Transcript of

Meeting of the Maryland Boat Act Advisory Committee

Date: Thursday, August 18, 2016
The above-entitled matter came on for hearing on Thursday, August 18th, 2016, commencing at 10:01 a.m., at Annapolis Friends Meeting House, 351 DuBois Road, Annapolis, Maryland 21401,

Christoper Parlin, committee chairman, presiding.

COMMITTEE MEMBERS:

Amy Craig
Russ Dwyer
Thornell T. Jones
John Bush
Coles Marsh
Jon Sheller
Ramona Trovato

Debbie Henninger
Bob Lunsford
Steve Kling
John Pepe
Kathy B. Smith
Robin Allison

Mike Grant, State Liaison
Mark O'Malley, Director of Boating Services

Reported by: Kelly A. Taylor
CHAIRMAN PARLIN: Good morning. First, remember, cellphones on silent please, vibrate, whatever. Second, don't forget Kelly is recording everything, don't talk unless you have a microphone in your hand. Don't talk over each other, please.

All right. Call the meeting to order here. Let's start with the introduction of guests and then members.

(Introduction of members and guests.)

CHAIRMAN PARLIN: All right, review of the 2016 regulation requests. Mr. Grant, here you go.

MR. GRANT: All right, not a lot of news or information from the folks up at Parkside. I have heard from two people since this started the original petition. Those of you that have been up here, which I believe have been 10, have your own opinion so far, which we won't get into, unless you choose to obviously. But again, it's been crickets, we haven't heard a word from anybody, but
from two people, one for and one against, aside from the 34 original petitioners, which all happen to be owners here at the vessels at the marina.

Any questions on Parkside?

MS MORROW: Restate what the request is.

MR. GRANT: They would like to limit the area in front of the marina through the boating season to six knots. Currently it's six knots on weekends, they want it all time during the boating season. That is the request. Questions, comments?

Broad Creek. They would like to relocate the upper six knot zone about 15 hundred feet south, that brings it below the community marina. Here's the existing zone here which is six knots Saturday, Sunday and holiday, but during the week it's 25-35, 20-35. Their community marina is here, that's for the Broadview people. The people at The Preserve they have a marina here but it has no vessels on it. This is where they would like the new line about 15 hundred feet down here, so this whole area would be effectuated by this
1 current regulation up here.

2 CHAIRMAN PARLIN: Currently the

3 remainder of the creek is six knots Saturday,

4 Sunday and holidays, right?

5 MR. GRANT: No. The lower section from

6 this, right from here out to the South River it's

7 20 sunset to sunrise, 35 sunrise to sunset. They

8 want to extend this one up here all of the way down

9 here to this red line.

10 CHAIRMAN PARLIN: Thank you.

11 MR. GRANT: You're welcome.

12 We did receive two reports, one from

13 Maryland Geological Survey, Jeff Halka, retired,

14 and Tom Brower, who's currently DNR shoreline

15 erosion, Shoreline Conservation, their conclusions

16 are nearly identical to the combined conclusion

17 from the last two studies, the 1980 study and the

18 2014 study, in that the vessel weight is minor if

19 at all. It's mother nature that is causing most of

20 these issues. And they determined that for two

21 reasons, one, that the, any erosion on the eastern
side of the river seems to be coming from the above
and not from wave action from vessels. The rest --
most of that side is bulkheaded. On the other
side, on the western side, there is a lot of
bulkheading but there is also an awful lot of
natural shoreline and plenty of grasses growing so
combined with their expertise and the obvious wakes
don't seem to have an issue on the creek.

Mattawoman, reposition the six knots speed zone. This is in the process of being realigned, we have permission or okay from the Navy Support Activity, South Potomac. They don't care what we do. This is the current line here -- and I apologize, some of these slides are brighter than others -- let's see, there we go. The current line is here, the request is to reposition it up to here. So about a half a mile, nautical mile. Just able to stretch the speed zone a little bit up to here. This is the blowup view. These are old pilings. Evidently there was some kind of a piping system that went across from this shore years and
years and years ago and there is an old ferry dock or loading dock up in here but in this, this picture, you can barely see the channel is up along the side here.

Actually, Bob, you can speak to that.

MR. LUNSFORD: The other side.

