs...

During our most recent CBYCA Legislative Working Group Meeting, a couple of non-state-legislative but VERY USEFUL topics were discussed...

#### Insurance

Does your club's insurance contain **Code Upgrade Compliance**? One of our historic clubs in Maryland, [Miles River Yacht Club](#), meets with their insurance agent each year to make sure that their coverage is totally up to date including the Code Upgrade Compliance which will help them save lots of money in the case of rebuilding!

#### Local Government

CBYCA tracks state legislation, but your club is also affected by county and municipal rules, regulations, and ordinances. Having a club member who lives locally follow your club's county and municipal law making could benefit your club BEFORE a "run-in" with the local law causes hardships.

#### Pennsylvania

##### HB 2348-Uniform Construction Code Setback Requirements

This bill may affect your club if you find yourself in need of a new building! It allows for building of residential homes in downtown, historic, and residential areas after demolition and using the original setback requirements. Amendments to the bill may be needed to cover your clubhouse. Is your building in a **designated historic district** or on the [National Register of Historic Places](#)? Should it be registered?

Rebuilding can be expensive and difficult due to compliance with new building codes. Please let me know if your club has an interest in this bill! We can research it further, offer amendments, and try to make it a bill that helps your club! [dslpade@cbyca.org](mailto:dslpade@cbyca.org)



## **Delaware**

It is possible that the only legislation remotely affecting boating this session was the passage of **HB 305** a couple of weeks after it was proposed in January. The bill authorized the transfer of ownership of the state-owned dredge to Summit North Maria LLC.

Do you have a suggestion for legislation needed by your club's members? Please pass it along! [dslpade@cbyca.org](mailto:dslpade@cbyca.org)





## **National Boating Federation**

**Dave Thomas**

**Legislative Director**

[DFL@CBYCA.org](mailto:DFL@CBYCA.org)

One of the reasons I enjoy writing as your Legislative Director is that each month is different. I get interesting emails and phone calls, and I never know where this all will take me when I am prompted to poke around. This month is a classic I suppose.

The recipe goes like this. It seemed that a few ingredients in recent years have come together.

Airbnb, VBRO and similar competitors have entered the boating scene, doing for boat owners in marinas and yacht clubs (and/or the marinas and yacht clubs themselves), the advertising and booking of short term live-aboard accommodations (STR's), and in ways similar to the electronic technology methodologies that e.g. Uber and Trivago have innovated for either getting around or getting a hotel room.

Then add to the recipe the pandemic and all the remote work that was born with it which is continuing to evolve, but which importantly got many folks introduced to and comfortable with being "on the move".

Add now to this the development of affordable, practical, assembly line mass produced recreational vessels that sit atop a pontoon boat type arrangement which has some roots in the mobile home/recreational vehicle industries. (I remember years ago at one marina there was a homemade "shed boat" that consisted of--for starters--an old pontoon boat stripped down to the perimeter railing and a steering wheel pedestal, onto which had been fastened a garden shed with windows and voila! The floating efficiency pontoon houseboat is born!) But these are new, interchangeable parts warrantied items that start around \$80K and have the square footage and amenities that compare favorably to a mobile home are beyond what a typical motel or hotel room supplies. Add that you may be right on a scenic body of the water at a floating dock (and which addresses sea level rise issues to a degree that buildings in coastal areas have trouble with) together with nearby parking, marina amenities, a desirable setting at the beach or in a resort area or in some other desired venue, and an assortment of competitive edges become apparent.

While short term rental of houseboats has been popular, and one of the only ways to really see such places as e.g. Voyagers National Park, Lake Powell, and a whole laundry list of spots such as Branston, Missouri, the pontoon houseboat booked on electronic media has increasingly become more common and popular than traditional trawlers or sailboats.

The next part of the recipe is that having a marina full of these STR boats would seem to be a money maker that many of the people who are interested in coming may not really be boaters or have very much of an interest in taking the boat out of the marina either very far



or at all! They are there for the beach, the swimming, the food and beverage, the night life and whatever else make the venue attractive. Their interest is to enjoy a change of pace, pay less than what a hotel would cost but get more because they can eat, drink party and go to the pool and beach and out on the town right from the houseboat.

