MEETING OF THE
MARYLAND BOAT ACT ADVISORY COMMITTEE

* * * * * * * *

The above-entitled matter came on for hearing on Thursday, October 6th, 2011, commencing at 10:00 a.m., at the Annapolis Elks Club, 2517 Solomons Island Road, Edgewater, Maryland 21037, John Bush, committee chairman, presiding.

COMMITTEE MEMBERS:
Robin Allison
Mick Blackistone
Amy Craig
Russ Dwyer
John Ferman
Thornell T. Jones
Steve Kling
Kenneth Klooster
Frederick Levitan
Mike Grant, State Liaison
Robert Gaudette, Director of Boating Services

Reported by: Kelly A. Taylor
PROCEEDINGS

THE CHAIRMAN: Good morning, everyone.
I'd like to welcome you to the Maryland Boat Act
Committee meeting. All persons in attendance today
please turn off your cell phones at this time. I
just turned mine off. I would like to --

MR. GRANT: John, closer.

THE CHAIRMAN: Okay. Now you can hear
me well. Okay. The first thing I said before, the
restrooms are down the hall to your left.
The purpose of the committee is to make
recommendations to the secretary on proposed
boating regulations. At this time I would like for
the committee members to introduce themselves, and
I'm going to go into a little bit more information
before we start taking testimony. We're going to
start with the members of the, 21 members of the
board introducing themselves.

(Committee members introduce themselves.)

THE CHAIRMAN: Now that I have the mic
back, John Bush, I'm the chairman.
I'm going to next have the gentleman that represents the -- several of them here that represents the state. Would you introduce yourself now and your staff?

MR. GRANT: Good morning. I'm Mike Grant, I've been the contact person for all of you concerning your requests. I see a great turnout, I hope this is an informative meeting for you all, and I also want to introduce our director, Bob Gaudette, director of boating services, my assistant, Jeannine Moaney, who you also have contact with, and Louis Wright in hydrographic operations, he's the gentleman who spends his entire life on the water and then in an office pinpointing all these locations and making sure that all the buoys are supposed to be where they are. Thank you for coming.

THE CHAIRMAN: Members of the committee are the first group of boaters that you've ever had an opportunity to hear. We are charged with representing all of the people who use the waters
of the state of Maryland. The complete state. We like to represent everyone, sailboaters, the swimmer, the skier, the fisherman, the waterman, the kayaker, windsurfer and even the Jet Skier, we have one down here. We are sensitive to the environmental health of the waters of the state, including sometimes the shoreline. We are also aware of the concerns and privileges of the waterfront property owners, but we also understand also that the waters are public and belong to all. We will not be able to satisfy everyone's complaint but we will try and be as fair as we can. We recognize your positions on many different items. We're going to start off with the hearing, we're going to start off with the Potomac River and we're going to start off with the person who represents that area, the officer. Would you like to make a statement?

MR. GRANT: That would be me, sir.

THE CHAIRMAN: Make your statement about the Potomac River.
MR. GRANT: To briefly explain what you have up on here right now is the area, relatively self-explanatory, the yellow is the existing area, it's six knots at all times across the river in front of their launch ramp. They're requesting an extension to that in that area. Any questions?

THE CHAIRMAN: Would the officer now like to make a comment about this?

OFFICER HARNER: Yes, sir.

(Discussion held off the record.)

OFFICER HARNER: Good morning. I'm Officer Ray Harner, Natural Resources Police assigned to Washington County, where this expanded area is proposed on the upper Potomac River. I've been in that area for 27 years and we see no problem with expanding this area at this time. We support this wholeheartedly. Thank you.

THE CHAIRMAN: Okay, I think we're now starting with the petitions.

MR. MARSH: Is there a spokesman for the petition? That's here? We would like to have you
go first if you would. Make sure you give your
name. This is being recorded and we want to make
sure we get your name and it's legible for our
reporter to take it down.

MR. KIPE: My name is Gary Kipe and I
authored the petition that was signed by 48 people
within the area. We authored the petition for
signature, after about two hours we got 48. It's a
popular initiative, it will help create a safe zone
in this area that is populated by a lot of people
on the water. The water depth in this area is
about four to six feet. The area that they're
showing, the expanded area, there are actually
floating docks that are put in in the spring and
taken out in the fall and people are recreating,
they're enjoying the water close to those docks.
And what we would like to do is limit the speed
limit there to create a safe area for the people in
the water.

MR. MARSH: Okay. Is there anything
else that you would like to comment? We have a few
other people that want to speak as well. As long
as they're not redundant of what the spokesman has
said, we don't want to repeat things if we can help
that, so we have William, is that last name
Divelbliss? I'm sorry, excuse me, sir.

THE CHAIRMAN: Make sure the mic is on.

MR. DIVELBLISS: Yeah, I believe it's
on.

MR. GRANT: Close to the mic, excuse me, you have to be close to the mic in order to be
heard.

MR. DIVELBLISS: Okay, my name is
William Divelbliss and I'm a member of the Potomac
Fish and Game Club. At this time we do not own a
place, but I did own a place right on the water and
my family used to do a lot of swimming off the dock
and this would be a very, very good thing to
protect little children who are in and around the
dock because as everybody knows that are watermen
when you get a wave the dock goes up and down and
if you have a child in there, the possibility of
somebody getting hurt, even drowning, especially a
child, so I stand behind this.

MR. MARSH: Thank you. I'm going to ask
the questions that any of the committee members
would have after we go through the, those people
that want to speak. How about Marcene?

MS. KIPE: I don't know that I have
anything new to say. My name is Marcene Kipe, I do
live along the water. We have many, many children,
like was said, swimming there and it would be very
much safer if the speed limits were limited in that
area, because many people do go by at a very high
rate of speed and speed right close to our docks,
so it is kind of a danger there.

MR. MARSH: Thank you.

There are some seats for those standing
if you would like to sit down, there's some seats
up here for you if you would like that.

Shirley.

MS. DIVELBLISS: My name is Shirley

Divelbliss. We have had a place at this river -- I
don't now. It's definitely a safety thing. Boats travel by there at a very high rate of speed, I don't think they realize what they can do, so it definitely would be a safety issue and it's always that.

MR. MARSH: Thank you. Do any of the committee members have any questions for the spokesman or the officer?

MR. BLACKISTONE: I'd like to know how wide the river is up there. It doesn't look very wide at all.

MR. KIPE: Lewis, Mr. Wright, do you have -- you did the survey, do you have that number available?

MR. WRIGHT: It's about 175 yards across there.

MR. KIPE: And we're asking for one-third of that.

MR. GRANT: The existing area is already one-third, that's nothing new, the width is nothing new, just the length is new.
MR. BLACKISTONE: I understand that.

MR. MARSH: We can go on. Any questions on this one?

MR. MCLEAN: I had a question for the officer. I understood you to say you were in favor of this petition; is that correct?

OFFICER HARNER: Yes, sir, we are.

MR. MCLEAN: Has there been any incidents in this area in the past couple of years?

OFFICER HARNER: In the past couple of years, I would say yes. Of course it's like a trooper on the highway, if we're not there, there are people breaking the speed limit constantly. As you see, above this area there is a curve in the river and just above at that curve it begins to become shoal, the shoal area right above that, pretty much pictured there in the picture there, and people are flying down around that curve and this has created a big problem with boats leaving their docks, people swimming like it's been testified to before, and this area is going to be
expanded to try to slow that down as much as
possible. They're still able to bypass it,
two-thirds of the river is still going to be open
to normal speed. If that answers your question.

MR. SIMON: Are there any signs up there
in that area for six-knot speed limit, meaning
buoys or signs and responsible for your wake?

OFFICER HARNER: Yes, sir, there are.

There are three buoys put out at the beginning of
each boating season and there are three buoys in
that area right now. There are no signs there
however, but buoys do signify the six-knot speed
limit.

MR. SIMON: Thank you.

MR. MARSH: Any more questions now? I
would like to ask one question if I could from the
officer. Is there any watermen that are up that
travel that area to get out to crab or -- up beyond
where that is?

OFFICER HARNER: This is the upper
Potomac River, there are no commercial watermen up
there.

MR. MARSH: Nothing up there at all?

OFFICER HARNER: A lot of fish.

MR. MARSH: No fishermen. Thanks.

Anyone have any more questions? I don't believe.

Thank you for that and we will move along now to Mallows Bay. If you want to go up to the mic to --

THE CHAIRMAN: Mike, would you like to explain the petition here?

MR. GRANT: The petition request came from the county, they've just decided to do a boat ramp over here. Here we have the existing ghost fleet, which is across the area as it is and most people are aware of that, and they just simply believe that from this area down, encompassing the whole area, this area going on should be six knots. We haven't heard comment one way or the other. I believe we have a representative from the county here somewhere.

MR. ROLAND: Good morning. I'm Tom Roland, I'm the chief of parks and I represent the
County Commissioners of Charles County and obviously we are in favor of a no wake zone in this area. It's very difficult to tell from this picture, but there is an extremely small channel that runs out to the main section outside of the delineated area. It's a small, I would say probably six- or eight-foot-wide channel, if you want to call it that, and at low tide it may be two to three feet deep. The ghost fleet, which is out in the main bay area, has fragments of the boat that is located throughout the bay. If you do not stay in this channel you can get yourself in a lot of trouble with your boat and prop, so we want to try to reduce speeds so that boats can pass at close proximity. That's one of the reasons that we are recommending that we do this, is for safety of our boaters.

This project was a cooperative partnership between Boating Administration, DNR and the county. It's about a year old, it's a small facility, it's a single launch, but it is gaining
popularity. We see people coming in, especially to fish for large mouth bass, which is sort of known for in this section of the river.

In addition, the ghost fleet, if you're not aware, is the largest ship graveyard in the northern hemisphere. There's a possible designation from NOAA that's being considered to make this a national marine sanctuary, there's only 13 others in the world. When we were having our public process for the boat ramp one of the concerns we heard probably most often was what will boat wave action do to the hulls of these ships, and our comments were always that we would have a no wake zone, that we would minimize the further deterioration of these resources, so that's one of the things, one of the reasons that we want to do this.

It's also a very popular paddling and kayak area. It's a multiuse facility and we have put in a kayak launch in the back of this well-protected area, and the reason that we would like
to see the no wake zone is just to minimize use
conflict between paddlers and boaters. I would
think from our observations that probably 95
percent of boaters, powerboaters that are coming in
the area are treating it like a no wake zone now
just because of the pieces of hull that you find if
you stay in that channel and they understand the
sensitivity of the bay itself. So I really think
that if the designation was approved that it would
be accepted by the overwhelming majority of our
citizens and people that use our facility. Thanks.

MR. MARSH: Thank you. Is there an
officer who patrols that area and would like to
speak to that as well?

SGT. RILEY: How're you doing? I'm
Sergeant Riley with the Natural Resources Police,
I'm currently a supervisor in Charles County where
this falls in. I won't speak against it, but I'm
not necessarily here to speak for it either. I
think it's unnecessary at this time, but at the
same time I'm not going to speak against it. And
we have, as far as, so the question doesn't come up later, as far as complaints in the area, we've had none this year and there was only like one call in there the previous year, and we've had no boat accidents or anything of that nature. Thank you.

MR. MARSH: Thank you, sir. Is there anyone else that would like to speak to that, for or opposed to it? Any committee members have any questions before we move on?

MR. PARLIN: Yes, I do. I just have a question for Mike. How wide is that area, how long is that area?

MR. GRANT: I can't speak to that.

MR. PARLIN: Okay.

MR. GRANT: Maybe the county could.

MR. MARSH: Anyone else would like to speak to that before we move on?

THE CHAIRMAN: We have a few more people coming in. Do you have another comment that you would like to make, sir?

MR. SIRB: To answer that question, it's
about a mile across.

THE CHAIRMAN: Repeat that, please.

MR. SIRB: To answer your question, from Sandy Point to the opposite, Liverpool Point, that area is about one nautical mile.

MR. PARLIN: A mile top to bottom, how about side to side? If you're coming from the ramp out to open water, I'm just looking for what the travel distance is heading out.

MR. SIRB: Point 4 nautical miles.

MR. MARSH: Can you give us your name?

MR. SIRB: Certainly, Andy Sirb.

MR. MARSH: Thank you very much. Thank you. Yes.

A PARTICIPANT: I just want to make one point, talking about how wide and long, I understand the question about how long, but don't be confused when he says this is a mile long. Your navigation going out, you're supposed to stay within six feet going in and out or you may find yourself in trouble with that going out.
MR. MARSH: Thank you very much. We have another question then.

MR. BLACKISTONE: How much boat use does this ramp get, and is there any other boat traffic in there? I'm talking about powerboats or Jet Skis or the paddlers.

MR. ROLAND: We are probably seeing eight to ten boats a day with recreational anglers and boaters. We have commercial fisherman, there's a couple of boats in there daily. Weekends it goes up, we can have as many as 25 boats maybe all day long using that. Kayak, we see groups coming in anywhere from 10. Sometimes -- we had one event where we had 40, 50 kayaks in that site. One other thing that this is pretty well known for because of all the shipwrecks around there is fishing, large mouth bass fishing, and we have a lot of anglers that pull up in their bass boats and fish on the shoreline and they do have a lot of issues with boats that come in, it's five percent that speed through the area that are throwing wakes and
disturbing the fishing and push them up on some of these wrecks, so there is -- the other activity you asked about would be a lot of fishing in the area.

THE CHAIRMAN: Before we go to the next petition, we had a few members come in a little late here, we're going to give them an opportunity to introduce themselves and we're going to pass the mic down to the end of the table.

(Mr. Jones and Mr. Slaff introduce themselves.)

THE CHAIRMAN: We have one other question on the, on the, last one down at the end, would you like to --

MS. ALLISON: I'm Robin Allison and my question is, because I have gone there about once a day for five years when I was tugging over there, the question is what impact is it going to have on the ghost fleet positive or negative and what is the expected preservation for the ghost fleet? Thank you.

MR. ROLAND: It is the opinion of Don Chevette (phonetic), who is a marine archeologist,
that if we do not put in a no wake zone -- he's actually against public boats in there because he didn't think that we would have control and speed limits in place. It is the archeologist's opinion that further wave action will deteriorate the ghost fleet. As far as protection, that's one of the reasons that we're here.

THE CHAIRMAN: Go ahead.

MR. MARSH: Question, Russ?

MR. DWYER: Just a point of clarification, you're requesting six knots, not no wake, correct?

MR. ROLAND: I'm sorry, yes.

MR. DWYER: There's a big difference.

MR. ROLAND: I know, I was wrong.

MR. DWYER: Okay.

THE CHAIRMAN: Everyone hear that response? You want to repeat? Everyone did not hear your response.

MR. DWYER: Mine? I just wanted to clarify that it's a six-knot area, not a no wake,
and can I ask one more question? You talked about no -- wanting to make it a sanctuary. It's going to be like an oyster sanctuary where there's no fishing?

MR. ROLAND: That was our, one of our number one concerns, Boating Administration's concern, DNR, everybody when we first heard of this sanctuary, so we went down to Senator Cardin's office to talk about the project and that was the first thing that all of us asked, and this will not eliminate fishing, recreational access, paddling over the area, there aren't any restrictions whatsoever. But it allows us to get federal funding, a visitor center to interpret the natural resources and cultural resources of the area, no restrictions.

MR. DWYER: Thank you.

MR. MARSH: Any more questions from the committee? We're going to move on if there are no other persons that want to speak to that. John, go ahead, next one is St. Thomas Creek. And if you'd
MR. GRANT: St. Thomas Creek is a little creek off of the Patuxent, it has a very small entrance as you can see up on the right here. You can see it from there, there is a very narrow channel coming in right about here, under three feet in many places. I'm going to pass around these pictures to the committee. They were part of the original package, they show the issues that they're having. These pictures were taken in the spring. They're requesting six knots at all times during the boating season. You heard that, during the boating season. Yeah, okay. As a result of the online, phone call and written, we have had -- we have 42 people on the petition. On the website we received one for or against. Phone calls received three, four, five against and e-mails neither. As far as comments, what I have done is I have a culmination of all of the comments across the board and rather than reading all of them I went through, if I have five or six that said the
same thing, I brought that down to that.

Against, mainly used by residents that control their own vessel speed and there is no need for it, and it's an ideal spot for skiing and John Glenn once skied there. And for, six-knot zone, wildlife is adversely affected, it's very dangerous for nonpower vessel activity. Cigar boats, I believe that means cigarette boats, are way too large for the creek. Shore erosion is, as many of us see, an issue, and there are too many Jet Skis, too fast, too close to other structure and vessels and people recreating in the creek. That's basically it.

MR. MARSH: Thank you, Mike. Is the officer here that covers that area? Would you like to --

OFFICER DITMARS: Sergeant Frank Ditmars, I'm a supervisor in Calvert County. The officer that actually did the survey, Corporal Cronker (phonetic), could not be here today. I'm familiar with the area, I have worked there for
seven years and I kind of know where you're coming from. Some of the comments that were made, if you look at the mouth of the creek, the comment was that made about it being two or three feet there, I can verify that. The patrol boats, we actually have to slow down to an idle and turn the motor off. So that tends to limit the boat size coming through. The officer patrols that area probably three hours a week, and he says that between one and ten boats a week went through the creek. 90 percent of the activity that we're seeing in there are crabbers and as you well know, they're --

THE CHAIRMAN: Excuse me, Officer. The stenographer can't get every word you're saying, so if you'll keep the mic over to you, she'll get what you're saying.

OFFICER DITMARS: Going back to 2008, there were 13 violations noted in the creek. Three citations were issued and 10 warnings. Of those 13 pieces of paper, nothing dealt with speed, reckless operation or anything like that. Mostly
registration problems, crabbing violations and others. Also, I pulled complaints that had come in for that area back to 1994 and 29 complaints going back 17 years. Of those 29, six actually dealt with speed and reckless operation. 2001 there was one speed complaint, 2007 there were two complaints on a Saturday and Sunday for reckless and negligent operation. That was dealt with by the officer who did the survey, and he advised it was the same person, it was a young kid, 15, 16 years old and he was being dealt with at that time. Now, 2011, right after the survey started, right after this action was initiated, three complaints came in for reckless and negligent operation, and that was in June and July, so we had three complaints this summer. All by the time the officer got to the location the subject was gone, there was no action taken against them.

As you can see, going back 17 years, 29 complaints in the creek is really next to nothing compared to what we deal with. The officer writes
in here that he does not support adding the speed
limit, it's unnecessary for the activity of the
creek. With no public boat ramps, there is one
community ramp up on the headwater, that's very
little activity. No public access, shallow water
at the entrance to the creek which severely limits
the boat size. He has been assigned to the area
and provides frequent patrols and has observed very
little or no activity in that area when he goes
through, and he says that most of what he deals
with is crabbing. Not to say there isn't Jet Skis
in there, but it doesn't seems like that creek is
the problem. By the time the officer gets there,
the subject has left the area.

Like I said, he's observed one to 10
boats a week that he sees in there and he actually
patrols about three hours a week when he's in that
area. The officer has been on the job for 14 years
and has worked that area for 14 years -- actually
been on for 30 years, worked that area for 14
years, so he's very familiar with the activity on
the river. He's a very conscientious officer and
does a lot of patrolling in that area.