MR. GRANT: Okay. It comes up to here.

And so this would be no longer six knots, the only person that's on the creek is this person over here which still remains in the six knot zone. So really doesn't affect anybody. And again, the folks from the Navy said they have no problem with it. Louis is trying to make his way down there to get the marks and then we'll have, send it through --

MS MORROW: Who was the petitioner, Mike?

MR. GRANT: Mr. Lunsford.

MS MORROW: Okay.

MR. GRANT: Shipping Creek, this was administrative change. We determined, Ann and
1 Louis and I figured there was something wrong going
2 on here and indeed this has been the long time
3 COMAR line but this number 54, if you flip it to 45
4 it puts the mark here, and if you read COMAR it
5 says Shipping Creek and all tributaries -- and
6 again, I apologize, with all of the light in
7 here -- here's the creek that runs up to the launch
8 ramp, this was not included in the original COMAR
9 line, so it was -- the COMAR line was not laid
10 according to what COMAR had required, was keeping
11 all tributaries in the six knots zone, so by
12 repositioning down here we're solid with that and
13 that should be coming -- where is Jeannine? Any
14 time next month it should be final.
15 MS. MOANEY: No. The comment period
16 ends in September.
17 THE REPORTER: I'm sorry, Jeannine, I
18 can't hear you.
19 MR. GRANT: Comment period ends in
20 September.
21 MS. MOANEY: Yes.
MR. GRANT: Shortly after that.

MS. MOANEY: Yes.

MR. GRANT: We did get some calls from people downtown to find out why we were doing and this flip flop and they said okay, no problem. I don't know how you want to handle this,

Mr. Chairman, but are there any questions on the current regulations request?

MR. WRIGHT: Mattawoman.

MR. GRANT: Yep.

THE REPORTER: Louis, I can't hear you. Please use the microphone.

MR. GRANT: Microphone.

MR. WRIGHT: Up there where the pushpin is is a sign for the Navy facility, that's not a problem, but you want that line to run down to the yellow pushpin and create that sort of little skinny area between where you -- or would you rather have it up in where the circle is going to be?

MR. GRANT: Well, my opinion is where
the circle is there is a landowner here, this doesn't affect him at all by moving that line. If we go up here that may involve getting with him and finding out if he's affected by that, but there is no channel over here. Is there, Bob?

MR. LUNSFORD: No deep water over there.

My suggestion would be if we can contact that landowner and if he didn't have an objection, I don't think he's got a pier. I was down there last week and I don't remember.

MR. WRIGHT: There is a couple of lines, one farther down where the other is.

MR. LUNSFORD: So I think the Southern Regions Fisheries, Mary Gross, suggested that the line be moved from basically where the end of road is to the circle and to the pushpin and that would make -- it would do the same thing. The reason I suggested we look at this was because for years the buoys apparently were out of place.

MR. GRANT: Yes.

MR. LUNSFORD: And went from here to
here and everybody charged up to this corner before
they got off plane and it wasn't until very
recently that hydrographics, the guys put the buoys
on the line and everybody went whoa. Even I called
John Gallagher and said the buoys are out of place
and he said no, they're where COMAR say they're
supposed to be. There is no traffic issue or
safety issue that I'm aware of which is why I
suggested that we look at moving it either from
here to here and then the Fisheries' folks said why
don't we move it from here to here and the
landowner would be the only one impacted and if
there's someone that we can get in contact with
unless he has an objection moving it up to that
point would accomplish the goal.

MR. GRANT: Mr. Chairman.
CHAIRMAN PARLIN: All right, no further
questions.
(Pause in the proceedings.)
CHAIRMAN PARLIN: Turn it on. All	right. The review of the 2015, excuse me,
controlled ski area regulation, Maynadier Creek.

It's my opinion we should put this one back in the regular process to be discussed in the fall meetings but present it here as to what, what the issue is. Mr. Grant.

MR. GRANT: This is from the pamphlet from the original Severn River Management Plan for controlled ski areas, and up here these are the vessel requirements, and down here is Maynadier Creek, time restriction ski course opened Monday through Thursday, noon to sunset. Closed March 15th through June 15th.

