

Transcript of
Maryland Boat Act Advisory Committee

Date: Wednesday, April 22, 2015

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1 MEETING OF THE
2 MARYLAND BOAT ACT ADVISORY COMMITTEE

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5 The above-entitled matter came on for
6 hearing on Wednesday, April 22nd, 2015, commencing
7 at 10:02 a.m. at Pip Moyer Recreation Center, 273
8 Hilltop Lane, Annapolis, Maryland 21403, Ramona
9 Trovato, committee chairperson, presiding.

10
11 COMMITTEE MEMBERS:

| | |
|----------------------|--------------------|
| 12 Frederick Levitan | John Bush |
| Joe Hellner | Robert Nickel |
| 13 Amy Craig | Coles Marsh |
| Debbie Henninger | Edric McSween |
| 14 Thornell T. Jones | Christopher Parlin |
| Steve Kling | Kathy B. Smith |
| 15 Jon Sheller | John Pepe |
| Bob Lunsford | |

16
17 Mike Grant, Regulations Coordinator

18
19 Reported by: Kelly A. Taylor

20

21

1 P R O C E E D I N G S

2 THE CHAIRPERSON: I would like to call
3 the meeting to order, please.

4 Welcome everybody. Happy spring, happy
5 Earth Day. Great you all could make it.

6 MS. HENNINGER: And nobody says it back
7 to you. Happy Earth Day, happy spring.

8 (Discussion held off the record.)

9 THE CHAIRPERSON: We have a great agenda
10 today. We have a couple of regulatory requests.
11 We have our ad hoc committee has been looking at
12 ways to streamline regulations and eliminate
13 unnecessary regulations and we're going to talk
14 about that some, which will be great, and then
15 there's updates on some items on the agenda and we
16 might, Mike, is this still true, we might get a
17 visit from the new secretary?

18 MR. GRANT: We might, we don't know.
19 He's with the Gov this morning at the office. I
20 haven't heard.

21 THE CHAIRPERSON: So with that I would

1 like to start the meeting the way that we always do
2 and that's with introductions all of the way
3 around. We'll start with the members and then
4 we'll start with our state folks and then any
5 visitors. So Edric, do you want to take it away?

6 (Members introduce themselves.)

7 THE CHAIRPERSON: Mike, it's yours.

8 MR. GRANT: That was easy. There we go.
9 All right.

10 THE CHAIRPERSON: One other thing I just
11 thought I would mention, Mark sends his regrets.
12 He had personal reasons for not being here today,
13 but he wishes us all well and we're going to forge
14 on with Mike here in the lead.

15 MR. GRANT: Thank you. Is that all
16 right? All right. 2015 we have only two requests
17 this year and the first one comes from the
18 Gunpowder Canal from Harford County. And I
19 apologize, this is as dark as we can get it, but
20 that's why you have those stacks in front of you.

21 (Discussion held off the record.)

1 MR. GRANT: Is that better? All right.
2 Bush River, Gunpowder River, Joppa,
3 Route 40 and 95, right through here (indicating),
4 Days Cove. If you're familiar with that, this neck
5 of the woods right up in here (indicating), it's a
6 very marshy area. Little more of a close up. You
7 have the Gunpowder Quarry up in here (indicating),
8 this is Mariner Point launch ramp, a small
9 community right here (indicating) with a lot of
10 canals and water access. Next to the actual Joppa
11 Channel is the Gunpowder Quarry Channel running up
12 like this (indicating), over here, and up into the
13 quarry, and next to that is the lower Gunpowder
14 Falls. A similar channel that runs up, it does
15 link up here but then it goes up here where there
16 is no water at all (indicating).

17 There go, about a mile and a quarter the
18 canal is about a mile for the Lower Gunpowder Falls
19 and of course here's the quarry up in here
20 (indicating), it's a very hot spot and I guess Bob
21 Lunsford will tell you for bass fishermen, bass

1 boats, they have tournaments up there and the bass
2 boats just love screaming up here wide open, not
3 much room, and end up here for their fishing
4 (indicating) and then back out again. It's also
5 become a very popular spot for canoers, kayakers
6 and stand up paddleboarders. It's all marsh area
7 in here. This is Days Cove down in here, this area
8 is water (indicating). This is all very marshy,
9 it's a great spot for mixing with nature
10 (indicating).

11 Again, I apologize for the quality of
12 this, we have too much light. There's the canal
13 again, the minimum width is around 11 yards,
14 maximum around 43 yards, average is 27, the depth
15 about 1.5 to six feet. It's only about a little
16 small area where it's six feet. Right up in here
17 (indicating). This is where it runs up and here is
18 the quarry up in here (indicating). This neck --
19 this is not navigable, it's just right up to here
20 where the lower falls connects with the channel and
21 the quarry (indicating).

1 And that's another a close up, it
2 doesn't do much good though with this light. You
3 can see you've got about 15 feet up inside
4 Joppatowne. Joppa community up in here, but it's
5 six feet, foot. It gets real shallow up in here
6 (indicating), and these are the two splits. This
7 is the canal and this is the Lower Gunpowder meet
8 up in here and then up into this (indicating).

9 Another version of the same thing. You
10 can see you've got about 12 foot, six, three, and
11 then it keeps dropping off. About six feet here at
12 best (indicating), but the problem is you've got
13 the bass boats running very hot up in there and
14 you've got your sharp corner here and here and
15 there have been some near accidents. So they're
16 requesting six knot all times for those two areas.

17 It's currently with the foster branch of
18 Joppatowne and channel it's a six knot all time
19 anyway so they just want to take this area
20 (indicating), which really isn't that navigable,
21 but they're just concerned for the nonmotorized

1 vessels. Any questions? Bob.

2 MR. LUNSFORD: Is there a history of
3 accidents in the area?

4 MR. GRANT: None to date, but near --
5 Dave Street; is that who --

6 MR. LUNSFORD: Yeah, we remember Dave.

7 MR. GRANT: Dave was the -- signed the
8 petition -- Scott Sewell. I'm sorry, Scott Sewell
9 signed a petition, started a petition for this, and
10 he'll be an outspoken proponent of it and he's a
11 member of the bass club that holds these
12 tournaments. Bass International, whatever it is
13 called.

14 MR. LUNSFORD: Maryland Bass Federation.

15 MR. GRANT: Bass Federation. He's
16 behind it a hundred percent. What is he?

17 MR. LUNSFORD: He's a former colonel of
18 NRP.

19 MR. GRANT: What is he?

20 MR. LUNSFORD: He's a former colonel of
21 NRP.

1 MR. GRANT: I want to make sure that
2 Kelly could hear that.

3 MR. KLING: Can you back up and show
4 where is the exiting six knot all times? Is it at
5 all of those day markers, all of those markers
6 there?

7 MR. GRANT: Right here on this side
8 (indicating).

9 MS. HENNINGER: Up to the marina.

10 MS. WILLIAMS: The very last page of the
11 colored one, the handout for our exercise, has the
12 Gunpowder.

13 MR. KLING: Got it. Okay. Thank you.

14 MR. GRANT: There you go. This is --
15 there's the main Joppatowne channel here
16 (indicating), up in the community with all of the
17 little canals, and then the quarry parallels that
18 until it cuts off and heads up into the quarry and
19 we've got to get out there and do some actual
20 soundings, but it doesn't look good for that kind
21 of speed.