Like I said, we don't feel it's
necessary to put a speed zone in there. Looking at
the activity that we have and the actions that
we've had to take, more government regulations for
no reason is not necessarily a good thing. If
there is any other activity in that creek, I'm here
for questions if anybody has them or concerns.

MR. MARSH: Thank you. Is there a
spokesman for that that would like to get up and
speak first and then anybody after that speaks
then. If you'll keep the redundancy down.

MS. BALUSS: Thank you, we're not going
to do that.

Can you hear me? My name is Mary
Baluss, B-A-L-U-S-S, and I'm speaking for the
petitioners in this case. I'm a boater, power and
sail, and kayaks and Jet -- not Jet Skis, but skis,
and I tube my kids around that area, but the points
that have been made that are important as you look
at the creek is that it is long and narrow, all the arms are narrow, and it's very difficult to operate a boat at speed there without being pretty close to one bank or the other. From my dock to the dock across the way it's about probably 200 feet, 250 feet. We swim off those docks, crabbers standing up in their boats use their trotlines. It's true that they're idling while they're checking the lines, but I'll tell you they push it to get back to the front side of the line.

So the other aspect of this creek that's really important to understand is that the banks are very steep. I'm about 50 feet above the water there where Mr. Grant is pointing, it's almost vertical. If you can see the pictures that we passed around, we can see that all over the creek there are incidents where the bank has been undercut and trees, rocks, sand have slid into the bay. Now, I understand that boat wake is not the sole cause of this erosion, but I want to point out two things. One is that we don't have much bench,
and secondly, after Irene, after Isabel, Ernesto, we didn't have increased erosion. Our erosion has been steady and has been increasing fairly dramatically. We're seeing more rapid boats, and what the boats do is they come into the creek and we have a 45-foot boat that's resident on the creek, it's not strictly speaking accurate to say that only small boats can come in. They have to come in slowly, but they don't stay slow, and so what happens is people go into the creek and they gun it up to the end and then they see that, some of them who haven't been there before see that there is really no extension and they make a fast U-turn close to the banks and gun themselves back out.

Now, the waterskiers and the tubers who do like it, John Glenn must have loved it and he went on to great things, but he hasn't come back to our creek to waterski. They go around and around in the wider part and what that does is create a really bad bathtub effect, and the Jet Skis who
come and jump each other's wake are right up close
to the bank as well. We know that they're supposed
to stay off the banks, but if they stayed off the
banks the regulated amount they wouldn't be in the
creek. If I'm swimming and a boat comes through,
I'm in danger, my children are in danger, and there
are other people who use it, kayakers. When a
cigarette boat or whatever they are, cigar boat
comes in at last Friday night at least 50 miles an
hour, a kayaker is in danger. With dusk, the thing
was going so fast, we couldn't call -- well, we did
call the river police, but we couldn't identify the
boater because we can't see them.

I'm going to pass out to the committee
some pictures that were taken on the creek this
summer and I want to make a point or two about
them. These are pictures of people going too fast
on the creek. And you can't run down to the dock
every time, but we did on some of these and the
gentleman who took them, Mr. Kelsey, is here. One
of the pictures that I particularly want you to
see, there's a picture of a boat going fast, and then you'll see two pictures that were taken immediately after that boat passed. Mr. Kelsey stayed on his dock and these pictures show first the wave from the boat hitting the bank, you can see that, and secondly the turbidity that was stirred up -- you'll have to see the package -- the turbidity that was stirred up in the water by that wake.

THE CHAIRMAN:  Do you have one for the committee?  Hand it to me first, ma'am.

MS. BALUSS:  I'm sorry.

THE CHAIRMAN:  Go ahead.

MS. BALUSS:  In those pictures you'll also see the Osprey nest that's being used as a turning pylon.

We respect the needs of boaters. We are boaters, we're crabbers, we have a watermen who signed this petition, we have a captain, licensed captain who signed the petition, you know, and we respect the committee's interest in protecting the

Corbin and Hook Reporting  
410-268-6006  1-866-337-6778
waters for boat users to boat. We believe, however, that with a huge river right outside of the creek, the boaters who want to go fast are not going to be harmed at all. We through our convenience remain in the river, it's not far, it doesn't take you very long at six knots to get out, and we have some other folks here who would like to speak, but that is the essence of our concern. It is not solely safety. Erosion in some circumstances with steep banks with narrow entrances is caused by boat waves. Thank you.

MR. MARSH: Thank you. The next --

MR. GRANT: We did get a report from Maryland Geological Survey from Jeffrey Halka, it should be in your packet. If you have not received a copy of it, I'll share that with you all.

MR. MARSH: The next speaker we would like to have is Ms. Morris. State your name, please.

MS. KAUFMANN: Hello, my name is Jeanette Kaufmann, I live on St. Thomas Creek. I'm
a Jet Skier as well as a crabber and motorboater, and I can really appreciate that we can boat on our creek and I certainly don't want to take that away, but I certainly support the speed limit and I just want to tell you that, to ask you not to be swayed by the few numbers of complaints that you heard called in. It would never ever occur to me to call DNR when there's a speeder on that creek. It would take them forever to get there, and even though I have a wonderful view of the water at all times, I have never seen the DNR boat on our creek, so I was really surprised to hear that they've spent a significant amount of time there, but again, I've never called. What I do is go down and get in my creek and start paddling and I go near the powerboat, kind of forcing them to slow down, and I think that's the method that many of us use, so again, I could have called many times but I didn't and so I hope that won't hurt us in an effort to get a speed limit.

MR. MARSH: Thank you. Ken Morris?
MR. MORRIS: I don't have anything to
add that wouldn't be redundant, other than --
THE CHAIRMAN: Stand up, sir.
MR. MARSH: So you can identify yourself
to we make sure you get you on the record, sir.
THE CHAIRMAN: Your name.
MR. MORRIS: Ken Morris. We live on
Whiskey Creek Road and we do not have waterfront,
but we have deeded access to the creek and we do
keep a small boat at a private residence on the
creek, and we do the same thing, I would have not
thought to call in thinking that the response time
would be, you know, inadequate. Number two on that
is that because the cell phone is relatively
limited in that area, you're in a hole with a lot
of trees around, sometimes you can't even get a
signal down there. So if you want to call with a
cell phone it's a little bit difficult. So that's
the only thing I might add other than the
distinction there would be that I am not on the
water but I have water access, and I observed that
from our small boat. Thank you.

MR. MARSH: Thank you, sir. David Kelsey.

MR. KELSEY: Yeah, my name is David Kelsey, I live on the creek and I spend, as many of the members there, like many of the members I had a -- I let it lapse about two years ago -- I had a license for a dockman since 1967 up until just recently, I've had boats from six feet to 90 feet, I have lived on a boat and I have sailed and moved, been around the water for many, many years, not just in the Chesapeake Bay, but in all kinds of places. One of the things that I learned a long time ago was that there are, there is appropriate things to do with boats in terms of speed and behavior and there are inappropriate things. And many years ago it seemed like most people understood and knew what they were. However, as things have gone along it seems more and more people are not abiding by that practicality. In terms of the number of complaints
that you heard or have been mentioned, like
everyone else when Mr. Grant came down and talked
to us about this he said well, you should call in
and make complaints. Well, prior to that nobody
called and made complaints because the response
even if they came it wouldn't make any difference
because the people were gone, so it was just a
matter of causing a lot of inconvenience if you
called and complained. So those numbers are kind
of misleading.

Now, some of the other things which are
interesting, in the packet of pictures which was
passed around -- I'm sorry, I guess I didn't know
we were going to be high tech, I would have brought
them and put them up on the screen. What you see
there I believe are three days in which I was able
to get down to the docks and take some pictures,
just three days. I don't stand around on the dock
waiting to take pictures of everybody that comes
in. So the first set of pictures which you see is
a group of Jet Skiers who were in the creek and
they left. In fact, the first time they were there I didn't take pictures, but I heard them come back, so I said okay, let me go down and take some pictures. What you see in those pictures is these folks tearing around past the docks and actually doing very, very dangerous things. If you look at them, they're jumping each other's wakes in a very small area and it's classically unsafe. It's one of the things that anybody who does Jet Ski is going to tell you not to do, get in a small area and start jumping wakes with docks and things of that nature.

The other thing that you'll see is an Osprey sitting on top of a piling, which is one of the pilings I dedicated to the Osprey after it got hit by one of these boats. The Jet Skiers are turning around past that thing and the ospreys are complaining bitterly.

Now, the other thing is as you go down and look through those pictures you're going to see one boat which I believe is yellowish in color and
you'll see that that's a pretty big boat, cigar, cigarette, take your choice, but he's going pretty fast. In fact, I can tell you this, the boat that proceeded him was going so fast I couldn't get down on the dock in time to take a picture. If you think about this boat when it came through the entrance to the creek, he simply opened the throttle and went all the way to the very end of the creek where they were having a party and fireworks that night and did all kind of things, but he was probably making 50, 60, maybe even 70 miles an hour by the time he got to the end of the creek. The yellow boat that you see was following him and interestingly enough when they looked over and saw me on the dock taking pictures you can guess what happened, slowed right down.

In terms of erosion and how all of this affects the creek, as it's been mentioned the size of the creek is very small and consequently except for an area near the mouth of the creek, wind and wake erosion due to wind has little effect. I was
down on the dock in Ernesto and the water was over
the dock and I can tell you that the waves on my
dock were smaller than the wakes from the boats.
So subsequently there is erosion due to the boats.
And what you find is that you expect some erosion
no matter what and we do everything that we can to
avoid it, and so subsequently if we keep the speed
of the boats down in the creek we can reduce the
erosion. We're not going to eliminate it. That's
plain and simple.

The one thing I want to emphasize to
everybody -- and by the way, I know almost every
single creek on the Patuxent River, I worked with
the Patuxent Sojourner for ten years and I've been
up just about every single creek on the river and I
can say that I would welcome, and everybody on the
river welcomes people into their creek, we have no
objections to people coming into the creek, but it
would be silly even if we tried, because it doesn't
wash. So we're very happy to have people come in.
We just want everybody to be and act in an
appropriate fashion and in this case --

THE CHAIRMAN: Thank you very much, sir.

We appreciate what you're saying, we hear what you say. We do however want to give everyone here an opportunity to speak. So we're going to request that you try and limit yourself to not more than five minutes on the issues and everyone here would be happy so that we can get through everybody. You have two more things that you want to say?

MR. KELSEY: No, I'm going to stop, I know when to stop.

THE CHAIRMAN: Okay. Thank you, sir.

You made your point. Any questions from anyone here? Go ahead.

MR. MARSH: And then we'll get some questions after we have -- do you want to, Marta, would you --

MS. KELSEY: My name's Marta Kelsey, I live on the creek. I wanted to point out that in that packet of pictures there is also boat activity on St. Thomas Creek and this is just, we sort of
kept a log, obviously this is not all of the boats that were going too fast, but I will say one thing, I made a number of calls to DNR complaining about boats that were going too fast and I was told repeatedly if there is no speed limit on the creek we can't do anything and that's what I got from them. And I asked them to report it anyway, I don't know whether they did or not. Thank you.

MR. MARSH: Thank you very much. I have one more, Sigrid Morris, anything else?

MS. MORRIS: I just -- I agree with everything that everybody said.

MR. MARSH: Fine. Committee members, any questions for anyone? Mike.

MR. GRANT: I just want to say, it was brought up on the other creeks on the river, in COMAR Patuxent River south shore, Cuckold, Lewis, Mill, Town and Sandy Cove all have 6.9, or six knots during the boating season, at least, all the other creeks on the south shore --

MR. MARSH: All six knots --
MR. GRANT: Six knots.

MR. MARSH: -- weekends and holidays.

Questions?

MR. BLACKISTONE: I have a question of the residents, you said it was about 200 feet wide.

MR. KELSEY: I think in the original packet we sent in a picture from Google Earth and it measured across, I don't know what it said, 300 yards across.

MR. BLACKISTONE: 300 yards or feet?

MR. KELSEY: About a football field across -- wait a minute, no, no, no. 300 feet, a football field across.

MR. BLACKISTONE: What about the length?

MR. KELSEY: About a mile long, it's almost exactly a mile from one end to the other.

MS. BALUSS: If I can clarify, I was talking -- I live at the narrow point, I was talking dock to dock, so that people who are coming through and who have an obligation to limit their speed when they're off docks, they really need to,
MR. MARSH: Are there any other questions from the committee?

MR. KLING: Yeah, tell me why I shouldn't regard this petition as people who live on the creek wanting to exclude others from the creek except the way you want them in there.

MS. KAUFMANN: I think -- I'll --

MR. KLING: That's the impression I'm forming.

MR. MARSH: Mic, please. Thank you.

MS. KAUFMANN: I think one thing that I might tell you is we have a community boat ramp and we took the cable and lock system from that about five years ago and it's no longer for our community, we've invited all the people that live on Vista Road, Solomons Road, that's an open use now and many of the people that use that ramp do not live in that area or don't live right in the area that was included in the original ramp.

MR. KLING: But I'm forming the
impression that you want people to come in only on
your terms. Excuse me, you're talking about
speeders when nobody -- the implication being that
someone is behaving improperly when in fact, as DNR
pointed out, they're doing what they are entitled
to do. We have pictures of people tubing and Jet
Skiing that to me are appropriate family boating
activities, so why should I not have the sense, I'm
not speaking for anybody else in the committee,
that you want to -- you don't mind people coming
in, but you only want them coming in the way that
you want them to.

MS. KAUFMANN: I can only speak for
myself. I suppose it is true --

THE CHAIRMAN: Speak right into the mic
so that everyone can hear you.

MS. KAUFMANN: I'm only speaking for
myself right now, I can say that I don't want
people being disrespectful of the water and
speeding right up against the shoreline because the
undercutting is very significant and the slump from
That undercutting is very significant. So it is true that I would hope that the people who use it would not go high speeds right along the edge or cause huge wakes and a lot more erosion.

The Chairman: Thank you.

Mr. Marsh: Thank you.

The Chairman: One more question.

Mr. Blackistone: The trotliners, are they commercial or residential, just --

The Officer: I can answer that, sir, if you want.

A Participant: I can.

The Chairman: Just a second, sir, just a moment, please. You'd like to make a comment, officer?

The Officer: Yeah. You're addressing the commercial or recreational, more times than not it's a commercial crabber that's in there, a local that sets a line up the middle, but you do get recreational in there as well. It's multi-use.

A Participant: I'm going to dispute
that because one person who unfortunately couldn't
come today is a waterman, he crabs in that creek
and most of the crabbers in there are recreational.
He crabs in the creek, but most of them are
recreational and they're not there for --

MR. MARSH: Thank you, sir. Any
questions?

MS. CRAIG: Why would you propose a 35
mile an hour speed limit first if your concern is
the speeders and not the recreations -- or not? It
seems to me that you want to eliminate any
recreation that's over six knots.

MS. BALUSS: Our sense is that 35 is too
much for the narrow parts of the creek and we can't
really envision how you can vary the speed limit as
you look at that, those little arms. The only
really wide part is right after you get in, after
that it's very narrow. I think there are
recreational uses and lots of them that can be made
at a lower speed, but we don't think that the 25,
35 really works, would work for us.
MR. MARSH: Thank you. Any other questions?

MR. BLACKISTONE: What about --

THE CHAIRMAN: Speak up so everyone can hear you.

MR. BLACKISTONE: What about weekend and holidays instead of all times? I mean I'm really confused here with --

MR. PARLIN: Mike, you said it was?

MR. GRANT: The original request was at all times, and when we met they decided it would be acceptable to do Saturday, Sunday and holidays during the boating season.

A PARTICIPANT: I have to answer that and say we discussed it, I didn't think that the group actually made a decision on that. Just --

THE CHAIRMAN: Go ahead.

A PARTICIPANT: May I continue? One of the things that I want to do is make sure that everybody understands we welcome people into our creek, that's not an issue here, and in terms of
what you indicated, I think that would be, that
would be an acceptable compromise. My own
experience is this: They may shoot me for saying
this and I'm going to say it, that is when people
see a speed limit they don't read whether it's
Monday, Tuesday, Wednesday, Thursday or Friday or
Saturday or Sunday, and they probably slow down, so
it would probably work just as well during the week
as during the weekend.

MR. MARSH: Thank you. Anybody here to
speak in opposition to that? I'm wanting to make
sure that everybody has a chance. Any other
committee member questions? If not, thank you very
much for coming. And just, just a note, you're
welcome to stay through the rest of this, you're
welcome to stay after lunch, when we have lunch,
then you're welcome to stay, but you can't ask any
questions at that point, the hearing is already
done, so you're welcome to stay or go.

Next one we've got is Rock Creek. Mike,
you're on.
MR. GRANT: Currently --

MR. MARSH: Thank you for coming.

THE CHAIRMAN: One second, Mike.

(Pause in the proceedings.)

MR. GRANT: Currently the area of Rock Creek, upper Rock Creek area and Wall Cove is six knots at all time during boating season. This area right here, lower Rock Creek starting around the point of Maryland Yacht Club, is six knots Saturday and Sunday during the boating season. They're requesting six knots at all times in this area right here. The Maryland Yacht Club is right here, they're concerned with people fueling up and wake issues, people within the marina having issues, wakes, you know, on their vessels. That is their request.

Rock Creek had the petition, 37 people in favor of this, and I believe a great deal of them are from the yacht club. On the web we received four people in support of it, one against. Zero calls for, one against. E-mails one for, zero
against. Concerning some of the e-mails I received, against are safe environment for all families to recreate, requiring residents to pay taxes to enjoy the creeks benefits and would extend the time of the people coming in the creek to reach the restaurants up the creek. And there's a new, I believe it's -- what is it -- Mike's Crab House right here, right here, so that could be an issue for some people. For, there are too many boats in the evening, they're too fast and too close in this area, it disrupts vessels in the marina to enjoy the water and there's a great deal of problems fueling up here. That's what I have.

MR. MARSH: Thank you. Is the officer here that patrols that area? Would you please speak to that?

OFFICER WILSON: Officer Wilson --

MR. MARSH: Speak close to the mic, please.

OFFICER WILSON: Officer Wilson, Natural Resources Police. It's our position to support
this proposal. Throughout the summer we had five complaints that were called in just for speeding, but the issue that we really run into is when you're out on patrol with the number of boats that you speak to out there they complain about not only speeding but mostly the wakes that are created by larger vessels. There's three different marinas that are in the area, a fuel dock, it's a pretty large area, but it's, at the same time it's circular also, so the wakes just kind of bounce back and forth. I would propose it just be during the boating season. I believe the proposal was at all times throughout the year, but everything else is boating season in there. That would essentially make the entire creek six knots at all times, so it's our position up there to support this.

MR. MARSH: Just one minute. Any questions for the officer while we've got you up here?

THE CHAIRMAN: Yes, questions.

MR. SIMON: I don't have a question for
him, but it seems to me that we had this before, the six knots.

OFFICER WILSON: It was a couple of years ago I believe.