This next one is Sunrise. This is, these are the 2015 changes, cannot operate on Saturday, Sunday and state holidays between noon and sunset during June, July and August. And actually I plagiarized a letter recently from people at Maynadier, this is comparison of hours of operation from the original time to the current regulation.

CHAIRMAN PARLIN: I'll go ahead and
interject, most of you were in the e-mails and for those of you that don't keep up religiously with the e-mails it was our attempt with the subcommittee last year and the year before looking at the ski areas to make everything the same, I think we had an unintended consequence out of this and that's that we need to relook at this area. We have opened it up to a lot of skiing and again based on some historical agreements I think we need to go back and just look at this area again.

Anything else, Mike?

MR. GRANT: I believe -- nope.

CHAIRMAN PARLIN: Any questions on that one? All right. So we'll be seeing that one in October also.

MR. GRANT: Uh-huh.

CHAIRMAN PARLIN: Thank you. Moving along.

MR. GRANT: For those of you that are here obviously the October meeting has been scheduled for the 20th at the Elks Lodge on Route 2
across from the Harbour --

MS MORROW: Center.

MR. GRANT: Harbour place. 10 o'clock.

CHAIRMAN PARLIN: Does that fit with everyone's schedule?

MR. KLING: No. What?

CHAIRMAN PARLIN: Go ahead, Steve.

MR. KLING: What's going on here?

Traditionally the committee has scheduled its meetings, it was not imposed it on us. This is not right.

MS MORROW: Who scheduled and why?

CHAIRMAN PARLIN: Typically it was the committee that did it. Our last meeting we were so far out from our spring meeting to this meeting that Mike and them scheduled this one and I'm sure it's a logistics problem of getting a meeting place too. So do we have any other conflicts with the date?

MS. TROVATO: Yeah, I'm out of town.

MS. ALLISON: I'm out of town until
April.

MR. MARSH: I'm out of town.

(Discussions held off the record.)

CHAIRMAN PARLIN: We usually we do this at the end of the meeting to do our next meeting, but while we're here let's go and talk about what are better dates for folks.

MR. GRANT: October has boat show on 6th and the 13th, if that makes a difference for anybody. The 20th is out. It doesn't have to be a Thursday.

CHAIRMAN PARLIN: How about the 27th?

MS. TROVATO: I'm out.

MS. SMITH: I'm out.

MR. PEPE: I'm out.

CHAIRMAN PARLIN: How about on Tuesday, 18th?

MR. MARSH: I'm gone all week.

CHAIRMAN PARLIN: You guys are gone all week.

MS. TROVATO: I'm in on the 18th,
MR. MARSH: I'm gone that week.

CHAIRMAN PARLIN: 18th's good for you?

Not good for, Steve? 25th?

MR. MARSH: 25th works.

MS. TROVATO: I'm out of town from the 20th until the 28th.

MR. PEPE: I'm out.

CHAIRMAN PARLIN: All right. Mike, remember the Doodle survey monkey thing, whatever?

MR. PEPE: That thing was great.

MR. MARSH: That was good.

CHAIRMAN PARLIN: We're going to send out another Doodle request to see what's the best date for everyone within the time frame from somewhere from the 17th -- even if you do the 10th through the --

MR. GRANT: You want to back up to September?

(Discussions held off the record.)

CHAIRMAN PARLIN: October 11th, it is.
MR. GRANT: We had to go for a larger place because it's not only Broad Creek and Maynadier and, unfortunately, the folks from Middle River will have to travel a distance, that's just the way it goes this time.

So we're going to shoot for the 11th at 10 at the Elks and hopefully Jeannine can get us in.

CHAIRMAN PARLIN: Correct. Next item, changes at the Boating Services. Mr. O'Malley.

MR. O'MALLEY: Well, good morning. In the news about changes is really nothing has changed.

Donna, what was it, early, mid-June?

MS MORROW: Mid-June.

