MARYLAND BOAT ACT ADVISORY COMMITTEE

SPRING MEETING

APRIL 12, 2018, 10:00 a.m.

ANNAPOLIS FRIENDS MEETING HOUSE, ANNAPOLIS, MARYLAND

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REPORTED BY:  David Corbin, RPR
CHRIS PARLIN: We will go ahead and convene our meeting of the Boat Act Advisory April 12 here at 10:00 a.m. Introductions. Start with John.

JON SHELLER: Captain Jon, Deale, Maryland. Another day in paradise. We're open for business.

ROBERT NICKEL: Bob Nickel, Western Maryland, up in, as I always say, the Great White North.

FRED LEVITAN: Fred Levitan, Timonium. CBYC Past Commodore.

RUSS DWYER: Russ Dwyer, Talbot County.

AMY CRAIG: Amy Craig, Upper Marlboro, Maryland.

THORNELL JONES: Thornell Jones, Annapolis, Maryland.

JOE HELLNER: Joe Hellner from Anne Arundel County, in the Millersville area. Been a boater most of my life. All types of
vessels, power and sail. Also former board
member, officer and past Commodore of several
yachting organizations and a former Naval
officer.

ROBIN ALLISON: Robin Allison, Galesville,
Maryland. Power, sail, commercial. You name
it, if it's on the water, we use it.

BOB LUNSFORD: Bob Lunsford, Anne Arundel
County. I'm a trailer boater.

ROMONA TRAVANO: Romona Travano, Anne
Arundel County. I'm a waterfront homeowner and
all kinds of little boats, big boats, whatever
I can get my hands on.

STEVE KLING: Steve Kling, Annapolis area.
I own a sailboat. And I was just thinking, I'm
trying not to be a former anything.

JOHN PEPE: John Pepe, Oxford, Maryland.
Marine surveyor and licensed 200-ton master
captain.

DAVE BLAZER: Hi everybody. I've Dave
Blazer, Director of Fishing and Boating
Services for the Department of Natural Resources. Most of my background is in fisheries, however when I did start my career I did have a 25 ton captain's license and ran some charters early on for the Chesapeake Bay Foundation. It's a pleasure to be here. I've been on the job for a while and this is my first Boat Act Advisory Committee. I'm glad to be here and glad to meet you. I already heard a couple issues, so I appreciate some of the communication we've had already and I look forward to the day. Thank you all.

LOUIS WRIGHT: Louis Wright, hydrographic operations, DNR.

RACHEL EISENHOWER: Rachel Eisenhower, I'm with the Attorney General's Office with DNR. I haven't been to a meeting for a while, which I apologize, but it's good to see everybody again. And I don't have any boats.

JON SHELLER: We can fix that.

ANN WILLIAMS: Ann Williams, hydrographic
operations, Fishing and Boating Services.

JEANNINE MOANEY: Jeannine Moaney, Fishing and Boating Services.

MIKE GRANT: Mike Grant, Fishing and Boating Services.

CHRIS PARLIN: I apologize, I cut you off there. And Chris Parlin, chairperson for one last day. All right. And -- actually lately I've been introducing myself to folks as a yacht captain. I used to say retired fire fighter, but now I think I've gotten to that point where I am a yacht captain.

JOHN PEPE: I think you qualified.

CHRIS PARLIN: Thank you. More fun in it too. All right. Mike, Manadere Creek.