MR. SIMON: We're going back a few years, I thought this came before the committee and we voted on it.

MS. TROVATO: I think every three years.

MR. MARSH: We'll give you a chance to answer that, thank you. Thank you very much. How about the spokesman for that? Bill Fishbein.

Thank you.

MR. FISHBEIN: Good morning. First, I want to thank the committee for having us. I will answer his question. There was a hearing as he mentioned, I think about three years ago, but no one in Maryland Yacht Club, whether was error of the current manager or just not enough public knowledge, not pointing fingers, we were never notified or aware of the complaint or we would have taken action at that point. He is correct three
years ago when I originally called in I was told
that you only hear things every three years and we
had to wait.

THE CHAIRMAN: I'd like for you to
identify yourself.

MR. FISHBEIN: Yeah, I'm sorry. My name
is Bill Fishbein. I am the second year commodore
at Maryland Yacht Club, for at least only three
more weeks, been a while there. I'm also going to
tell the committee that I will have some basic
statements. I have a number of other members of
the club that are with me, they are much more
nautical than I. When we talk about distance and
speeds and various other things, I'll defer to
them. Again, I am the commodore, I have three
children, I've been at the Maryland Yacht Club for
eight years and I've been boating the local creeks
for about 15.

As the officer said, we do have three to
four marinas in a very congested, narrow area there
in that small creek. The biggest concern is safety
with our fuel dock. We're the only public fuel
dock, there's one way back at the Pasadena
boatyard, but we are the main fuel in the creek.
We try to keep our community relations real well by
offering a fuel membership to the local people to
try to get the local people to save a little fuel
money. We get a lot of rocking at that fuel dock,
we get a lot of safety complaints from our staff
calling us and telling us about issues, and
unfortunately DNR is a limited group of people and
can't be there 24/7 as we would hope.

We also within our club have a number of
people with children, we have one person with a
handicapped child that has trouble getting on and
off their boat with wakes coming through. We've
had damage to boats, members and staff. As I said
prior to the hearing, there it used to be six knots
all the time. Even if you go all the way to the
back of the creek, I have a good friend that I ride
on his boat, it's only 15 minutes after I go
through there to go to the very back. We're also
concerned about the new crab house that's opening.
Crab houses are great places, great business, hope we'll get more fuel, but they're usually go fast boats and a lot more traffic.
There's also a new commercial boat in there from the Old Anchor Inn that is a charter, like a mini Bay Lady, that was not there three years ago that goes in and out of the creek.
Basically our petition I have here was 45 people. He said 37, which is close enough. I'll leave the rest of the nautical stuff, but the closing statement to the committee would be what is the difference of a wake Monday through Friday or during off season? A wake on a weekend or a week at any time is going to do the same amount of damage and cause the same amount of nuisance, and with that I'll defer to some of the other people that can give more nautical information. Thank you.

MR. MARSH: Thank you. Alan, is it Alan?
MR. SIRB: Mind if I speak out of order?

MR. MARSH: Pardon me?

MR. SIRB: Do you mind if I speak out of order?

MR. MARSH: Go ahead and make sure you state your name.

MR. SIRB: Certainly. Andy Sirb, retired Coast Guard, also a hundred ton master, I live at Maryland Yacht Club and am the basin director there. A little bit of background, most of it coming from a safety standpoint, not only people coming on and off boats as Bill has said before, but also fueling as well, as an environmental standpoint. When you have boats rocking around in a fuel dock, you're much more likely to have a fuel spill. We have containment systems set up there and we do occasionally have to contain spills sometimes from rocking around, sometimes just from boaters not knowing what they're doing. But being able to slow them down would restrict the wake.
The way, excuse me, the way it hooks in there tends to track the wakes and that, you know, as you said before it's sort of a round basin there, so the wakes wash around quite a bit. From the beginning up to the end there is four-tenths of a nautical mile there additional, which would be the additional speed area, so it really won't increase your transit to and from the crab house or in and out of the creek by three to four minutes.

THE CHAIRMAN: Is that all?

MR. SIRB: That's all I have, thank you.

MR. MARSH: Thank you. Alan, you're next. Thank you.

MR. KARPAS: Thank you for having us.

I'm Alan Karpas, I hold a master's license with sail and tow endorsements. I'm a vessel safety examiner and also a DNR boating safety instructor. The point I want to make is there's two areas here, right in here and right in here, which are very, very popular anchorage areas. Rock Creek is an exceptional hurricane hole, it's well-protected
from the north and from the northeast, so during any storms a lot of people come in, or even during the normal boating season they come in to drop their anchor there, and as you can see the wide area during the week is just, the wakes coming in from the high speed boats just rock those boats at anchor and it becomes a very dangerous area. The same for this area back here, the wakes come in, and that's the point I wanted to make. Thank you very much.

MR. MARSH: Thank you, Alan. Paul?

MR. MERMELSTEIN: My name is Paul Mermelstein, I'm a member of the Maryland Yacht Club, I'm a DNR certified instructor for the Maryland state boating course and Coast Guard certified safety instructor.

MR. MARSH: Speak up louder if you could.

MR. MERMELSTEIN: The only point I want to make is coming in from the Patapsco River and going out, this is a very busy area and so if you
come in and want to make a turn from any one of these marinas, you have people coming out at 25, 30 knots, it's very difficult unless you want to put stop signs up there and speed lights. It's a very difficult area at times and I would think it's not just weekends and holidays.

MR. MARSH: Thank you, Paul. David.

MR. DERBY: Good morning. I'm David Derby, I'm a member of the Maryland Yacht Club, and I don't need a pointer, but my vessel was for nine years at the fuel dock at the end and I can tell you countless stories of how I rocked and rolled when people come through not paying attention to wake zones. The issue is twofold, not only the safety of the boats, but as you're going faster up the creek you've gotta have some erosion issues and the people that live on that creek have spent a lot of money to make their houses comfortable for them and they have boats sometimes on the pier, sometimes on the lift, and if you get a boat like mine that's 50 feet long that throws out a wake
that you can surfboard on, you don't want that happening in there very often. It's very dangerous and very foolish. If we all had common sense we wouldn't be standing here and talking. That should be a six-knot zone all the time.

MR. MARSH: Thank you, sir. Kenneth.

MR. TACKA: I'm Kenneth Tacka, I live on Rock Creek and I'm against it, primarily for the regulation aspect of it. I watch over here, I rarely see a safety issue at all. If I see a safety issue it's usually unmarked Boogies that are coming in there at nighttime and also the pier that juts out from the Maryland Yacht Club, but I rarely see boats over there actually getting fuel during the week. It is very busy on weekends, which is already six knots anyway, so I'm against it.

THE CHAIRMAN: Could you tell us where you live?

MR. TACKA: I live two doors down from the Anchor Inn. I don't know if it's on there.

THE CHAIRMAN: Pointer.
MR. TACKA: Does anybody have a pointer for where the Anchor Inn is?

A PARTICIPANT: Right there.

MR. TACKA: Right on the other side of the Anchor Inn, right down there.

THE CHAIRMAN: You're down there.

MR. TACKA: Yeah.

THE CHAIRMAN: The only reason I asked you that is because it would be a little impractical for you to say that you've ever seen any wake up there where the boats are at the Yacht Club as they come in.

MR. TACKA: Right, I get fuel there as well.

THE CHAIRMAN: And you never had an issue?

MR. TACKA: Never had a problem, no, and I don't know, how many, how many --

THE CHAIRMAN: You can't --

MR. TACKA: I can't ask them a question, I was just curious as to how much fueling goes on
THE CHAIRMAN: You'll have to do that on your own.

MR. TACKA: Thank you.

MR. MARSH: Officer Wilson, you were up before, so I got you on list again if you'd like to make another comment. I have another officer on here too. Is there another one that would like to speak to that?

OFFICER WILSON: No comment.


MR. GORMAN: Thank you for having us here this morning. I'm Jim Gorman and I'm the commodore of the Maryland Yacht Club. I have my 50-ton license, master's and I'm also with the Power Squadron, past commander, current District 5 lieutenant. I just say this because my boating, I had reasonable safety in the back of my mind all the time and I hope, I hope we don't wait until a tragedy happens before we do something. It, it is dangerous having the larger boats come in, we have
a nice wide opening, we have many large boats in our basin and they tend to come in there fast for the posted speed. It only takes four minutes to get from one end of the cove to the other, the main cove, at six knots, so as far as a time thing that it takes too long to get from one point to another, four minutes isn't that long when we're talking about possible safety of people, and we do have many live-aboards now at Maryland Yacht Club so it's not just a weekend activity that they're there. They're there full time. So one other thing, I think the new restaurant opens, we're looking forward to that, I think we'll get more and bigger boats coming in there to use that restaurant, so I hope you consider this and go with the six-mile limit.

By the way, as far as recreation, when I was younger I loved to waterski and all that, I just haven't seen that used for recreation. The water is suspect, the quality of the water, we're working on that. We promoted the oyster, we were a
distribution point for the oyster spats, so we're trying to work on cleaning that up, but right now the water is suspect. There's a huge cove, it is more open but a huge cove right outside of the entrance that I have seen waterskiers on that and many, many Jet Skiers. Thank you.

MR. MARSH: Thank you. Raymond Hill.

Signed up is Raymond --

A PARTICIPANT: He's going to speak first.

MR. MARSH: How about Martin?

A PARTICIPANT: That's me. Bill, I'm going to give you all the business you want. You change it to two dollars a gallon and I'm going to come and buy gas all day long and agree with you on this limit. Now, could you help me point? Okay. I live right to the left -- thanks. I live --

MR. MARSH: Speak into the mic if you would.

A PARTICIPANT: Yes, I live right here to the left of this marina. And I've been there
since 2006 and I'm not sure why everybody keeps saying there's a lot of traffic in this creek. There's a lot of traffic in this creek during the week -- weekend, but there's not a lot of traffic in the week on here. And I estimate based on 15 boats being at this marina, there's probably between a thousand and 1500 boats on that creek. That's a lot of boats. A lot of the boats that are in that I see there are sailboats. There's motorboats, but most activity I see on the week is Wednesday when the sailboats go out to the regatta. I'm there 24/7 watching, I'm on my pier all the time, I'm outside all the time, I just don't see a lot of boat traffic during the week. The -- I have a 28-foot boat, a 19-foot boat and a sailboat. I have never once powered up my 28-foot boat in that creek, never once in four years that I've owned it, because just with, just in respect for putting up wake, it's not, I don't think it's right to power up a 28-foot boat in there. However, I don't want to go all the way out to the Patapsco River, and I
say all the way, it's only five or so minutes to
get out there, I don't want to have to go outside
of Rock Creek with my Jet Ski to be able to take my
grandkids on a Jet Ski ride.

So, you know, I'm opposed to this, of
changing it. I think there's regulations in place
now that control it. If the Maryland Yacht Club
wants to ask for more area to protect theirs,
that's fine. But I think it's, I think it's set up
correctly now based on the amount of boat traffic I
see in that creek during the week. That's all I
have to say.

MR. MARSH: Thank you, appreciate that.
Is there anyone else that would like to speak on or
against the petition, if you would? I just called
for Raymond.

MR. HILL: I'm Raymond Hill, I've been
there longest, probably 25 years, I have never had
any damage done to any of my waterfront in any way
from any boat. I don't know where they are coming
from for opposition but there is no damage, there's
no boaters hardly. You know, they're docked and we
have sailboats, there is three yards that have
sailboats in them, very minimal.

THE CHAIRMAN: Would you like to show us
where you live, please?

MR. HILL: Sure.

A PARTICIPANT: He lives to the left of
me.

MR. HILL: I'm, yeah, right there beside
Martin, and it's very, very minimal recreation,
which we pay large taxes for recreation out on our
waterfront, not to sit on our boat at the pier. We
use the waterfront, that's what we bought it for.
But if you close it down what do we got? A parking
lot.

THE CHAIRMAN: Just a second, sir.

Excuse me. Board, board, we can hear your voices,
we can hear you talking. So we want to stay
focused here. Thank you. Go ahead now, sir.

MR. HILL: Okay. Like I said, they want
to put a bigger buffer zone over by the Maryland
Yacht Club, that's fine, I understand that. I don't see shutting down the creek.

MR. MARSH: Would you give us your name, please, sir? I'm not sure I got that.

MR. HILL: My name's Ray Hill.

MR. MARSH: I'm sorry, you didn't get up when I called your name, I apologize for that. We got you recorded.

MR. HILL: That's all I have to say.

MR. MARSH: Thank you, sir.

MR. HILL: I don't think the traffic in the creek warrants a six mile an hour.

MR. MARSH: Thank you, sir, appreciate that. Any questions from any of the committee members? Hold on just one minute, I think there's some questions. Ramona.

MS. TROVATO: My question is have there been any insurance claims for damage to boats as a result of wake action?

MR. MARSH: Anybody like to answer that?

A PARTICIPANT: Not that I'm aware of.
MS. TROVATO: Thank you.

MR. MARSH: Any other questions?

MS. CRAIG: Can you point out where the gas stop is located?

A PARTICIPANT: He's got it right there.

MS. CRAIG: What's the approximate length of your piers?

A PARTICIPANT: Piers are approximately 150 yards, a hundred yards.

THE CHAIRMAN: You mean over 300 feet long?

A PARTICIPANT: That's correct.

MR. MARSH: Any other --

MR. LEVITAN: I would like to concur with the people at Maryland Yacht Club. I'm through there a number of times and a couple of those times I have really had a problem with wake coming in. Fortunately, once or twice I wasn't at the, I wasn't fueling but I was waiting to come in and fuel and to be honest with you, I also have kept my boat at White Rocks Marina right directly
across the way. I'm a little surprised that there
aren't any people from White Rocks Marina
protesting the speed limits.

MR. MARSH: Thank you, Fred. Yes, sir,
you had another comment, thank you.

MR. KARPAS: I just wanted to, Alan
Karpas, I just wanted to point out to those that
are not familiar with the area, in the upper
right-hand corner off the creek is Fort Smallwood
county park and they have a boat launch and
personal watercraft that come out of there quite a
bit. The creek up at that point becomes quite wide
and then goes out to the Patapsco River so there's
quite a bit of high speed traffic up in that area,
which is fine, it's where it should be, a lot of
room, a lot of fun, play, plenty of places for
people to go. All we're asking for is for that
small area which has been pointed out, it's only
four minutes to get from one area to the other and
then it becomes wide open and they can have all the
fun they want to on their water, personal
MR. MARSH: Thank you, sir. Bill, one more and then we'll be done.

MR. FISHBEIN: Yeah, I just wanted to make one follow-up statement. I know one of the two gentlemen, I would have to say those two gentlemen, most of the boaters weren't as courteous that would go through the creek as they are, and the other thing I want to make very clear to the committee, originally when we did the investigation we were going to ask for all of Rock Creek, which is what they asked, if we want to go back to, and we decided to try to work with the community, we were only concerned about Wall Cove, withdrew asking for the entire creek, so I just want that on the record.

MR. MARSH: Thank you. Anyone else that would like to speak before we move on? Any questions from the committee? Thank you, you're welcome to stay as I said before. Anybody here after your testimony, you're welcome to stay. We
THE CHAIRMAN: I want to add one thing to that, is that whenever we go into executive session the board will be talking among themselves, you will be able to observe that and we normally vote right after that and you can hear and understand, you may be aware of the vote. The process is that after we vote on an issue, either pro or con, it's forwarded to the Secretary and the Secretary has a final vote as to whether or not it becomes a regulation. Just so you know that, okay.

MR. MARSH: Thank you.

A PARTICIPANT: I have a question with respect to the process. Once you make your decision, and say, you know, whoever is here does not agree with that, is there an appeal process?
MR. MARSH: Not at this point. Mike, do you mind speaking to that? Not at this point.

MR. GRANT: If we have a petition submitted by no less than 50 citizens, then it will go back to a public hearing.

A PARTICIPANT: Okay, good, thank you.

MR. GRANT: Not a meeting, but a public hearing, and the format is a little different.

A PARTICIPANT: Thank you.

MR. MARSH: We only as a committee take the information that you're providing us, we provide our comments, our suggestions only to the Secretary and then from that point, you know, if it is contentious and needs to be appealed, that can happen. So we don't -- we're not the final people in there, but we do hear as a group of people only. Thank you very much. From that, Mike, Oyster Creek.

MR. GRANT: This is Oyster Creek, just south of Hillsmere and south of Annapolis. It currently has a small entrance channel right here,
bulkhead on both sides that goes out into the bay. That channel is currently six knots at all time, there is no speed limit within the creek. The petitioners are requesting six knots at all times within the creek here so 14 people submitted requests for this by petition. On the website, we received six for, 10 against, and I received four calls for and six against, and e-mails of six for and seven against. In the comments that I received against the petition, they restrict children from water sports in a safe environment and the ability of parents to observe their activities, there is no need, boaters are respectful, it's not a heavily traveled creek, there is no evidence of need, a safe place for tubing, skiing, et cetera, and people with issues should call and report dangerous activity to the Department of Natural Resources Police. The people for this request, it disrupts vegetation and the environment, waterskiers are noisy and the waves disrupt the marina, it's a dangerous area for nonskiers, it's a personal
watercraft race strip, it would prevent water
erosion and accidents.

MR. MARSH: Thank you, Mike. Is the
officer that patrols that area, would you come up
for a moment?

CPL. TUSTIN: Hello, I'm Corporal
Tustin, I'm actually filling in for Corporal Maple
(phonetic) who --

MR. MARSH: Speak a little closer.

CPL. TUSTIN: Corporal Tustin, I'm
actually filling if for Corporal Maple that could
not be here for the speed limit proposal. We are
recommending that the area be six knots at all
times. There was a public concern about safety and
erosion in the area, and looking at it over two
boating seasons, we've only had two complaints.
One was for a sunken vessel. There's been no
complaints about PFCs or boating complaints in that
area or accidents. So that's about it.

MR. MARSH: Thank you very much.

THE CHAIRMAN: Wait just a minute,
ma'am. I understand you to say that you are in favor of the six knots at all times?

CPL. TUSTIN: Yes.

THE CHAIRMAN: Even though there have been very few complaints; is that correct?

CPL. TUSTIN: Yes.

THE CHAIRMAN: I just wanted to make sure that everyone -- question over here.

MR. BLACKISTONE: Well, actually the report says, the recommendation is the area could be made.

CPL. TUSTIN: Yes.

MR. BLACKISTONE: Doesn't say should, could be.

CPL. TUSTIN: Could be either way.

THE CHAIRMAN: Should be or could be.

Thank you.

MR. MARSH: Thank you.

MR. DWYER: I just have one more question for the officer. You said no accidents or no citations, why would you recommend that there be
a six-knot limit if there's no problems?

CPL. TUSTIN: Public concerns in the area.


MS. BOWSER: My name is Merle Bowser, I'm a resident of Venice Beach, which is on the top part of that map. I live about approximately the middle of the creek. I am speaking in favor of a six-mile limit. The side of the creek is lined with piers, many with boats, rowboats, cabin cruisers to sailboats on both sides, it is insufficient to support powerboating whose wakes erode the shoreline and rock the beaches where boats dock there. In some lots the wakes wash over the shallow stone and bulkhead breakwaters and onto the side of the lawns on the sides of the creek.

