MEETING OF THE
MARYLAND BOAT ACT ADVISORY COMMITTEE

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The above-entitled matter came on for
hearing on Thursday, April 21st, 2016, commencing
at 10:00 a.m., at Selby Bay Yacht Club, 1116 Turkey
Point Road, Edgewater, Maryland 21037, committee
chairman, presiding.

COMMITTEE MEMBERS:

Frederick Levitan        Robert Lunsford
Steve Kling              Amy Craig
Coles Marsh              Thornell Jones
Jon Sheller              John Pepe
Russ Dwyer               Debbie Henninger
Al Simon                 Kathy Smith
Joe Hellner              Robert Nickel
John Bush                Robin Allison

Christopher Parlin, Committee Chairman
Mike Grant, State Liaison
Mark O'Malley, Director of Boating Services

Reported by: Kelly A. Taylor
THE CHAIRMAN: All right, we're going to start the meeting now. A quick reminder, Kelly here is keeping track of everything, use the microphone like this (indicating).

Alrighty, welcome everybody.

Unfortunately Ramona is not here, I wanted to thank her for her years of service of being the past chairperson. She did a great job so I'm looking forward to continuing that and trying to fill her footsteps, fill her shoes there.

We'll start with proposed regulations from Mike Grant.

MR. GRANT: You may want to --

THE CHAIRMAN: Introductions, quick introductions. We all know each other, so run around real quick and then that way Kelly can get a bead on where everybody is here.

(Introductions.)

THE CHAIRMAN: All right. Thank you, everyone.
Mike, regulations status from 2015.

MR. GRANT: Everything passed with minor adjustments. We were very pleased that we had seven that went through in various stages. A lot of them were thanks to Ann and Louis with COMAR adjustments and guiding us through the ski course language and all of that and they finally were able to get the people downtown to understand what we were trying to do, they agreed, they flew right through it, effective March 28th.

THE CHAIRMAN: All right. And 2016 regulation requests.

MR. GRANT: Yep. Just so you know by the way the mileage sheets are over here for the folks that traveled a long distance, local people don't get any money today, it's too close. And the bathroom is behind the wall over there. Watch your step going down.

All right. Our first request is Parkside Marina on Frog Mortar Creek and they want to limit the speed in the creek from April 1st to
October 31st to six knots. Boats harbored at the marina and the property are subject to excessive wakes weekly and across the creek. MDE and Lockheed Martin are building a new water filtration with an outflow pipe to the creek, folks up here fear it will force more vessels close to their pier.

I sent this ahead so you all could take a look at this, but basically I received a petition he's talking about 15 hundred feet in front of the marina, 34 signatures. I explained the process to him, I told him it might be an uphill fight but he wanted to go with it anyway. I recommended in the meantime he considers calling NRP at every perceived violation to establish some kind of a pattern so NRP could get there when things are really hot.

I contacted the owner of the marina on March 28th. This I started in 2015, March 20 of 2016 he was unaware of the petition, but he thought it was a good idea. Same day, March 28th, I contacted MDE, the marina was approved between '92
and '94 and finished sometime around '99. The current person in charge of MDE there is no way that marina would exist today in its current location. Back in the day it was one-third across, no more than one-third across the width of the channel, now it's one quarter. This marina was actually built into the channel at the time and according to the owner that was done to avoid the expense of having to dredge so he just built out into it. So actually the inside slips are in the channel.

On March 28th I get an e-mail from NRP from Officer Noon, when the marina was issued the permit it was under the stipulation that they would never come back and attempt to change the regulation. Of course, there is no record of that. That's just a report from him.

Lockheed Martin, they tested for higher than normal but not really harmful levels of chemicals across -- that's interesting. In the waters across from the marina they're installing a
cleanup site and as part of the water treatment system outflow pipes are going 70 feet into the creek across from the marina. They have installed four U.S. Coast Guard approved buoys around those pipes to identify the area. Originally they were going to be using, you know, reflective markers but the Coast Guard didn't like that, they wanted something soft. The marina owner is concerned that the waterskiers may be attracted to the buoys and run into the pipes. There's quite a distance from the edge of the channel to the buoys so it's 150 feet, that would be one long tow rope. Lockheed Martin has been working with Parkside through the process, Marine Trades, Brian Schneider, Tradewinds Marina, they're opposed to any regulation change. Corporal Schulte reports that neither NRP nor Baltimore County Marine Unit have received any complaints from the area of Frog Mortar Creek, from that area. And NRP stats for the area 2000 through 2015 and they report nothing for 2014 and '15, but there was no way to determine what if any of the
calls were a result of citizens calls and/or normal NRP patrols in the area. From 2000 to 2013 there were 12 reckless and dangerous operations and 17 under the influence.

Edwards Boatyard, just up around the corner, they're ambivalent but they're going to share it with the family and see what they think.

I have never heard back from the Chesapeake Yachting Center which is further up the creek.

Middle River, the run from the entrance to Middle River up to Parkside is point 1.5 nautical miles -- three nautical miles. It's 1.5 up the main part of Middle River, turning right up Frog Mortar to get up to Parkside. And those are the speeds, approximate speeds, for traversing at that speed, 15 minutes Saturday, Sunday and holidays, it takes about 15 minutes and down lower Middle River it's two and a half minutes. That's much faster. There is a closeup, the yellow line you see is an approximate area of the channel.

Average depth is actually a little bit less than
this, probably six feet. Maryland Marina, Parkside, Tradewinds, Chesapeake Yachting Center and Edwards, which I mentioned earlier. There is a closeup. The red area is the area they would like for the regulation, about 15 hundred feet. And there is the width of the channel, the outflow pipes down here at the bottom, about 70 feet from shore, that's approximate. Here's the channel (indicating). You can see the docks themselves of 235 feet offshore. These are floating piers by the way. Approximate time to travel that zone, about two and a half minutes.

This was sent to me by the folks at Lockheed Martin. This is the contractor's version of the channel and there is your outflow pipe right there, 70 feet. End of it is 320 feet in the center of the channel. Didn't trust this anymore than I trusted my guesstimate based on, you know, the old, regular NOAA charts so our man in the field, Fred Bidle (phonetic), God bless him, went out in his flat bottom boat and created this, this
is a larger version, but the bottom line -- nope.

There it is. The squiggly lines are all numerical, it's all numerical data, that's depth as you traverse the area. The outside white lines are depth, the yellow dotted line is the edge of the channel at five feet. Purple is six feet. There is the channel, right there. There is a tide board in the marina a little further south and that's how we determine the mean low water and the depths there of course.


MR. HELLNER: On an earlier slide, Mike, you had the whole Frog Mortar Creek and there was a large marina on the right as you're heading up channel and I was wondering who that marina -- one slide back -- that, the one right up on the right as you enter the creek.

MR. GRANT: This one?

MR. HELLNER: Yes.

MR. GRANT: Bowleys.

MS. HENNINGER: Long Beach -- I'm sorry.
That's Debbie.

MR. HELLNER: Yeah, I'm looking at the whole river. I take my question back, I know what I'm looking at. Thank you.

MR. GRANT: Okay. Any other questions?

Broad Creek, South River, you have paperwork on that, I e-mailed that stuff in for you. They want to relocate the Upper Broad Creek six knot zone approximately 15 hundred feet south. This is a little different from the original plan, I finally was able to talk to the gentleman yesterday. It's not the whole creek, it's just lower or extending the current six knot area, the upper zone, 15 hundred feet south. The move will in his estimation prevent erosion from wakes, protect piers and docks and boats, protect bulkhead, enhance safety for paddleboards and kayakers and moving will help to protect the living shoreline under development between The Preserve and the Broadview subdivision.

This is the area, this is the current
line here for upper and this is upper's current regulation, six knot, Saturday, Sunday and state holidays, 20 weekday, evening, 35 during the day. The lower is 20, 35, this is all boating season, evening and day. He wants to move this line down to here. Their marina is right here, the community marina is right here.

It's about point seven nautical miles to the current line up here and they want to move the line down to here and these are the widths of the, approximate width of the creek in these areas. You will note that nearly all of these points are bulkheaded currently. Some areas that are not, some natural shoreline. The living shoreline they were talking about is going in right -- it hasn't started yet -- but it's going right in this area or just behind or just north of the community's marina.

Again, here's current, here's proposed, and these are the two communities that are requesting a change.
This is the site of the 1980 boat wake study which a lot of you that have been around for a while remember. This area currently is completely bulkhead. These are the speed zones for the river for comparison. They're hard to see from that angle that's why I sent -- you have them in front of you right now.