MR. O'MALLEY: Probably around mid-June a reorganization was announced that affected Boating Services and Integrated Policy and Review. The other sections within Aquatic Services remain unchanged. The proposal is, and it's supposed to
be put into place August 31st, is that Boating
Services will be broken up and disbursed among
other divisions within Aquatic Services. For
instance, Carla Fleming's group, known as
Implementation, that does all the grants out to
counties and municipalities will go as a unit down
to coincidentally Matt Fleming's shop of Chesapeake
and Coastal Services. Donna and Christy will also
go down to CCS but in a different section that
Carla's group will be in so then the remainder of
us will go to Fisheries. So Mike, Jeannine and
myself go, and all of the folks at Matapeake such
as Ann and Louis, go as a unit over to Fisheries
and Boating Services as of October, August 31st
will cease to exist as it is today. The people in
Policy Review are being distributed amongst
Resource Assessment Unit -- Resource Assessment
Services, rather, and CCS. So we're going to have
two very large divisions in Fisheries and CCS, and
Resource Assessment will be the runner up in terms
of size. Part of this was mandated by the State
House, part of it was within DNR on the part of the secretary and deputies that day. So it's one of the those things, you know. Louis and others have been around, they have seen this over and over and over again -- Bob's shaking his head, yeah, yep.

You know the more things change the more they stay the same. So it's going to be interesting because I think right now Boating Services as it is does a heck of a good job looking out for boaters and looking out for the boating environments. When you, in my opinion -- off the record.

(Discussions held off the record.)

MS. TROVATO: I have a comment and I would like it to go on the record. I just want to commend the Boating Services folks for all the fine work they have done all of these years and I'd like to say I look forward to the same kind of high level of work for the citizens and the state of Maryland as this reorganization moves forward.

MR. O'MALLEY: Thank you, appreciate that.
MS. HENNINGER: Hear, hear.

CHAIRMAN PARLIN: John.

MR. PEPE: Mark, without putting you on the spot, and if you don't want to answer, I understand, what, what exactly are the funds getting -- since they've commingled -- but what are the grants going to now that will be different?

MR. O'MALLEY: Nothing.

MR. PEPE: A broader spectrum of funding?

MR. O'MALLEY: No, nothing will change, it will stay the same, stay the same. But we're -- in Boating Services it's implied that everything we do is focused on boating and marinas, boaters, fishermen, when you then breakup a unit called Boating Services and put them in Fisheries and put them in Chesapeake and Coastal Services and put them in Resource Assessment Services all of a sudden where is that focus on boating now? So that's my concern, and like I said I'm sure everybody will be professional and we'll work it
out and it's just those fine points. You know when
you're building a house, as you know, John, it's
easy to build a house, it's much harder getting the
cabinets in and trim done and wiring and plumbing
done, that's where we're at. We have to get those
details together. Okay, thanks.

CHAIRMAN PARLIN: All right. Thank you.

NRP safety unit, I don't see anybody here from
that.

MR. GRANT: That is correct.
Unfortunately Julie advised me late yesterday
afternoon that she had inadvertently double-booked
herself and she's down the ocean going through
training courses with the livery folks.

CHAIRMAN PARLIN: Okay.

MR. GRANT: Perhaps --
(Discussion held off the record.)

MR. GRANT: Perhaps Ann would like to
talk about the current progress with the app
services, whatever it's being called.

CHAIRMAN PARLIN: We'll have Ann speak
on the app for the speed zones and all of that

wonderful stuff.

MS. WILLIAMS: As far as I'm concerned

the app is done. You guys saw the last review,
it's up and running. We're waiting for press

release. I think Mike sent it over to NRP for

comments. We've gotten comments -- last year we

asked for comments and we got none, this year there

is four comments. Mike is working through those as

to what we'll do or not do, and then hopefully

we'll get the press release out and go to the

public and it will become everybody's favorite app.

It will go up as an app on the DNR app so you can
download and also have a link from our web page to

it from what I've been told. All of the comments

every one here was implemented. Some of the

changes that people requested, Donna wants to see

the no discharge zones added in the future.