Now that I have spelled out what I have come to see as the attractions of the pontoon houseboat STR lifestyle, I will take you into the local/municipal resistances that seem to be cropping up around the country leading to articles I have read from the Midwest, New England, Florida, the Mid-Atlantic and so on.

The starting point features a few general themes and familiar issues. Folks get anxious about neighborhood change that represents an intrusion into their psychological space, the touch points commonly including "people, parking & trash". The people make noise and are there for a bit to party with no investment beyond their stay which can take up all of the parking due to all their friends that come out of the woodwork to visit the boat and present issues. (I do remember coming down a dock once to see a plume of corn on the cob husks covering a basin of the marina from where folks at a party thought it was a good idea to toss all the leaves that the corn had been roasted on the grill in right off the boat into the slip! And yes! Helpfully bringing over and donating to the party the use of a trash can lined with a trash bag and pointing out where the marina dumpster was supplied the effective hint. Good management that stays on top of things always helps.)

The result I am seeing however is creative opposition to at least regulate, if not curb or prevent, pontoon houseboat proliferation. (It does strike me at this point from my reading that while schooners can be beloved as majestic tall ships which harken to a rich history and giving them the sort of appeal that lighthouses seem also to enjoy. When it comes to pontoon houseboats it's "meh"; not so much!)

One town (actually a small city in the Midwest on a scenic river that I have never been to and shall remain nameless) is apparently fighting these STR pontoon boats with their ordinance outlawing "frequenting dives". (That is the literal name of the offense in their code, section 130.03!) I never thought that writing this column would lead me to learn that a "dive" has been legally defined as "any place" where alcohol is "sold", "given away", "served" or "kept" contrary to any provision which is in the applicable alcoholic beverage codes. While I understand over the top parties that manufacture public intoxication, as in "the houseboat comes with a full kegerator" contrast the houseboat owner who, knowing that the couple renting is on their honeymoon, puts out a free split of champaign on ice with some flowers and a welcome aboard congratulatory card--but also lacks some kind of liquor license. Lord have mercy!

Another item I read worried that young people might cause a nuisance, frequenting the boat for "date night" and so on. (Gee, this is "new"?)

More common opposition however is a search for a zoning/adequate parking/land usage restriction that seeks to define the houseboat in some exclusionary way, such as not being "residential property" because it is not "real estate" or a "building" the way the existing zoning or land use comprehensive plan contemplates. Other restrictive approaches involve taxation, licensing and inspection costs and provisions, time or quantity limitations or caps (e.g. no more than six liveaboard boats or that short term rentals cannot be for less than 90



days etc.) or other measures dealing with noise, nuisance or being some version of being a "dive" and thereby causing business licensure loss for frequent or subsequent offenses.

I admit that because I like recreational boats and that's why I enjoy writing about and supporting them, I tend to believe that some of these things that I have recently read strike me as anticipatory over-reaction, which causes me to worry that yacht clubs and marinas may be saddled unduly with peculiar and unfortunate sorts of measures. I am reminded a few years ago of one town's councilman who made national television--including late night comedians--since he had become convinced somehow that ice fishing huts on the town lake were really sex cribs of some sort and needed to be forbidden. Fortunately, cooler heads prevailed and a benign sport was not scandalized or disturbed.

I am all ears here, if you know of situations one way or the other that are along the line of this article, let me know!

Have a safe and fun summer again on the water, hey?





**Introducing...  
Sherri Voyzey West  
District E Representative**

Hello everyone-

My home club is Pleasant Yacht Club. I am also a member of North Point Yacht Club. I have lived and played on the Bay in Edgemere for the past fifteen years. So, this community means the world to me.

I want the clubs in my district to know that I want nothing but the best for them. And if there is anything I or the Board of the CBYCA can help them with, I am a text or phone call away.