1 MS. HENNINGER: No. It's very quiet.

2 MR. GRANT: Any other questions for
3 that?

4 MS. SMITH: I have a question. Is the
5 quarry still active?

6 MR. GRANT: You mean is it being
7 excavated?

8 MS. SMITH: Is there commercial traffic
9 there? Is there room for barges or anything like
10 that?

11 MR. GRANT: No, no, no. Just it's been
12 empty for years. Evidently they haven't used it
13 for years. It's just a fishing hole now.

14 MS. HENNINGER: That bridge is a tide
15 bridge too. You have to be able to go under it at
16 certain times.

17 MS. SMITH: Okay.

18 MR. GRANT: Please use the microphone
19 and try to direct to me or to the chairman.

20 THE CHAIRMAN: Say it again, Debbie.

21 MR. GRANT: Say it again. Who has a

1 question?

2 MS. HENNINGER: Is this working? Sorry,
3 you got to put the switch on, duh.

4 That railroad bridge is a controlled
5 bridge, because it depends on the depth of the
6 water if you can get under it. It's a railroad
7 bridge. So most people do go to the right, as some
8 of us know in Gunpowder they go in the right to the
9 marina and to the park. Not a lot of people go,
10 but it is at certain times of the day you can't get
11 through there all of the time.

12 MR. GRANT: Right here (indicating)?

13 MS. HENNINGER: Yep, yep. There's a
14 channel -- go in on the right hand side. You go
15 closer to the right, or up north. A little bit
16 down, little bit more. No, no. On the bridge.
17 Right there you can get through. Most of it is
18 open and it's mostly jet skis that are to the south
19 of it and the waterfront owners own a lot of jet
20 skis. So there are jet skis also that go up
21 through that area.

1 THE CHAIRPERSON: John.

2 MR. PEPE: Mike, they're talking about
3 some near misses, who quantified that? Is that
4 something that DNR has done?

5 MR. GRANT: NRP. If they have reported,
6 it's NRP. If they're hearsay, they're hearsay.

7 THE CHAIRPERSON: Mike, is there a lot
8 of traffic up there?

9 MR. GRANT: As far as it's becoming very
10 active for paddleboaters, paddleboarders, kayakers,
11 canoes. That's the statement, and according to the
12 guy I spoke with Mr. --

13 MS. HENNINGER: Sewell.

14 MR. GRANT: Nicosia (phonetic), he's one
15 of the homeowners up there, he said it's an
16 accident waiting to happen.

17 MS. HENNINGER: When you say homeowner
18 up there, where is he a homeowner, is he in the
19 apartments?

20 MR. GRANT: Up in here somewhere
21 (indicating).

1 MS. HENNINGER: Because the apartments
2 face that area. I didn't know if he was in the
3 apartments or he's actually a homeowner down below.

4 MR. GRANT: We haven't met with him,
5 that's our next step is to get the boat out in the
6 water and take a ride.

7 MS. HENNINGER: Also, Councilwoman
8 Bevins has the south district there in the
9 Baltimore County area, she actually lives next to
10 the bridge on the south side so I'll look to her to
11 see what she says.

12 MR. GRANT: Down here (indicating)?

13 MS. HENNINGER: Yeah. The railroad
14 bridge -- down a little bit to the right a little
15 more. She lives right beside the bridge.

16 MR. GRANT: The issue is up here
17 (indicating).

18 MS. HENNINGER: Right. They are out
19 there all of the time with the WaveRunners.

20 THE CHAIRPERSON: Bob, did you have
21 something?

1 MR. MARSH: Mike, real quick, where is
2 the launch ramp? I can't remember. I've been up
3 there.

4 MR. GRANT: Right here (indicating).

5 MR. MARSH: Okay.

6 MR. GRANT: The Point launch ramp, and
7 there's a big marina up here inside of the Joppa
8 community (indicating).

9 MS. HENNINGER: MarineMax is up there.

10 MR. GRANT: MarineMax.

11 MS. HENNINGER: MarineMax is up there.

12 MR. GRANT: Okay.

13 MS. HENNINGER: They could be our tour
14 guide, MarineMax.

15 MR. GRANT: Any other questions on this
16 one?

17 THE CHAIRPERSON: Yeah. On this chart
18 can you show us where the six knots are already?

19 MR. GRANT: In the Joppatowne Channel
20 and right here (indicating).

21 THE CHAIRPERSON: Okay. Where the

1 railroad is they're asking for the six knots, the
2 new six knots?

3 MR. GRANT: Right here, right in here
4 (indicating).

5 MS. HENNINGER: If you go to this you
6 can see it better.

7 MR. GRANT: Right in here is the
8 Gunpowder Quarry Channel or Canal. This is the
9 existing entrance to this community here, this is
10 six knots all time (indicating).

11 MS. HENNINGER: Ramona, look at this.

12 THE CHAIRPERSON: I've got it. We got
13 it. Thanks.

14 MS. HENNINGER: It's dark blue.

15 THE CHAIRPERSON: Thanks, Mike. Are
16 there anymore questions on this one, or thoughts?

17 MR. HELLNER: Just to clarify, we
18 have --

19 MR. GRANT: Microphone, please.

20 THE CHAIRPERSON: I will remind
21 everybody, because Kelly had a hard time two, three

1 times ago, two times ago, please talk in the
2 microphone so we can record it all. Since it's a
3 public meeting and we're trying to meet the
4 standards for public meetings. Thanks.

5 MR. HELLNER: I just want to make sure,
6 just to clarify exactly what we're dealing with
7 here, it looks like 1.25 miles that is pretty
8 attractive -- I jet ski and any kind of boat I have
9 played with -- but it would be attractive to me to
10 run 1.25 miles in the canal, but it looks like
11 that's what we're dealing with here as far as who
12 wants to use it, the fishermen, and it's only one
13 mile from wherever they want to go so that's, what,
14 we're talking about slowing them down for about
15 1.25 miles and taking away a playground of jet ski
16 folks. Any other reasons? I mean that's my --
17 based on what's been presented today that's my
18 interpretation of what we're trying to figure out
19 unless somebody has another clarification for that.

20 THE CHAIRPERSON: So when we have the
21 folks come in to talk to us who submitted the

1 petition and then anybody else who wants to talk at
2 the public meeting these are all of the questions
3 that we'll ask them and they will share with us
4 when they brief us.

5 MR. HELLNER: Yes, ma'am. Just trying
6 to -- I'm kind of new to this.

7 THE CHAIRPERSON: No, no. It's a good
8 question.

9 MR. HELLNER: Yeah. I'm trying to
10 balance the different sides that come in and say
11 what, what either is good or bad about this, but as
12 right now that's hat I'm hearing.