Adding data layers -- someone else, one

of the NRP comments was the closed areas around the

L&P plant and Calvert Cliffs -- adding data layers
to a virtual app means someone has to have ownership of that data, publish it and make it publicly available and put it up. So you can add stuff, it's not just as easy as because I see it I can add it. So as those requests come in we'll review them and then in future edits add information. The contours you see on there come from the NRP charts and we put them on so that you can have some -- so we build the background mostly from your comments and the one that we had with Google Earth wasn't boater friendly and we built a boater friendly background for it. As far as I know the data is true, every edit, zoom in and zoom out, use it on your phone. If you turn the Google Find Me on it will walk and travel with you. You can get connected to COMAR, you can connect to our web page, you can connect to your particular web page from it. I mean what else would anybody want? But as you think of something when you're out there to make it easier -- Mike is saying the flash drop in dark red needs some attention but we'll need --
when I go to Laura -- I don't know who made the
coment they don't like the bright red, they can
say what they want or don't want -- we'll see if it
can be changed. It comes standard so let's say I
didn't make it, I just put the words in. But other
than that, it's up and running. Use it, have fun.
I think one of the officers said something about --
oh, I know, one the big comments, I do know that
one, you know how we say pro, you know it's
prohibited and we say min and you know it's
minimum, it's minimum wake, and we say AT, all
times, the non-boater public seems to have a
problem with that so they want a lookup table of
our jargon because they were like we don't know
what it is, yeah, but a boater does. So we will
have, next year it will actually say prohibited, it
will say minimum wake, it will say all times versus
the things that you will see on the buoys that
boaters are normally used to seeing. So it won't
say just SSH, it will say Saturday, Sunday and
holidays. Even though you can drill down and go to
COMAR and figure out what the real words were that was too many steps for non-boaters, so we're going to kick it up. I don't know what it will look like because once you put those words on a postage stamp on your phone -- it might have to be another table.

Mike, hit on the -- like that one, so it might, it might say SSH on the map, but when you see it here it might say Saturday, Sunday and holiday for you, that way the map doesn't become all words. It would be totally useless if it became that wordy, but we'll work on that for the following year.

All right, anything else?

CHAIRMAN PARLIN: Any questions? Once again, thanks for all of your hard work on that, it's awesome.

(Applause.)

MS. WILLIAMS: Just so you know, this started in 2009 when Mike and I were going about -- we got challenged on how come IT didn't know anything about it and I had to go and look back at
the first time IT sat in a meeting with us, we've been working on this app and you guys have been meeting and tweaking and changing it since 2009, and they were all amazed they didn't know about it, I was like you were at the table the first time, we just have never stopped and we kept working and got it done so they were kinda impressed that we stayed with it. We were told no in 2009 and we kept on going.

MS. TROVATO: Don't write that down.

CHAIRMAN PARLIN: Again, thank you. All right. Let's keep moving on. Old business? Any old business?

MS. SMITH: I have a question, not old business. I have a question about the South River Bridge, is that settled? And attendant to that question I was up there the other day looking to try to see what, you know, the Edgewater Beach question and I have a South River Bridge general question, which is it says on the South River Bridge, the bridge itself, it says six knots and
then it wants to say one mile and then they have put a sign over top of it. I took a picture of it.

So it's unclear if you don't have the app on -- which I did pick up the app then -- but it's not.

Was there a time when it was six knots for the following mile and they decided instead of painting over the sign or something -- has anybody else seen this on the literally on the South River Bridge at the water line?

MR. LUNSFORD: This is the Route 2 Bridge?

MS. SMITH: That's right.

MR. PEPE: Head south or north?

MS. SMITH: West.

MR. GRANT: It's somewhere here.

MS. SMITH: If you're going through the center of the bridge just as any boater would it indicates almost, it says -- I can show you the photograph -- it says, like maybe said it a long time ago, six knots next mile, which would imply all of the way to the Riva Bridge, the next bridge
and however I knew better because I have the app.

And we were looking at that Edgewater Beach thing.

And so those are my two South River things.

MS. TROVATO: What does the app say?

MS. SMITH: The app indicates the discussion we had here which was that there is --

you have to go six knots under the bridge.

MR. GRANT: From here.

MS. SMITH: And then you can jump up.

MR. GRANT: Right about here, the south line is approximately here and north line starts here and runs over to here. So from here to here to here to here this is all six knots.

MS. TROVATO: At all times?

MR. GRANT: Yes, that is correct.

MR. WRIGHT: Sometimes what it is people decide they can improve on markings that we had on there so --

THE REPORTER: I can't hear you. You need the microphone.