I hope to see you all at the rest of the openings or around the Bay. Wishing you fair winds and calm seas.

Sherri  
410 218 1200





**CBYCA Supply News**  
[supply@cbyca.org](mailto:supply@cbyca.org)

The Supply “Ship’s Store” is offering much of its on-hand merchandise at close-out prices. Take a look at the items below and you, too, can take home some CBYCA logo apparel. Future items may include: Windbreakers, Jackets, Polo Shirts, denim shirts, dress shirts, T-shirts, sweat-shirts, sweaters, hats, visors, tote bags, mugs, pens, CBYCA Burgee, Delegate Burgee, etc. Interested? Read on...



**Current Supply “Ship’s Store” Offerings**

Below is the current list of items for sale in our inventory, at greatly reduced rates. Pictures of these items will be available shortly, but if there are items you are interested in, please contact [communications@cbyca.org](mailto:communications@cbyca.org), and a picture of the item can be sent to you for your review.

Item & Style	Size(s) & Quantities	Cost
Pink Non-Wicking New Logo Polo	M	\$7.00
Dark Blue Non-Wicking Old Logo Polo	M	\$5.00
Red Non-Wicking Old Logo Polo	M	\$5.00
White Non-Wicking Polo	L	\$15.00
Maroon Non-Wicking Polo	XXL	\$20.00
Purple Non-Wicking Polo	L (2)	\$15.00
Light Blue Non-Wicking Polo (Old Logo)	L	\$10.00
Light Blue Non-Wicking Polo	M, L	\$15.00
Pink Woman’s Non-Wicking Polo	M	\$10.00
Orange Non-Wicking Polo	M, L, XL	\$15.00
Yellow Non-Wicking Polo	L	\$15.00
Tan Non-Wicking Polo	XXL (2)	\$20.00
White Wicking Polo	M, L (4), XXL	\$25.00
Hunter Green Wicking Polo	XL	\$25.00
Navy Wicking Polo	M (2), L (2), XL (2), XXL	\$25.00
Tan Denim Dress Shirt	XXXL (2)	\$30.00