13 MR. PARLIN: This is kind of why we ask
14 the members to go out this summer and do site
15 visits, weekdays, weekends, go see who's using the
16 water, visit and see what you see out there. See
17 what, you know, if you see bass boats running
18 through there, jet skis, paddlers, that way when we
19 do our fall meeting and make a decision we can base
20 it on some hard evidence. Not only testimony, but
21 what we truly witness out there ourselves.

1 MR. HELLNER: Right. So you mentioned
2 there is another use group that potentially gets a
3 lot more benefit out of it because they don't go
4 fast, is the paddlers and the canoers and other
5 folks, and again as described so far this looks
6 like -- I have not been up there, I will be up
7 there when I get a chance -- and it looks like it's
8 a beautiful natural area that another group gets
9 big benefit from.

10 Thank you. That's all that I have.

11 THE CHAIRPERSON: Thanks, Joe.

12 MR. GRANT: This is the letter that
13 Mr. Nicosia wrote to the tidal bass manager at DNR,
14 the guy's name is Joseph Love, and he's concerned
15 about the high speed traffic through a narrow,
16 winding canal that also has obscure turns. In
17 addition to safety issues he was concerned about
18 the wetland erosion caused by high traffic and from
19 traffic speed. He noted on the phone that bass
20 boats travel the channel to enter the Gunpowder
21 Quarry, fish it for bass, and then turn out of the

1 channel for the Gunpowder River or other areas
2 where they are fishing. And I'm not familiar with
3 bass tournaments but I understand the deal is to
4 get out there and get the fish and get back to the
5 weigh station and that's why they go so fast and
6 when you have hairpin turns and people in kayaks
7 and stand up paddleboards it gets a little tricky.

8 THE CHAIRPERSON: Anymore questions for
9 Mike? This was a great briefing and in setting up
10 the path forward to go up and take a look at this
11 location and then hear the testimony in the fall.

12 Thanks a lot, Mike.

13 THE CHAIRPERSON: All right.

14 MR. GRANT: This next one is down the
15 ocean. This is Bishopville Prong off of the St.
16 Martin River. Again -- let me get down here. Can
17 you see over my head?

18 (Discussion held off the record.)

19 MR. GRANT: All right. Now, last year
20 we were over here in Ocean Pines community with the
21 issues with erosion, I mean with the little island

1 here with erosion (indicating). So this is the
2 Route 90 bridge, St. Martin River (indicating).
3 It's about three nautical miles up here to the
4 Bishopville Prong. It runs up like this
5 (indicating). There is another picture of it, the
6 St. Martin River, the little jet out -- I hope
7 you're following me on paper, you can see a lot
8 better. There is a launch ramp up here that's
9 relatively new, which has created some of the
10 problems (indicating), and here's the whole river.
11 Just to put -- the actual opening's here, about 200
12 yards to 135, 125, 56 and 72 and here's the actual
13 launch ramp up in here (indicating). Again, nice
14 ramp.

15 THE CHAIRPERSON: Very nice.

16 MR. KLING: What's the request?

17 MR. GRANT: Six knots all times through
18 the boating season.

19 MR. KLING: For three miles?

20 MR. GRANT: No, just the Prong, right
21 there (indicating), one nautical mile, six knots

1 boating season. At least boating season was the
2 request.

3 We had NRP out there last year, it was
4 remarked or marked a little more clearly and the
5 gentleman contends that unless NRP is there it's
6 the Wild West, a lot of jet skis come down, they're
7 well within the hundred foot range for passing by
8 piers and other vessels and has become quite the
9 little drag strip. Questions?

10 THE CHAIRPERSON: Have there been any
11 accidents?

12 MR. GRANT: No.

13 MR. JONES: How many people signed the
14 petition?

15 MR. GRANT: Right now it's everybody in
16 this community right here (indicating). And if
17 you'll refer to your sheet, again the gentleman
18 that has the little dock that points out here at
19 the beginning of this is the lead petitioner and
20 everybody along the shoreline, with the exception
21 of two people who are Realtors and don't sign these

1 things, signed it. But 14 people. No offense,
2 Debbie.

3 MS. HENNINGER: Thank you.

4 MR. PEPE: Mike, is this a size limited
5 boat ramp?

6 MR. GRANT: I don't know. It's not a
7 very big boat ramp, but it's not a very small one
8 either.

9 MR. PEPE: From the pictures it looks
10 like it's a very small ramp.

11 MR. LUNSFORD: 30 spaces.

12 MS. HENNINGER: You guys aren't talking
13 in the mic.

14 MR. LUNSFORD: Several years ago when I
15 was up there and looked at this the water depth up
16 near the ramp seemed to be the controlling feature
17 of the size of the boat you could put in or that
18 could operate up there. It's not very deep and it
19 was, mostly my impression was at the time that it
20 was used by small craft and personal watercraft --

21 MR. GRANT: That's his contention, just

1 jet skis --

2 MR. LUNSFORD: -- that's just from
3 looking at the trailers in the parking lot.

4 MR. GRANT: Yeah, that's a good point.

5 MS. HENNINGER. Zoom in a little more,
6 see if we can see the trailers. They're right
7 there, see it?

8 THE CHAIRMAN: Yeah.

9 MR. GRANT: I can't zoom. It's a static
10 picture.

11 THE CHAIRPERSON: Have you had a chance
12 to talk to any of the other waterfront homeowners?

13 MR. GRANT: No, just haven't been down
14 there. We're starting here.

15 THE CHAIRPERSON: Steve.

16 MR. KLING: I appreciate everyone's
17 enthusiasm, but I think we're getting way ahead of
18 ourselves when we're discussing the merits of these
19 things when we're getting information. One person
20 could sign a petition so we have a job and I just
21 think we're getting ahead of ourselves

1 substantively.

2 MR. HELLNER: I just want to make sure I
3 understand geographically where this is. I'm not
4 familiar with this area.

5 MR. GRANT: It is west of the east of
6 the coastal bays of Ocean City at the 90th
7 Street -- at Route 90.

8 MR. HELLNER: Thank you.

9 MR. GRANT: I'll back up.

10 MR. HELLNER: I was trying to remember
11 where on the Chesapeake Bay I heard about this
12 place.

13 MR. KLING: That would be good.

14 MR. GRANT: There we go. There it is
15 again.

16 Joe, there's the ocean, hon, all of the
17 way down there (indicating), Route 90, and
18 here's -- we're down here -- this is the main drag
19 into Ocean City (indicating), somewhere below here,
20 and here's the Route 90, Ocean Pines.

21 MR. HELLNER: Got it. I absolutely know

1 where Ocean Pines is.

2 MR. GRANT: Delaware line up here
3 somewhere (indicating). They're getting people
4 down from Delaware too, if that means anything.