MS. TROVATO: You need the mic.
MR. WRIGHT: Sometimes what happens is people will maybe decide they can improve on what we have marked out there, especially because they don't like it, or some areas where there is no speed zone they will add their own speed markers, so this may be some sort of a creative addition to what the actual zone is. I would have to look at the picture and actually see.

(Pause in the proceedings.)

MS. WILLIAMS: The shore thing, we can have it taken down and put a correct sign up. I mean if it wasn't at one time somebody's interpretation there was only a mile or the next mile or whatever we can have that one totally taken down and one put up that doesn't white out the old editorial comments. So we'll have that corrected.

MR. WRIGHT: It looks like that was something that somebody added because this bridge, it's state property, but it's not DNR's property, so we've had to get special dispensation to even band it to put the signs on and what they have done
is painted on the bridge, which I don't think the
State Highway would authorize. They're pretty
protective of those bridges because of all of the
structural issues and --

MR. GRANT: That's about the area right
now, it goes up Gingerville Creek.

Now, the comments we're getting this
summer for those of you that were here in 2013 we
had a request from this community right here, right
at marker 17 to create some kind of a speed zone
farther up so that they had some relief from boats
coming down river. Inadvertently buoys were set
here the last couple of years indicating a six knot
zone. We were alerted to that by a citizen this
spring and realizing our error they were put back
in place here. This is the current zone. Now,
what we're hearing from -- you can see right down
the bottom here there is a small sandy beach --
three homes right there, they're complaining that
they're getting hit pretty hard, the rest of this
area is all bulkheaded and most recently we
received comments from folks up here, up

Gingerville Creek at the marina on South River that

boat wakes coming this way are doing this and going

up and rocking their world. Just to double check I
called the manager of Oak Grove and he said indeed

his gas dock is getting hit harder than it has in

the past couple of years. He said he wasn't really

complaining. Because I contacted him, he was just

advising me that they are indeed getting rocked
too. A couple of things could have happened. I
mean this line here could have solved the issues
for a couple of years and everything was fine.

Also, boat traffic certainly increased over the
last couple of years since fuel prices have gone
down so the big boats are back out there and the
big boats are not looking behind them as they
normally don't. I mean they're dragging wakes
three and four feet sometimes depending on what
they are pushing. So we have since put out two
warning buoys on the, where the old six knot buoys
were. I haven't heard in anybody since that has
happened. We think it's given some relief.

Honestly, don't know if we're going to get a request to reposition things next year or not. But recently I have heard from the person here at Boyd Point who is complaining that vessels coming up river are slapping him around right about here.

All of these vessels --

MS. ALLISON: Anybody going back on plane after that six mile limit is going to effect all of those docks.

MR. GRANT: Right. Well, they're coming up now and it's just people coming by and doing this, so they're getting wake here. All of the vessels along here are all on lifts by the way and mostly it's bulkheaded but he's also complaining that some of the restoration efforts they have been doing up in Boyd Creek are being affected by these wakes.

MR. KLING: Would it be possible for us to put out a notice that people considering purchasing waterfront property that boats come by;
could we do that?

MR. GRANT: Anyway -- so again, there have been comments from Mike's Crab House that he no longer can get customers to stay at the slips for dinner or for lunch or whatever because their world is rocked because we changed this to six knots only on weekends. We've had sightings of maybe two boats over the last three or four trips that somebody's made over the bridge so it's not as busy as he says it is, but that may come up next year as well. This will probably come up next year, this probably will too, and of course this is then Broad Creek up here.

CHAIRMAN PARLIN: Okay. Thank you. Any other new business?

MR. LUNSFORD: Could I ask a follow-up question? Amy, you might be able to answer this, have there been additional boat facilities, a larger community up river, or has the boating traffic in this area generally looked like it's stayed at the same base level over what it was 10
years ago or so?

MS. CRAIG: I'm generally there at times when it's not busy.

MR. LUNSFORD: You would see new construction.

MS. CRAIG: I don't know. How about you, Eric, do you know?

AUDIENCE MEMBER: It seems about the same it's always been to me.

MR. LUNSFORD: Thank you.

CHAIRMAN PARLIN: Ann.

MS. WILLIAMS: Mike, Seneca Creek, are you going to talk about that?

MR. GRANT: Seneca?

MS. WILLIAMS: Didn't John bring up to you the Seneca Creek issue?