MIKE GRANT: As you recall, Manadere is still around. We still have some issues between the skiers and residents. This year, again, the residents convinced Senator Reilly and another Anne Arundel County delegate to introduce a law to do what you all didn't do,
1 or what the community wants to do. Ultimately
2 that was pulled. I think greater minds sat
3 together and decided that they didn't want to
4 go against a legislative directive that they
5 had created, letting you guys do your job. So
6 that's what happened to that. The ultimate --
7 the short story is -- and then another letter
8 was written to the Governor, to which Secretary
9 Dalton responded we're keeping to our guns,
10 however you may consider consulting with the
11 Boat Act folks if you and the ski club need to
12 come up with some kind of a compromise. It
13 won't affect the law specifically, but if you
14 can play nice together, perhaps we can find an
15 end to this. Well, that's what we tried to
16 encourage to happen. And phone calls missed,
17 e-mails not returned, et cetera, et cetera. So
18 finally Bill Anderson said we're going to
19 provide a venue for both groups at our building
20 or wherever they want, but at our building, and
21 they can hash it out together. Bill and I sat
there and let them do their thing. It was to find compromise. It wasn't a wheeler dealer day, it was to find compromise. Three members of the ski club and two members of the community showed up and it started out with one of the members of the community saying, "so what do you got to offer." Which kind of set the tone. And it dragged on a bit. Bottom line is at this point, from what we understand, what we can understand, is the community is still complaining about a two to three foot wake. At the turns, not on the course. The noise and the available time for the course. Not the amount of time the skiers are actually skiing but the time they can ski if they want to. They only ski five and a half hours a week, period. That's all they can ski. That's not only time but they just can't ski that much any more. So the community wanted to know when specifically, eliminate days, et cetera. And the ski club would not accept that. They did
however say here's some phone numbers, contact information and here's access to our web site where we schedule our skiing. So that we're not running over each other, we know who is coming in any given day. No, that didn't work. Ultimately the meeting ended after about an hour and 15 minutes. And the community left, two of the members of the ski club, both attorneys, remained and discussed it for another hour. According to Bill, Bill was still in there in the same room. So that's how we ended. That was on the 3rd. This weekend, past weekend, Bill and I both were copied on e-mails to Senator Reilly and the Secretary and attendees of that meeting that basically spelled out the community's disappointment with the venue, the meeting, nothing was accomplished. And then at the very end it said we're considering judicial action, which basically closed the door on us. We're not talking about it any more. It's in Rachel's
capable hands, or at least the OAG, if it goes forward. But we're hoping it doesn't go that way. It's just that's the way they want to play, that's the way it is. That's where we stand right now. Rachel, you want to add anything.

RACHEL EISENHOWER: No, not at this point.

MIKE GRANT: Anybody have any questions.

JOHN PEPE: Mike, where does this leave the ordinance?

MIKE GRANT: Everything is fine.

JOHN PEPE: Everything is staying just as it is.

MIKE GRANT: Yes. The Secretary stands behind you all 110 percent. It's legislative directive initiative. It's why you guys are here. You're doing what you were told to do, doing it quite well, and that's the way it's going to stay for now. If somebody else wants to try to pass a law, then here we go again.

BOB LUNSFORD: During the meeting with
1 community members, were there claims of
2 interference with particular activities or
3 claims of damage, or just...
4 MIKE GRANT: There were inferences that
5 "well, my kids came down, my grand kids came
down to visit and they couldn't paddle board,
they couldn't kayak. Well, why not. You were
running in the course. Well, they can paddle
over there, they can paddle over there, and if
they want to paddle across the course, we would
stop at the end of the run and let them go
across the course." We got people in there
anchoring out, liner vessels, get up in the
morning, drank their coffee and watch these
guys ski. There is -- there was no indication
and there is no proof from anybody that it
wasn't going on. So the skiers kept saying,
we -- they watch us all the time and we don't
prevent anybody from going in there. Now, when
we're not there if a boat comes in and gets
crazy, that's an NRP issue, we have nothing to
ROBIN ALLISON: Was there any complaints to NRP.

MIKE GRANT: We have not heard of any. Given that number -- like generally their consensus is they never show up, but when they show up, it's too late.

CHRIS PARLIN: Well, thank you. One of the most frustrating things I think I've been involved in the whole time, and of course it fell under my chairmanship. But I agree with you, Mike, I think we did our jobs, we did it properly, and it's nice to hear the Secretary supports us. That's what we're here for and that's why we keep doing what we're doing and do the site visits and gather our information and do our jobs the best we can. All right. Thank you, Mike, appreciate it. Legislative wrap-up.