This is the 1980 study done by folks at Coastal Environmental Associates, Gloucester Point, Virginia, Natural Resources, Naval Academy, Anne Arundel Community College, December 1st of 1880 (sic).

This is a new one, 2014. Amy was kind enough to forward this to me. We were unaware of it. This was done by a larger group of folks, City of Norfolk Geological Survey, Jeff Halka who has worked with us before, Virginia Institute of Marine Sciences, United States Corp of Engineers, DNR, University of Maryland, yada, yada, yada, quite extensive, but bottom line the combined conclusions between 1980 and 2014 aren't that much different.
Shoreline erosion is caused by wind-driven waves, and to a smaller extent boat wakes. Main factors influencing shoreline erosion are wind velocity, duration and fetch that drive the wave energy climate.

In addition, and we saw this down in, oh, Leonard's, St. Leonard's Creek, soil composition are sand, silt and clay content on the nearshore or the fastlane areas and the presence of vegetation are critical in determining erodibility.

In 1980, here we see Broad Creek, which I just mentioned, was the only area which showed erosion associated with boat wake, even though other sites studied showed higher amounts of boat traffic. The study suggests that this was a result of the soil conditions and boats traveling particularly close to the shoreline providing less time for the wave to dissipate. Back to the other study we did a few years ago -- it just went out of my head, boat wake study from the gentleman with the Naval Academy. Anybody remember that name?
Maynard (phonetic), the Maynard study. Also, during the summer months, during the study, 42 to 55 percent of the total annual wind wave energy occurred during the boating season, and as I said this area is currently completely bulkheaded. Any questions?

MS. SMITH: Mike.

THE CHAIRMAN: Go ahead.

MS. SMITH: How close is this area to the waterskiing course?

MR. GRANT: South.

MS. SMITH: It's south, but it's still a recreational waterskiing zone, right?

MR. GRANT: Yes.

MS. SMITH: Okay.

MR. GRANT: The waterskiing is up here. You can see it right there. Right up in here, right, Amy?

MS. CRAIG: Yep, there a little further down.

MS. SMITH: But --
MS. CRAIG: Over by the flags.

MS. SMITH: I'm talking about recreational stuff.

MR. GRANT: This is recreational stuff, yes, yes.

MR. PEPE: Mike, these two, the letter and petition that we have in hand, they seem to have -- I mean they're speaking for the same communities but they seem to be two completely opposing views. Is this a riff inside of the communities?

MR. GRANT: The two letters, the four page letter I received as a result of a conversation I had with one of the residents who had heard about this petition coming through and is vehemently, as you can tell, against it. The first letter is the original request which I received at the last minute on Friday the 15th, yeah, the 15th. The gentleman knew that that was coming and he -- it's a preemptive strike -- say if I get the petition then we are in opposition to that.
MR. RICE: That was me by the way.

MR. GRANT: This is Eric.

MR. RICE: Rice.

MR. GRANT: Eric Rice, he's come today to listen and not to participate unless somebody has a question.

MR. GRANT: Make sense?

MR. PEPE: Yeah.

MR. GRANT: Anybody else?

Mattawoman Creek. Yes, Mr. Lunsford would like to suggest that a change might be made to the existing line in this creek, Mattawoman Creek, across from Quantico, Dale City, Woodbridge over in Indian Head. Naval support activity, South Potomac takes that whole peninsula up, you have the Sweden Point Marina and launch ramp here, Slavins boatyard up there for --

MR. LUNSFORD: Indian Head.

MR. GRANT: -- Indian Head. Currently the six knot is this yellow line here, it's being recommended to just swing it up to this point here.
This is the single house with a single pier, if this line was established it would have no effect, the person is still in the six knot zone. These folks I tried to contact, no response. It's about half a mile here. If you go further up the creek -- evidently there was some connection between this here, and these are all semi-submerged pilings. If you get into the older maps, you can see these things sticking up.

MR. LUNSFORD: They're still sticking up.

MR. GRANT: They're still sticking up.

That's that.

The next slide will show you what they are dealing with in this creek. That's the actual waterway in this creek. That's all over the place. It's local knowledge, I suspect.

MR. LUNSFORD: It's buoyed, it is buoyed.

MR. GRANT: That's -- possibly it could be done through an administrative action just
moving the line, doing an emergency without a whole summer study. It's one of those simple ones, you swing it up there and it's a done deal.

MR. KLING: There are fish up there.

MR. GRANT: Pardon me?

MR. KLING: There are fish up there.

MR. GRANT: There are fish up there and Mr. Lunsford has a seat.

MR. KLING: Some people need a study.

MR. GRANT: I see, so you're taking Bob's boat off site, because the Boat Act boat doesn't have a fishing rods on it.

South River Bridge.

MR. HELLNER: Question, Mike.

MR. GRANT: Yes, sir.

MR. HELLNER: On the one -- on the -- this thing doesn't like batteries, does it.

Operator error. I just wanted to know what was the basis for the request?

MR. GRANT: Microphone.

MR. LUNSFORD: Mike, like I need a mic.
I have been boating down there on a several times a year since the mid 90s and myself as well as the several dozen people I boat with always thought the line began at where the red marker is now. We came out of Slavins or when we came up the creek from Sweden Point, that's when we broke down to six knots and come up on plane. It wasn't until this last winter, early warm spell that I called John Gallagher and said the buoy is off station and he said no, we just checked it and it's in the same place, realizing it was me that had been making the mistakes for a decade and a half.

MR. DWYER: Why do they want to move it now?

MR. LUNSFORD: Because somebody I know got a ticket a week ago. A guy I know got a ticket.

Mike, if you back up one more chart, I'm sorry, go forward one more, one more. If you look at that you can see you can't get close to the shoreline on the Navy side there because of that
spattered dock patch it's only about a foot of
water at high tide. Nobody is real sure that I can
find of why that speed limit was ever put in along
that entire shoreline for the entire length that it
was and it goes all of the way to the head of the
creek.

MR. GRANT: That's that one dock there,
Bob, is that what you're talking about?

MR. LUNSFORD: There is an old wharf, we
used to think that's where the Navy offloaded the
munition, that used to be the called the Naval
Surface Weapons Center and they make gunpowder and
rocket fuel for the U.S. Navy, the bulk of the Navy
munitions were made and stored there for some time.
Spooky place.

MR. GRANT: Okay, Joe?

MR. HELLNER: Yes. Thank you.

MR. GRANT: South River, Route 2
Bridge -- yep. Microphone, John.

MR. SHELLER: I'm not sure that I got,
I'm not -- I'm not sure that I heard an answer to
the question, why is there a request in?

MR. LUNSFORD: Well, for years -- I'm doing it without the mic, okay -- for years that proposed line was thought to be the actual line and there haven't been any incidents and you gain a half a mile that you can get up the creek before you have to get out of six knots. If you want to fish the head of creek, that's a long run at six knots.

MR. SHELLER: We're moving the lineup the creek not down the creek?

MR. LUNSFORD: Correct.

MR. GRANT: This is existing and this is proposed.

MR. LUNSFORD: Up the creek is to the right on that slide.

MR. SHELLER: Okay, gotcha.

MR. PEPE: Yes. Mike, do we have or are we going to hear any opposition to this?

MR. GRANT: I suspect that the only comments which I have been trying to get out of
these folks because it's their, all their land up
in here, and like I said this only one pier and
this landowner here which I will try my best to
contact, he's still in the zone, shouldn't affect
him or her at all.

Anybody else?

This came in as a result of a call from
a citizen who suggested that the line that the
buoys had been on, this dotted line, was not the
actual speed zone and he was right, it isn't. This
is the actual speed line right here. This is the
Yellow Fin, and Chestnut Hill, Edgewater Beach,
Route 2 Bridge, Liberty Marina. These were
evidently look out there is a speed zone coming
buoys or something to that effect. So the line was
repositioned and within 15 seconds I got a call
from somebody here, gentleman right smack dab in
the middle. If you can tell that's the only sandy
area along here except for the community beach down
here. His concern is that boats coming around 17
and heading down the river will hug this shore,
because it's the longest stretch of 35, or coming
in will pickup right here, the shortest side, and
he's suffering from extensive, and the two
neighbors are suffering from extensive beach
erosion because of that. But also what enters into
the picture is this is entirely bulkheaded. In
fact, this bulkhead kind of slides at this angle
and this one over here. Unfortunately that area is
suffering from a lot of boat wake focus or wave
focus, whether it's boat wake or wind and he's
catching the brunt of it, so he's asking for some
relief.