The marshy areas at the end of the creek, that would be on the left-hand side, are home to turtles and other wildlife. This of course is disturbed by boats moving at high speed. There
are a lot of crabs in Oyster Creek, which makes it a very nice place for crabbing either from the piers or the boats. The entrance to the creek is a channel approximately 20 feet wide, around 50 feet long and it is insufficient for two cruisers to pass at the same time.

The fourth point is that the creek has become an attractive destination, I mean really attractive destination, for Jet Skiers and waterskiers in the Chesapeake Bay who do not live around the creek. We happen to be one of the few calm areas without a speed limit, and the creek is very calm. Sometimes we have more than one Jet Skier using the creek at the same time and many Jet Skiers who are, people who are skiing there run closer than a hundred feet from the docks and the piers. It's very hard not to.

The creek is fairly shallow, approximately three to four feet at the end of the piers and about six to seven feet in the middle. The fast boat traffic stirs up sediment on both
sides of the creek, muddying the waters, disturbing the crabs and fish and oysters within it, which I might add are plentiful if they're not disturbed. Some visiting boats leak gasoline from their boats into the creek and the gasoline floats to shore and affects the quality of the water and the shoreline. Wave action from the boats traveling at higher speeds disturbs the waterline and erodes the property adjacent to the creek. I have seen that very close to the property, very close to --

THE CHAIRMAN: I'm sorry to interrupt you. In your petition do you not address erosion; therefore, we will not take testimony concerning erosion.

MS. BOWSER: All right. Just saying. The noise of powerboats and Jet Skiers is nearly continuous from late morning to late afternoon in warm weather. Thank you. There is one other person who wanted to address this.

THE CHAIRMAN: We'll call that person.

MR. MARSH: William Jenkins. Thank you,
MR. JENKINS: Good afternoon, how is everybody? Thank you for your time. I live on the Oyster Harbor side of Oyster Creek, been there for 17 years. I've had powerboats all my life, grown up on the water, sailed all over the world. The reason I moved to this community was to raise my children to enjoy waterfront activities. The biggest boat that I've seen on that creek at high speeds is a 17- to 20-foot Whaler. There are no big boats that zoom around that harbor at high speeds towing things for tubing or waterskiing. Because the water is shallow, four feet deep on an average, you're talking Boston Whalers. The kids have had a ball growing up and have been for 50 years learning how to run boats, take care of boats and be safe on water.

My thoughts are this came up about a bunch of years ago, I think nine or ten, somebody said let's try to put a speed limit in. It's not necessary. Oyster Creek, Fishing Creek, Lake
Ogleton are all pretty much on par with not having speed limit and all the communities respect that. Thank you for your time, appreciated it.

MR. MARSH: Thank you.

THE CHAIRMAN: Excuse me, sir. You want to make a comment on what he said?

MR. HUGHTON: No, I'd like to make a comment on Oyster Creek.

MR. MARSH: All right, sir. Would you come up and state your name for us? Thank you.

MR. HUGHTON: My name is William Hughton (phonetic) and I actually boat on Lake Ogleton, which is two creeks over, and I have waterskied on Oyster Creek a number of times. There are so few places left that are reasonably calm to waterski in that I would vote strongly that they do not restrict this creek. There's no way to get large ocean racers in this creek. The waterskiers and Sea-Doos and Jet Skiers are restricted as it is and there has been no evidence of accidents such that would cause me to believe this creek should be
closed to waterskiers.

MR. MARSH: Thank you, sir. Thank you.

Any questions from the committee members?

THE CHAIRMAN: Wait, another man here.

MR. MARSH: Just a minute.

THE CHAIRMAN: Go ahead.

MR. MARSH: Yes, sir.

MR. NELSON: Good morning. My name is Jack Nelson and I'm a resident of Venice Beach and my family has been there since the early '50s, we're approaching 60 years on the creeks, Venice Beach and Highland Beach. In addition to that I was a member of the Chesapeake Bay Program Citizens Advisory Committee and that committee is sponsored by EPA and is mandated to oversee the EPA program to clean up the bay, and I was a member of that for 19 years as a volunteer, so I can appreciate your time and what you're doing today. I have sat through many meetings such as we're doing today.

I have a couple of comments. One, I guess I'd like to start out by countering some of
1 the things that have been said. The size of boats
2 in the creek, that's actually not true that the
3 largest powerboat we see on the creek is 17 feet.
4 That's far from true, there are 30-footers, we have
5 a 28-footer --
6 A PARTICIPANT: Excuse me, I meant at
7 speed, not --
8 MR. NELSON: If I can finish.
9 MR. MARSH: Let him finish.
10 THE CHAIRMAN: No one can speak unless
11 I'm recognizing you.
12 A PARTICIPANT: I'm sorry.
13 THE CHAIRMAN: If you have a comment
14 after he finishes, I'll recognize you.
15 A PARTICIPANT: Understood.
16 MR. NELSON: First of all, if you have a
17 pointer I can indicate where my wife and I live.
18 We live toward the mouth of the creek, exactly
19 where that pointer is. Yeah, our house is right
20 there. So we're --
21 MR. GRANT: I can point to creeks too.
MR. NELSON: Our house overlooks the creek so I see the boats coming in and out of the creek all the time. I see all types of boats speeding, not only the Jet Skis, but the large boats, there are some large boats that come in and run up the creek and love to come through the channel with no wake, get to the mouth of the creek and then boom, hit that throttle and they lay as fast as they can down to the end of the creek. This boat is probably, I would say 26, 27 feet long. I don't know about this gentleman, what he's seen, but that's far from what I've seen.

Let me get back to what I really wanted to say. We have seen many changes in this creek over 60 years, ecological changes and changes as far as use. When I was a kid I used to spend hours and hours waterskiing on this creek, but at that time the creek was more ecologically balanced. We had grasses, the kind of fish that we had, the snakes and turtles, all of this, it was very different from what we see today. When you go to
this creek today, it's almost barren. There are no grasses, we do have crabs, they're surviving, but you don't see the diversity that you used to see at one time. Blackwalnut Creek, which is on the other side by the way, which is not bulkheaded and is a no wake creek, all you see are paddlers and sailboats, small sailboats in that creek. They have much more diversity, they still have the grasses, it's much more ecologically balanced like it was years ago.

My point is the impact that we're having is sediment and in this day we're all concerned about TMDL and one of the measurements of TMDL --

THE CHAIRMAN: Excuse me, sir.

MR. NELSON: Am I running out of time?

THE CHAIRMAN: No, you're addressing an issue that was not --

MR. NELSON: No, I believe that someone mentioned --

THE CHAIRMAN: No, we have a copy of it right here and we'll be glad for you to see it and
you really have to kind of -- you can comment on
the petition, but you cannot get off of the issue
which we're addressing. The other issues that
you're bringing up have not been investigated and
that's going farther --

MR. NELSON: Well, okay. I wish Officer
Maple I believe his name was who I spoke to when he
came to the creek were here to testify himself
rather than someone else, because the sediment was
one of the concerns that he was going to be
testifying on. Someone asked why would you
recommend that the speed limit be changed, that was
a major part of his recommendation, was the
sediment issue, and that was not I don't think
brought across by the testimony that the officer
that was testifying to when she spoke.

THE CHAIRMAN: Okay. I mean I
appreciate your position; however --

MR. NELSON: Okay. Well, I'm not sure
what I can say because I haven't seen the petition,
I didn't realize that I was limited to that, but I
would like to comment on one other thing and that addresses what one of the previous speakers spoke to and that is that it's one of the few spots left to waterski. That's one of the reasons why we would like to have it changed. What's happened, it's become like a magnet, so like on Sunday mornings, my wife in our bedroom, which is on the front side on the creek, 8 o'clock in the morning, it's like Jet Skis, and we're not talking about one, sometimes one, two, three, four, five and then they come in with these large Jet Skis, there are three people on them, so it's really a huge impact within the community. It's been a huge change for this tiny little creek. It's a very small creek as you can see, it's not like some of the previous creeks that were shown, this is a tiny creek, and we, we just, you know, it's time, it's time for the change. The creek has changed, the use has changed, it's time for this change to come.

THE CHAIRMAN: I want to make a correction, I first said that the part about the
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

1 grass issue and things were not part of the  
2 petition; however, it is part of the petition and I  
3 stand corrected. And of course what you said will  
4 be considered.

5 MR. NELSON: Okay. Right. If I can  
6 just say one final thing. In the spring when you  
7 look at the creek, and actually I have some  
8 pictures here -- I didn't realize the committee was  
9 so large, I only made one and one. I would like to  
10 submit them for the record. The bottom two  
11 pictures here show on a Sunday morning when I walk  
12 out to the edge of my pier and look down to the  
13 creek, you can actually see the water, you can see  
14 the bottom, the bottom is clear, but on a Sunday  
15 when we have a lot of boating activity and a lot of  
16 Jet Ski activity, by the afternoon when you walk up  
17 along the shoreline what you see is all this ripped  
18 up sediment, because what happens is when the waves  
19 come in they slap against the shore and that creek  
20 has a muddy bottom and what's happening is it's  
21 ripping up all this sediment, and as these
photographs show you can see the sediment actually being ripped up along the shoreline. It is a very major concern. And I would like to submit these for the record.

THE CHAIRMAN: Thank you.

MR. MARSH: Thank you, sir. Any questions from the committee members?

MS. TROVATO: I have a question.

MR. MARSH: Down here and then we'll get you.

MR. BLACKISTONE: I have a question. On the chart it has oyster.

MR. NELSON: Yes.

MR. BLACKISTONE: Is that an oyster bar there that's circled?

MR. NELSON: I'm sorry, I can't answer that.

MR. BLACKISTONE: Anybody know? Any commercial watermen working that creek?

MR. NELSON: No. Oh, no, I can't say that. There are trotlines that come in there,
whether they're commercial or not, I think they're recreational, but I'm not sure.

MR. BLACKISTONE: Okay. My final question is again your petition says, not yours, but whoever's, the Venice Beach petition says it's a very small body of water. How long, how wide?

MR. NELSON: The officer that came out -- again, I'm sorry that officer is not here to testify -- took those measurements. When I spoke with him he was in the process of taking those measurements so I know DNR has that, it could be supplied for the record.

MR. MARSH: And --

A PARTICIPANT: Rough guess, sir, about seven to eight hundred yards long and about three hundred yards wide, rough.

MR. MARSH: Thank you. Any other questions?

THE CHAIRMAN: Do you have a question, sir?

A PARTICIPANT: I have an electronic
chart program if you'd like to look at that later.

MR. MARSH: Thank you. Ramona.

MS. TROVATO: My question was answered, thank you.

MR. MARSH: Any other questions from any of the committee members? Anybody else that wants to say anything, to testify for or against? Okay, thank you very much for coming, we do appreciate it. Thank you.

The next one is Mill Creek. Let Mike describe it first and then you can speak, Officer.

MR. GRANT: Mill Creek is just east of Annapolis, Annapolis being on this side over here. Cantler's restaurant is right here for the locals. The request -- the current speed limit in here Saturday, Sunday and holidays, six knots. The request is to extend that all the way down to here adding this area right here, and there's a small shoal here, they'd like a shoal marker and no wake zone here. Currently everything up in the creek six knots at all times, there's a large shoal
coming off right about here that forces traffic over and around here. And as far as input, I had two names on the petition, the gentleman right in this area here is the petitioner. We had 21 people for, 16 against; calls 10 for, four against. E-mails, one for and five against. As far as comments, against, it's wide and deep enough to handle the traffic and activities, it's one of the few bodies of water left for skiing and wakeboarding and there is very little mid-week traffic and newcomers should have not moved to the water. For the regulation, there are too many boats that are too large and too fast, there's a hassle to anchor vessels, it's a hassle to anchor vessels, and others are coming too close and too fast to them, wake boats are an issue, operators are ignoring established speed limits, disrupts fishing and people fishing, there's reckless pilotage, shore erosion and increased sediment, damage to vessels in slips and personal watercraft too close, too close to one another and other
MR. MARSH: Thank you. Officer, would you like to speak to that petition?

OFFICER MARKERT: I'm Officer Markert, I work the area. In regards to the petition, in the way that I read it and the information that I received, it was just for the Martins Cove area of Mill Creek they're requesting, the restriction is necessary to promote safety within the waterway, and I went back and researched the past two years, the complaints that we have received have been in regards to people towing without spotters, hazardous navigation in the terms of pilings that are sunk there. One sunken vessel, a report for lost property and a flare sighting. There is nothing to indicate to me there's any concern about safety or speed.

I'd also like to point out there is no such regulation as a no wake zone. I don't think this is the proper forum to be requesting a separate type of speed zone. The only speed zone
that you could request, which I think the
petitioner means, is a minimum wake. If you have
no wake you can't put a boat through. Every boat
makes a wake and every boater knows they're
responsible for their own wake. I feel that's
unnecessary, and it's quite a niche spot there.
The way that you see the mouth of the, of that
Martins Cove goes, right there, that is quite a
small area inside of a very small creek. A shoal
marker may do well, but again, no wake zone is not
a proper terminology and I don't believe a minimum
wake zone is needed in that area. There's already
through Martins Cove a six-knot zone for holidays,
Saturdays and Sundays all times of the year.

In terms of requesting for a six-knot
zone all times during, it's basically Mill Creek
proper is what you're referring to there, I don't
oppose that. There's a lot of traffic there,
there's a lot of crabbing during the recreational
crabbing season; a lot of trotlines go through, a
lot of families go through there. Those guys do
happen to get waked a lot, I see that on the weekends, not so much during the weekdays though.

The worst part of that creek is actually the entrance channel. If you're familiar with that, it snakes around, I don't understand why that's not a six-knot zone at all times or even a minimum wake zone, although that's not being requested there so I guess we can't bring that up. But that's all I've got to say about that.

MR. MARSH: Thank you.

THE CHAIRMAN: I've been in that area about 10 or 15 times this season so I know every foot of that area. There is a restriction I believe in reference to that, the snake channel, it is six knots.

OFFICER MARKERT: It's still six knots for the --

THE CHAIRMAN: For that small section.

OFFICER MARKERT: Right, just for that section.

THE CHAIRMAN: Okay.
OFFICER MARKERT: But even going, before you even come into there and once you get out of there, that restriction is not there, so in essence you're coming around and then coming back around that day marker and then it's just open season from there, and it's just, it's almost, at nighttime especially I mean it's quite blinding trying to get in there and those markers aren't even lit at night.

THE CHAIRMAN: It's tough in the daytime when there's another boat coming out exceeding the speed also.

OFFICER MARKERT: Right, and there's also a lot of sailboat activity that comes in and out of there and they're very large, and again, it's hard to see around. It's quite a narrow channel. That's another day.

MR. MARSH: Thank you, appreciate that.

The petitioner, spokesperson, that would like to speak. Yes, sir.

MR. PARKER: Donald Parker. May I just
see what you guys have to look at on this? Because I have something that may be useful, a photograph.

THE CHAIRMAN: Sir, I hate to keep saying this, but if you have something to say to the committee, I would appreciate if you address me first. I make that decision as to what --

MR. PARKER: Sure. One of the items that you have to consider there is a very poor third and fourth generation Xeroxed copy of a photo that I already submitted. So I provided a much better version of that and it will probably be useful for you.

MR. MARSH: Thank you, sir.

THE CHAIRMAN: I appreciate you doing that; however --

MR. PARKER: Ask you first.

THE CHAIRMAN: That's it.

MR. PARKER: Gotcha.

THE CHAIRMAN: All right. Let's go on.

MR. PARKER: My name is Donald Parker, I've lived near that minimum wake zone requested
area for 32 years. I'm also a Coast Guard Auxiliary qualified coxswain, aids to navigation verifier and boat crew academy mentor, so I know a little bit about this. I just passed out a drawing that shows where the three dozen petitioners who have signed are physically located, and they're along this shoreline like so, and virtually the entire lower peninsula from Forest Beach Road and this entire shoreline here. So with all this adaptation on this Google Earth overlay it's hard to see that here's a shoreline and here's a shoreline and there's a sandbar that sticks out and after big boats go through that S-channel they are at speed now and they come in to this confluence of Mill Creek and Martins Cove and then they stop because they're generally going to Cantler's to gas up or some such thing. And so we have 40-, 50-foot boats displacing tons and tons that just stop, so you see how much sense it makes that all these people on these docks, the entire peninsula and over here, of course they're the ones who are upset
about this. They get hit with tons of water constantly.

Now, there's a sandbar here. I point out in my letter -- and by the way, I was supported on this petition by Jeff Halpern, who submitted a separate letter to Bob Lunsford along with mine, who raised environmental concerns as one of the issues, and I hope that letter wasn't lost.

Things we're complaining about and requesting relief from have gotten worse over the past 10 or 15 years. Part one, the six-knot marker that's currently in place used to be back here. The people Bob Lunsford put me in touch with who actually deploy the buoys say no, no, no, no, that's not the case, but I'm telling you, 32 years I know they were back here and so do my co-supporters that have been there many years. As they migrated this way that's exacerbated our problem because people don't want to slow down until they see a six-knot marker and so those tons of water move closer. Where the six-knot marker is
back here and the boats stop, there is that whole little basin in here available for the water, the wakes, to dissipate before they hit us. Okay?

You'll notice in that handout I sent around that this sandbar is exposed during winter tides or abnormally low tides even during the season. What that causes is that all of the boats that are docked on the end of the peninsula here, when a big wake comes and hits this sandbar and starts breaking, turns into a breaking wave, our boats actually hit the bottom as they rock.

There's a picture of my 42-foot 22,000-pound sailboat that takes a lot to get that thing rocking and rolling out of control, where it hit my finger pier and broke a huge piece of it, the rub rail off the side of the boat. I also, because my property is too narrow to legally support a piling, not a boat lift, I keep the same Sunstream floatlift there that's used by law enforcement agencies and Coast Guard for the RB25s, and now that these markers have moved back this way, a boat came in
about four months ago, did a U-turn at 20 knots and broke the walls on that Sunstream floatlift.

You were holding your fingers up, John.

THE CHAIRMAN: Two minutes.

MR. PARKER: Two minutes. So in essence we've got three problems. We've got damage, safety and we've got environmental problems which Jeff would like to talk to. As far as safety and the reason why we're requesting a minimum wake zone is because there's a gas dock here and there is a heck of a lot of gas traffic to Cantler's gas dock. We think it's kind of no-brainer that a gas dock should be a minimum wake zone, and given the problems I just described with the sandbar one should swing an arc for this minimum wake zone from just this side of the gas dock around to and include this marina. Seems pretty sensible.

We would like the six-knot markings to be 24/7, 12 months of the year because even outside of the boating season we have very, very large watermen coming in from Rock Hall and places like
that delivering crabs to Cantler's and gassing and those 40-foot big watermen boats throw a lot of water and bounce around the sandbar. I think that's about it.

THE CHAIRMAN: Thank you.

MR. MARSH: Thank you. Bill, is it Bill Siwak? Is he here? How about Nathan --

MR. MARSH: Thank you.