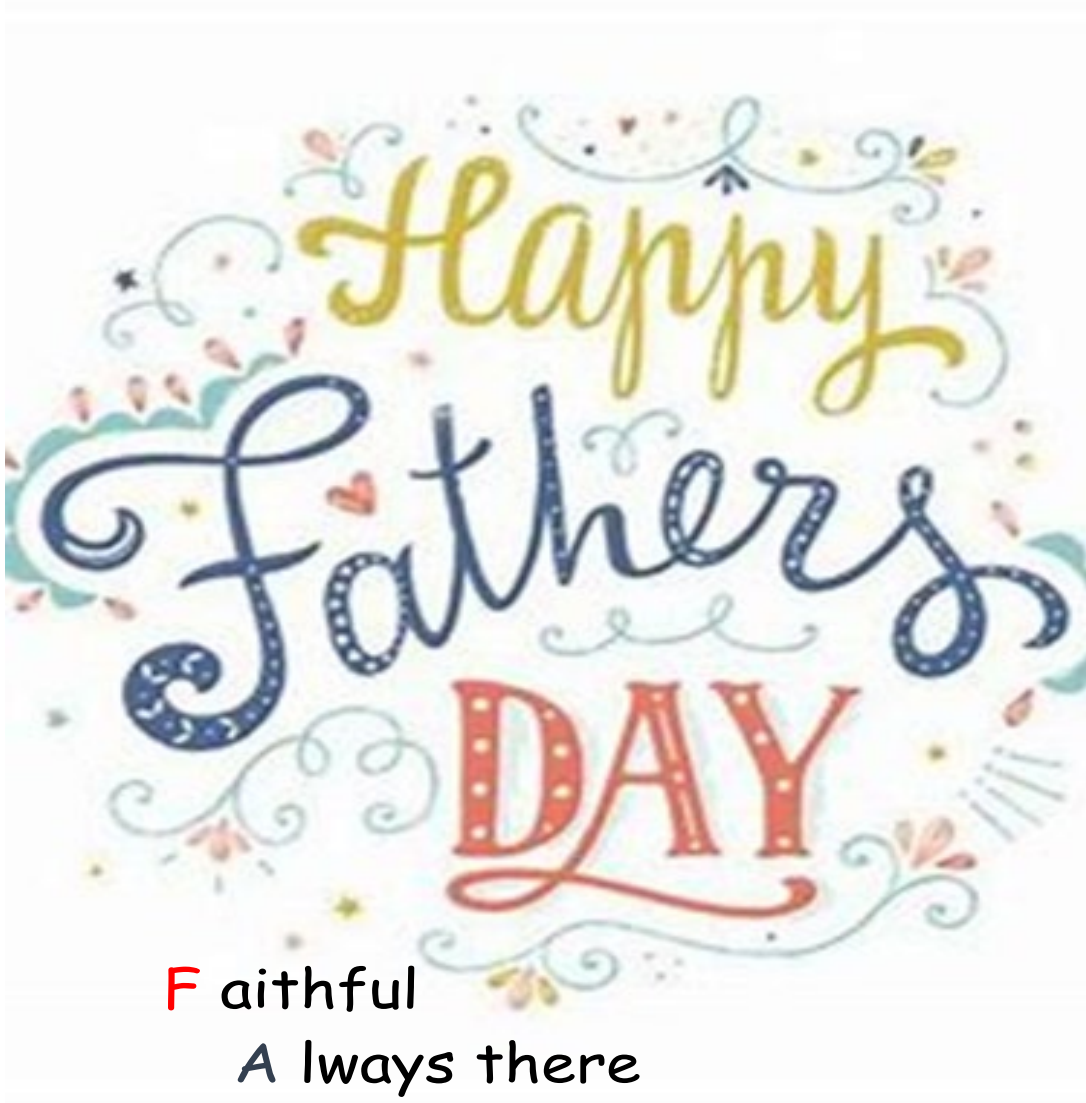
**Current Supply “Ship’s Store” Offerings, continued:**

<b>Caps and Sun Visors</b>		
Tan Sun Visor White Logo	S (7)	\$8.00
Orange Sun Visor White Logo	S (2)	\$8.00
Tan Sun Visor Black Anchor	S	\$5.00
Yellow Ball Cap White Logo	S	\$9.00
Mustard Ball Cap White Logo	S	\$9.00
Rust Ball Cap White Logo	S (2)	\$9.00
White Ball Cap White Logo	S	\$9.00
Pink Ball Cap Black Logo	S (10)	\$7.00
White Sun Visor Black Logo	S (3)	\$7.00
Pink Sun Visor Black Logo	S (4)	\$7.00
<b>Super Sale Items</b>		
Gray Tee Shirt	S (2), M (2)	\$1.00
Light Blue Tee Shirt	S (2), M (2)	\$1.00
White Oxford Cloth Short Sleeve	S, M	\$1.00
White Oxford Cloth Long Sleeve	M	\$1.00
White & Red Bella Tee Shirt	L (2), XXL (2)	\$1.00
Misc'l Tees	M (4)	\$1.00



**CBYCA Member Club  
News**

*This space is reserved for news and events submitted by CBYCA member clubs and partners*