MIKE GRANT: She is not here yet. Allison called and said she had some -- the school is
having muffins with moms this morning, so she
got to school and she will be in here as soon
as she can.

CHRIS PARLIN: That's fine. Family first.

Okay. 2017 proposed regulation status.

MIKE GRANT: I have no official requests.

I have had a number of inquiries which I'm
going to present. And I apologize, this new
projector does not have the hoods that it
should to generate a good picture in any kind
of ambient light. I think we can work through
this. I've added some new graphics that I
think will help. First of all, South River,
Edgewater Beach and Cape St. John's.
Independent. Edgewater Beach is back again.

It's a different person but same scenario.

They are complaining about the issues, and here
we are. Let me jump down. At Marker 17,
here's Edgewater Beach right here. Here's
Marker 17. Go back up again. Here's our
current speed limits here, six knots. Up here
as we know it's six knots Saturday, Sunday and holiday. 35/20 during the day. They have not officially submitted anything but he called yesterday and promised he had something electronically and postmarked by the 15th, so I expect to get that one. They have not given me a line yet, but he inferred that that's about where he wants it, right about there. So that he's -- they are not affected by wakes, although these people will be now if it's there. But they want the six knots run all the way up to here now. At the same time, Cape St. John, all along here, they want the whole thing six knots all time. Currently, and again -- here we are. This is from Ann's chart. This is the current at the bridge, Cape St. John, Edgewater Beach, they want this to be six knot all the time. If you go back to the minutia, to go from the Route 2 bridge to the Riva bridge all the way through from here to here at six knots, it would be about almost 15 minutes,
ball park. And these are the various -- I didn't print these out because nothing was firm yet. Once we get solid information I will get them out to you so you can keep them on your coffee table. It would be a 15 minute run from here to here. I don't know if we're going to get this one. When the woman asked for more information, I explained the best thing she could do was come up with some kind of a backup, complaining about damage to property, damage to sea walls, erosion, that kind of thing. She said -- she called me back and said, Mike, I don't think I have any of that, I'm not sure this is really worth going after. But she is going to have a community meeting. And she has got until the 15th to get it in here.

JON SHELLER: We keep coming back to this area. Do we know or can we find out what the population of boaters is above the bridge.

MIKE GRANT: I'm sure we could. That
would be licensing and registration. I guess we could get that information. It's a bunch, no doubt about it.

JON SHELLER: Yes, I'm assuming that. But that would give us a data point to say this is the people you're impacting on a daily basis with your proposed regulation, or current regulation. And they would -- if I was living up there, I would want someone to tell me that someone proposes to close the door on my boating.

MIKE GRANT: Well, that will happen if this comes to fruition, we'll pop that big Humvee in the middle and say notice regulation change being proposed with my phone number on it, and I'll just transfer the calls to you.

JON SHELLER: I've got one of those voice mails that takes 15 messages and turns off.

CHRIS PARLIN: John Pepe.

JOHN PEPE: You also have to keep in mind you're affecting a business north of there.
There is a destination restaurant, several businesses up there.

ROBIN ALLISON: Which is another question, have we heard any more complaints from Mike's. Mike's was complaining about the wakes also.

MIKE GRANT: No. Since it didn't go through last year, I haven't heard anything this year. Because he's aware that it takes three years for you guys to look at it again.

ROBERT NICKEL: But they would have input on this.

MIKE GRANT: Oh, of course they would. And, again, I apologize for this, but this is -- there's the distance from the Cape St. John, about 980 feet. About 230 feet out to 17 from Edgewater Beach. And I wish this would look better, here's a close-up again. Here's the docks. And those of you that have been here, you realize this is just about at sea level. In fact their stone bulkhead is above the land and the land is actually at sea level.
So there is an issue there. This is the one I wanted to show you. This is April 1994. It looks pretty much the same if -- as it dose 2017. There is very little evidence of any kind of erosion. Again, got to get a better projector here. So any more questions on this one. Blow through this. This is Tred Avon, Dixon Creek, Maxmore Creek. Again, these were inquiries over the winter. Here's Easton. There is a little marina up here. John, what's the name of it.