MR. SIWAK: Good morning. My name is Bill Siwak. I guess the last -- that's between you and -- anyway, I'm here, I didn't get an e-mail in time, but I'm here in opposition to the petition to change the six-mile-an-hour zone, but before I start on that, one of the things that I wanted to correct, and I've lived on this creek for 28 years and I've been on Rock Creek for 20 years in a community where we have waterfront access, we have piers, we have a boat ramp, I ran the marina down there for a number of years, so I spent a fair amount of time on the water and around it.

THE CHAIRMAN: Could you show us where
you live, sir?

MR. SIWAK: It's not on there, it's the upper end. They didn't show you the creek going up further.

THE CHAIRMAN: I've been all the way up there, yes.

MR. SIWAK: So I live -- if you might recall, further up the creek there's several marinas and they had petitioned --

THE CHAIRMAN: Very narrow.

MR. SIWAK: Well, not very narrow, it's narrower than that, but they petitioned for a no wake zone and they have some buoy markers out there, so you go past those, we're in that area.

There is a dogleg sandbar there, a sandbar comes out and you take a dogleg, and from that marker on that whole area is only six miles an hour on Saturday, Sunday and holidays, it's not full time, up from there. The officer that talked about it, she can correct me if she knows otherwise, but the shoal mark starts just before
Cantler's, east of Cantler's. As also stated, when you come into the, come into the channel, that's, that's got a marker for Saturday, Sunday and holidays six mile an hour. And then as also told, you have Martin Creek and Burley Creek, which is off of Mill Creek, and has a six-mile-an-hour limit.

So what I'm telling you here is on the backside, okay, so this narrow channel here, what you have is in my opinion a McMansion Creek that I've see in the last decade where people have come in and bought up the small cottages, torn them down and built themselves a mansion and put a pier out there and bring in a 40-foot boat, and they really, you know, they really don't want to see a lot of traffic in their front yard. Cantler's, which is known for its restaurant, I don't think is known for its gas dock. It does have a gas dock and in the years that I've lived there, you know, I might see one or two boats a week buying fuel there, maybe the crabbers in the morning that are going to
Martins Cove to buy fuel there, but it's not a favorable, a favored fuel dock by any means.

And what I've also observed is that those people coming in the creek, if they see the six-mile-an-hour marker they are usually respectful and slow down going through that narrow section as well. There are always a few hot doggers and there's going to be waterskiers on weekdays that go through that narrow and go out into the upper part, make a turn and come back down through the channel and go out to the wider section of creek, which is not shown on there.

So in consideration of all these things I see there's no need to change the speed limit to a full time zone. I don't see any need to move this down towards Martin Cove because Martins Cove has a six-mile-an-hour speed limit and there are boats sitting there, of course, but they may be boats that are too big for their slip, I don't know, I didn't investigate that. I don't know if the DNR has done that as well. But I am definitely
opposed to changing the situation as it is today to
cap the speed limit just east of Cantler's on
Saturday, Sunday and holidays and not moving it
south or east of Martins Cove because I believe
that area is one of the few areas that are open for
waterskiers, recreational boaters, and you go
beyond six mile an hour and go tubing or whatever
that may be.

So -- let's see if I have -- the other
thing I wanted to mention, we do have sort of a
museum on there. I think it was Isabel was the big
hurricane that flooded and anybody that goes up the
creek will notice a sailboat sitting on the pier
and you can see some of the boats there never
moved, so they're just tied there as sort of --

THE CHAIRMAN: Anchor.

MR. SIWAK: Just lying at anchor sitting
on top of the pier, waiting for the next hurricane
to float the boat. It's never happened, but you do
see boats that are tied up that never move. You
get all kinds, but the situation has been where the
McMansions come in and people don't want to see recreational traffic in front of their boats, that's it, but I'm opposed to it. Thank you.

THE CHAIRMAN: Thank you, sir.

MR. MARSH: Thank you for your concern.

Question?

MR. DWYER: Point of clarification, the wide area in the green, is that, is that existing as our paper says six knots at all times?

MR. SIWAK: No, it is not.

MR. GRANT: That's incorrect, that's incorrect. Saturday, Sunday and holidays, my mistake.

MR. DWYER: Thank you.

THE CHAIRMAN: Wait. You have, do you have a question, sir?

MR. MARSH: No question, just clarification.

THE CHAIRMAN: I'm trying to -- just one moment. Do you have a question?

A PARTICIPANT: No.
THE CHAIRMAN: All right. Okay. Do you have a question? Now, go ahead.

MR. BLACKISTONE: Mr. Parker, in your handout that went by you had a list of all the people that live -- now, so did I understand from that that the Cantler family and Cantler's restaurant support this whole thing?

MR. PARKER: It's tremendously significant because of course Cantler's are deadly opposed to six knots on the creek 24/7 for the entire creek. They agree that the channel, you know, that S-channel should be six knots all the time. They also agree that six knots from the extension of -- that lower section of hash lines back to the next shoal, they agree with that. All of these are watermen and the restaurant themselves, the restaurant got concerned when one of their kids that works the gas dock almost got his leg chopped off as a boater was fueling. His gunnel came too close to the piling and fortunately forced the kid's leg in front of the piling rather
than against it. It's a very dangerous situation
to have wakeboarders. This isn't like 20 years ago

MR. BLACKISTONE: Hold on, this is a yes
or no answer.

MR. PARKER: Yes, they support it.

MR. BLACKISTONE: They all support all
the changes?

MR. PARKER: Roger that. And I, I have
their signatures saying so.

MR. BLACKISTONE: The second --

MR. GRANT: This petition just came in
today, the front page is by Cantler's.

MR. BLACKISTONE: The second question, I
saw there's a boatyard and a marina.

MR. PARKER: Two boatyards.

MR. BLACKISTONE: Two boatyards, they
both signed the petition?

MR. PARKER: Absolutely.

THE CHAIRMAN: Okay. One moment. Do
you have a question?
MS. TROVATO: He answered it.

THE CHAIRMAN: Who has a question?

MS. TROVATO: I asked if the Cantlers signed the petitions and they say yes.

MR. PARKER: Yes, Jimmy, Dan, Eric, Carroll and Louis.

THE CHAIRMAN: All right.

MR. MARSH: Thank you. We have another.

A PARTICIPANT: I have a question. They signed the petition today, yes?

MR. GRANT: I don't know. No date on the petition.

A PARTICIPANT: You said you just got in.

MR. GRANT: That's correct.

MR. MARSH: It wasn't in our package, sir. We'll pass that around and look at it.

THE CHAIRMAN: Excuse me, sir, just a moment, just a moment. In reference to your challenging the petition, we make that decision, and we appreciate your concern about this.
Now, there's another question here for someone and back here? Do you have, do you wish to say something, sir?

MR. MARSH: State your name, sir.

MR. COHEN: My name is Ed Cohen, and I've brought people in and out of Cantler's, I'm a captain too, and you do have a problem that there are waves being generated in front of the restaurant that cause disruption, but I do have a special question for each and every one of you all, is that if I'm not mistaken what I heard in this petition is that there are wakeboard boats operating. These boats purposely, deliberately make a big wave, and I'd like to know what you're going to do about it?

MR. MARSH: Thank you, sir.

THE CHAIRMAN: That issue is not part of this petition, and therefore, unfortunately I'm not going to make a comment on that at the moment. Did you have something that you want to add?

MR. MARSH: He's the same one.
MR. HALPERN: I didn't fill out the form, I didn't see that I had to sign in. My name is Jeff Halpern, H-A-L-P-E-R-N, I live at 2219 Mulberry Hill Road.

THE CHAIRMAN: Speak into the mic.

MR. HALPERN: 2219 Mulberry Hill Road right on the creek, I have lived there for a little over 10 years now, and I'm also one of the joint filers of the petition, I wrote one of the original letters on this. Those of us who have lived on the creek and watched the creek, almost universally, almost everybody on the creek there has supported this motion. It's not -- I understand that there may be people on either end of the creek that are unhappy with us, but for our concern, we've been watching this situation occur. We're not opposed to waterskiing, there's a large basin to the, further to the, I guess that's southeast of us and there's waterskiing there. That's an ideal place for waterskiing, there's room to turn without creating a wake. However, within the cove we've
watched a real change.

I have a scientific method. When I first moved in there and looked at my dock lines, they'd been there for five years and then it went down to two years and now I'm replacing every year. The wave action has definitely increased within the cove, it's measurable.

The other thing that's a measurable guide, when we had Isabel it laid a brown layer of sediment across the bottom of the cove. That sediment disappeared, and I was curious whether it was there or not, and so the following winter I went out there and I dug a hole and there it was about a half an inch below the surface. At this point when you measure below the surface it's down about four or five inches, meaning there's enough sediment in the cove to bury that brown layer four or five inches, and this is an ongoing situation.

The comment that I made, I was talking about sediment in the creek. Now, a lot of creeks the whole creek is riprapped, that would not be a
terribly significant issue, but in this case a lot
of us are using vegetative stabilization. When I
moved in the creek there was grass on the bottom of
the creek and that served as part of our vegetative
stabilization of the banks. That grass has been
killed off. You can walk out now almost to my boat
at low tide in the winter and the grass is gone.

THE CHAIRMAN: Thank you, sir. Not just
your creek, but it's many areas of the bay, so
you're aware of that, many areas of the bay. From
this, from this sort of -- if we can stay focused,
now, you have one more point to make, whatever you
wish to add.

MR. HALPERN: Okay. But my point is
there was grass there when I moved in and in the
10-year period of time it's gone away and no amount
of replanting seems to restabilize it. And this is
really where we have the sandbar in the area that's
being marked. Also, this statement, as far as I
know, Martins Cove is not a six-mile-an-hour speed
limit. There's a marker on the south point that
s鳃six knots but there's no, no other marker and
it's not observed by everyone that goes in there.
Most of us that live on the creek do shut down the
 throttles. I think these markers are highly
effective; I've watched the boats roar up to them
and then shut down the throttles right at it, I
think it works. If we can get the speed markers in
there, the creek will be protected. And that's my
four points. Thank you very much.

MR. MARSH: Thank you very much,
appreciate that. Anyone else that wishes to speak?
Yes, sir, state your name, sir.

MR. TOPJIAN: My name is --

(Discussion held off the record.)

MR. TOPJIAN: I'm sorry, my name is
Nishan Topjian, I live at 3468 Forest Beach Road,
which is at the point of the peninsula we're
talking about, right in between the Cantler's
restaurant and the other Cantler marinas. Very
briefly, as I'm sure some of the questions about
size and impact we're talking about, about 40, 45
people are in support of the immediate vicinity of
this location and very few, less than a handful,
are opposed to this. Basically what we're asking
is to remove the existing marker at a hundred yards
seaward, that's really all we're asking to do. The
existing marker which is just in front of the
sandbar that my neighbor Mr. Parker has and which
abuts the Cantler's restaurant, because of those
boats slowing down, the tons of water they bring
does not seem to make the improvements or the
necessary safety results that we all want. We're
asking if we could move that a hundred yards south
or towards the bay so the boats will slow down
earlier and have lots of room and the problem will
go away and that's really it, a hundred yards. And
the vast majority of the homeowners and the boaters
and the slip owners, including the marina owners,
the Cantlers, the restaurant, and everybody that's
in support of it, everybody that signed the
petition that we submitted, and very few people are
opposed to it. We're not trying to limit skiing.
There is skiing area up and down this little, very narrow area. A hundred yards, that's all we're asking, at all times.

THE CHAIRMAN: Thank you very much.

MR. MARSH: Anyone else that wishes to speak?

THE CHAIRMAN: Any questions from the board?

MR. MARSH: Go ahead.

MR. KLING: This is for Mr. Parker or for Jeff. Assuming we move this line, recommend moving the line a hundred yards, whatever that distance is, why don't we -- why doesn't that set us up next year or the year after for the boats that live -- you're telling us there's a wave surge when people come down off of plane. Why aren't you just pushing that problem further down the creek and why won't that lead to somebody coming back, the guys down at the bottom?

MR. HALPERN: Well, it's much wider up there.
MR. KLING: It's not, it's not much wider.

MR. HALPERN: Steve, there is a large, very large basin that occurs that when you get to the markers and before you get to the spot.

MR. KLING: You're not there. I mean we're looking at the chart and you've got a much wider area because you have Martins Cove up there. You're going to be putting the line at a narrower point where there's less dissipation of the waves, so why isn't that just going to push the problem down the creek?

MR. HALPERN: Where we would like the marker to be --

MR. KLING: I understand where you want it to be.

MR. HALPERN: When I plotted out where that was, it was about 60, 70 feet south of the southern sandbar. That's not quite where it is on the chart, but that's roughly it. What happens, you have some places that's maybe a half a mile
wide and there is a cove that absorbs a lot of the
impact and a lot of boats turn there and go back
out, they don't go into the cove on plane or with
skiers, and then you get to the narrow spot at
Cantler's. So we're not, we're pushing it to an
area that's wide enough to absorb those wakes and
not --

MR. KLING: Pushing to a narrower area.

MR. HALPERN: Mr. Kling, we're not
arguing that the marker should be placed at some
specific point. If you think it should be 25 yards
or 50 yards one way or other to prevent the kind of
problem you're describing, so be it. We're just
saying where it is now clearly causes us to get hit
hard.

MR. MARSH: We got the message. Any
other questions?

MS. TROVATO: Okay. So I think
Mr. Parker said early on that the six-knot marker
used to be southward from where it is and I wanted
to ask the officer and Mike Grant what happened.
MR. GRANT: As far as I know this marker is where it's supposed to be based on our information.

MR. PARKER: And it didn't move in one fell swoop. Over 20 years every season it moves a little bit, it just gets closer and closer to Cantler's.

MR. GRANT: According to hydrographic records that's exactly where it's supposed to be.

MS. TROVATO: Thank you. Thank you.

THE CHAIRMAN: Okay. Yeah.

MR. MARSH: Any more questions from the committee?

THE CHAIRMAN: We have one more, Coles.

MR. MARSH: Yeah. Thank you very much for coming, we appreciate that, and we're going to move along. Thank you again for coming.

(Discussion held off the record.)

THE CHAIRMAN: We're running a little behind schedule, we want everyone to have an opportunity to speak, so let's take the last one
now.

MR. MARSH: We're going to do Severn Narrows. And Mike.

MR. GRANT: Severn Narrows, all the way at the top of the Severn River. Currently the entire river is 35/20 with the exception of this area right here, which is currently six knots Saturday, Sunday and holidays, and then during the weekdays 35/20. The Sunrise Beach area, this is a ski area up here, there's a large bay up here with more recreation. They're requesting again for six knots Saturday, Sunday and holidays for this length and in this cove here. This line actually comes out to here, it's a little bit too far, but the line comes something like this.

A PARTICIPANT: The request is all year, not just Saturday and Sunday.

MR. GRANT: Right --

A PARTICIPANT: That's current, that's current.

MR. GRANT: It's already Saturday and
Sunday, right. At all times, requesting at all
times, I stand corrected. All right. So Severn
Narrows, petition is 15 signatures. Website three
for, 27 against; calls one for, two against;
e-mails seven for, 14 against.

A PARTICIPANT: What was that first
number again, please?

MR. GRANT: Which one?

A PARTICIPANT: The first number you
said about e-mails?

MR. GRANT: E-mails seven for and 14
against.

A PARTICIPANT: Petition is 50 total?

MR. GRANT: 50 for total.

A PARTICIPANT: 50 for.

MR. GRANT: 50 for. Severn Narrows
against, traffic has declined, no longer necessary.
I will tell you that I received an e-mail from the
original petitioner, who said that he had requested
to pull his name from the petition, no longer feels
that it's necessary because traffic has declined
and no longer necessary. Saturday, Sunday and holidays works fine. Access to the bay, not the river, would be hindered. It's an established safe area for families to enjoy the water and there is very little traffic, boat wakes have helped deposit sand on the beach, it hinders access to the ski waters, and creates enforcement of established regulations. For the petition, it's a hazard for nonpowered vessels, kayaks, small boats, standup paddlers, canoes, et cetera, visibility is an issue at dusk and dawn, there's too many Jet Skis too close to piers and other structures, shoreline erosion and too many wake boats.

MR. MARSH: Thank you. The officer that patrols that area, would you -- let's hear your thoughts.

OFFICER HUNT: How is everyone? I'm Officer Hunt, I'm assigned to that portion of Anne Arundel County in the Severn River. At this point in time it's my opinion and the opinion of my fellow patrol officers that patrol that area that
the current regulations that are in place are, we're satisfied with. I pulled some complaints we got from April 15th until September 18th and the Natural Resource Police Communication Center logged four complaints. All four complaints were from the same person and they referenced speeding vessels and vessels causing wakes. On some of these dates the complaints were called in, the current regulations that are in effect, the six-knot, is on the weekends and holidays, these complaints were called in on weekdays. During the entire year this year, boating season this year, up to this date there have been no citations issued in that area for anything. It's pretty self-regulated in our opinion.

MR. MARSH: Thank you. Any questions for the officer? Thank you very much, appreciate you coming in.

OFFICER HUNT: Thank you.

MR. MARSH: Would the petitioner or the spokesperson come forward and speak? We have quite
a number of people on the list to speak, so we ask
you if you would probably not be redundant. If you
have something else to add we would like that. So
what's your name, sir?

MR. BIEDENKAPP: I'm Gary Biedenkapp and
I live at 695 Shore Road in Carrolton Manor.

THE CHAIRMAN: Spell your name.

MR. BIEDENKAPP: B-I-E-D-E-N-K-A-P-P.

MR. MARSH: Thank you.

MR. BIEDENKAPP: Yes. The person that
originally put the petition in, Jimmy Craig, who is
not here today, did pull out of being involved in
this, so he and I kind of spearheaded it, so I have
to couple of things that I had to say. There may
not have been complaints to the DNR, but there are
lots of people that go up and down the river.
There are, there are waterskiers in the mornings
that come through there that really enjoy that and
they're one at a time and it's very nice for them.
There are times later in the day when wakeboarders
come through there, it's a narrow area because it's
called the narrows, that these people come close to the piers, they come close to each other, there's hardly enough room for them to cross each other, and I do agree that the people that waterski in the morning and in hours when it's quieter, it will be a change for them, but for the safety of the other people that are out there I do think it should be changed to six all the time.

There are other places to waterski. And it is a safety issue, there have been deaths in there, the pier was hit three times, so it is a, it is a safety issue. And not everybody is as courteous as some of those waterskiers that come through there one at a time.

MR. MARSH: Thank you. We have other people that would like to speak, but we understand that there's some concerns there, so we just -- Burt, yeah.