5 THE CHAIRPERSON: Anymore questions for
6 Mike about this location?

7 I guess we'll all be going to visit that
8 too, as many as can.

9 MR. GRANT: I expect that you will.

10 THE CHAIRPERSON: Yes.

11 MR. GRANT: You want to know about
12 jetpack vessels and a couple of other things,
13 right?

14 THE CHAIRPERSON: Yes.

15 MR. GRANT: Okay. As of close of
16 business yesterday we had the final, final, final
17 adjustments to the jetpack regulations and
18 Mr. Talty, from the OAG, Jeannine and Ann and Louis
19 did a phenomenal job putting this together, keeping
20 us straight. They have been doing it a lot longer
21 than I have and their eye to detail was amazing

1 Give them a big round of applause for that.
2 Hopefully we're now going to send this to the
3 secretary, if he agrees this will go downtown as an
4 emergency regulation again. As soon as it's
5 accepted into AELR Jeannine is going to start it as
6 a final regulation and hopefully by the time the
7 emergency runs out the final will takeover and
8 we'll be good to go. So we'll have an emergency
9 for 180 days of summer again and it's necessary
10 because there are some new players coming in down
11 the ocean, they were unaware of this. They had
12 heard rumors from the existing livery operators
13 that helped us with this and we haven't been able
14 to give them anything hard to sit on. Now we
15 should be able to do this and they'll have these
16 guidelines.

17 Are there any questions that anybody had
18 about anything specific to coastal bays, Ocean City
19 area? Because Deep Creek is another story. We
20 pretty much followed your recommendations in
21 finalizing this. I don't think there is anything

1 that we went in an opposite direction from what you
2 recommended. It's still a 16 year old minimum
3 age --

4 MS. WILLIAMS: 14.

5 MR. GRANT: I'm sorry, 14. Pardon me.
6 The depth of water was six feet unless you're
7 starting from shore. It could be as little as four
8 feet to get on the ride and maintain stability and
9 then once you get out you have to operate no less
10 than six feet, and of course 25 feet if you're
11 going to do the porpoise thing.

12 I'm trying to think of some highlights
13 here. The Coast Guard issue is still there, still
14 have to deal with the Coast Guard as far as their
15 captain's license, their six-pack license. That's
16 not our concern.

17 And as far as Deep Creek Lake their
18 request was basically to include the jetpack -- or
19 to not include the jetpack when it pertained to one
20 of their prohibited activities which is towing
21 somebody and letting them leave the water, like on

1 a parasail, you can't do that. You can't tow or be
2 towed to gain elevation. Jetpack, skis, are
3 eliminated from that restriction. And time
4 restrictions, they're the same as the jet skis up
5 in that neck of the woods. You just can't do it.
6 When jet skis can't do it, Jetpacks can't do it and
7 that's basically all they ask for. They liked
8 everything else about it and they were pretty
9 amazed. When we got the request from them we
10 thought they were going to tear it apart and lo and
11 behold they didn't. We've got our fingers crossed
12 this will sail through with an emergency and we'll
13 have a solid regulation at the end of summer. Bob.

14 MR. NICKEL: I sat in on, I helped the
15 input on that and it's a big thing, can you e-mail
16 that to PRB, the revised copy, somebody? Just
17 because there is a meeting Monday night, that's
18 their spring meeting and I will be there and I will
19 get bombarded by questions.

20 MR. TALTY: I think Mike is planning on
21 sending the final regulations to the PRB and then I

1 will be there Monday night.

2 MR. NICKEL: Send it to the president
3 and if they have any questions, Mike, I know
4 they've got it.

5 MR. GRANT: Do you want these to go to
6 the ad hoc committee or to the president?

7 MR. TALTY: I would probably send them
8 to the chair and cc the members of the ad hoc
9 committee.

10 MR. GRANT: Thank you.

11 THE CHAIRPERSON: Mike, you're going to
12 make sure that Bob gets a copy too, right, a cc?

13 MR. GRANT: Mr. Nickel?

14 THE CHAIRPERSON: Yeah.

15 MR. GRANT: Yes, of course.

16 THE CHAIRPERSON: Thank you.

17 Any other questions on Jetpack, jet
18 skis, et cetera, et cetera?

19 Sandy Point. This is the final
20 determination for Sandy Point. Of course the green
21 area is going to remain minimum wake. If you're

1 familiar with that, the launch ramp is along here,
2 the office building, NRP, et cetera (indicating).
3 This is the channel going in. The north zone, this
4 area in here (indicating), nonmotorized vessels at
5 all times. The bathing beach zone, not a swim
6 beach, it's a bathing beach zone. You have to
7 share that. But then we have a soft launch
8 channel, six knots all times. This is a legitimate
9 navigable channel, red and green on either side,
10 and then the same restrictions down here as we had
11 up here (indicating). This will go in as an
12 emergency regulation request. So we give the NRP
13 officers something to bite into this summer and
14 hopefully it will pass with flying colors this
15 fall. Sometime in late August I think is what
16 we're hoping for. Any questions on that? And if
17 you would like the actual I will pass these along.
18 I forgot to pass these around. There you go.

19 THE CHAIRPERSON: Mike, is Ann going to
20 explain the difference between a bathing and
21 swimming beach?

1 MS. WILLIAMS: It might be Louis that
2 would explain it more than I could, but when you
3 redid the regulations there is a bathing beach
4 definition in our Boat Act regulations so what
5 Louis did was he defined this, the two reds as
6 bathing beach, and inside of that a restricted zone
7 that prohibits motorboats from going inside of a
8 restricted zone. The bathing beach are not
9 particularly identified in COMAR because they grow.
10 Last year we were asked to expand the Sandy Point
11 beach and add the third beach to the north, so what
12 Louis thought was as opposed to trying to put them
13 in and then keep changing them by law as the
14 lifeguards get hired and fired at Sandy Point we
15 called them both bathing beaches with a restricted
16 motorboat zone, so the buoys will prohibit you from
17 going inside when there are people in the water,
18 which is what swimming buoys prohibit. So the
19 restriction is what it is, it's just categorized
20 under the bathing beach. It's the only bathing
21 beach, as a matter of fact, and we will have a

1 regulation for it, but that's why it's called a
2 bathing beach. It's in your definitions.

3 THE CHAIRPERSON: And how is that
4 different from a swimming zone or beach?

5 MS. WILLIAMS: It's not. It's just in
6 the Boat Act definitions you define a bathing
7 beach, you never defined a swimming beach.

8 THE CHAIRPERSON: Thank you.

9 MR. SIMON: Is there any other
10 definition or any indications for people that are
11 coming to use the beach that this is a bathing
12 beach and not for skiing? Are you putting
13 indicators out there, buoys, that it's --

14 MS. WILLIAMS: This area has been marked
15 since -- I've been in boating for quite a long time
16 now -- this area has been always marked as a swim
17 beach. The buoys, exterior buoys, had always been
18 called swim beach and by definition a swim beach
19 can't allow boats through it. It never had any
20 regulations to support that so the NRP officers had
21 challenges to how can you swim out here and

1 actually some of the Sandy Point plan prohibits
2 swimming in some of the areas we were marking a
3 swim beach. So Sandy Point requested that we
4 create a restriction zone. The actual law, and
5 these buoys out here (indicating) are going to say
6 restricted, they're not going to say bathing beach,
7 they're going to say restricted, and the regulation
8 that we agreed to was a motorboat restriction. So
9 those buoys will all say restricted except for the
10 channel where those two arrows will have two speed
11 zone markers inside of the navigational channel so
12 the navigational channel will be six knots. You
13 can't anchor or tie up in there anyway, and then
14 the restricted zone would keep motorboats off of
15 the beach at all times. Inside of the restricted
16 zone Sandy Point will request from the state swim
17 beach buoys. And they're kind of showed where they
18 were requested for this year, but they could move
19 over time so we didn't want them tied to
20 regulations and every year when they asked us where
21 the swim beach was to redo a regulation because

1 they moved 20 or 50 feet or something. So inside
2 of your restricted zone there will be identified
3 swimming beaches with swimming buoys so the boaters
4 will know it. But the boaters have always been
5 chased away and told not to go here. You can't see
6 it, but Mezick Ponds, it starts at the beginning of
7 the jetty so there is rocks there (indicating), and
8 the bend at the corner is probably the one place
9 that people want to cut, but it ends at the rocks,
10 and some of the clustered buoys inside of there are
11 actually rocks. There is all of these gorings
12 going out there so we're not taking away much
13 navigable waters from the boaters, we're just
14 protecting that swimming beach is what the whole
15 activity was for.