This is a suggested possibility which
has been confirmed by hydro as doable. The blue
area is six knots, the normal line is right here.
The idea is to extend the 35 down the middle,
funneling is a bad terminology, but keeping the
vessels in the middle and keeping six knots on
either side. This is just a draft, just a thought,
just a what do you think, it is possible and will
that work. And again, this may be another
executive change, administrative change, rather
than going through the whole summer study. We're
giving relief to the shoreline and not affecting
the vessels at all.

Any questions?

MS. CRAIG: Mike, what is the distance
for the whole six knot area on both sides of
bridge?

MR. GRANT: You mean from here right
about down to here, across Shadow Point over here
to the entrance to Woodland Beach -- I can't
remember the name of the creek at this time -- but
it's right about down here.

MR. LUNSFORD: Warehouse Creek.

MR. GRANT: Warehouse, thank you. So
about here through here. And that's 35 up to Riva,
which we changed as you know a couple of years ago
allowing it during the week to be no speed limit.

Okay. Any other questions?

MR. LUNSFORD: I'll not use the mic, but
have you had any supporting requests other than the
two property owners you mentioned?

MR. GRANT: No, the one that wanted it back where it was and the one is concerned because of where it is, those are the only two people I have heard from. And we solved the first person's problem by putting it where it belongs. The second person doesn't like it where it belongs.

MR. PEPE: Mike, if we're -- I just want to throw something out -- if we're looking at straightening out a line across the creek if we're going do it you have three or four more properties just west of the that line why wouldn't you just run the six knot out to 17 and be done with it because somebody is going to be asking for that in another year?

THE CHAIRMAN: Steve.

MR. KLING: Operator error. Sorry, guys. This is not what we ought to be doing, we should not be discussing the substance of these things now, that's for the fall. I mean people don't know, there are going to be buoys out there,
1 we don't have any information. I mean that's my
2 opinion, but this is not what this session is
3 historically for and I think we're getting ahead of
4 ourselves.

5 MR. GRANT: My thought was that because
6 this might be a solution, a short term solution for
7 the summer, we could do an emergency administrative
8 change and then have it discussed, have it studied
9 during the summer, and in the fall make a final
10 decision. We're just alleviating some pain for the
11 summer season. That's the only reason I bring it
12 up.

13 MS. WILLIAMS: I don't have a
14 microphone. The speed limit --
15
16 MR. GRANT: Microphone.
17
18 MS. WILLIAMS: I'm walking. Thank you.
19
20 (Discussion held off the record.)
21
22 MS. WILLIAMS: Okay, so at the corner,
23 we had a request for speed zone 2012, I think, Mike
24 said. The reason the buoy as you came in was we
25 put in that red line reduced speed ahead buoys as a
temporary fix during that hearing. Nobody in hydro got that it was a temporary fix and one of the boat crew guys mistakenly marked them at six this year and that's what caused the excitement in the area. John has said that we're not going to put the reduced speed ahead buoys there, that that's not a good habit to get into, that was only done for that '12 hearing and should have been pulled from our file so because they're all excited about this is why Mike and John and the hydro team made this request much more than a petition. There is not a petition in for this, that's all I was letting you know, Steve. It was not from them, it's that we're getting these calls -- and the beach that you're all talking about pulling it up to where that little circle is, that semicircle, remember, and that started it all a year ago so if you do a hearing and all it will get fun again, but that's the only reason I spoke it because it was the buoy issue that brought this up not, not a public request on a petition.
MR. GRANT: So John, your recommendation, just swing this line up to here and add this to the six knot zone.

MR. PEPE: Well, I'm going to acquiesce to Steve because he said we're not supposed to be discussing these things now. But yes, we're going to be talking about this if it comes up.

THE CHAIRMAN: Steve, did you want to --

MR. KLING: Without the microphone. I mean, John, if something --

MR. GRANT: Microphone.

MR. KLING: I think we need to have this stuff in context, this is presented as one of the number of regulatory requests, if it's different than it ought to be identified as different than a proposal for some kind of an emergency action.

MR. GRANT: That's my fault.

MR. KLING: My comment in general is that we shouldn't get into the weeds or substance of this these things, that's why we have field
MS. CRAIG: Site visits.

THE CHAIRMAN: Site visits.

MR. KLING: Excuse me, site visits.

THE CHAIRMAN: And my concern is we looked at the area and we had the opportunity to change this area just a couple of years ago and that was actually one of the, I believe, one of the things that was brought up as a possible to satisfy the request out on that point was to put that line somewhere more towards the point and over but we chose not to change it at that time so I'm not real sure that we want to get into changing and making a very convoluted speed zone there now.

What's the sense of the committee, anybody?

MR. LUNSFORD: Mike, if I could, I think the sense of the committee is that this doesn't warrant an emergency regulation for the summer and that if a change is warranted we want to look at it before we make a recommendation to the secretary.
and it would have to be left as it is so that we can look at it under current conditions to recommend any changes. If it were changed and we went out to look at it we wouldn't be able to evaluate very well and make an intelligent recommendation to the secretary, that's my sense.

And Mr. Chairman, if you want to do a sense of the committee on that, it doesn't warrant an emergency.

THE CHAIRMAN: All right. Well, then I'll open it up. Anybody want to make a motion?

MR. LUNSFORD: I don't think we need a motion. You're the chairman, declare it.

THE CHAIRMAN: Joe.

MR. HELLNER: Yeah. Maybe we need to know more inasmuch as Mike has a citizen call that has property there and we can all tell because of the way the line's drawn, the intuition would be as Mike suggested to run closer to the piers so you can hold for 35 knots longer, the question I don't think we can answer is we don't have data or facts,
that won't really happen and if this happens what is the impact -- I wanted Mike to listen to this -- Michael.

MR. GRANT: Yes, sir.

MR. HELLNER: So would it make sense to, you know, the committee wants to hold an emergency action and I think it's because several commenters have said we just don't know enough yet so perhaps the action is to get back to the folks that contacted you and say we hear you, especially the one that's concerned about getting funneled toward his property to help us, to help the DNR understand, you know, start taking notes, let us know, talk to your neighbors, and see how it is because I think what we're saying is we're going to leave the yellow line as is, which is the correct place, that's where it should be as of now. So that is my thoughts on this. If we say we're going to do nothing, I think it's because we're saying we don't know enough and we need to see how it goes; is that correct, Mr. Chairman?
THE CHAIRMAN: Yeah. I believe the fact that that speed zone has been there for years, years, so if a request is made to change that speed zone I think it should go through the regular process. Does everybody agree?

MR. GRANT: Which would have to be next year because we're past it now.

Okay. Shipping Creek. This is an administrative change, not a regulation request. Clear?

The COMAR line, this is Shipping Creek off of Eastern Bay, Route 8 South over here, the actual COMAR line runs here for Shipping Creek, six knots. The historic line is here, this is where it's always been marked, the red line. We went back to 1989, 1990 and not we -- Ann did -- '89, '90 and '91 Maryland Register and all of these, this is the coordinate up here but if you change this last digit to a 45 it ends up down here. Yes.

MS. WILLIAMS: We had a buoy tender retire who had been marking that area for 40 some
years and the man that called us said I want my
buoys put back. I found out that our buoy guy was
marking the red line for 40 some years even though
we had coordinately put it in COMAR where the
yellow line is and the reason being the man who
requested the speed zone in 1990 said I stood at my
pier and told him where it is and the law said the
wrong coordinate but says including all tributaries
so obviously when the regulation was written it was
the lower line but if you transpose those minutes,
which we think is what happened, it went up there,
so in 1989 there was no Shipping Creek speed zone,
in 1990 it showed up and it said from this point to
this point including all tributaries. In 1992 we
went through the exercise of making things more
accurate and they made a very accurate point. I
drew a picture for Mike, the coordinates as set for
the current ones, none of them touch the land, they
all wind up swinging out in the water a little bit,
but obviously someone thought all of the
tributaries. There is nothing north of that yellow
line except mud. So when the regulation was written obviously somebody thought it meant Shipping Creek boat ramp is on that other prong, but when Bobby retired and we started getting these phone calls and said you need to put it back and I said no, I can only put it to the law. It has been for 20 years I never had to call, for the last five years I have called and made Bobby move it every time. So that's why this came into fact, that's where we researched it to find out the complainant is probably right, it was probably written for his intention, which is both prongs, and a typo, switched it in 1990 and we never caught it so therefore, that's why -- Mike actually caught the transposed because I was going to have him do a request, because you have to request a change, and Mike said if you transpose that last number it falls with what that man has been saying, so we think it was a keypunch error in 1990 and then the buoy tender has been correcting it ever since. So that's the history of that.
MR. LUNSFORD: Do you want a motion for that one?