A PARTICIPANT: I don't want to yell into this thing. I'm here to talk for some of the residents of Ben Oaks. My family has lived about
two miles up from the narrows at the end, but we're
two miles upstream from this area of the narrows.
My family and I have lived in the area -- the other
way. You're right, it's turned, that's my fault,
you're correct. My family and I have lived in the
area almost 50 years, I grew up on the water here,
boating since I was early teens, very familiar with
this area. For those of you that don't know Ben
Oaks, we've got about nine acres on the water that
we own collectively, we have 2,000 feet of
waterfront that we have as a community. We're a
very big boating community, and I mean anything
from sailboats, powerboats, kayaks, very familiar
with six-mile-an-hour-zones, we have one in the
cove that we have our community pier. It is just
like the narrows, currently it's on Saturdays,
Sundays and holidays. We occasionally will get
people that don't abide by the law as I'm sure
happened here, so we're aware of all of this.
We are vehemently opposed to this. I
have a petition with me and this was just the other
day at a community party I asked if some people
would like to sign, I've got 53 names I'd like to
submit right now that are opposed to this being
changed. I don't know who I present this to.
(Document tendered.)

THE CHAIRMAN: Thank you.

A PARTICIPANT: Thank you. I know that
if I spent more time on this -- I was asked late
even to be involved, one of the people that had
been involved early is now across the ocean with,
he's in service for our country so I kind of had to
step in, so I apologize, I'm kind of late to the
party so to speak.

One of the things is we do believe the
laws now totally take care of the problem. During
the week there's very few people going through
there trafficking. We really believe from where we
live and there's, it's Indian Creek Marina is up by
us, a lot of us enjoy going out to Round Bay and on
to Annapolis to crab, fish, let alone recreation,
and this would impede, you know, us getting through
there. Those of us who are boaters, we understand controlling our wake and we do so. There's always going to be people that do not do what they're supposed to, and we understand that, but I don't think this legislation is going to stop that.

It's also a very safe area as the gentlemen mentioned before to have skiers, children on tubes that go straight through there, you know, during the week and it's a safe area and you stay away from piers, there's plenty of room in there. We also think honestly it might actually cause some damage to the values of our property that are up the river from this because we do access larger areas of the water going through there and that is definitely going to slow our process during times. Five in the morning I'm going to a crabbing spot, there's no reason I can't be doing 10, 15, maybe 20 knots through there if I'm not putting up a lot of wake.

I also have, one of our other neighbors I know has some other points that he'd like to
make. Appreciate your time, thank you very much.

        MR. MARSH: Thank you very much.

Anybody else in opposition to this petition that
would like to speak? Yes, sir.

        MR. MCNUTT: I think I'm next on the
list, but you want to --

        MR. MARSH: If it's anything different
than what's been presented. If you have another
point we'd love to hear that.

        MR. MCNUTT: I'm Todd McNutt and I live
in Ben Oaks, I've been here for six years and put
about 150 hours on my boat this year already, so I
go through the narrows quite a bit. I think the
main points I'd like to add beyond what Burt
already pointed out is that there are very few --
there's only one significant commercial pier, that
is upstream from there, that's in Indian Landing.
It's not large, no gas docks, not a lot of activity
from that, and secondly, in 30-plus years there's
been no significant residential development on that
creek, there hasn't been that many added piers or
anything, so nothing has changed in 30 years. And then lastly I would like to point out that this zone here is very bidirectional, there's not a lot of cross traffic and people flying back and forth in many different directions. It's very easy, you know, everybody kind of knows it's a runway and it's a bidirectional thoroughfare and it's very safe and visible, there are no blind turns or shoals, it's easy to navigate through there, plenty of visibility. I believe it's safe and these signs are a hugely unnecessary restriction on all of us that live upriver. It's almost a mile long, you know, if you take an added 10 minutes to go through there at six knots, and as an avid fisherman and crabber that goes out on the weekend, I think that's an excessive amount of time for us.

MR. MARSH:  Thank you, sir, appreciate that. Anybody else in opposition?

THE CHAIRMAN:  Get to you next.

MR. MARSH:  Make sure we get everyone.

THE CHAIRMAN:  I want to add one more
thing. We want everyone -- we want everyone to
have an opportunity to speak, but we do not wish to
hear the same repetitive thing that's just been
said. If you, if you agree with what's been said,
you can say I agree with that, your name and it's
on the record, or you can go for something new that
you wish to add. You certainly have an opportunity
to add it.

MS. PETERSON: I'm Barbara Peterson, I
live very close to the narrows back above the Anne
Arundel County waterski course, and I kayak in the
narrow a lot on both weekdays and weekends, and
during the week there are very few boats in that
channel, primarily they are the waterskiers coming
up to use the course and those people know their
rules, they have quiet boats and they behave, I
don't feel threatened in there, and I think also
the entire Severn River had an exhaustive process
of setting limits from the beginning to the top.
This was done in a very systematic, careful and
thoughtful way and I think ad hoc changing it here
and there is not justified by any behavior that I
have seen on the river. Thank you.

MR. MARSH: Thank you very much.

Anybody else that would like to speak in
opposition? Yes, sir. If you have something else
to add.

MR. WALKER: Yeah, Ken Walker, I live
just to the west of that, right, right about there.
I represent the Severn River Waterski Club. The
rest of the people, there are about 45 family
members, families for waterskiing --

THE CHAIRMAN: Are you for or against?

MR. WALKER: We are absolutely against
that.

THE CHAIRMAN: Okay, we wanted to hear
that.

MR. WALKER: Yeah. We do use the
course, as was mentioned, we all know the rules on
how to use the course and we do ski in there, we
frequently --

MR. MARSH: Speak up a little bit.
MR. WALKER: We frequently go by either going further out into the cove or coming down through the narrows. If there's any wind at all the narrows is the perfect place to ski because it's a nice area to ski in and is protected. Further out in either direction there's issues. During the week I ski about three days a week and in the mornings and every once in a while in the evenings. We go through there all the time to get to the other ski course that we maintain down in the upper creek. If we see another boater out there as we're traveling one way or the other, it's, it's rare. On weekends there's definitely a lot of traffic through there, and I agree this is not necessary. But during the week, you just don't see any reason for it.

THE CHAIRMAN: Thank you very much.

MR. MARSH: Thank you very much. Anyone else that would like to add something?

A PARTICIPANT: Actually I have nothing new to add.
A PARTICIPANT: I do.

MR. MARSH: On the record.

THE CHAIRMAN: You can just say you --

MR. MARSH: Say your name and --

A PARTICIPANT: Tom Perflug (phonetic)

and I live above the river next to Ben Oaks and I
think the previous gentlemen captured all the ideas
that I had.

MR. MARSH: Thank you. You're opposed
to it?

A PARTICIPANT: Yeah.

MR. MARSH: State your name.

A PARTICIPANT: Steven Coral (phonetic),
and I live in the middle of the narrows. I have
two properties there on the beach and I
respectfully respect your concern, the petitioners'
concern, but I think the main issue is wake, not
speed. There's boats that, 35-foot powerboats that
go through there pushing water that are not on
plane, they make tremendous wakes, they do that on
the weekend with the six-mile-an-hour limit as
well, they're doing 10 knots. That's a law enforcement issue, it has nothing to do with during the week. It occurs during the week too, but the six-mile-an-hour limit has not prevented it during the weekend and I think that's the main issue. I have no erosion on my beach, never from waves, only from storms.

The issue about the pier being hit, that -- you gotta be an idiot to hit a pier. I mean a speed limit is not going to control that and on Interstate 95 instead of having a 60-miles-an-hour limit, it should be six knots.

MR. MARSH: Thank you, sir. Anybody else have any opposition that would want to add something new? Yes, get on the microphone, please.

MR. BEAKERS: Hi, folks. I'm in opposition. My name is Tom Beakers and I'm with the waterski club. Hi, Russ. I met Russ several years ago. I moved down to this area in '93 when I first started waterskiing in the ski club and I'd just like to share a little bit of my experience,
and it has to do with family values.

A lot of the time I spent with my sons, who are very good citizens of the country, one is in the Air Force and he's done very well for himself and went to college, but the time that I spent with my sons during the evening, after school, to go through those narrows and let them waterski and learn the value of water sports and teach them the right things was absolutely a great value for them. It got time for me to spend with my kids that I would have not been able to do if that waterway was shut down, because if you push everybody out towards the ski course there you wind up even in the evenings with more boat traffic and then it's not a good, safe situation when this happens, and that happens on the weekends. As you know, there has been some terrible things that happened on the weekends where there was a death in July several years ago. That's when boat traffic was up in that area, so I just want to say that I'm absolutely opposed. There is safety -- you have to
teach people as well as, you know, like he said, you gotta be an idiot to hit the pier. So thank you very much for your time.

MR. MARSH: Thank you very much. There was a gentleman over here and I will recognize you, sir.

A PARTICIPANT: I live on the narrows, I live right there originally in the narrow part and then I moved around. I want to make sure you understand that rip there is probably under 200 yards, we're talking about a very narrow area, and in fact I don't think you can have two boats pass each other and not violate the law, be a hundred feet from both sides, both piers and a hundred feet between each one, I don't think that two boats can pass each other.

30 years ago, 25 years ago, 20 years ago, even 15 years ago, I skied in there. It's a great ski area, I agree it's a great ski area, but you guys aren't there during the week, you're not there when the wakeboarders are running up and down
and passing each other within 25, 30 feet of the pier. You're not there when you see the kind of damage that goes on there, and we did lose a life there about 10, 11 years ago, and when you're coming up north, especially in the spring and fall, the sun is coming down, you can't see. I stopped skiing there ten years ago because you can't see a person in the water. You can't see a swimmer, you can't see a fallen skier. So we're here for safety.

I know it's an inconvenience for people from Ben Oaks who want to get to the bay, but the fact is sometimes you have to give up. I hate seeing this lost as a ski area because I ski and I love it, but we have more boats, bigger boats, faster boats and we have wakeboarders. We didn't have wakeboarders 15 years ago. If they were just skiing I would say okay, no changes.

So I just want to be on the record that we spoke, we lost a lot of our supporters because of the time, but I think you'll find at least the
homeowners that live there that have to witness the kind of danger that goes on there are certainly in support of this petition. Thank you very much.

THE CHAIRMAN: Just a moment, someone over here wanted to say something.

A PARTICIPANT: I would.

THE CHAIRMAN: Just a moment now, I'm trying to get people in order, so if you, if you put your hand up before -- this may not be the time to do it -- your hand has been up, you want to say something and then I'll get to you and then I'll get to you and that's it, I think that's going to be it.

A PARTICIPANT: I have a video that I'd like to show.

MR. MARSH: We'll get to you.

THE CHAIRMAN: Excuse me, you have a video you'd like to show?

A PARTICIPANT: Yes, I have a video that I would like to show.

MR. MARSH: Fine, you want to show that
video?

A PARTICIPANT: I have it on my iPad, this gentleman can't access so I have it on my iPad.

MR. WILSON: I'm Jim Wilson and I'm adamantly opposed to this regulation. I've been skiing on the river for a long time. I'm currently the treasurer of the ski club, but I've been skiing on the river since the early '70s and the traffic during the week is almost negligible. You go through there and we rarely see anyone during the week time, especially during the day, and, you know, so the weekends, I understand, we don't even ski on the weekend, it's a ski club, because if there's any wake at all we don't go out, and during the week we go through there if it's windy, so I just wanted to put that on the record.

MR. MARSH: Thank you very much. I think we're --

THE CHAIRMAN: We have this gentleman here and then we have, we have one there and then
we have a lady that's going to show us the video.

MR. MARSH: These are in favor of the petition, correct, in favor?

A PARTICIPANT: Of the six knots.

MR. MARSH: We want to make sure that we keep three to five minutes for the presentation.

MR. COHEN: My name is Ed Cohen, I live right in the middle of the narrows and I've lived there for over 15 years. I've always lived on the Chesapeake Bay, I work on the Chesapeake Bay, I work with big ships is my real job and I'm also a licensed captain. My boat on the river has been affected, the waves are so big that it broke a chock. DNR did not record this. Okay, I'm just telling you right now. I'm also going to tell you this is the third time that residents have been before this group that I know of and there have been a number of deaths. This is about safety. And what has been happening is there has been an increase in boats, particularly in the evening. There is an Internet site that's telling people to
come to the Severn River Narrows and run their
wakeboard boats. A wakeboard boat operates faster
than six knots. It has a water tank or a vane or a
tower and it is purposely, deliberately making a
wave. Some of these boats don't come from the
area.

THE CHAIRMAN: Sir, some of, some of
what you're saying is true and some is not.

MR. COHEN: What isn't true?

THE CHAIRMAN: Well, you said -- we'll
discuss it later, but go ahead.

MR. COHEN: This is about safety. There
is no, there's nothing to control the number of
boats. The wakeboard boat is not a waterski boat,
it doesn't come into the waterski course. The
waterski course, I've been skiing this. The Severn
River people, they have a sign that says no wake.
What the Office of Homeland Security says, if you
want to control wakes you can have a speed zone and
that's what the residents are asking for, is
they're asking for a speed zone. I have pictures
of the pier that's been hit three times. I also
have a picture which was submitted to DNR, I
actually asked for the name of the owner and I was
told that I couldn't. The boat was operating at
nighttime and it was beach surfing and it was
making big waves, it had fat people hanging off the
back of the boat, it had running lights on and it
did not have a tow. I actually contacted the
Governor's Office, the letter went to Mr. John
directly, I personally wanted to contact the
person, DNR would not come up and see this type of
behavior.

I think you need to know and understand
that wakeboarding is different than waterskiing. A
wakeboard boat has fins on the bottom of the boat.

THE CHAIRMAN: We're familiar with that
type of boat.

MR. COHEN: So the only thing that we
can ask for the residents that live north of marker
13 that are opposed, the value of that property is
over $75 million, the waves cause shoreline
erosion, the numbers of the boats cause safety problems --

THE CHAIRMAN: Thank you.

MR. MARSH: Thank you.

THE CHAIRMAN: Now, we have one person here and then we have a movie and then I think that's going to hopefully get everyone that wants to speak.

MR. MARSH: You're in favor, sir.

A PARTICIPANT: I am against.

MR. MARSH: Against, okay.

MR. GIST: I am against the legislation. I'm Ronnie Gist (phonetic), I'm a longtime boater on the Severn, I waterski with the ski club. All the people at the table are in opposition, I just wanted to make sure that my name got on the record as opposition. We didn't know if we needed to come up to do that or not, that's all. I have nothing else to say.

MR. MARSH: That's fine, we like to get you on the record, sir. Thank you, appreciate
that. And we can get this movie up -- yes, sir -- something else to add?

MR. KUTUN: I'm opposed, yes. My name is William Kutun, I've been waterskiing on the Severn River since 1977, and I'm vehemently opposed to this. Again, waterskiing and all water sports are, have been restricted and I don't see that as a positive thing. Talking about law enforcement, that's another issue.

MR. MARSH: Thank you, sir. You're opposed, you would like to get on the record?

MR. HOPKINS: Yes, I would just like to get on the record, I'm Dwight Hopkins and I'm also with the ski club. One thing I'd like to mention is that boating inherently is dangerous. Living is dangerous, taking a bath is dangerous, so I think everything has already been stated pretty much, but if you're worried about safety that much maybe you should live in a cocoon. I don't know. Thank you.

MR. MARSH: Thank you, sir. I just
want --

THE CHAIRMAN: Now we're going -- wait, excuse me -- we've got to go to the young lady here next.

MS. GAINES: Thank you.

MR. MARSH: We'll get you.

MS. GAINES: My name is Sue Gaines, I live in Carrolton Manor and I live on the narrows and it's probably the most narrowest part of the narrows and I have a video --

THE CHAIRMAN: Excuse me, are you for or against?

MS. GAINES: I'm for the six miles an hour year long, and actually I want to say thank you for you all in the ski club that respect our waterways, because you do. That narrow portion, you all do. My issue is not with the people that do respect it, my issue is with those that don't and, you know, it's, excuse me for saying, I live there on the narrows, most of the people that are against this do not, and they just want to pass
through. I live on it, so I see it every day. I work out of my home and I see it every day. So I have a video that I want to show. Unfortunately it's on my iPad. And the reason I went out to my pier to take this is because a wakeboarder had just come by, somebody had fallen off their wakeboard and they took a 180 about 20 feet from my pier. So I came out to watch him doing it again, but what I caught was another boat coming down and almost hitting the guy that was in the water. So that's what I wanted to show. Unfortunately it's small, so I can do it twice or just walk by.

THE CHAIRMAN: No objection, you can walk by and show it to the board, towards that end.

MR. MARSH: Start down there and that will be fine.

MR. KLING: The other end doesn't pay attention.

MS. GAINES: The skier that's down is down here and here's a boat coming through. Here's the boat coming through, and the boater, the
boaters with the guy in the water, they're yelling at him to slow down. He starts to slow down, this is my pier right here, and he starts to slow down and what you can't see is he's actually right here. Had they not yelled at him he would have gotten hit because he was right smack in the middle of the river. This is what we see every day. Every day, not just -- I mean we don't just see it on weekends, but it's every day, so I can send this to you if you need it.

THE CHAIRMAN: Yeah, do that, yes.

MS. GAINES: Do you have an e-mail address?

THE CHAIRMAN: Somebody over here.

MS. GAINES: Do you all want to see it?

MS. TROVATO: Sure, I want to see it.

MS. GAINES: This is way back from that very small boat.

MR. MARSH: Sir, I'll get to you.

MS. GAINES: And you can see the boats rocking. Let me start in from the beginning.
Here's the boat coming, the guy's in the water already, and here, down here, and they're yelling at him to slow down and he finally starts to slow down and this is where I -- and he's out here in the water and then I'm taking the video when he took off, so you can actually see him take off, he's going slower now and then you can see how close he was when he saw me pick up. It's really hard to see, it's very hard to see it, you can't see him, but he was taking off.

THE CHAIRMAN: We are --
MR. MARSH: I'd like to see that too.
THE CHAIRMAN: We will take your word for the fact that there was a near miss and near fatal possibility, which does occur unfortunately, and I'm familiar with that area because I've been through it about 20 times and it is, to me it's narrow, I have a trawler, but, that's, you know, neither here nor there. I'm neutral in these.

(Discussion held off the record.)
MR. BLACKISTONE: I need a clarification
here on safety. How many accidents have happened in the narrows, does the police officer know or anybody know?

THE OFFICER: I'm sorry, what was your question?

MR. BLACKISTONE: How many accidents?

THE OFFICER: I've only been on the river for two boating seasons, okay, I had my communication center pull the report for me for this year. This year there were no accidents, there was no cases of negligent operation, there were no indications of operating while under the influence in that area.

MR. DWYER: I would like -- would you show us where you live? You're pretty much on the narrows part, right? How much damage have you had to your property?

A PARTICIPANT: It's not about damage, it's about safety.

A PARTICIPANT: As the one lady said, narrowest point, I'm somewhere in here. I'm on the
other side of the tracks as everybody else, but --
I have a beach, a nice sandy beach and two
properties, and I have, you know, no erosion from
traffic.

A PARTICIPANT: Was it a safety issue or
an erosion issue?

THE CHAIRMAN: Well -- excuse me.

MR. MARSH: Hold on.

THE CHAIRMAN: Don't answer.

A PARTICIPANT: I'm sorry. I thought it
was a safety issue.

THE CHAIRMAN: We do not debate in here,
we hear testimony period. Now --

MR. MARSH: Yes, sir.