**F** aithful  
A lways there  
**T** rustworthy  
**H** onoring  
**E** verlasting  
**R** ighteous  
**S** upportive



# Interaction Between CBYCA Clubs



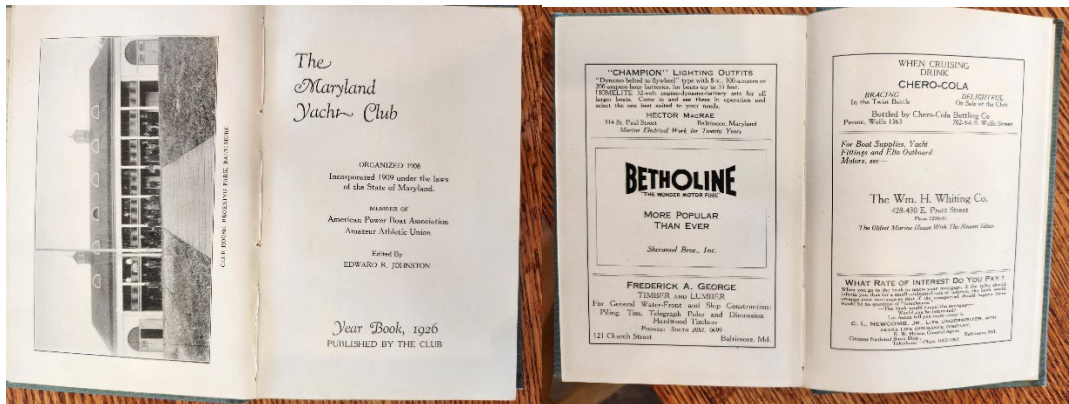
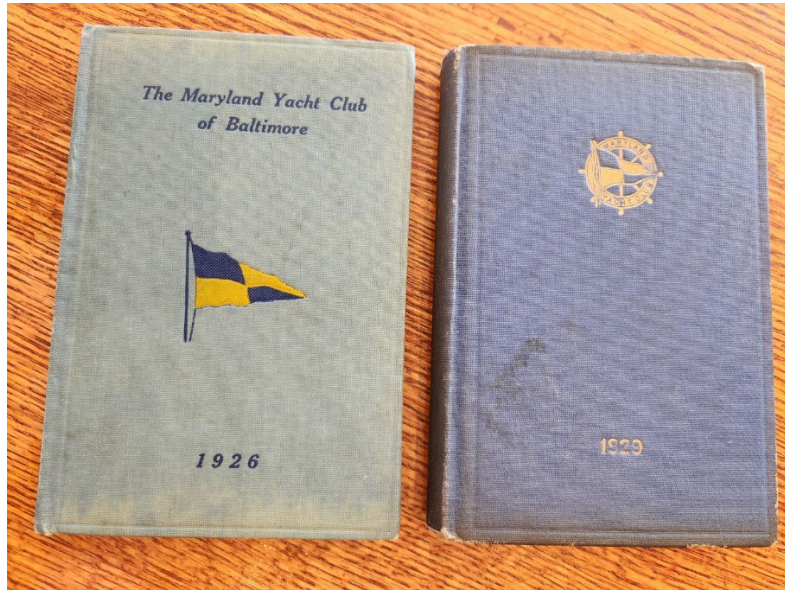
CBYCA supports and encourages interaction between clubs. Recently, Chris Schenck, Director of State Legislation for Pennsylvania and Delaware found the perfect opportunity to do that! (Hiding treasure behind her back)

While attending **Bodkin Yacht Club's** (BYC) ball in February, Chris met new Bodkin members who shared that one reason they joined a yacht club was that they had a very positive opinion of yacht clubs from stories they had heard from a grandfather who had been a member of **Maryland Yacht Club** (MYC) in the 1920s, 30s, 40s...nearly a hundred years ago! In fact, the couple still had historic memorabilia from their grandfather's collection. Knowing the MYC Historian, a Past Commodore of the club, was also present at the ball, Chris arranged a meeting. The club Historian was definitely interested in the historic items.

Having received the 2 yearbooks from the 1920s just before MYC's Opening, Chris took them along and presented them to **Commodore Sean Nunes, First Lady Eve,** and



**Historian PC Carl Treff.** MYC members who saw the books were very pleased to see ads, photos, the constitution and by-laws, and other historical items from their club's past!



# Opening Season Comes to an End



**Bodkin Yacht Club** officers proudly present the plaques they earned for Most Officers in Line and Most Boats at **Baltimore Yacht Club's** Opening!

Please share with us ( [communications@cbyca.org](mailto:communications@cbyca.org) ) your photos and stories about Openings this year or in past years!