Mr. Chairman, I'll propose a motion that we recommend to the department that they take an emergency action to move the line to what is now represented by the red lines which is the historical mark for Shipping Creek and all tributaries and that additional study is not warranted in this case.

MR. HELLNER: Second.

MR. LEVITAN: Second.

THE CHAIRMAN: Discussion? Open for discussion. None, okay. All in favor of the motion?

(Vote taken.)


MR. GRANT: We have the same discussion about the Mattawoman?

MR. LUNSFORD: Not until we hear back from the Navy. The reason I'm hesitant to suggest the same type of action on Mattawoman is I don't
understand why the original line was placed where
it was and I think the Navy may have a concern that
I'm unaware of, that's all, or may have had a
concern, I think.

THE CHAIRMAN: I believe the difference
here is this one we're showing we're changing it
back to what has been historically put in place and
the people there are used to this speed zone where
the Mattawoman request is kind of an actual change.

MR. GRANT: Okay. Anybody else?

This is more informational for y'all and
maybe some of you that use mooring balls more often
can speak to this, we have had an incident where a
gentleman was using two mooring balls in a creek to
circumvent the community regulations that don't
allow him to tie up at the dock, at the community
pier. It's just for fishing and sitting, but he
threw out two mooring balls adjacent, parallel to
the pier, and uses a boat hook to get on his boat,
which of course really comes down to the community
association, not us, but there is nothing in U.S.
Coast Guard anywhere that says you can only use one mooring ball or two is not permissible or whatever. So to get around this, this is all standard language, not changing that, and this is on website when you go to moorings you get this restriction, placement restrictions, established in the following areas and required placement. The question is do we add the state allows one mooring ball per vessel? In the event a mooring device is failing the vessel may use a second mooring ball until the primary device is replaced or reset.

That's brand new. Down at the bottom, the arch of the swing may not impede or obstruct access to land of any riparian property owner. The access and proper use of any public access point or otherwise hinder the orderly access to any use of waterways for the general public or interfere with other vessels moored in the area. You want the swing to be appropriate. Mooring may not be placed so they impede access to community piers or placed in community swim or beach areas unless permitted to
by the community social covenants. That's new as well. Any comments on that?

MR. HELLNER: I know Steve has a comment.

THE CHAIRMAN: Joe.

MR. HELLNER: Is there a generally agreed upon meaning to impede access? I think what you have there makes sense, but I see the problem there --

MR. GRANT: You can't get there, can't maneuver.

MR. HELLNER: Historically how does the DNR look at that language and so on because if it's just hey, that guy's boat is a little close but I can get by and I'm not squeezed next to a piling or something as I'm going by --

MR. GRANT: I don't know the specifics.

MR. HELLNER: Everybody has a different opinion of what is close enough when they're operating boats, I just raised is impede access sufficiently precise since this is something that
1 we can all live with?

2 THE CHAIRMAN: Steve.

3 MR. KLING: I just -- is the highlighted

4 in yellow, that's proposed language or?

5 MR. GRANT: That right there is proposed

6 language, that's brand new proposed by myself, I

7 ran it through Rachel, our AG, she thought it was

8 okay, it's not final. This is just sent me back

9 with e-mails, this is just a draft, not public

10 consumption, this is just kind of thought to

11 clarify things.

12 MR. KLING: How could it be just

13 informational if we're saying that the state allows

14 one mooring ball per vessel? Where do we say that?

15 MR. GRANT: Right there.

16 MR. KLING: Then it's not informational,

17 it's substance.

18 MS. WILLIAMS: Proposed.

19 MR. GRANT: Right, it's proposed. In

20 other words, this is the way that the website is up

21 now. All I have done is add one more thing to it.
The language may be inappropriate, all we're saying is you get one mooring ball per boat in the state of Maryland.

MR. KLING: Except if you go up to New England --

MR. GRANT: We're not in New England, I know.

MR. KLING: There are places where two mooring balls are appropriate to keep boats from obstructing a channel.

MR. GRANT: That's what I'm asking, I looked at a lot of places in New England, as many townships along the coast, and I didn't see anything about using two mooring balls, that's why I went with that but I went through, I mean, every coastal town in Connecticut and Massachusetts I could find their regs there is nothing that spoke to two mooring balls.

MR. KLING: I don't know what the regs speak to but if you drive up along the Connecticut coast you see hundreds of boats moored fore and aft
up the stream.

MR. GRANT: Okay. I'm just throwing it out --

MS. CRAIG: If you go back to permits it says the state does not require a permit for single recreational mooring buoys so maybe the state would require a permit for more than a single recreational buoy.

MR. GRANT: Well, that's speaking to group moorings, that's just saying you can put in two moorings assuming you're going to use two boats. When you get to three you've got to get a group mooring permit.

MR. KLING: My reaction is, I mean, we periodically get communities coming to us to solve their problems.

MR. GRANT: Right.

MR. KLING: This strikes me as one of those situations. They got one guy who is being a bad neighbor and they want us to bail them out and we've historically said we're not doing that.
We're not talking about changing things in the entire state for one pain in the ass, excuse me, one difficult neighbor.

MR. GRANT: Okay.

MR. HELLNER: Back on -- because I think we're going to see this in other language too as the years go on -- back on the impede access thing, suppose the guy drops his buoy in and he checks his boat swing and thinks hey, I'm not impeding access to this community pier and then the community association calls you and said this guy is impeding access to the community pier, what happens then?

MR. GRANT: Well, NRP, Officer Trindel, if a community association calls and said they have a community vessel parked out in the water blocking access to the pier, or is that something you handle or the community association needs to address?

THE CHAIRMAN: He needs a microphone and he also needs to identify himself so the court reporter can correctly notate who is talking and what he's saying. Your name.
SERGEANT TRINDEL: Sergeant Mark Trindel currently assigned to the communications center. But for this distance like that you can call us out and NRP officer would assess if people can safely or cannot safely get in and out of whatever area the boat's moored in.

MR. HELLNER: So Sergeant, then what happens typically is the two parties work it out, if the guy has to move his mooring buoy, you guys kind of talk to both sides that are having the dispute?

SERGEANT TRINDEL: Right. My crew, I don't have anybody that, you know, once we get on the scene there's not really any big issues as long as they weren't, you know, blocking egress.

MR. HELLNER: Okay. I think that answers my question.

MR. PEPE: Just one question, do you have, do you have a standard that you use, 50 feet, a hundred feet from shoreline from a private pier?

SERGEANT TRINDEL: Again, I apologize --
THE CHAIRMAN: Use your microphone, please.

SERGEANT TRINDEL: Sure. I would have to look that up. There is a standard but off the top of my head I can't tell you what that is.

MR. GRANT: That's all that I have.

THE CHAIRMAN: Okay. So that was just the proposed.

MR. GRANT: That was proposed among recommendations.

THE CHAIRMAN: Administratively.

MR. GRANT: Administratively Frog Mortar is proposed, Mattawoman Creek proposed, Broad Creek is proposed, Route 2 Bridge is the study, not officially proposed, past the deadline, Shipping Creek, it's okay to move, and the mooring ball was a discussion.

THE CHAIRMAN: Okay. Thank you. All right.

Sergeant Trindel, we're ready for you.

NRP 2015 boating accident report.
SERGEANT TRINDEL: All right. Good morning.

Once again, I'm Sergeant Mark Trindel, currently assigned for the last three years to the communications center and the records section. They asked me to come out and talk a little bit about the statistics for boat accidents from last year. Last year we had a total of 215 -- or in 2015 we had 146 boating accidents and those are accidents that we, Natural Resources Police, investigated. There are other accidents that don't fit the parameters that the Coast Guard wants us to investigate so they investigate it, you know, commercial vessels, a sanctioned race, that sort of thing, they handle the investigations on those.

But as far as what Natural Resources Police investigated, we had 146 boating accidents that we investigated. And of that 146 boating accidents there were 84 accidents that involved personal injury and 20 accidents that involved fatalities.
Top five causes for accidents, and I've been putting this together the last couple of years, I think most years the leading cause is the wake for one reason or another caused an accident, either somebody slipping and falling or one boat slamming into another sort of thing, waterskiing accident, that type of thing. Alcohol, second with 17.