MR. GRANT: He mentioned something, but it didn't come through as from a citizen.

MR. LUNSFORD: Which Seneca Creek?

MS. WILLIAMS: In Middle River.

MS. HENNINGER: By the power plant.
MS. WILLIAMS: We have a speed zone that comes at the narrowing of Seneca Creek again marking in speed zones that are quite optional at hydro. The markings for years have been out further away from the legal speed zone line, new crews this year put them where COMAR said and the public's like wait a minute, this is not right, and we've gotten a lot of calls and John has been talking to Mike about addressing it as technical change is what he told me.

MS. HENNINGER: Down, down, down, to the left.

MR. GRANT: To the left?

MS. HENNINGER: Yeah. Down there is Carroll Island right there, Carroll Island there.

MR. GRANT: In here?

MS. HENNINGER: Yeah.

MR. GRANT: Seneca, right there?

MR. EUFPLT: That's Porter's, that's the marina.

MS. WILLIAMS: That white dot.
MR. GRANT: Right there.

MS. HENNINGER: White dot up top.

MS. WILLIAMS: Right there's where we made the speed zone but we've been marking it way out into it -- right.

MS. HENNINGER: That's -- the power plant's right there, it was always marked. See that little buoy? Down, down, that goes into Goose Harbor, so as you go into Goose Harbor, the next buoy that's up, up, right there.

MS. WILLIAMS: So it's always been marked somewhere out in the open or wider waterways so that the wake up and down could be addressed. It is not legal there, it is legal in the very narrow and the guy who's there's not happy and a lot of people are like the buoys are wrong, we keep getting the phone call the buoys are wrong. They're not wrong, they're legally correct, just not where everybody likes them.

MS. HENNINGER: Are you talking about the marina owner or the residents?
MS. WILLIAMS: The complaint I got was -- zoom in on the bottom one, see that long pier, we put a buoy -- it's almost directly off his pier and he's the one that called me, the one on the other side, the marina on the other side called and they said, you know, you're way too close to us. They wanted it moved out.

MR. GRANT: Where is it on the north side?

MS. WILLIAMS: Just about. More straight than you have. More like that. If you go in the app you'll see it's a straight line there. And they said no, it's always been way out, you know, you've got to pull it out. We're going to put this week watch your wake buoys out where it used to be to try to alleviate it, but John said he was in communication with you about addressing this year as a fix because the world thinks the line is out, the law says it's in.

MR. GRANT: So they want it out here -- oops, oops, oops -- out here?
MS. HENNINGER: No, not that far. That little white thing.

MR. GRANT: I'm asking where they want it.

MS. WILLIAMS: I believe, Mike, take that one and go halfway -- yeah, and that kind of, touch land that way. It's more that way than --

MR. GRANT: So, okay. Well, that's --

Louis, this is on you, bud.

MS. HENNINGER: Normally it's right in here.

MR. GRANT: Well, I'll talk to John. John did mention it briefly, but I think that was the first conversation we've had so I'm going to follow-up with him tomorrow.

MS. HENNINGER: That's six miles an hour on Friday, Saturday and Sunday. They do storm through there.

MS. WILLIAMS: SSH, Saturday, Sunday and holiday.

MS. HENNINGER: Yeah.
MR. GRANT:  Okay.

MS. WILLIAMS:  I need to know because they're all calling and we were telling them it would be addressed in the fall meetings, that's why I wanted to make sure that you were keeping an agenda on it, Mike.

CHAIRMAN PARLIN:  Well, I think it would have to be addressed through one of two measures, either administrative if it was a, you know, clerical error, or again it would have to go through the regular process of the committee.

All right. Any other new business? All right. Motion to adjourn.

MR. KLING:  Motion to adjourn.

CHAIRMAN PARLIN:  Steve Kling.

MR. LUNSFORD:  Second.

CHAIRMAN PARLIN:  All in favor?

(Show of hands.)

CHAIRMAN PARLIN:  Those opposed?

(Hearing adjourned at 10:52 a.m.)
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.

Kelly A. Taylor, Notary Public
MARYLAND BOAT ACT ADVISORY COMMITTEE
Transcript of Meeting of the Maryland Boat Act Advisory Committee taken August 18, 2016
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