JOHN PEPE: Easton Point.

MIKE GRANT: Easton Point Marina. Dixon Creek is up in here, Maxmore Creek down here by Royal Oak. From the marina to Dixon is about 1.2 nautical miles and down to Maxmore is about three nautical miles. This gentleman was not clear, he just wanted something done and he never got back to me. I think he was looking for six knots. Here's Dixon. It's a decent amount of water. I think he was mostly
complaining about jet skis, but again he hasn't
gotten back to me. Maxmore was more specific.
This gentleman has a lovely little estate right
here and he's complaining about boaters zipping
by. 700 feet, 500 feet. It's about a half
nautical mile to the entrance. It's a lot of
room to operate up in there but he wanted this
area shut down to six knots all time. Again, I
have not heard back from him.

JOHN PEPE: A lot of new development north
of that area, between Easton Point and Maxmore.

MIKE GRANT: Okay. So that has not come
through. Here's where he is. And the Tred
Avon down here. Any questions on this one.

Easton Bay Greenwood. And I should have pulled
this one because a friend I know through the
yacht club over on Kent Island approached me
about this and I explained that this gentleman
right here, again, this is about 425 feet wide,
about a nautical mile to the bay, it's
chokepoint here but it's not that much at four
and a quarter. He wants it shut down just right here. And the gentleman who I spoke with lives up in here and he went up and down here and talked to everybody and nobody wants it.

BOB LUNSFORD: Community support, we like that.

MIKE GRANT: For us. Or for you.

JOHN PEPE: Great waterskiing creek too.

MIKE GRANT: I bet. That's a picture right there. Wye Narrows up in here, Wye River.

STEVE KLING: I'm noticing a pattern that these water skiers are getting us in trouble all the time.

MIKE GRANT: Plus they're competitive.

AMY CRAIG: I narrowed them down to three spots. Keep the trouble contained.

MIKE GRANT: So Greenwood I think we're not going to hear anything from. Ocean City, Isle of Wight. This is a questionable one.

This just came in last week. Isle of Wight is
up here at this point of land that comes out right here. It has the Jolly Roger amusement area. And this end right here, as you can see, kind of barely. Of course all the channels are six knots in here. The channel is very skinny through here. All these vessels are on lifts. And there is your distance from the green all the way up to the shoreline. This is the area they want to go to six knots. And this down here is all six. Here's the area again. Here's the current channel. As you recall, you made a change to this a couple years ago, included this in the six knots. Once you get out of here, you're freewheeling all the way up to Delaware. They want this going to six knots, which would mean, you know, wide open, six knots, wide open, and then six knots all the way to the ocean. There it is again, the marks.

BOB LUNSFORD: Mike, did that come in as a petition or just a request.
MIKE GRANT: Came in as a call and discussed it with him, and I said you've got until the 15th. And he said he would try to get something in and postmarked by the 15th.

ROBIN ALLISON: What was the issue?

MIKE GRANT: They are getting too much wakes. That people swimming in there are getting rocked. The boats are getting rocked. Bulkheads are getting rocked. It's uncomfortable.

ROBIN ALLISON: And everybody is on a lift.

MIKE GRANT: Yeah, pretty much. Or on a float.

ROBIN ALLISON: Very curious.

ROBERT NICKEL: And the prevailing wind is from the west, so that's a lee shore where you always have waves because it's always blowing in Ocean City. So the boats are probably tamping down the...