Failing to have a proper lookout, 13. Excessive speed, 12 and hazardous waters, 8. And there is the total number of injuries, if there is 84 accidents involving injuries we had 125 actual injuries, you know, multiple people hurt on several accidents, you know, up to five, six people hurt sometimes in an accident. As far as boating fatalities of the 20 accidents we had 21 accidents. And again as I said there is other accidents that we don't investigate, they fall under the parameters of what the Coast Guard would investigate. And it's no surprise that the summer months are the months where we have the majority of our accidents. July we had 35 and that's, I mean
that's common sense, that's when most of the people are out there and that's when the accidents tend to happen. Usually the -- not all of the time, but the cold weather months, you know, November through January, you know, some of those are hunters go along with, you know, just hunters out on boats along with just people out boating.

Again, no shocking news there that the weekends is when the majority of the accidents happen. People are working during the week, there is a few, but mostly on the weekends and if there is a, you know, extended three day weekend that's when you see the higher numbers on the Friday or on the Monday.

Our estimated cost of, you know, the damages in the accidents that we have investigated is pretty high, they're over a million dollars. As far as alcohol related, in relation to accidents we had 65 arrests for people under the influence, which resulted in 17 accidents. 10 were injury accidents, six were fatal. So one was just,
you know, a damage accident, damage only accident.

As far as the citations go related to

OWI arrests you can see we were at a low of 75 in

2002 and upwards, I guess, 2007 was pretty big year

with 237. But they're all, you know, up around the

two hundred mark. And as far as the citations in

general, there you go, we've got insufficient PFDs,

without proper running lights, registration not in

possession, and operating the vessel without a

boating safety certificate. Okay.

And any questions? Yes, sir.

(Discussion held off the record.)

MR. SIMON: Is it just for Maryland

waters, or you said the Potomac River?

SERGEANT TRINDEL: Yes, sir.

MR. SIMON: Accidents?

SERGEANT TRINDEL: It's accidents that

we've investigated and we do have jurisdiction in

the Virginia waters -- I'm sorry, in the Potomac.

MR. SIMON: There have bee fatalities on

the Potomac River.
SERGEANT TRINDEL: I'm sorry?

MR. SIMON: There have been some fatalities on the Potomac River.

SERGEANT TRINDEL: If we investigate as a boating accident -- I know there is incidents where a boat is moored out there, people swim from the boat and get into trouble, under the Coast Guard parameters that's not considered a boating accident. As far as boating accidents go, yeah, we would investigate those fatalities.

MR. SIMON: Okay.

SERGEANT TRINDEL: Of course, like I said unless it's a sanctioned race or a, you know, couple of commercial vessels then the Coast Guard would investigate those. These are just statistics from what we, NRP, Natural Resources Police, investigate.

MR. SIMON: I know we had some the accidents on the a Potomac River and I didn't know whether that's handed down to Maryland --

SERGEANT TRINDEL: Yes.
MR. SIMON: -- or Virginia?

SERGEANT TRINDEL: Yes, it would fall to us and unless there was some, you know, strange reason, but nine times out of 10 we're going to investigate it or the Coast Guard would investigate it.

MS. BROWN: I hear what you're saying, Al, and there were accidents on the Potomac and those were added in the stats as Mark said, so the incidents that you're thinking of within those stats. Does that help clarify?

MR. SIMON: Yeah, the biggest thing we're going to be confronted with is the new National Harbor, National Harbor, the area there is going to be flooded with accidents.

THE CHAIRMAN: Okay. Thank you, Al.

The Maryland waters in the Potomac do stretch over to the Virginia side so they would all be included.

All right. Robin.

MS. ALLISON: Number one, thank you for doing this this year. I have been asking for it
for a couple of years now. Questions, I have two
questions. First, is there a predominant area,
Annapolis, Eastern Bay, that particularly the fatal
accidents have occurred in, and is there a specific
nature to the accidents, IE: two boats running
together, boats running into things, those kind of
things?

SERGEANT TRINDEL: Most of the accidents
in the Chesapeake region happen between Annapolis
and Baltimore and there is, you know, the reasons
for the accidents run the gamut, improper look out,
striking a bridge, striking another vessel. There
is no real predominant type of accident, if that's
what you're asking.

MS. ALLISON: We had a situation a
number of years ago where we had speedboats running
over other, either speedboats or sailboats, I'm
just curious if that was still a major part of the
problem?

SERGEANT TRINDEL: To my knowledge it's
no huge increase. It does happen, but it's not
like that's the predominant type of accident.

MS. ALLISON: Thank you.

THE CHAIRMAN: Any other questions, comments?

MS. BROWN: I don't have a question, but I'll make a quick comment.

THE CHAIRMAN: Microphone there, Julie.

MS. BROWN: Robin, in regards to what you were saying one of the issues is Baltimore County apparently had quite a few of the fatalities for 2015 so in light of that those do come out in the stats and we look at them in safety ed and in light of that there is a big event at Wilson Point Park which is going to focus on all boating safety and in regards to the fact that in 2015 there were quite a few in that upper northern region there in Baltimore County.

THE CHAIRMAN: Thank you, Julie. Any other questions?

MS. SMITH: Noticing on your, noticing on your chart the annuals, it seems like these
accidents are, they were peaking high and that was in 2007, '08, they drifted down and now they're going back up, trending back up over the last three years, do you have any thoughts about what that is, is that just more density of boating on the bay?

MR. LEVITAN: Coast of gas.

MS. BROWN: Gas.

MS. ALLISON: That's right.

SERGEANT TRINDEL: I would say that's got a lot to do with it.

MR. LEVITAN: Absolutely.

THE CHAIRMAN: One at a time.

SERGEANT TRINDEL: Gas prices are going down you will see more people using their vessels this year.

MS. SMITH: Okay. Interesting.

THE CHAIRMAN: Any other questions, comments?

Thank you, Sergeant Trindel. We appreciate your time.

SERGEANT TRINDEL: You're welcome.
THE CHAIRMAN: All right, as he wraps up there, Julie is up next. Boating safety report, stand up, stand up, and you got anything for us, Julie?

MS. BROWN: No, not really. Yes, as a matter of fact. Would you like --

THE CHAIRMAN: Microphone.

MS. BROWN: I could take over, but I'll try not to.

Thank you all for having me here today and unfortunately Sergeant Ford will not make it today. He's the supervisor in the safety ed section and his mom unfortunately took a spill a couple of days ago and broke her hip so he sends his regards and sorry for not being here. He was -- did you want me to speak on his issue, on behalf?

THE CHAIRMAN: Well, we have on the agenda the stand ups from you and then the vessel operator form of identification was coming from Sergeant Ford.
MS. BROWN: I'll start with the stand up paddleboards. Basically what I'm doing with regard to the paddling situation is encompassing it all together, so we're calling is paddle sports, SUP and canoes and kayaks so it's not going to be segmenting one particular one but focusing on all paddle sports. So one thing that -- maybe I can have someone help me hold it up -- is the American Canoe Association has been very helpful with all of their information. I'm a big fan of -- not -- there is a couple in there. Oh, that's okay, I'll told one side. I'm not a fan of reinventing the wheel so if someone else has something good out is there and they're willing to let us use, this is a paddle sports defensive boating I guess you want to call it poster, and we've got quite a few of these and I can pass them around for everybody to look at and I would like to give those out to the rental locations who rent paddlecraft and possibly get them to put those up to talk about defensive paddling and the paddlers using the SmartPad and
things like that, our website, as well as I'm working with the office of communications to basically ramp-up our website to have a lot more because right now there is really not much of any paddling information on there. I have got it in the works and we're this far away from launching the information onto the website and the Paddle Smart from the Start will be the campaign which I was able to acquire a stand up paddleboard as a give-away for a prize for going online and participating in the Paddle Smart from the Start quiz and information that is provided on the website, so there is a quiz that they have going on and take and once they take the quiz then they will be entered into win the stand up paddleboard which I think is kind of a nice incentive to go on and get educated. So -- yes.

MR. KLING: Do they have to pass the quiz?