16 Does that make it clear, Al? There is
17 plenty of buoys out there. Every one of those dots
18 is for buoys.

19 MR. SIMON: My question is I hear on the
20 radio about Sandy Point beach, the whole
21 Washington/Baltimore. You hear it on the radio,

1 the beach of Sandy Point. These people are coming
2 down there to bathe on the beach, is there enough
3 indication that they're allowed to or recommended
4 to use a certain area for the beach?

5 MR. GRANT: Yes.

6 MS. WILLIAMS: And there is tons of
7 notification. These would be the swim beach
8 markers inside of here and here (indicating). They
9 have these three swim beaches and they're marked
10 clearly on the water, but along the land Sandy
11 Point has every hundred feet markers on the shore
12 that tell them where they can get in the water and
13 where they can't, where they can fish. They are
14 very clearly marked there telling them what they
15 can do and can't do.

16 THE CHAIRPERSON: Steve.

17 MR. KLING: I can just be loud. Al,
18 that's not our job. Our job is the water and
19 you're talking about what's on land. That's the
20 park.

21 MR. SIMON: I'm aware of that. The

1 incident of safety --

2 MR. KLING: That's not our job, Al.

3 MS. WILLIAMS: The answer is yes, very
4 clearly marked.

5 THE CHAIRPERSON: Any other questions or
6 thoughts on this? If not, I would like to commend
7 you all for this work. I know we talked about it a
8 in couple of meetings and I think it came out
9 pretty much the way the committee recommended so
10 thank you for clarifying this for all of us.

11 (Applause.)

12 THE CHAIRPERSON: Thank you for
13 clarifying this for all of the boaters in that
14 area, who are many, and all of people that visit
15 the beaches there. Thanks.

16 (Discussion held off the record.)

17 MR. KLING: I think what I'm going to do
18 is explain what we did.

19 MR. GRANT: In just a moment.

20 MR. KLING: Okay. Well, I can start
21 explaining what we did. What we did -- first of

1 all, we had weather problems, as you know.

2 MR. GRANT: We're on these, right?

3 MR. KLING: Right. This is what we're
4 talking about. We had weather problems and then we
5 had a weather wimp problem and we cancelled in
6 anticipation of a storm. It would have been
7 perfect. This was exciting. Ann announced at our
8 first meeting she was going to retire May 1st and
9 at the next meeting she said she was having so much
10 fun with this project she put that on hold. Louis
11 was very active in our first meeting but he was in
12 court for the second meeting and there was some
13 ambiguity in what role he was in court with him
14 personally. So Ann and Louis were tremendous in
15 this.

16 What we started with was this packet of
17 maps that you have and then all sorts of this
18 supporting stuff behind it, all of the individual
19 regulations, and we took the time to go through
20 each one of these things that are marked, and
21 they're color coded, and Ann can show you the real

1 maps if you want to see them, but we went through
2 each one of these and what we were looking for is
3 we're not coming to you with specific
4 recommendations to change anything. I think we're
5 looking at, you know, understand our methodology
6 and get approval because this is a work in
7 progress. What we were doing is looking for areas
8 that didn't make sense for regulations, areas of
9 inconsistency. For example, one common regulation
10 is six knots Saturday, Sunday and holiday year
11 round. So we asked the question shouldn't,
12 conceptually should that not really be Saturday,
13 Sunday and holiday during the boating season?
14 Because is there less traffic on a Saturday in
15 January than on a Tuesday in July? So, you know,
16 find some logic there. We found 25 and 26 knot
17 nighttime speed limits and a 20 knot nighttime
18 speed limit, so we're looking at consistency for
19 the boaters and particularly the visiting boaters
20 we're asking does this make sense. There is some
21 areas that are traditionally minimum wake that we

1 think maybe are not navigable and silted in and
2 maybe don't need a regulation anymore. There are
3 other areas we're looking for consistency between
4 minimum wake for environmentally sensitive areas
5 and six knots for all other areas. So what we've
6 done then is after we have worked through
7 everything and came up with kind of these concepts
8 Ann, wonderful Ann, took all of the regulation, and
9 you have one representative page, and we applying
10 those kind of principles identified which of the
11 regulations we might have questions against. And
12 what we want to do now is take those queries and
13 send them out to the NRP, we draft a cover letter
14 and send it up through channels, but then ask all
15 of the guys in the field to come back to us in 30
16 days with does this make sense, does this not make
17 sense, and in some cases it's like are the boaters
18 able to comply? There are some places where there
19 are multiple regulations on top of a spot. Four, I
20 think is the most we found, and like the buoy only
21 has one thing on it so that's the kind of issue.

1 We're looking for feedback from NRP. And then
2 we've not wrestled with but discussed what we do
3 because conceivably we might have a big pile of
4 recommendations for minor changes and our thought
5 would be not to come back and make, and say we
6 would like to make all of these changes, but there
7 might be one or two we want to address specifically
8 promptly, but generally just wait for a petition
9 that came from the public for a river affecting an
10 area and then add this as an also to whatever was
11 going on in the river system.

12 So that's -- and it was Thornell, Bob,
13 Chris. Mark was there once. We bored him, he
14 didn't come back the second time. Jeannine just
15 stared at us. She didn't say much. But that was
16 the guy's comments.

17 MR. JONES: Ramona didn't come. She
18 stood us up.

19 THE CHAIRPERSON: I was in Florida.

20 MR. KLING: Guys, do you have comments?
21 Chris, Bob, Thornell?

1 MR. PARLIN: Senior moment. I had a
2 thought and then I lost it. By the way I turned 50
3 about a week and a half ago. Downhill from here.