RUSS DWYER: If anybody has been there,
1 you're just trying to get to that bridge before
2 it closes too.
3 MIKE GRANT: That's true too. I have a
4 feeling that this might be fought pretty hard.
5 CHRIS PARLIN: And everybody just
6 remember, we've got a stenographer trying to
7 keep up with us, so one at a time.
8 MIKE GRANT: Here it is again. And some
9 charts again. This area all along here, it's
10 all regulated now at six knots. Here's the
11 area that you all put in a couple years ago.
12 Six knots all time. So this is the canal right
13 here right out. That's all I have.
14 ROBIN ALLISON: So are any of these
15 petitions yet?
16 MIKE GRANT: No.
17 ROBIN ALLISON: Just phone calls.
18 MIKE GRANT: I expect to get the Edgewater
19 Beach and possibly this one, the Ocean City.
20 BOB LUNSFORD: Can I get season pass for
21 Oak Grove Marina, Mike.
CHRIS PARLIN: Mike, you jumped ahead to
the 2018 regulation request. 2017 proposed
regulation status.

MIKE GRANT: I'm sorry. The only thing we
had was the data point on Yans Creek on the
Severn River. We had -- we lost the land to
the southwestern tip of the ski zone and had to
move it to a new point of land. Louis and Ann
figured that out and that went through no
problem. That's all we had, right. It went
into effect March something. That's it.

CHRIS PARLIN: Thank you, Louis.

Legislative session wrap-up. Allison.

Welcome.

ALLISON CORDELL: Good morning. Good to
see you all again. Allison Cordell, the
legislative director for the Department of
Natural Resources here to give you a quick
update on legislative session that wrapped up
on Monday at midnight. So it was a long, long
Monday and still recovering from the lack of
sleep. But it was a good session for us. So I
wanted to talk to you about the new -- the
bills that have passed that are likely to be
signed by the Governor. They are not new laws
yet but we expect they will all become -- I
don't anticipate that any will be vetoed. We
had four departmentals. This was for our
recreational discount promotion program to
continue. So we're allowed to give a discount
for our fishing and our hunting licenses. We
also repealed two of our defunct commissions.
So if you look at our commission list, it is
going cleaned up so that the ones that are
active are going to be listed and the ones that
are not have been repealed from our article.
We also clarified that pigeons are still
unprotected in the State of Maryland. And that
on our tidal fish license you can designate a
beneficiary at any time and that the cancer
crab would be added to the, conch, turtle,
lobster permit license. So those were our four
departmentals, but the one that would really have to you with you is MDE's departmental. This was SV 100, reservoir, dam or waterway obstruction plans, designation of approval. This just helps streamline the process with MDE for those removals. Now, really on to the waterway related ones. We had Senate Bill 115, Deep Creek Lake Policy and Review Board. Department of the Environment was added to the list. Pretty simple. On our licenses, when you go to purchase a license through DNR, through our compass page, you will be able to -- you will be able to give a voluntary donation, both to the Chesapeake Bay Trust, the 2010 Trust Fund, as well as if you want to designate funds to our veterans. We would be able to give a discount to our veterans through that voluntary donation. Senate Bill 501 was on the State lakes protection plan. This requires an appropriation of a million dollars to the State lakes fund. We have 16 State
lakes, and I'm sure that there will be a competitive award process on who receives the funding from that million dollars. There also was Senate Bill 1260 Waterway Improvement Fund, Ocean City dredging study. This requires 300,000 from the Waterway Improvement Fund for this purpose. The department had looked at what was available in the Waterway Improvement Fund, had offered the Town of Ocean City 200,000 as our portion of the match. However, they decided to go another round from what we were offering through the legislature, and we are now to designate 300,000 for this purpose. House Bill 917, this was a local bill on Frederick County Scenic River Advisory Board changing their membership. And House Bill 1845. This was those for those that have aquaculture off of their piers. They would be able to harvest not just from 5 feet but up to 10 feet. There is a restriction but this is for noncommercial purposes. What failed might
be of most interest to you. We had the State Boat Act, which was on carbon monoxide. This was House Bill 795. And there was also House Bill 803, the boat winterization shrink wrap. This was -- unfortunately a gentleman named Matthew passed away after removing the shrink wrap from his vessel, and so they wanted to require additional notice from the department and from those that were providing the shrink wrap on the harms of carbon monoxide poisoning. We talked to them about how we do have this information included in our boating safety course and we do have that information printed in the brochure. So it is available for all of our boaters, and so this ultimately did not pass. Madamere Creek ski zones. This was also put up again. This year it did not make it through. This was House Bill 299 and Senate Bill 141.