MS. BROWN: They do not have to pass the quiz. It's a light hearted, 10 question -- however
1 to get to the quiz knowing me I'm not going to let
2 you just go right to the quiz, you have got to kind
3 of go through a little bit of education before you
4 actually get to the quiz and then once you get
5 educated hopefully you will not fail too badly with
6 the 10 questions that are pretty basic and I'm
7 hoping to allow this contest to run throughout the
8 summer and at some point at the end of the summer
9 we'll plan on when we are going to give away the
10 prize so when that does launch I'll make Mike and
11 Boating Safety services aware of it so that they
12 can get the word out to you guys.
13
14 Any questions on that campaign?
15
16 MR. NICKEL: Yes. Just out of curiosity
17 up there on the lake are you going to hand out
18 anything to livery operators or just like you did
19 with the boater safety certificate?
20
21 MS. BROWN: Yep. Up on the lake I'm
clean marina and I'm hoping to do that with safe paddle rentals so maybe have a program where they're going to sign up and agree to put posters and things around and then they will get -- what's the word we have got to use -- certified as a safe paddle rental kind of thing so yes, that will be up on the lake and one thing I can show you, Bob, we did develop a brochure for Deep Creek Lake which is really nice. It basically has all of the information in regards to safe boating on the lake and what the rules and the regs are and it will be done in Tyvek so that it can go out with the boaters on the water and they have it handy for them up on the lake. So that's very good, I'm excited about that. We are ready to focus on the paddlers.

As I mentioned before, May 14th, if you know where Wilson Point Park is it's in Baltimore County, they're planning a great event for boating safety. Unfortunately, as happens every year national safe boating week, which I know you all
have on your calendar, right? Let me see, make sure that everybody has it on their calendar.

Boating safety week starts May 21st of this year, it's a big push for all of us to get the word out there and because the first day of national safe boating week every single year since Thornell and I have been doing this falls on the great Baltimore event of the Preakness so needless to say we don't get any officials and very few Marylanders because they're all at the great event so we've decided to move our great event the week before. So the 14th at Wilson Point Park is where it's going to be. We will have the stand up paddleboarders there doing a demo and mini race and safety all around.

MS. HENNINGER: Coast Guard.

MS. BROWN: Coast Guard Auxillary, Coast Guard, yeah, the whole -- Baltimore County is actually, the police department and the fire department they're the ones putting it all on so it's going to be a great event there. So a lot of focus on paddling. That same day at Sandy Point
park there is going to be a huge paddle event, apparently a race across the bay and they have gotten the permission to do this paddle from one side to the other, which we will have presence there as well, obviously, and that's going to be a big event for paddling and safety so we'll be there as well.

Any questions on any of that?

THE CHAIRMAN: Robin.

MS. ALLISON: Only question I have is who's coordinating the Sandy Point event?

MS. BROWN: I do not recall the gentleman's name. Do you know, Chris?

THE CHAIRMAN: I don't know their name, but it has gone through the Coast Guard and the Coast Guard even pointed them towards the folks who organized the bay swim to get with us and find out how we set up our safety zones and whatnot, but the Coast Guard is involved with issuing them the permit and they are already ready for this event.

MS. BROWN: Apparently, whoever it is is
pretty predominant and has a lot of pull in getting what they need to get done, because I think it was pretty short notice that they decided to do it but they came up with the necessary --

MR. O'MALLEY: Mark O'Malley. I met with the fellow who's doing this and he's extraordinarily squared away. And don't ask me his name.

MS. BROWN: You've got your name, that's good.

MR. O'MALLEY: Thank you, Julie. She knows something about sea level rise that we're not privy too because she has her life jacket on.

MS. BROWN: The arc is being built.

MR. O'MALLEY: So his name is Brendan, might be Callahan or something like that. He came in and met with me and I sent him over to Julie at some point and he met with the Coast Guard. The Coast Guard has given him a waterways permit, they're going to set up a zone and further NRP are going to be there and so it's very, very well
organized event. There are going to be professionals, professional paddlers that go essentially in the shadow of the bridge from one shore to the other and then there's going to be amateur events for people like me, but unfortunately I won't be there. But what sponsor is better for a paddler event than a beer company? Yes, it's sponsored by Leinenkugel's, but it's all good. Like I said this fellow is a professional organizer, very straightforward, wants obviously to do everything to highest safety standards possible. If it had been shady in anyway I would be alarmed but he's a real sharp guy.

THE CHAIRMAN: Thank you, Mark. From what I heard these paddlers are paddlers who some of these folks that are in this event they paddled between the Hawaiian islands, they're pretty serious paddlers, they're not the weekend warrior out on the exercise equipment.

MS. BROWN: But it still doesn't mean they can't learn something.
THE CHAIRMAN: Very good, Julie.

MS. BROWN: Because here's the scoop, I went to see a paddle rental company in Annapolis and one of the co-owners was on land talking to me and his partner in crime was taking out a couple of young ladies for a paddle and yoga and whatever else and as he paddled over to me very professional and said hello to me he had his belt pack on -- guess where -- on his fanny, as a fanny pack, and he had no clue how that thing would work and open and I told him I said well, it does open we shall save your fanny. So he immediately said thank you very much, and moved it to the front so that when it inflates that he can put it on properly. So there you go. So these kind of things everybody can learn a little somethin' somethin', but what Mark doesn't know is that Bob Nickel has told me on his way down here from Deep Creek Lake that they are building the arc and so --

MR. O'MALLEY: To the beach, Julie, that's all, to the beach.
MS. BROWN: I'm wearing my life jacket today besides feeling very compelled to wear it every time I drive my truck, for some reason I always feel like I should be probably wearing it while I ride in the truck, but our initiative that I started with our reserve officers for this coming season is that I truly believe wearing your life jacket while you're doing boating safety, anything and everything, shows just all around good safe boating. I have been wearing this for a while now and I really kind of forgot I was wearing it and that's what we want the boaters to get in their heads, that it's really not cumbersome like it used to be. So the reserve officers who are now celebrating their 20th year with the National Resources Police, ooh-rah, they are my saving grace and get out there and help me with what I need to get done. The program is going to be as a reserve officer if you're involved in boating safety and education, whether it be in a vessel safety check, whether it be in a classroom teaching, whether it
be doing what I am doing right now, water wise

training for kids, wear a life jacket. I don't
care what kind it is. This kind, Inherently
Buoyant, whatever, once they reach one hundred
hours of service wearing a life jacket for boating
safety they will be awarded their own, like I'm
wearing, inflatable life jacket. So that will
be -- and I heard Thornell go hmmm -- so that will
be their incentive to go out there and spread the
message about wearing a life jacket. So I'm
excited about that program to get the reserve
officers out there going.

Also, did anyone see the Fort Smallwood
dedication of the new launch ramp? Anybody notice
something special on the launch ramp? No. Well,
you have to go and see it for yourself, but I
purchased from National Safe Boating Council a two
foot by two foot stencil that says life jacket
zone. It looks like a yield sign. I have the
pictures on my computer if anybody wants to see it
later, but it is really sharp and it gets the point
right across.

Sandy Point, how many launch ramps, one, two, three, four, all of the way down the line, already okayed by Jay Kinte (phonetic), so when you go to launch at Sandy Point you're going to see a life jacket zone message so I'm excited about that as well, and I could show you pictures as we go. I wrote things down here so I wouldn't forget. Oh, the paddle ready app, the American Canoe Association has an awesome app, spread the good word, get on your phones at some point in the store, type in paddle ready and it's a great app, it goes all of the way from locations to go paddling, safety information, what you need when you're out there. It's really an excellent app and we'll have that on our website for people to access and be able to get to that for the, for the paddling community.

I'm kind of bouncing around here a little bit.

Also, we met with the Governor, I got to
meet the Governor, and it was really, really great
meeting with him, Candy Thompson is our public
communications officer, she arranged the meeting
and I myself as Splash the water safety dog got to
be on the front lawn with the Governor who
thoroughly is on board with boating safety and
education. He put on a life jacket, he brought his
little dog out running around, playing with the
life jacket, and he also signed one of the ones I'm
wearing which will be awarded as a prize. Here's
another date for you all to write down. Now, what
day is the start of national safe boating week?

THE CHAIRMAN: March 22nd.

MR. JONES: 21st.

MS. BROWN: 21st, all right, good, okay,
and we've got a 22nd -- but we're May 21st, so
that's a Saturday. The Friday before, May 19th, I
want to see everybody wearing their life jacket to
work because it is national wear your life jacket
to work day.

THE CHAIRMAN: Julie, the Friday before
1 is the 20th.

2 MS. BROWN: Oh, good grief. Come on, Chris, give me a break, I forgot there was a boat show this weekend. By the way, there is a boat show this weekend. So May 20th, thank you very much, clarifying, May 20th wear your life jacket to work day, but if you wear it on May 19th, heck, I won't fault you for it.