4 MR. JONES: No excuse.

5 MR. PARLIN: I can't remember what it
6 was.

7 MR. JONES: I have one.

8 MS. WILLIAMS: Am I clear? If you look
9 at this sheet it has a little map up at the top,
10 this is the rough draft and hopefully you're
11 looking at a little bit of what we're going to send
12 out to the officers and ask for their comments.
13 The sheet that you have that has the snippets of
14 our comments was just for an example, because when
15 we send it up to the command staff I didn't want to
16 expand the novel of all of our speed zones. So
17 when we're sending it up for approval these two
18 documents will go up and ask the officers to review
19 each of our speed zones. We made, the ad hoc
20 committee made comments on many of them, on a few
21 of them actually. Not very many, so to speak, over

1 the speed zone, but we're asking the NRP to make
2 comments on all of our speed zones and to tell us
3 what works and what doesn't work from their point
4 of view because as Steve was saying sometimes we
5 have a six Saturday, Sunday and holiday and 35
6 during the night, 25 during the day, and I can tell
7 you now you get one thing on a buoy. And whether
8 or not anybody knows those litany of speed zones
9 I'm not sure, but the officers are the ones that
10 get the calls and the complaints from the public
11 and how it's working, so we're asking them to give
12 their input on how are these speed zones working in
13 their area and what their suggestions are to us,
14 which would then come back to you as a committee on
15 what to do next. They may or may not make any
16 suggestions.

17 But just to bring us back to where we
18 were, the goal is to get to this, and this is the
19 virtual map that would be produced. That's that
20 little picture in the corner. And when the public
21 clicks on any one of these in the future they will

1 be able to get the speed zone as we created a table
2 on it and at the bottom they will actually be able
3 to go and read the actual COMAR that goes with
4 that. So when we have these multiple speed zones
5 on these areas right now the officers may not have
6 gotten any complaints from somebody saying they're
7 doing 35 during the day. Once this comes out
8 people are going to say they can only go 35 during
9 the day and the officers will be getting phone
10 calls and questions about these speed zones, so
11 that's why we wanted to make it clear to them we
12 would be producing this data in a digital fashion
13 that will be on iPhones and iPads and cell phones
14 and all over the place very quickly so that they
15 need to look at these from those eyes as to what
16 pressure and what work effort it's going to be on
17 their part seeing the markings on the water right
18 now do not always reflect the regulations as are
19 written so that's where we are right now with
20 asking the NRP their involvement. What they give
21 us is anybody's guess.

1 she's getting ready to go live with all of this so
2 she wants to make sure when we put it out there
3 that it's all cleaned up and ready to go because
4 once somebody grabs ahold of this information, you
5 know, some of the folks who aren't tech savvy and
6 are going to be pulling this up on their iPhone and
7 iPads while they're on the boat and they're going
8 to print this stuff out so she wants to make sure
9 we get this stuff out there right and cleaned up so
10 that when you print this out and put it on the dash
11 of your boat and show it to the officer three years
12 from now that hopefully it's somewhat
13 representative of what the true regs are.

14 MR. KLING: Just two. In the packet,
15 regulation requests packets, there are two things
16 from us and just to -- we're not at this time
17 suggesting that we do anything with those, but just
18 to give you some idea of what we looked at in the
19 second one first. It says Venice Beach prohibited
20 area -- as long as we're going through our things
21 on Ann's chart, it's this one little spot on the

1 second page, it's just a little red dot -- and they
2 say what is it? Well, as best we can tell it's the
3 only existing regulation protecting a private
4 community beach in the state. That there were--

5 MR. GRANT: Do you want to bring that up
6 now? It's in your folder.

7 MR. KLING: Rather than having dueling
8 computers.

9 MR. GRANT: Ann will win that.

10 MR. KLING: That for us I think was a
11 prime target to just remove the regulation. Mike
12 went and dug back the history and it looked like it
13 came from when there was a jet ski livery at Fort
14 Smallwood Park, which we don't think is there
15 anymore, but in any case there are a lot of private
16 swim beaches regulated through M.D.E. and none of
17 them have a COMAR regulation to protect the private
18 beach so this is sort of an anomaly. And then the
19 one before that is Cox Creek and if you look on the
20 same page there is just this little creek and it's
21 got a 30 knot speed limit, 35 knot speed limit.

1 What's that all about? So we went back and we
2 found actually that was initiated by NRP so it may
3 well make sense, but it's a little tiny creek with
4 35 knot limit. So that's where -- I think I
5 mentioned one of the things we found is we have 26
6 knot limits which are daytime limits and we have
7 some 25 knot limits for night and then we have one
8 20 knot limit for nighttime speed limits and our
9 thinking was in a perfect world those would all be
10 the same number. And we worked, perhaps curiously
11 we settled our working recommendation on 26 because
12 that's a speed that's a daytime speed for
13 waterskiers. There is something waterskiers train
14 for at 26 knots.

15 MS. CRAIG: 25.5.

16 MR. KLING: So 25 wasn't enough, so
17 that's where that 26 came from in the daytime
18 regulations. But our thinking is and we're not
19 deciding anything, you guys are. But that's the
20 kind of stuff we were looking at.

21 MR. MARSH: Ann, what time frame do you

1 have for NRP to respond or do you have a time frame
2 and say we would like to have you get back to us
3 with your recommendations in a month or 60 days or
4 whatever?

5 MS. WILLIAMS: As things are in flux at
6 DNR a little bit we have the letters in the
7 process, in the mill, so they will be going out to
8 colonel, adjunct, and then the adjunct will issue
9 it to his command staff. At the point it gets to
10 the command staff it will have 30 days. So we're
11 hoping some time in June to get the answers back so
12 that we can present it and go that way.

13 THE CHAIRPERSON: Any other thoughts or
14 comments?

15 I want to thank you, thank the ad hoc
16 committee who did a lot of hard work and I want to
17 thank Ann and Louis and Mike for pulling all of
18 this together. Ann, when you all get that website
19 up and running that is going to be awesome. And as
20 we think about this, I was talking to Mike and
21 Steve and folks before, the whole idea behind this

1 is to streamline the regulations, eliminate
2 unnecessary regulations, make things as consistent
3 as possible, so any boaters in the waters of
4 Maryland can abide by the regulations and promote
5 safety as a result of that. So I think these are
6 really important goals and not only do I think
7 they're important for the committee and for our
8 state colleagues but also for the boating public
9 whether it's our own folks from Maryland or whoever
10 comes to enjoy the Chesapeake Bay this is a great
11 idea. I'm glad that you all came up with the idea
12 and have done some fine work, so kudos to all
13 involved. Joe.

14 MR. HELLNER: Looking ahead then if I
15 understand what the plan would be is once we get
16 the DNR feedback then this committee would take a
17 section in it, like maybe a river or an area at a
18 time, and work through some of these
19 inconsistencies; is that correct?

20 MR. KLING: Yeah. I mean we may work
21 through all of them in a relatively short period of

1 time, but then not necessarily burden the committee
2 or the public with let's make all of the changes at
3 once.

4 MR. HELLNER: I understand.

5 MR. KLING: But I think as a committee
6 it would be appropriate for, you know, the full
7 committee to endorse our methodology and what we've
8 done so we can keep on going.

9 THE CHAIRPERSON: Steve, did we need to
10 have a motion and a second on that?

11 So would anybody like to make a motion?

12 MR. MARSH: I make a motion.

13 MR. SIMON: Second.

14 MR. MARSH: I think we accept the ad hoc
15 committee recommendations so far and move forward.

16 MR. SIMON: Second.

17 THE CHAIRPERSON: Can we see a show of
18 hands of those in favor?

19 (Show of hands.)