CHRIS PARLIN: Finish up and we'll come back.
ALLISON CORDELL: So that would be on Madamere Creek. We had an interesting bill come up by Delegate Metzgar on solar reflective lights on our buoys. This would require all buoys in state waters to have solar reflective lights. This had a very high fiscal cost and we were concerned about really lighting up the bay, not only how it could confuse boaters but also what it would do for our wildlife. So this did not pass but Delegate Metzgar does want to follow us with up about some concerns he has about visibility for the buoys. A question that might come to you. We also -- there was criminal negligence, manslaughter or homicide by vehicle or vessel. This did not pass. House Bill 325. And House Bill 406, life threatening injury by vehicle or vessel. This would increase the penalties. Neither of those made it through. House Bill 820, this was put up by Delegate Mautz. To exempt both the purchase -- the purchase of boat motors
from sales and use tax. And the final one that also did not pass but is boating related would be the creation of a state debt, House Bill 654, Annapolis Maritime Museum and Park. No funding was given to them. And that is all.

Any questions.

JOE HELLNER: I have a question on the CO2 bill. It looked like it got through the Senate after a bunch of amendments. If I recall correctly it was widdled down to a brochure that the DNR would provide.

ALLISON CORDELL: It was.

JOE HELLNER: Do you see that coming back perhaps next year since it made it all the way through the Senate. Did there -- I know the sad case of Matthew passing away kind of drove this.

ALLISON CORDELL: It did. And there was very compelling testimony that was provided. The house subcommittee on environment and transportation really, you know, felt for the
family, did not want to give an unfavorable report. So instead of ever publishing that it was an unfavorable, they held that one and it just didn't cross the finish line instead of receiving that unfavorable from the committee. While I think they feel for the family, they see that this was one incident. It's not something that we have a substantial need for more education to our boating community on this issue.

JOE HELLNER: Your early read on it is the legislature probably won't bring the carbon monoxide or the shrink wrap back next year.

ALLISON CORDELL: This was two years in a row, so I don't believe they will try for a third. But new membership next year, you know, maybe.

CHRIS PARLIN: Any other questions.

ALLISON CORDELL: Thank you.

CHRIS PARLIN: Thank you, Allison. We're going to push forward. Old business. Does
anybody have any old business they would like to talk about. Okay. Hearing none. New business. Steve Kling. I'm sorry.

DAVE BLAZER: If I can, I just want to make the committee aware, and Allison may help me out here a little bit, the Governor signed an executive order a couple months ago about the Maryland Outdoor Recreation and Economics Initiative. And we, the Department and the Department of Tourism, are putting together an advisory group that is supposed to meet soon. I don't think they have met yet.

ALLISON CORDELL: May 18th is the date I have in my mind.

DAVE BLAZER: But they are going to look at how can the State help with outdoor recreation experiences, both from a business viewpoint and also the consumer and the people getting out. In Fisheries, we're pretty active in it and they are looking at parks and wildlife, but boating is obviously a part of
the outdoor experience as well. So I wanted you all to be aware of that, that that's just kind of kicking off. I'll make sure, Mike, if we can get a copy of the executive order, we will send that to you just so you're aware of what that group is doing and make you aware of other meetings and then efforts to look at some of the boating outdoor experience that we have in Maryland. So just wanted to bring that to your attention.