3 Did you have a question?

4 THE CHAIRMAN: Al, you need to use the microphone.

5 MR. SIMON: You're talking about the inflatable, but your not mentioning the automatic inflatable.

6 MS. BROWN: That's what these are. Is that what you mean?

7 MR. SIMON: Big difference.

8 MS. BROWN: Yeah, there is two types. So when I'm wearing the life jacket I'll talk to people about this one. This one I have to pull myself so if I clunk my head and go in the water
I'm not going to be pulling it, but there is a version where you don't have to pull it, which is the automatic, and that's --

MR. SIMON: I developed that for the Coast Guard.

MS. BROWN: Very good, which Al developed for the Coast Guard, that's awesome, and when you go overboard with an automatic, obviously it automatically inflates for you and it's right there on you and you're good to go. Thanks, Al, that's awesome. But wear your life jacket to work day --

MR. GRANT: One quick comment about the automatics.

MS. BROWN: Yeah.

MR. GRANT: The charger doesn't last forever.

MS. BROWN: There is an expiration date. And when you say charger, who has seen an inflatable inflate? A good majority of you. Does anybody want to see it again? I'll pull it. I'll
do it, if this one works. Who has never worn an inflatable and inflated it or who owns an inflatable and has never inflated it? All right, which one of you wants to put it on? Volunteer?

Come on, Donna.

All right. This you would not believe how many people buy an inflatable life jacket and have never tried it before and when it goes off they're like oh.

MS. MORROW: They cost 20 bucks for the canister.

MS. BROWN: The good thing is the canisters are coming down in price. Now, how do you wear a regular life jacket, snug or loose?

Inherently Buoyant, you're good wearing it snug. Same with inflatable, right?

MR. GRANT: No.

MS. BROWN: No, you do not wear an inflatable snug. Because what's the inflatable going do?

MS. MORROW: Inflate. Go figure.
MS. BROWN: It gets bigger and puffs out and I had a little kid come into his boating safety class and tell us that his grandpa busted three ribs and it wasn't because he fell in the boat it was because the little kid accidentally pulled the cord and it was too tight and he broke three ribs. So Donna, come up on front. Let's make sure, I don't want to break any of Donna's ribs. You can't make it too loose because if you make it too loose it will inflate and go over your head (indicating). There is all kind of things to learn from it. Now, it does say -- Mike, can we have you over here -- jerk to pull. Did you see that?

(Discussion held off the record.)

MS. BROWN: I better run and hide. So ready, on the count of three, yeah, one, two, three.

MS. MORROW: I feel better already.

MS. BROWN: So with that the arc is coming, you're ready.

MS. MORROW: I'm ready. That was fast.
MS. BROWN: It's fast and it doesn't --
I mean some people think it's going to be this huge thing, but it's not. The nice thing about the newer version, there is no bladder so all you have to do is deflate this right here and there's no tucking and repacking and all of that. The fun part is deflating it. Donna's got to undo here and you put your finger in the little hole there and now squeeze it yourself and I say love my life jacket.

MS. MORROW: That could take a while.

MS. BROWN: Yes, it could, so you're going to be saying that a long time. Squeeze it and reuse it, but before she reuses it she repurchases -- and this is the big issue, this is now spent.

MS MORROW: Spent.

MS. BROWN: Yes, spent. So we've got to by buy a new one and put it back in so the little light in the front turns green and not red. These only are good for three years, they have an
expiration date to them. Now, the thing is people buy them and they may never have to use it for three years. Get rid of it and get a new one. But how do you know this is still good? Every year you manually inflate your inflatable, sit it in the corner and go shopping, go boating, go do something, and come back and later in the day and if it's still inflated no mice got in your closet over the winter. So thanks for demo, I wasn't really planning on doing that.

MS. MORROW: Thank you.

MS. BROWN: Are we okay on time?

MR. GRANT: Julie, Julie.

SERGEANT TRINDEL: You may just want to add storage too, because wherever you store them you want to make sure they're stored in a dry place, because I have had several times driving down the road and I hear this pop and scares the heck out of me and it's my life jacket that goes off and because it was raining and it got wet and it inflated behind me.
MS. BROWN: It does have a tendency to do those kind of things too. You've just got to be aware. So wear your life jacket to work day. If you send, and it will be on the website where you send a picture of yourself wearing your life jacket sitting at your desk or doing whatever it is you do on your work day you can win the life jacket that Governor Larry Hogan signed, so just, just a thought.

THE CHAIRMAN: Great. Julie, your energy and enthusiasm towards boating safety is always welcome.

MS. BROWN: Thank you very much, I appreciate that.

THE CHAIRMAN: Vessel operator form of identification, you said Sergeant Ford could not be here. Did you have information on what he was working on?

MS. BROWN: I'll talk a brief bit about it, the livery locations, or should I say the rental boat and PWC operations across the state is
what prompted this, I believe, in regards to we have a contract with the livery operations that exempt them from the Maryland boating education law, born after July 1 of '72. In the contract we were going back and forth about them having to carry their identification with them, the renter on board. In opening that can of worms we realized in the law/regulation there is nothing which states that any boater out there on the water has to carry a valid form of identification. The only thing that you as a boater on the water need is a certificate of boating safety if you are born after July 1 of '72, and if you were born before that date you don't need nothing. Well, Sergeant Ford and Boating Services realized that that is probably something we need to look into and maybe make some changes to. Identification out on the water would be a good thing. So that is basically what I believe he was discussing and we're looking into, and right now because we have a contract with the rental companies it is required for the renters to
have either a copy or their original form of identification when they are out on the water so the officers when an accident or incident occurs knows who that person is. So that's basically in a nutshell if anyone has any questions.

MR. SIMON: What kind of identification do you need?

MS. BROWN: Al said what kind of identification. That would be not a Home Depot card with your picture on it, it would be a valid government ID, whether it be your driver's license, your birth certificate, passport, whatever it might be, so a valid form, and that will be something that we discuss and I saw some -- Steve.

MR. KLING: Well, yeah, you're -- is this something that may or may not be coming or is it just something that is done?

MS. BROWN: It may or may not be coming, we'll be discussing.

MR. KLING: I'll just tell you there is a substantial, let me take off substantial, there
is a community of boaters for whom having anything like that is very inconvenient, anything. Sailors, you've got stand up paddleboarders and sailboaters in small boats, that's not a good, easy or useful -- I wouldn't say useful -- but that's a difficult thing for them to do.

MS. BROWN: That will be a discussion.

THE CHAIRMAN: Yeah. I'm sure we'll discuss that when it comes to us.

MS. BROWN: Yeah, and it will come to it where there is lots of variables that need to be discussed, but --

THE CHAIRMAN: Thank you, Julie. Can you give the microphone to Mr. O'Malley and we'll go -- sorry, Al.

MR. SIMON: It's a little late now, but I have a lot of them down on my boat on this dock, and identification-wise -- I'm stuttering saying this thing -- is there an age bracket on there, because two weeks ago I became 92 years old?

(Appause.)
THE CHAIRMAN: Mark O'Malley, you're up for our legislative session recap.

MR. O'MALLEY: This will be pretty quick and I'll ask Donna and Julie to chime in if I forget anything.

MS. BROWN: Okay.

MR. O'MALLEY: It was a relatively busy legislative season for DNR, but for boating it was kind of a snoozer. We had a couple of bills. One was the tax cap bill from a couple, three years ago, where the tax cap was going to go away. There was a sunset clause and it was going to go away this year. Well, it didn't. The tax cap became permanent but the one change as it went through the House and back to the Senate was that the cap is now going to go up one hundred dollars every year.

Yeah. So in other words, if you have a three hundred thousand dollars -- you buy a three hundred thousand dollars or greater vessel this year if you buy it after July 1st you will pay 15, 100 dollars. If you buy another vessel next year it will be 15,
200 dollars so it's an incremental difference;
however, I will say that the Governor has not
signed it yet. So we'll see where that goes. But
he hasn't signed a whole lot of bills. He did like
101 swoop last week, but it wasn't anything of any
consequence to boating. There was one other bill
that gave the municipalities and counties the
ability to charge an additional fee for mooring or
for slips provided that that money goes into
waterway improvements or water quality improvements
or improvements on their piers and docks and so
forth. I'm not sure what the genesis of that was
because that ability has always been there, so it's
now awaiting the Governor's signature, so we'll see
where that goes. I don't think we had any others.
Donna?
MS. MORROW: No.
MR. O'MALLEY: Except the bill on boat
regulations which is --
MR. GRANT: Quartely. You mean the
quarterly submission?
MR. O'MALLEY: Yes.