20 THE CHAIRPERSON: A show of hands of
21 those opposed?

1 So it's unanimous in support moving
2 forward with the methodology that the ad hoc
3 committee has laid out and the approach to after
4 the methodology has been applied. Thanks, again.

5 MR. GRANT: May I show this real quick,
6 just a different view of these two regulations
7 Steve has brought up, Cox Creek and Patapsco River?
8 And I'm sorry it's not clear. A little island in
9 the middle -- actually, it's not an island, it's a
10 little peninsula, and basically it's jet skis and I
11 guess there is some waterskiing in here, but we'll
12 find it when we get out here (indicating). Stoney
13 Beach Community Center with a launch ramp, 25 yard
14 opening. And this is the history, which you have
15 in your folder, in 1999 the Boat Act recommended 35
16 knot day, 25 knot night, and the secretary went
17 with that. And that's the actual reg. Here's
18 Venice Beach (indicating) Ann showed you earlier.
19 Again, White Rocks, Maryland Yacht Club in here
20 (indicating), Fort Smallwood, Venice Beach and
21 that's the area approximately for restriction.

1 MS. WILLIAMS: Prohibited, no boating at
2 all.

3 MR. GRANT: Prohibited. There is a sign
4 no motorized watercraft anchored or beached at all
5 and the Boat Act recommended a designated swim area
6 be established and for some reason it went to
7 prohibited area. I don't know who did it.

8 THE CHAIRPERSON: Thank you, Mike.

9 MR. GRANT: Yep.

10 MR. KLING: One thing. I would be
11 remiss, we had the privilege of working in the
12 breakroom at Matapeake and I'll tell you the
13 people -- I understand now why the people on Rowe
14 Boulevard are jealous. There is no finer facility
15 for public employees that I have seen than the
16 breakroom at Matapeake.

17 MR. GRANT: Correction. That's the
18 formal dining room.

19 THE CHAIRPERSON: Are we to the
20 legislative session now, Mike?

21 MR. GRANT: Yes, we are.

1 MS. MORROW: Hello. I'm Donna Morrow
2 with DNR Boating Services and this is going to be a
3 very short recap of just two bills that passed this
4 year that would be of any interest at all to the
5 boating community.

6 Let's see. Bob Nickel this may interest
7 you, the invasive, Aquatic Invasive Species Act.
8 House Bill 860, required the decontamination of
9 vessels being launched in state managed lakes.
10 Requires the owner of the vessel to clean it of all
11 visible organic material before placing it in a
12 state owned or managed lake at a public launch ramp
13 only. Not a private one, not your house, only if
14 you go through Deep Creek Lake State Park or
15 Herrington Manor State Park. This is, this is like
16 sausage. You know they say legislation and sausage
17 you don't want to see that made? This is clearly
18 some sausage here. Anyway, so they have to clean
19 it of all visible organic material after April 1,
20 2017 so it wouldn't take effect for quite some
21 time. It also establishes a civil penalty for not

1 doing these things. It instructs, the most meat is
2 it instructs DNR to convene a work group to make
3 recommendations on the most appropriate actions to
4 reduce the spread of aquatic invasive species on
5 vessels that are owned or managed by the state.
6 And we have to get that going and then make a
7 report back by the end of this year, December 21st,
8 2015. So DNR's experts and so forth in that field
9 are going to convene very soon on that and I'll be
10 part of it from boating.

11 So any questions on that one?

12 MR. LUNSFORD: You mentioned a couple
13 lakes. Does it include the fisheries management
14 areas like Smithville and Elkhorn, Wye Mills?

15 MS. MORROW: I don't believe it includes
16 fisheries management areas. I believe it's only
17 the lakes managed or owned by the state and there
18 is a list of them in COMAR. If they're in there
19 then yeah.

20 MR. LUNSFORD: Yeah.

21 MS. MORROW: Deep Creek Lake isn't in

1 that list, but it includes that. So there you go.

2 I do have a copy if anybody would like one.

3 MR. HELLNER: Visible aquatic material,
4 so I go to a ramp and the DNR park officer comes,
5 or DNR officer comes and looks at the hull and says
6 yes or no?

7 MR. NICKEL: Yes.

8 MS. MORROW: To be determined. That's
9 what the work group is going to figure out. We're
10 going to base this -- there's already tons of these
11 sorts of programs out west, California, Nevada and
12 so forth, inland lakes. And in those cases they
13 seem to have plenty of volunteers that want to work
14 on these ramps Saturday, Sunday and holidays and
15 check, so we'll see about that model. We don't
16 want to pay DNR officers to stand there and feel
17 the bottom of your boat, but we'll see how that
18 goes. It's going to go under study that's the main
19 thing.

20 All right. The second one, second bill
21 that passed was SB 215, regarding the use of pilots

1 on recreational vessels. Many of you may have
2 heard about this in the news. This was sort of a
3 good news thing that should help the recreational,
4 big, large charter boats in the bay. It basically
5 allows pleasure vessels less than 200 feet in
6 length and with a draft less than 12 feet to
7 navigate in Maryland waters without a licensed
8 pilot. Effective, this is an emergency bill
9 effective April 14, 2015. Basically these large
10 commercial yachts that might come into Baltimore,
11 Annapolis Harbor, had to have a pilot on board,
12 which is probably two to three hundred dollars an
13 hour even just to go to the fuel dock, to do
14 whatever, so a lot of them would bypass the
15 Chesapeake all together and go on to Newport or
16 wherever they're going and the intent is to bring
17 more of these boats into the bay that spend a lot
18 of money while they're here. Anybody wants a copy
19 of that, I have that as well.

20 Any questions? Yeah, Coles.

21 MR. MARSH: Copy?

1 MS. MORROW: Sure. I'll leave it with
2 Ramona and then you guys can pass it around and
3 see.

4 That's it for legislative updates.

5 (Applause.)

6 THE CHAIRPERSON: So that wraps up the
7 formal agenda. We can go on to old and new
8 business. Is there any old business that anybody
9 would like to bring it up?

10 MR. SIMON: A lot of these people here
11 are new members, fairly new, and there is an awful
12 lot that has been done from this committee. Flow
13 free channels, speed limits we're up on, but there
14 is a lot of things and I didn't know whether --

15 MR. GRANT: Microphone closer.

16 MR. SIMON: Beg pardon?

17 MR. GRANT: Hold the mic closer.

18 MR. SIMON: Okay. Thank you.

19 MR. GRANT: Thank you.

20 MR. SIMON: I would like to refresh some
21 of the things that have been done, regulations

1 because of this committee. Some of these people
2 are not aware of the Severn River project, flow
3 free channels, and the marine sanitation devices.
4 It's kind of passe, and nobody is even referring to
5 it anymore. It may not be necessary, but I just
6 thought some of the members ought to be aware of
7 things that have been done, are in regulation now.