THE CHAIRMAN: -- I will recognize you
to make a question, but I'm going to hear this
gentleman here and I'm going to then hear your one
question and I'll hear one from you and then we'll
break for lunch. All right.

A PARTICIPANT: Just very quickly, I
mean it seems to me most of the arguments are about
waterskiers and the needs of waterskiers and things
like that. I'd like to say I do not ski, I rarely
ski at all, and if I do it's somebody else's boat,
not mine, and really it's about our ability to
commute to Annapolis and other things in the
evening, and it's a huge burden on us, so I don't
want it to be about waterskiing and what the
waterskiers want. I'm a fisherman. Thank you.

MR. MARSH: Thank you.

THE CHAIRMAN: Now, we have one question
from the board, which I will let them ask the
question and then we will let you make your last
comment and that will be it. Go ahead.

MS. TROVATO: So my question to the
folks who would like to make this six knots at all
times is your issue safety, are any of you
waterskiers, are any of you out there doing this or
is this just something that you're looking at from
above and saying oh, my goodness, those people
shouldn't be taking those risks? I'd like to
understand.
A PARTICIPANT: I've waterskied before and we're not, we're not talking about the waterskiing course up here or up the river, we're not talking about that. What we're talking about is safety inside the narrows.

MS. TROVATO: And my question to you is are you trying to regulate other people's safety from looking down on them from your homes --

A PARTICIPANT: No.

MS. TROVATO: -- as you're looking down and saying gosh, they're so close, they could get hurt, oh my goodness, we should not let them do that anymore?

A PARTICIPANT: There is nothing to prevent a big Sunseeker from coming through the narrows and making a big wave. The only thing we can do is ask for six knots, any boat of any size can come up through there at pretty much any speed up to 35 during the day, unlimited displacement and unlimited horsepower. There's nothing in the Code of Maryland Regulations that prohibits the amount
of installed horsepower --

A PARTICIPANT: Then it's a wake issue, not a speed limit.

A PARTICIPANT: It's combined. Is this your boat?

A PARTICIPANT: I can't see that far, but I don't -- I do six knots.

THE CHAIRMAN: Excuse me, sir.

A PARTICIPANT: I waterski and I support the Severn River people who waterski on the course.

MS. TROVATO: My question for you is it safety for whom?

A PARTICIPANT: Safety for everybody.

A PARTICIPANT: For everybody.

A PARTICIPANT: For the skiers, for the homeowners, for people getting on and off the boats. We're up there sometimes with wakeboarders coming in there next to a pier and we're trying to take our boat in and out, we can't even get out, we have to hang on it and it bangs against the pilings.
MS. TROVATO: Interestingly --

THE CHAIRMAN: Just a moment, just a moment. We are not debating here this afternoon. Now, you asked a question, the question has gotta be yes or no coming from over there, one person, and then we're going to go to the next question from the board.

A PARTICIPANT: Somebody answer that yes or no.

A PARTICIPANT: No, we're not trying to, we're not trying to tell people how to be safe from themselves.

THE CHAIRMAN: Thank you very much.

Now, next question down here.

MS. CRAIG: Mike Grant.

MR. GRANT: Yes.

MS. CRAIG: When I was on the boat with you for this trip, we shot the distance at the narrowest point and my notes say it was 170 yards wide.

MR. GRANT: Approximately, yes.
MS. CRAIG: Thank you, sir. And the current regulations for distance from shore for towing a skier?

MR. GRANT: A hundred from the structure.

MS. TROVATO: A hundred feet.

MR. GRANT: Right, right.

MS. ALLISON: We talked about safety and I have heard a number of times now that one dock has been hit three times and a report was not filed on that incident and I am curious where the dock was.

A PARTICIPANT: It was actually what I wanted to clarify --

THE CHAIRMAN: Excuse me, sir. Are you addressing the question to --

MS. ALLISON: I'm addressing the question to anyone that can answer it.

THE CHAIRMAN: I'm trying to give everyone a fair opportunity to speak, but I would say one thing, it's now 1 o'clock just about and I
hate to just break off the meeting, but we are way over time now.

A PARTICIPANT: That hit was over ten, like ten years ago.

MS. ALLISON: Nothing recent?

A PARTICIPANT: No, no. It was alcohol involved.

MS. ALLISON: Thank you.

A PARTICIPANT: In the middle of the night.

THE CHAIRMAN: Not hearing any more comments from the floor I am going to adjourn the meeting.

(Hearing adjourned at 12:57 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
# Transcript of Boat Act Advisory Committee Public Hearing

**Taken October 6, 2011**

<table>
<thead>
<tr>
<th>A</th>
<th>activities 44:8</th>
<th>adjourned 158:14</th>
<th>adjourned 158:14</th>
<th>AI 1:16</th>
<th>April 124:3</th>
</tr>
</thead>
<tbody>
<tr>
<td>abide 127:18</td>
<td>74:12 80:8</td>
<td>80:2</td>
<td>158:14</td>
<td>16:2</td>
<td>approximate</td>
</tr>
<tr>
<td>able 4:11</td>
<td>11:2</td>
<td>11:2</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>abnormally 100:6</td>
<td>100:6</td>
<td>100:6</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>above-entitled 1:5</td>
<td>1:5</td>
<td>1:5</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>academy 98:3</td>
<td>98:3</td>
<td>98:3</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>acceptable 47:12</td>
<td>47:12</td>
<td>47:12</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>accepted 15:10</td>
<td>15:10</td>
<td>15:10</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>add 34:2,19</td>
<td>72:7 79:3</td>
<td>72:7</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>141:3</td>
<td>141:3</td>
<td>141:3</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>accidents 16:5</td>
<td>16:5</td>
<td>16:5</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>75:2,19</td>
<td>75:2,19</td>
<td>75:2,19</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>76:20</td>
<td>76:20</td>
<td>76:20</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>81:20</td>
<td>81:20</td>
<td>81:20</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>151:1,6,10</td>
<td>151:1,6,10</td>
<td>151:1,6,10</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>act 1:1</td>
<td>1:2</td>
<td>1:2</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>action 14:12</td>
<td>14:12</td>
<td>14:12</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>20:5</td>
<td>20:5</td>
<td>20:5</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>79:7</td>
<td>79:7</td>
<td>79:7</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>113:6</td>
<td>113:6</td>
<td>113:6</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
<tr>
<td>actions 27:5</td>
<td>27:5</td>
<td>27:5</td>
<td>158:14</td>
<td>16:2</td>
<td>35:20</td>
</tr>
</tbody>
</table>
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Page 161

Corbin and Hook Reporting
410-268-6006      1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006   1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006    1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

410-268-6006      1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing  
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006    1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006   1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

<table>
<thead>
<tr>
<th>Term</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>fish</td>
<td>2:9, 3:19</td>
</tr>
<tr>
<td>fishermen</td>
<td>2:1</td>
</tr>
<tr>
<td>five</td>
<td>18:20, 22:17, 43:15</td>
</tr>
<tr>
<td>flare</td>
<td>93:15</td>
</tr>
<tr>
<td>float</td>
<td>106:19, 6:14</td>
</tr>
<tr>
<td>floating</td>
<td>100:18, 101:2</td>
</tr>
<tr>
<td>flood</td>
<td>106:12</td>
</tr>
<tr>
<td>floor</td>
<td>72:4, 158:12</td>
</tr>
<tr>
<td>flying</td>
<td>10:18, 131:4, 114:11</td>
</tr>
<tr>
<td>foolish</td>
<td>60:3</td>
</tr>
<tr>
<td>foot</td>
<td>95:13, 42:13</td>
</tr>
<tr>
<td>football</td>
<td>42:11, 42:13</td>
</tr>
<tr>
<td>Force</td>
<td>137:4</td>
</tr>
<tr>
<td>forced</td>
<td>108:21</td>
</tr>
<tr>
<td>forcing</td>
<td>33:16, 150:3</td>
</tr>
<tr>
<td>Forest</td>
<td>98:8</td>
</tr>
<tr>
<td>forever</td>
<td>33:9, 144:15</td>
</tr>
<tr>
<td>form</td>
<td>112:2</td>
</tr>
<tr>
<td>format</td>
<td>73:8</td>
</tr>
<tr>
<td>forming</td>
<td>43:10, 123:2</td>
</tr>
<tr>
<td>Fort</td>
<td>70:9</td>
</tr>
<tr>
<td>forth</td>
<td>51:11</td>
</tr>
<tr>
<td>fortunately</td>
<td>69:18</td>
</tr>
<tr>
<td>forward</td>
<td>72:14</td>
</tr>
<tr>
<td>four</td>
<td>6:12</td>
</tr>
<tr>
<td>fueling</td>
<td>49:13, 157:10</td>
</tr>
<tr>
<td>for</td>
<td>105:2, 145:20</td>
</tr>
<tr>
<td>fun</td>
<td>70:16, 21:14</td>
</tr>
<tr>
<td>funding</td>
<td>21:14</td>
</tr>
<tr>
<td>further</td>
<td>14:14, 72:5</td>
</tr>
<tr>
<td>funl</td>
<td>70:16, 21:14</td>
</tr>
<tr>
<td>full</td>
<td>63:11</td>
</tr>
<tr>
<td>Gary</td>
<td>6:5, 125:5, 64:15, 69:4, 98:16</td>
</tr>
<tr>
<td>Gene</td>
<td>101:13</td>
</tr>
<tr>
<td>glad</td>
<td>85:21</td>
</tr>
<tr>
<td>Glenn</td>
<td>23:5, 29:17</td>
</tr>
<tr>
<td>go</td>
<td>2:15, 6:1, 8:5, 12:7, 19:4</td>
</tr>
<tr>
<td>gas</td>
<td>64:15, 69:4, 98:16</td>
</tr>
<tr>
<td>gasolene</td>
<td>79:4</td>
</tr>
<tr>
<td>gassing</td>
<td>102:1</td>
</tr>
<tr>
<td>Gaudent</td>
<td>1:19, 3:10</td>
</tr>
<tr>
<td>generally</td>
<td>98:16</td>
</tr>
<tr>
<td>generated</td>
<td>111:8</td>
</tr>
<tr>
<td>generation</td>
<td>97:9</td>
</tr>
<tr>
<td>Geologic</td>
<td>32:14</td>
</tr>
<tr>
<td>getting</td>
<td>8:1</td>
</tr>
<tr>
<td>goes</td>
<td>7:20</td>
</tr>
<tr>
<td>Gill</td>
<td>156:6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Term</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>filled</td>
<td>72:15, 73:15, 88:6, 90:3</td>
</tr>
<tr>
<td>filling</td>
<td>75:7, 11</td>
</tr>
<tr>
<td>field</td>
<td>42:11, 13</td>
</tr>
<tr>
<td>filament</td>
<td>112:1</td>
</tr>
<tr>
<td>fill</td>
<td>112:1</td>
</tr>
<tr>
<td>finally</td>
<td>150:3</td>
</tr>
<tr>
<td>find</td>
<td>15:6</td>
</tr>
<tr>
<td>fellow</td>
<td>123:21</td>
</tr>
<tr>
<td>Ferman</td>
<td>1:15</td>
</tr>
<tr>
<td>filed</td>
<td>157:10</td>
</tr>
<tr>
<td>filers</td>
<td>112:9</td>
</tr>
<tr>
<td>fill</td>
<td>112:1</td>
</tr>
<tr>
<td>filling</td>
<td>75:7, 11</td>
</tr>
<tr>
<td>final</td>
<td>72:15</td>
</tr>
<tr>
<td>finish</td>
<td>2:19, 83:8, 9, 83:16</td>
</tr>
<tr>
<td>finishes</td>
<td>83:14</td>
</tr>
<tr>
<td>fins</td>
<td>144:15</td>
</tr>
<tr>
<td>fireworks</td>
<td>38:10</td>
</tr>
<tr>
<td>fish</td>
<td>7:14, 12:3, 14:2, 18:18, 79:2, 84:19, 128:20</td>
</tr>
<tr>
<td>Fishbein</td>
<td>52:11, 13, 53:6, 7, 71:4</td>
</tr>
</tbody>
</table>

---

Corbin and Hook Reporting
410-268-6006  1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006  1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

<table>
<thead>
<tr>
<th>107:12</th>
<th>121:8,12</th>
</tr>
</thead>
<tbody>
<tr>
<td>123:2</td>
<td>124:10</td>
</tr>
<tr>
<td>127:17</td>
<td>127:20</td>
</tr>
<tr>
<td>home</td>
<td>Homeland</td>
</tr>
<tr>
<td>77:20</td>
<td>148:2</td>
</tr>
<tr>
<td>143:18</td>
<td>homeowners</td>
</tr>
<tr>
<td>116:16</td>
<td>114:0</td>
</tr>
<tr>
<td>155:16</td>
<td>homes</td>
</tr>
<tr>
<td>154:8</td>
<td>69:20</td>
</tr>
<tr>
<td>honest</td>
<td>honestly</td>
</tr>
<tr>
<td>129:11</td>
<td></td>
</tr>
<tr>
<td>hooks</td>
<td>57:1</td>
</tr>
<tr>
<td>hope</td>
<td>3:8</td>
</tr>
<tr>
<td>33:19</td>
<td>45:2</td>
</tr>
<tr>
<td>54:11</td>
<td>55:2</td>
</tr>
<tr>
<td>62:19</td>
<td>62:19</td>
</tr>
<tr>
<td>63:15</td>
<td>99:8</td>
</tr>
<tr>
<td>hopefully</td>
<td>145:7</td>
</tr>
<tr>
<td>Hopkins</td>
<td>146:12,13</td>
</tr>
<tr>
<td>horsepower</td>
<td>154:20</td>
</tr>
<tr>
<td>155:1</td>
<td></td>
</tr>
<tr>
<td>hot</td>
<td>105:7</td>
</tr>
<tr>
<td>105:7</td>
<td>hour</td>
</tr>
<tr>
<td>30:10</td>
<td>38:12</td>
</tr>
<tr>
<td>46:9</td>
<td>68:12</td>
</tr>
<tr>
<td>103:18</td>
<td>104:4</td>
</tr>
<tr>
<td>106:7</td>
<td>147:14</td>
</tr>
<tr>
<td>hours</td>
<td>6:8</td>
</tr>
<tr>
<td>24:9</td>
<td>26:17</td>
</tr>
<tr>
<td>84:16</td>
<td>84:17</td>
</tr>
<tr>
<td>126:5</td>
<td>130:12</td>
</tr>
<tr>
<td>house</td>
<td>50:7</td>
</tr>
<tr>
<td>55:1</td>
<td>57:8</td>
</tr>
<tr>
<td>83:19</td>
<td>84:1</td>
</tr>
<tr>
<td>houses</td>
<td>55:2</td>
</tr>
<tr>
<td>59:18</td>
<td>How're</td>
</tr>
<tr>
<td>15:15</td>
<td></td>
</tr>
<tr>
<td>huge</td>
<td>32:2</td>
</tr>
<tr>
<td>45:4</td>
<td>64:3</td>
</tr>
<tr>
<td>47:12</td>
<td>87:13</td>
</tr>
<tr>
<td>100:15</td>
<td>153:6</td>
</tr>
<tr>
<td>hugely</td>
<td>131:11</td>
</tr>
<tr>
<td>Hughton</td>
<td>81:7</td>
</tr>
<tr>
<td>81:11</td>
<td>11</td>
</tr>
<tr>
<td>hull</td>
<td>15:6</td>
</tr>
<tr>
<td>hulls</td>
<td>14:12</td>
</tr>
<tr>
<td>hundred</td>
<td>56:8</td>
</tr>
<tr>
<td>69:9</td>
<td>78:16</td>
</tr>
<tr>
<td>90:15</td>
<td>16</td>
</tr>
<tr>
<td>116:4</td>
<td>12,15</td>
</tr>
<tr>
<td>117:2</td>
<td>12</td>
</tr>
<tr>
<td>138:13</td>
<td>14</td>
</tr>
<tr>
<td>157:4</td>
<td>6</td>
</tr>
<tr>
<td>Hunt</td>
<td>123:17</td>
</tr>
<tr>
<td>123:18</td>
<td>124:19</td>
</tr>
<tr>
<td>hurricane</td>
<td>57:21</td>
</tr>
<tr>
<td>57:21</td>
<td>106:12,18</td>
</tr>
<tr>
<td>hurt</td>
<td>8:1</td>
</tr>
<tr>
<td>33:19</td>
<td>154:12</td>
</tr>
<tr>
<td>hydrographic</td>
<td>3:12</td>
</tr>
<tr>
<td>120:8</td>
<td></td>
</tr>
<tr>
<td>H-A-L-P-E...</td>
<td>112:3</td>
</tr>
</tbody>
</table>

---

I

ideal 23:4
112:19

ideas 135:7
identify 30:12
34:4 53:5
idiot 136:9
138:2
idle 24:6
idling 28:8
ignoring 92:17
immediate 116:1
immediately 31:3
impact 19:16
85:11 87:12

---

indications 151:12
influence 151:13
information 2:15 55:18
73:11 93:6
120:3
informative 3:8
inherently 146:15
initiated 25:13
initiative 6:9

---

Jack 82:9
Jeanette 32:21
Jeanine 3:11
Jeff 99:5
101:7 112:3
117:11
Jeffrey 32:14
Jenkins 79:21
80:2
Jet 4:4 18:5
23:10 26:11
27:19,19
29:21 33:1
36:21 37:9
37:16 44:6
64:6 66:3,4
78:9,13,14
79:16 81:19
84:4 87:9,11
88:16
123:11
Jim 62:11,13
141:5
Jimmy 110:5
125:11
job 26:18
142:11
John 1:9,15
2:7,21 21:20
23:4 29:17
101:3 144:9
joint 112:8
Jones 1:15
19:9
July 25:15
137:19
jump 30:1
jumping 37:7
37:11
June 25:15
justified 133:1
juts 60:13