MS. MORROW: Yes, yes, the AELR bill.

I'll try to rewrap that. There is a bill to rename the AELR group which is oh, gosh, the executive legislative review committee that reviews all of these regulations from your committee and others that go to be finalized. And in addition to just renaming it also -- and I'm not sure -- actually, do you know, Rachel, if this bill passed? It was to set quarterly dates of enactment so there wouldn't be sort of throughout the year weekly, bi-weekly changes. It would do it just quarterly with the exception of emergency regs and it did say if any executive agency such as DNR submitted an emergency regulation to this AELR review committee that it would have to first go through the Governor's office to make sure that they concur with that, that it should be in fact an emergency reg. And that we had one day I think it was to submit any and all public comment or any comment that we received about that proposed regulation to
AELR. So it could be a little onerous. We had some concerns with it. In general it was good bill, but I was a little concerned. Do you know if that passed?

MS. EISENHAUER: I don't know if it passed.

MS. MORROW: I apologize, I don't know if it passed or not. There were several bills that went through or were considered this year, so in any case if we find out it becomes the law of the land we'll be responding accordingly.

THE CHAIRMAN: Thank you.

MR. O'MALLEY: That's really, that was really it. Most of the legislation pertaining to DNR had to do with hunting and fishing, there was really not much in boating and I think that -- and I'm not blowing smoke -- I think that's because the boating industry is very good at self-regulating because of associations like this and the whole host of the other associations they just, the General Assembly doesn't meddle in boating that
much. That's true. That's a good thing. If you see some of these bills that come through you'd just shake your head. Be thankful that they don't get too involved in the boating industry.

Any questions?

THE CHAIRMAN: Great. Thank you, Mark.

And where did Ann go, did we lose her?

MR. GRANT: Right here.

THE CHAIRMAN: She's standing there and ready to go. Sorry, Ann. Grab your microphone and Ann is up with the boating regulations interactive chart update.

MS. WILLIAMS: You will notice that the screen is blank, that's intentional. The reason I did that is that's what I'm looking at because my computer crashed and so we are not all of the way live. Oh, look, we may not be here either. I've got to point it that way. Maybe that was it, maybe that's why my computer crashed. I have been pointing to the wrong thing. So what we have done as we've talked, said in the beginning the
regulation is through, so all of our speed zones
are now currently positioned correct in the
regulations so we're ready to go live with our app.
It won't be here relatively soon, and one of the
things I'm going to show is you exactly why. So if
I did -- I'll zoom in on this one. One of the
things that was asked for by this committee and we
did was we've changed some of the features in it.
Louis has given us his Quarter Quads, his data that
you would see normally on an oyster chart which
would have bathymetry data in it, the problem is it
is dog slow. I mean it is so slow that everybody
in the department has been trying to figure out how
to speed it up. You can see right now my map
didn't even synchronize. It's a lot of things
going on. As we've talked, I talked to you a
little bit earlier, we have the GIS committee and
when Governor Hogan came in they had ran some
contracts that were illegal and so they're being
reviewed. This is being hosted by a totally
different service than the one I showed you
earlier.

As we speak the Governor is running a contract for that other GIS system and we're all praying really hard that they win the contract and we can go back to the little bit faster one. This will refresh eventually and what will happen is it will redraw and the speed zones and the lines will synchronize and come in. The GIS community is looking at it and they're going to try do things that I don't understand, tiling and centralizing, and when it is done it's really a cool little map.

And what the beauty of this is when we were looking at the other one out in the field you couldn't see the speed zones because the -- like if you use a satellite imagery, it was black and you saw the little red boat moving and you couldn't see anything. This is all see-through so we can make this any color we want so when it's done and speeded and fast we're going to go out in boats with different devices, handhelds and laptops and stuff, and then build the color pattern that works.
the best so when you're driving that you can see your speed zone as you go through it and won't be impacted by sun and all of that darkness that comes in from images, but unfortunately it's not done.

Our speed zone data when my computer crashed -- luckily everything is backed up way too many times -- everything is back and everything is live, the corrections that we have talked about in committees are being published as we speak so as soon as they get this in what they call the background speeded up to a place that it works better we'll do the color testing and this will be done. We are and we will get something out. If we have to back up and do a different background, one of the faster backgrounds, we will have something out before Memorial Day as an app and we'll e-mail to you guy and publicize and put it on the website. The only holdup is the cleaner, more boating friendly map that had the contours in it.

So that's where we're stand, everything is done and ready, God willing and the computers
work. Any questions?

THE CHAIRMAN: Questions?

(Applause.)

THE CHAIRMAN: Thank you, Ann. Steve, are you ready?

MR. KLING: Sure.

THE CHAIRMAN: Steve Kling, a little bit of an open forum on committee practices, procedures and expectations.

MR. KLING: Can we stop? Go off the record.

(Discussion held off the record.)

MR. LUNSFORD: Motion to go off record for Steve's discussion and lecture to us.

THE CHAIRMAN: All in favor?

(Vote taken.)

THE CHAIRMAN: Opposed?

MR. GRANT: Off the record.

(Off the record at 11:43 a.m.)

(On the record at 12:30 p.m.)

MS. BROWN: Flashing some things up
there, I'm sorry -- not flashing -- picturing some things up here. I am sorry, I just totally failed on the microphone thing. Very quickly, I'm showing a few things up here that I discussed earlier that I didn't have a chance to show, this is the two foot by two foot stencil, it's sprayed on with lime paint. If you know of a launch ramp who would look beautiful with that on it let me know, I'll get right on it and we'll get out there and spray that down so.

MS. ALLISON: Have you gone to Truxton Park?

MS. BROWN: We have done Fort Smallwood and from there we're going to go great guns. Sandy Point's next, all down their ramps.

THE CHAIRMAN: Bob.

MR. LUNSFORD: Julie, one of your priorities, are the state park ramps all going to be marked as a first priority for this, and I'm thinking Smallwood State Park, for instance?

MS. BROWN: Yep. Well, we're going
1 to -- I actually started with asking Sandy Point so
2 I started there with large to coordinate with Jay
3 Kinte and then I found out about the dedication of
4 the ramp for Fort Smallwood, which I thought I'll
5 jump on that to get that down, but yes, I'm going
6 to try to talk with Nita Settina who is head of
7 parks and see if I can get her blessing but
8 otherwise it seems like whenever I mention it for
9 the most part, Jay Kinte, I said would you be
10 interested and he said is the sun going to shine
11 tomorrow? So that's it in a nutshell. I'll just
12 put some things up, I'm not going to take up
13 everybody's time, I know that everybody is hungry.
14 First of all. As Steve mentioned you should tell
15 everyone your position or your job within the Boat
16 Act. I would like to see the hand raised of the
17 person that made that cake in the back and did not
18 put a sign on it? It was delicious.
19
20 THE CHAIRMAN: Thank you.
21 MS. BROWN: I'm going to be putting some
22 stuff up.

Mike, I see you have the state mooring ball, but obviously did you that under the regulations so we'll move on.

MR. GRANT: Did that.

MS. EISENHAUER: Citizen comments.

MS. ALLISON: Do we have any site surveys in the process?

MR. GRANT: Not yet, I'll send out a list the dates and we'll go from there.

THE CHAIRMAN: Next meeting before we --

MR. GRANT: August.

MR. KLING: I'll be loud. Mooring ball is a confusing term. So then mooring ball is the thing required by Coast Guard regulations on boats that are anchored, displayed on the bow. Nobody does it.

THE CHAIRMAN: That's an anchor ball.

MS. ALLISON: That's a day signal.

MR. KLING: Never mind.
THE CHAIRMAN: Strike that, so we won't have another meeting until --

MR. GRANT: Summer.

THE CHAIRMAN: We have time for worrying about the schedule for that one.

MR. GRANT: Yes. Thank you.

THE CHAIRMAN: Great. Anybody want to make a motion to adjourn?

MR. DWYER: I make a motion that we adjourn.

MS. CRAIG: Second.

THE CHAIRMAN: Amy seconded it.

THE CHAIRMAN: All opposed? Thank you.

(Hearing adjourned at 12:34 p.m.)

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STATE OF MARYLAND
COUNTY OF BALTIMORE

I, Kelly A. Taylor, a Notary Public in
and for the State of Maryland, County of Baltimore,
do hereby certify that the foregoing is a true and
accurate transcript of the proceedings indicated.

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MARYLAND BOAT ACT ADVISORY COMMITTEE
Transcript of Maryland Boat Act Advisory Committee taken April 21, 2016

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