8 THE CHAIRPERSON: Okay. Thanks, Al.
9 It's always good to reflect on past successes, I
10 think, and this committee has -- and relatively
11 speaking I'm a new member of the committee -- but I
12 think the committee has gone a long way to protect
13 the waterways of the state both environmentally and
14 from a safety standpoint and continues to do so
15 while at the same time focusing on making as much
16 of the waterway available to as many different
17 kinds of activities as we possibly can and I think
18 that the committee should be commended. And as the
19 ad hoc committee and the state DNR folks continue
20 looking at existing regulations all we will do is
21 make that better and that through that activity I

1 think, Al, we'll get an even better understanding
2 for newer members of the type of regulations that
3 the committee has dealt with in the past, so I
4 think that's a really good point. Thank you very
5 much.

6 MR. SIMON: I do remember there was some
7 request for float free channels, there was request
8 for float free channels on the upper bays and it
9 never -- it was big discussion, but nothing ever
10 happened. Maybe they don't need them anymore.

11 THE CHAIRPERSON: Well, I guess we'll
12 see if some petition comes along to deal with that.

13 Is there any new business?

14 MR. GRANT: Two things. One, I'm
15 sending out mass e-mails to everybody for a
16 schedule of trips to Joppatowne and Bishopville
17 Prong if anybody is interested. I'll probably take
18 an initial trip down with a couple of people just
19 to meet with the petitioners and then we'll start
20 the mass trips by boat this year. I mean not going
21 down, we'll take the boat with us and drop it in.

1 So keep an eye on your e-mail for that and I hope
2 you all can make it. I appreciate your company and
3 input once we get there.

4 MS. HENNINGER: How about up the
5 Gunpowder, are you going to take a boat up there
6 too?

7 MR. GRANT: Yeah. I'll take it up to
8 Joppa and drop it in at the Mariner's ramp and
9 shoot up the canal.

10 THE CHAIRPERSON: Thanks. That will be
11 great. I look forward to those trips. These
12 are -- certainly the Gunpowder River one is very
13 interesting given the size of that channel. So I
14 look forward to those trips. I hope as many of you
15 who are available can make them this year, that
16 will make for a much better discussion this fall
17 when we hold the public hearings and make our
18 recommendations to the secretary.

19 If there is no new business then I think
20 other than once again expressing my thanks to the
21 ad hoc committee and to the state DNR folks for all

1 of their hard work in the emergency regulation and
2 developing the emergency regulation and working on
3 the website and supporting the efforts of the ad
4 hoc panel, I think we can -- I do this wrong every
5 time.

6 MR. GRANT: Next meeting?

7 THE CHAIRPERSON: Next meeting, that's
8 what it is. Thanks. We need to pick a meeting
9 date. Mike, do you all have some information on
10 when information is going to be available?

11 MR. GRANT: Crabs -- August, I mean, is
12 a good time to have a meeting. We should have the
13 results of the emergency regulations for both the
14 Jetpacks and the Sandy Point by that time and if
15 you would like to schedule it for later in August
16 it would be good.

17 We'll probably shoot for Kent Island
18 Yacht Club, unless somebody has an issue. If not,
19 please let me know. I have no dog in this hunt.

20 THE CHAIRPERSON: So why don't we begin
21 there. You prefer Thursday, right?

1 MR. GRANT: Nope.

2 THE CHAIRPERSON: No preference. Okay.

3 MR. GRANT: No Saturday or Sunday.

4 THE CHAIRPERSON: Is there some day that
5 someone cannot make it? Now that I'm retired I'm
6 wide open in August.

7 MS. HENNINGER: Maybe we continue on
8 Wednesday. We're on Wednesday now.

9 MR. PARLIN: Mike, you had used the
10 calendar --

11 MR. GRANT: Doodle.

12 MR. GRANT: I tried. I'll get better
13 instructions. Did everybody get it, the Doodle?

14 MR. PARLIN: I thought it was pretty
15 successful because we could see where the bulk of
16 the people could make it. I think you get a little
17 weight to having the chair there, but can we all
18 agree to give it a try and if that doesn't work? I
19 guess we can start throwing e-mails around and try
20 to come up with an agreement after that. Let's
21 give that a try and see what comes up to be around

1 the best dates, times in August.

2 MR. GRANT: Do you want me to do that
3 for the road trips as well or just the --

4 MR. PEPE: That would be great.

5 MR. GRANT: For the road trips as well.

6 MR. PEPE: Just speaking as somebody
7 that's on the Eastern Shore, Mike, we may want to
8 stay away from Friday for those that have to come
9 across the bridge.

10 MR. GRANT: Friday is good for me
11 though.

12 (Discussion held off the record.)

13 THE CHAIRPERSON: So Amy said she can't
14 do the first two weeks of August, so why don't we
15 look at the second two weeks of August. So it's
16 the week of the 17th and the week of the 24th.

17 MR. GRANT: Got it.

18 THE CHAIRPERSON: Is that absolutely
19 terrible for anybody? Okay. Let's look in those
20 weeks and see what works out and let's take John's
21 good advice and not do Friday. Joe.

1 MR. HELLNER: I'm just one, but that
2 being boating season some of us will just be
3 missed, I guess. I have a trip on the third week
4 so -- but, you know, don't let me hold you back.
5 But it is something to think about probably a
6 couple of us will be out on the bay or wherever
7 we're at.

8 THE CHAIRPERSON: So we'll try to
9 Doodle.

10 MR. GRANT: Yeah. It doesn't have to be
11 August, it can certainly be September. I mean
12 we've been doing it in August, but --

13 THE CHAIRPERSON: Bob, go ahead.

14 MR. LUNSFORD: I'll just be loud. One
15 of the reasons we kind of picked August was because
16 it gave us time to talk about the areas that were
17 under review before the petitioners came in and
18 jumped us with surprises. We got a chance to chat
19 among ourselves off the record who had been there
20 and who hadn't, who saw what. If you, if you move
21 back into September and then hold your first public

1 meeting early in October there may be things that
2 we haven't had a chance to discuss among ourselves
3 the petitioner's bring up and we end up looking as
4 a committee saying I didn't know that.

5 MR. GRANT: That's fine.

6 THE CHAIRPERSON: Okay. How about we
7 look end of August, early September, in the Doodle
8 and see just what dates come up and then we'll go
9 from there?

10 MR. GRANT: Okay.

11 THE CHAIRPERSON: And the same thing
12 then, John had suggested the same thing using the
13 same calendaring technique for visits to the two
14 petition sites and that sounds like a good idea
15 too. Let's see what we can do.

16 MR. GRANT: Okay.

17 THE CHAIRPERSON: Okay.

18 MR. PARLIN: Nothing further. I make a
19 motion to adjourn the meeting.

20 MR. LUNSFORD: Second.

21 MR. MARSH: Second.

1 THE CHAIRPERSON: Go ahead.

2 MR. PARLIN: All in favor?

3 (Show of hands.)

4 MR. PARLIN: All opposed? Passed.

5 We're adjourned.

6 THE CHAIRPERSON: Well done.

7 (Hearing adjourned 11:21 a.m.)

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1 STATE OF MARYLAND
2 COUNTY OF BALTIMORE

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

8



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Kelly Anne Taylor

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Kelly A. Taylor, Notary Public

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