ALLISON CORDELL: One of the things the Commission is going to be looking at is how to really brand and market our State for our rec opportunities. So boating is a huge component of that. All of the waterways that we have to offer to the recreational community is going to be of course a needed aspect of this conversation.

JOHN PEPE: Will this possibly get some grant funding or sustainable waterways or working waterfront community type.
DAVE BLAZER: I think that's a possibility. You know, obviously you put a lot of the advisory groups together that are going to put recommendations, and their hope is to put recommendations together. Funding is always one of those. Bunch of great ideas but how do you pay for them. So I'm sure that will be some of the discussion that they will have.

ROMONA TRAVANO: What's the membership on the group.

DAVE BLAZER: It's statewide. I think they have got an Ocean City rep, a Deep Creek person and a bunch of people in between.

ROBERT NICKEL: And from what walks of life or experiences.

DAVE BLAZER: Well, I know there is a couple fishing folks. But it's a 16 --

ALLISON CORDELL: There is some from industry as well. I want to say from Under Armor or REI there is a representative. And the membership, I think at least around 30.
DAVE BLAZER: It's a pretty large group.

ROMONA TRAVANO: And the objective of the executive order is to promote recreational tourism.

DAVE BLAZER: Yeah, outdoor recreation and tourism. Again, we'll make sure we send that executive order and the membership.

CHRIS PARLIN: Thank you.

JOE HELLNER: On that topic, since you mentioned there is interest in boater feedback, how would boaters be able to get back to the committee and provide comments or suggestions.

DAVE BLAZER: Well, they haven't met yet, so I think setting up -- I know they plan to have meetings across the state. They are not just going to be housed here in Annapolis, they are going out to Deep Creek and Ocean City and a lot of places in between and heavily advertise those. I think as they go we'll make sure that we advertise those things and use our advisory committees to try and get information
about what's going on and let you be aware of
that. I know on the fishing side, our Sport
Fish Advisory Committee, you know, this is
something obviously that they are very
interested in as well.

JOE HELLNER: And would consideration be
given to posting that on the DNR web site so
that we can -- if, for example, I get questions
about this, I can point people in the right
direction as to how they might engage with the
group.

DAVE BLAZER: Absolutely, that will all be
set up.

CHRIS PARLIN: Thornell.

THORNELL JONES: Is this in any way
related to the National Park Service trying to
get more people on the water.

DAVE BLAZER: I'm not sure where the
initiative came from. I know REI was
interested in doing it. So I don't know all
the details of how it got legs originally.
ALLISON CORDELL: There is a national push for this, for more information and marketing of our outdoor recreational opportunities. So there was a National Governor's Association meeting a couple, maybe a month ago, that many members from different states that are engaged in this activity met together and we had national park representatives there as well.

CHRIS PARLIN: Okay. Thank you. Any more questions. We had another guest walk in.

BILL ANDERSON: How are you.

CHRIS PARLIN: Good.

MIKE GRANT: Assistant Secretary Bill Anderson.

CHRIS PARLIN: Give the opportunity for somebody to introduce him. Welcome. All right. Still under new bills. Steve Kling, you have some housekeeping to do here.

STEVE KLING: Yes. Nominating committee.

It's time for -- our two years is up, your two years is up.
CHRIS PARLIN: Which it was at the end of the year this past year but we didn't meet in the winter so here I am.

STEVE KLING: And the nominating committee comprises of Mr. Lunsford and myself to discuss things, and we would recommend to the committee for a two year term, to end at the end of the calendar year 2019, Amy Craig as Chair, Thornell Jones as Vice Chair, and Jon Sheller as Officer at Large.

ROMONA TRAVANO: Second.

STEVE KLING: You don't need a motion, second, when it's a committee.

ROMONA TRAVANO: Sorry.

CHRIS PARLIN: Just a vote on it. And any questions.

RUSS DWYER: You heard from the attorney too.

CHRIS PARLIN: Vote to approve.

BOB LUNSFORD: Wait a minute. Do you want to veto this motion. This is your last chance.
1 JON SHELLER: No, that's fine.

2 CHRIS PARLIN: Everybody in favor.

3 Anybody opposed. Okay. There's your new

4 membership. Happy birthday to me.

5 ROMONA TRAVANO: Chris, thanks for doing a

6 great job.

7 CHRIS PARLIN: Thank you. Appreciate it.

8 Like I said, I think Manadere was our toughest

9 meeting and it was a long meeting, but I think

10 in the long run it really matters that we took

11 that time to listen to everybody, give

12 everybody their chance to speak. And I think

13 we truly did a good job on that one. Even

14 though it keeps coming back, we have triumphed

15 through so far. Okay. I guess with that,

16 anything else, any other new business.

17 BOB LUNSFORD: Chris, you have to give

18 your personal reflections over lunch.

19 CHRIS PARLIN: That's right.

20 ROMONA TRAVANO: This isn't new business.

21 But the web site that has all the regulations,
boating regulations, I continue, just random people, friends of mine, say what a wonderful site that is and how much they really enjoy it. A friend of mine who is active in the Coast Guard Auxiliary and they are interested in the site as well. I just wanted to say job well done, folks.

CHRIS PARLIN: And that's something I kind of started years ago when I first got on the committee and said, hey, we've got a younger generation that's tech minded and everything is online. And Louis and Ann put in so much work on that and I'm sure there is a few others in the background that did the web site development and what not. Yes, thank you both of you, and anybody else who was involved. It really is a good product.

ROMONA TRAVANO: I don't know if you're getting that feedback directly, but I hear it all the time.

ANN WILLIAMS: We don't get all the good
1 stuff. We get the Manadere phone calls.
2 CHRIS PARLIN: Job well done, seriously.
3 Thank you for bringing that up, Romona. Very
4 good. Any other new business.
5 JOE HELLNER: I would also like to add,
6 following Romona's theme, for the record as
7 well, I've been a user of the DNR web site for
8 a long time and I just want to say the whole
9 DNR web site gets better it seems every year.
10 It's more user friendly than ever, more
11 intuitive, I'm able to get quickly to the
12 things I want to see on the DNR web site. I
13 wanted to give that positive feedback back to
14 the DNR as well. It gets better every year.
15 Thank you.
16 CHRIS PARLIN: Okay. Did you have any
17 words you want to share.
18 BILL ANDERSON: No, seems like a bit of a
19 light agenda this year. Again, I just want to
20 thank you guys for your commitment to being a
21 part of the committee. These things are tough,
and you mentioned Manadere, but they are tough in general and it takes away from your business, your family, so I want to thank again everybody on the team. And our DNR support team for everything you guys do for the boating public.

CHRIS PARLIN: Thank you. All right.

Motion to adjourn.

BOB LUNSFORD: Can we hang around for lunch. That's a lot of food to save.

CHRIS PARLIN: We can have some off the record discussions after adjourning.

BOB LUNSFORD: I'll make a motion we adjourn.

JOE HELLNER: Second.

CHRIS PARLIN: All in favor.

COMMITTEE: Aye.

CHRIS PARLIN: We're adjourned.

(Meeting concluded at 10:43 a.m.)
STATE OF MARYLAND

I, David Corbin, a Notary Public in and for the State of Maryland, do hereby certify that the within named, MARYLAND BOAT ACT ADVISORY COMMITTEE, personally appeared before me at the time and place herein set according to law, was interrogated by counsel.

I further certify that the examination was recorded stenographically by me and then transcribed from my stenographic notes to the within printed matter by means of computer-assisted transcription in a true and accurate manner.

I further certify that the stipulations contained herein were entered into by counsel in my presence.

I further certify that I am not of counsel to any of the parties, not an employee of counsel, nor related to any of the parties, nor in any way interested in the outcome of this action.

AS WITNESS my hand and Notarial Seal this 18th day of April, 2018, at Centerville, Maryland.

My commission expires November 19, 2019
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