---

K

Kaufmann 57:14
57:15 70:6,7

Corbin and Hook Reporting
410-268-6006  1-866-337-6778
| Page 171 |

**Transcript of Boat Act Advisory Committee Public Hearing**  
**Taken October 6, 2011**

| live 8:9 32:21 | location 25:17 | magnet 87:6 |
| 34:7 35:5 | 116:2 | main 13:5,10 |
| 40:19 42:18 | locations 3:15 | 54:3 63:4 |
| 43:5,16,19 | lock 43:14 | 130:14 |
| 43:19 56:9 | log 41:1 | 135:17 |
| 59:17 60:7 | logged 124:4 | 136:5 |
| 60:18,19 | longer 43:15 | maintain 134:10 |
| 64:17,17,20 | 122:17,20 | major 86:13 |
| 67:5 77:8 | 123:1 | 89:3 |
| 78:10 80:3 | longest 66:18 | majority 15:10 |
| 83:17,18 | 145:13 | 116:16 |
| 103:1,7 | look 9:10 24:3 | making 3:15 |
| 108:5 112:3 | 27:21 37:6 | 38:11 143:4 |
| 115:3,16 | 37:20 46:16 | 144:6 |
| 117:15 | 88:7,12 91:1 | 154:16 |
| 125:6 | 97:1 110:17 | Mallows 12:7 |
| 128:18 | looked 38:14 | man 82:4 |
| 130:10 | 113:3 | manager 52:18 |
| 131:12 | looking 17:8 | mandated 82:15 |
| 132:10 | 27:4 63:13 | Markert 93:4 |
| 133:7 135:6 | 75:15 118:7 | mansions 96:8 |
| 135:14 | 153:18 | 100:21 |
| 138:7,8 | 154:8,10 | 103:13 |
| 140:1 142:7 | lose 139:3 | 115:4,7 |
| 144:19 | lost 93:15 99:8 | 118:5 |
| 146:19 | 139:14,20 | Markert 93:4 |
| 147:8,8,19 | lot 6:10 7:16 | mansions 96:8 |
| 148:1 | 12:3 13:12 | 104:13 |
| 151:15 | 18:17,19 | map 77:8 |
| lived 35:10 | 19:3 27:2 | Maple 75:7,11 |
| 97:21 | 34:15 36:8 | 86:7 |
| 102:15 | 45:4 54:7,8 | Marcene 8:6,8 |
| 104:19 | 55:4 58:2 | marina 49:14 |
| 112:7,10 | 59:17 65:2,3 | 50:11 64:21 |
| 126:21 | 65:4,8,8,14 | 65:6 69:21 |
| 127:3,5 | 67:15 70:15 | 70:2 74:20 |
| 142:8,9 | 70:16 78:1 | 101:17 |
| Liverpool | 88:15,15 | 102:18 |
| 17:4 | 94:18,19,20 | 109:15 |
| lives 67:7 | 94:21 95:1 | 116:17 |
| live-aboards 63:9 | 96:14 | 128:18 |
| Living 146:15 | 100:13 | marinas 51:7 |
| local 45:18 | 101:11 | 53:20 59:2 |
| 53:17 54:5,6 | 102:2 | 103:9 |
| locals 91:14 | 104:15 | 115:19 |
| located 13:11 | 113:20 | marine 14:8 |
| 40:15 | 114:1 119:1 | 62:5,11 64:7 |
| 41:9 | 119:2 | 64:11,18 |
| 42:18 | 128:19 | 66:13 68:3,6 |
| 47:1 | 129:18 | 68:10,13,20 |
| 48:16 | 130:18 | 69:2,13 70:4 |
| 48:16 | 130:18 | 71:2,17 |
| 49:8 98:8 | 131:3 | 72:17 73:1 |
| 98:10 | 132:12 | 73:10 75:3,9 |
| 98:15 | 134:14 | 75:20 76:18 |
| 102:18 | 134:7 | 77:4 79:21 |
| 104:9 | 137:2 | 81:4,9 82:2 |
| 105:15 | 139:20 | 82:5,7 83:9 |
| 106:17 | 140:21 | 89:6,9 90:13 |
| lying 99:6 | 115:1 116:4 | 90:17 91:2,5 |
| 107:21 | 116:6 | 93:2 95:10 |
| located 13:11 | 119:10,19 | 102:6,8 |
| 56:2,5 57:12 | 120:1 | 107:5,17 |
| 58:11,17 | 144:19 | 110:8,16 |
| 59:7 60:6 | marked 114:19 | 111:4,16,21 |
| 62:5,11 64:7 | marker 91:19 | 115:10 |
| 64:11,18 | 99:10 96:5 | 117:5,9 |
| 66:13 68:3,6 | 99:11,20,21 | 119:16 |
| 68:10,13,20 | 103:17 | 120:12,15 |
| 69:2,13 70:4 | 104:3 105:5 | 121:2 |
| 71:2,17 | 114:21 | 123:14 |
| 73:10 75:3,9 | 116:6 | 125:9 |
| 75:20 76:18 | 118:14 | 126:15 |
| 76:19 | 119:10,19 | 130:2,7 |
| 77:4 79:21 | 120:1 | 131:17,20 |
| 81:4,9 82:2 | 144:19 | 133:3,21 |
| 82:5,7 83:9 | marked 101:18 | 134:18 |
| 89:6,9 90:13 | Marsh 1:13 | 135:2,4,9,12 |
| 90:17 91:2,5 | 5:20 6:20 | 136:13 |
| 93:2 95:10 | 8:3,15 9:6 | 138:4 |
| 96:18 97:13 | 10:2 11:15 | 140:16,21 |
| 102:6,8 | 12:2,4 15:12 | 141:18 |
| 107:5,17 | 16:6,16 | 142:2,5 |
| 110:8,16 | 17:11,13 | 145:4,9,11 |
| 111:4,16,21 | 18:1 20:9 | 145:20 |
| 115:10 | 21:18 23:14 | 146:10,21 |
| 117:5,9 | 27:10 32:12 | 147:6 |
| 119:16 | 32:17 33:21 | 148:15 |
| 120:12,15 | 34:4 35:2 | 148:15 |
| open 11:3 | 17:8 43:17 | 64:4 70:20 | 96:5 106:5 |
| opened 38:7 | opening 55:1 | 63:1 |
| opens 63:12 | operate 28:2 | operates 143:2 |
| operating 111:13 | 144:4 | 151:12 |
| operation 24:21 | 25:14 | 151:11 |
| opportunities 3:13 |
| operators 92:16 |
| opinion 19:20 | 20:4 | 104:10 | 123:20,20 |
| 124:15 |
| opportunity 3:20 | 19:6 | 40:5 | 120:21 |
| 132:2,7 | 157:20 |
| oppose 94:18 |
| opposed 16:8 | 66:5 | 106:1 | 107:3 |
| 108:10 | 112:16 | 116:3,21 | 127:20 |
| 128:3 135:9 | 137:21 |
| 141:6 | 144:20 | 146:3,5,11 |
| opposite 17:4 |
| opposition 48:11 | 66:21 |
| package 22:9 | 31:7 | 110:16 |
| packet 32:15 | 36:12 | 40:20 | 42:7 |
| paddlers 15:2 | 18:6 | 85:6 |
| paddling 14:18 | 21:11 |
| page 109:13 |
| paper 24:20 | 107:9 |
| par 81:1 |
| Pardon 56:2 |
| parents 74:12 |
| park 70:10 |
| Parker 96:21 | 96:21 | 97:7 |
| 97:16 | 18:20 |
| 97:20 | 101:5 |
| 108:3 | 8 |
| 109:6 | 9,16 |
| 109:19 |
| 110:5 | 116:7 |
| 117:10 |
| 119:19 |
| 120:4 |
| parking 67:14 |
| parks 12:21 |
| Parlin 1:15 | 16:10,14 |
| 17:6 | 47:9 |
| part 22:8 | 29:20 | 46:17 |
| 77:8 | 86:13 |
| 87:21 | 88:1,2 |
| 95:3 | 99:11 |
| 105:9 |
| 111:17 |
| 114:4 | 138:8 |
| 147:9 |
| 151:16 |
| PARTICULARLY 30:21 |
| particularly 30:21 |
| partnership 13:19 |
| parts 46:14 |
| party 38:9 |
| 128:1,13 |
| Pasadena 54:2 |
| pass 13:14 |
| 19:7 | 22:7 |
| 30:14 | 78:6 |
| 110:17 |
| 138:12,16 |
| 147:21 |
| passed 28:16 |
| 31:3 | 36:13 |
| 42:7 |
| 47:18 | 61:3 |
| 64:9 | 12:20 |
| 67:7 | 68:21 |
| 69:5 | 8,12 |
| 72:18 | 73:6,9 |
| 83:6 | 12,15 |
| 90:14,21 |
| 107:21 |
| 110:9,13 |
| 121:16,19 |
| 122:6,9,13 |
| 134:20 |
| 135:15,11 |
| 135:13 |
| 138:7 | 140:6 |
| 140:14 | 19 |
| 141:2 | 142:4 |
| 145:10 |
| 151:18,20 |
| 152:5,10,20 |
| 154:1,9,14 |
| 155:2,4,6,9 |
| 155:13,14 |
| 155:15 |
| 156:8,10 |
| 157:13 |
| 153:6,9 |
| 115:17 |
| 59:7 |
| Fare 49:4 |
| pay 50:3 | 67:11 |
| 148:17 |
| paying 59:13 |
| peninsula 98:8 |
| 98:20 | 100:8 |
| 115:17 |
| people 3:21 |
| 6:6,10,15,18 |
| 7:1 | 8:5,12 |
| 10:13,18,20 |
| 12:14 | 14:1 |
| 15:11 | 16:18 |
| 22:15 | 23:12 |
| 29:10 | 30:7 |
| 30:17 | 35:17 |
| 35:20 | 36:7 |
| 39:17 | 18,20 |
| 42:19 | 43:5 |
| 43:16,18 |
| 44:1,6,10,19 |
| 45:2 | 47:20 |
| 48:4 | 49:13 |
| 49:14,17,20 |
| 50:5,9 | 54:5 |
| 54:6,10,13 |
| 55:10,17 |
| 56:12 | 58:2 |
| 59:2,13,17 |
| 63:8 | 69:15 |
| 70:2,17 |
| 73:15,16 |
| 74:5,16,18 |
| 78:15 | 87:12 |
| 92:4,18 |
| 93:12 | 98:20 |
| 99:13,19 |
| 104:11 |
| 105:4 | 107:1 |
| 108:5 | 111:6 |
| 112:14 |
| 116:1,20 |
| 117:16 |
| 125:1,16 |
| 126:1,4,7,16 |
| 127:18 |
| 128:1,9,16 |
| 129:3 | 131:4 |
| 132:15 |
| 133:10 |
| 138:1 |
| 139:11 |
| 140:8 |
| 142:21 |
| 143:17 |
| 144:6 |
| 145:15 |
| 147:17,20 |
| 153:19 |
| 155:10,16 |
| 156:11 |
| people's 154:7 |
| percent 15:4 |
| 18:20 | 24:11 |
| perfect 134:4 |
| Perflug 135:5 |
| period 114:16 |
| 152:13 |
| person 3:6 |
| 4:16 | 25:10 |
| 46:1 | 54:13 |
| 79:19,20 |
| 124:6 |
| 125:10 |
| 139:8 |

Corbin and Hook Reporting

410-268-6006 1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006 1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

410-268-6006      1-866-337-6778

Corbin and Hook Reporting
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006      1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006  1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006      1-866-337-6778
**Transcript of Boat Act Advisory Committee Public Hearing**  
**Taken October 6, 2011**

| Page 180 | 410-268-6006      | 1-866-337-6778 |  

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
</table>

### Transcript of Boat Act Advisory Committee Public Hearing

**Taken October 6, 2011**

| 67:2 | 78:19 |
| 87:10,12 |  |
| 90:15 | 98:5 |
| 101:6 | 122:3 |
| 126:11 |  |
| 134:7 | 142:6 |
| 144:1 |  |
| 157:10 |  |

### Transcripts of Hearing

#### Tom 12:20

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>164:5</td>
<td>15:16</td>
</tr>
<tr>
<td>169:7</td>
<td></td>
</tr>
</tbody>
</table>

#### Topjian

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>195:12</td>
<td></td>
</tr>
<tr>
<td>200:4</td>
<td></td>
</tr>
</tbody>
</table>

#### Town 41:18

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>220:10</td>
<td></td>
</tr>
</tbody>
</table>

#### Town 41:18

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>220:10</td>
<td></td>
</tr>
</tbody>
</table>

### Transcript

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>225:10</td>
<td></td>
</tr>
</tbody>
</table>

### Undercut

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>230:10</td>
<td></td>
</tr>
</tbody>
</table>

### Undercutting

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>235:10</td>
<td></td>
</tr>
</tbody>
</table>

### Understand

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>240:10</td>
<td></td>
</tr>
</tbody>
</table>

### Understood

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>245:10</td>
<td></td>
</tr>
</tbody>
</table>

### Unfortunately

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>250:10</td>
<td></td>
</tr>
</tbody>
</table>

### Unhappy

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>255:10</td>
<td></td>
</tr>
</tbody>
</table>

### Universally

<table>
<thead>
<tr>
<th>Time</th>
<th>Page 182</th>
</tr>
</thead>
<tbody>
<tr>
<td>260:10</td>
<td></td>
</tr>
</tbody>
</table>

---

**Corbin and Hook Reporting**

| 410-268-6006 | 1-866-337-6778 |
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

112:11
unlimited
154:19,20

W
wait 42:12
53:3 62:19
75:21 82:4
107:15
147:2

V
value 137:8,10
144:20
values 129:12
137:1

V
vegetative
114:2,4

view 33:10
violates 138:13
violations 24:18 25:1
virtually 98:7
visibility 123:10
131:10
visible 131:8
visiting 79:4
visitor 21:14
Vista 43:17
voices 67:17
volunteer 82:17
vote 72:11,12
72:13,15
81:16
voted 52:7

V
virtually
127:20
146:5
Venice 77:7
82:9,11 90:5
verify 98:3
verify 24:5
version 97:11
vertical 28:15
vessel 23:3,7
57:16 59:10
75:17 93:14
vessels 23:11
49:15 50:11
51:7 92:14
92:15,20
123:9 124:6
124:7
Vice 1:13
vicinity 116:1
video 140:14
140:18,19
141:1 142:1
147:10
148:3 150:5
view 33:10
violates 138:13
violations 24:18 25:1
virtually 98:7
visibility 123:10
131:10
visible 131:8
visiting 79:4
visitor 21:14
Vista 43:17
voices 67:17
volunteer 82:17
vote 72:11,12
72:13,15
81:16
voted 52:7

V
virtually
127:20
146:5
Venice 77:7
82:9,11 90:5
verify 98:3
verify 24:5
version 97:11
vertical 28:15
vessel 23:3,7
57:16 59:10
75:17 93:14
vessels 23:11
49:15 50:11
51:7 92:14
92:15,20
123:9 124:6
124:7
Vice 1:13
vicinity 116:1
video 140:14
140:18,19
141:1 142:1
147:10
148:3 150:5
view 33:10
violates 138:13
violations 24:18 25:1
virtually 98:7
visibility 123:10
131:10
visible 131:8
visiting 79:4
visitor 21:14
Vista 43:17
voices 67:17
volunteer 82:17
vote 72:11,12
72:13,15
81:16
voted 52:7

W
wait 42:12
53:3 62:19
75:21 82:4
107:15
147:2
waiting 36:19
69:19
106:18
wake 11:7
13:2 14:14
15:1 20:1
20:12,21
28:19 30:1
31:9 38:21
49:13 55:13
55:14 56:21
59:14,21
61:1 65:19
68:19 69:17
84:7 85:6
91:19 92:16
93:19 94:2,3
94:4,5,10,12
95:7 97:21
100:9 101:9
101:13,15
103:13
112:21
123:13
129:2,19
135:17
141:15
143:17
155:2
wakeboard 111:12
143:2,2,14
144:15
148:6
wakeboarder 148:5
wakeboarders 109:2
125:20
138:21
139:16,17
155:17
wakeboard... 92:10
144:14
waked 95:1
wakes 18:21
37:7,11 39:3
45:4 49:15
51:6,10
54:15 57:2,4
58:5,8 77:13
77:15 100:3
119:6 123:5
124:7
135:20
143:19
walk 88:11,16
114:6
148:12,14
Walker 133:7
133:7,13,17
134:1
Wall 49:6
71:14
walls 101:2
want 3:9,6:2
7:1,3 8:6
12:7 13:8,13
14:16 17:15
20:18 21:20
28:20 30:16
30:21 32:3
33:3,5,34:17
39:11,21
40:4,9,16
41:15 43:7
44:1,10,11
44:12,18
45:11 46:11
47:19 52:14
57:18 58:19
59:1,3 60:1
64:13 65:20
66:2 67:18
67:20 70:21
71:9,12,15
72:7 81:5
87:20 99:19
104:15
107:1
111:20
116:11
118:15
120:20
126:19
130:6
131:21
132:1,1
136:14
137:20
138:9
139:12,19
140:10,21
142:5
143:19
147:1,14,21
148:3
149:15,16
153:7
wanted 20:20
40:19 58:9
70:6,7 71:4
76:7 79:19
84:13
102:14
106:10
119:20
133:15
140:5
141:17
144:10
145:16
148:11
157:14
wanting 21:2
43:6 48:11
wants 66:8
91:6 145:7
warm 79:18
warrants 24:19
warrants 68:12
wash 39:20
57:4 77:15
Washington 5:13
wasn’t 69:18
69:19 99:8
110:16
watch 60:9
148:8
watched
112:11
113:1 115:5
watching
65:12
112:16
water 3:14
6:11,11,16
6:19 7:15
8:9 17:8
26:5 28:13
31:8 33:10
34:21,21
35:11 39:1
44:19 50:12
63:20,20
64:3 70:21
74:11 75:1
79:6 80:6,13
80:17 88:13
90:6 92:9,12
99:1,21
100:2 102:3
102:20
116:9 123:4
127:6,9
129:14
135:19
137:8 139:8
143:3 146:6
148:10
149:1 150:1
150:5
watercraft
70:11 71:1
75:1 92:20
waterfront 4:9
34:8 66:19

Corbin and Hook Reporting
410-268-6006  1-866-337-6778
Transcript of Boat Act Advisory Committee Public Hearing
Taken October 6, 2011

Corbin and Hook Reporting
410-268-6006 1-866-337-6778
### Transcript of Boat Act Advisory Committee Public Hearing

**Taken October 6, 2011**

<table>
<thead>
<tr>
<th>Page 185</th>
</tr>
</thead>
</table>

| 9:12,15 | 130:12 |
| 13:20 | 25:21 |
| written | written |
| 22:14 | 20:15 |
| wrong | wrote |
| 112:9 | 12:5 |

**X**

Xeroxed 97:9

**Y**

yacht 49:9,12

| 149:11 | 133:7 |
| 137:11 | 126:19 |
| years | yards |
| 5:15 | 4:4 |
| 10:9,11 | 42:9,10 |
| 25:4,10,19 | 67:2 |
| 26:18,19,20 | 25:10 |
| 26:21 35:7 | 138:9 |
| 35:11,17 | 151:10,10 |
| 39:14 43:15 | 150:13 |
| 52:4,6,8,16 | 157:19 |
| 53:1,2,17 | 163:19 |
| 55:8 59:11 | 170:15 |
| 65:17 66:18 | 178:7 |
| 80:5,16,19 | 180:7 |
| 82:11,17 | 189:17 |
| 84:15 85:10 | 19-foot |
| 93:10 98:1 | 65:16 |
| 99:11,15,17 | 19-foot |
| 102:15,16 | 65:16 |
| 102:19 | 19-foot |
| 104:19 | 65:16 |
| 109:2 112:8 | 19-foot |
| 113:4,5 | 65:16 |
| 120:5 127:6 | 19-foot |
| 130:11,19 | 65:16 |
| 131:1 | 65:16 |
| 136:19 | 65:16 |
| 137:19 | 65:16 |
| 138:17,17 | 65:16 |
| 138:17,18 | 65:16 |
| 139:4,7,17 | 65:16 |
| 142:9 158:4 | 65:16 |
| yell 126:19 | 65:16 |
| yelled 149:5 | 65:16 |
| yelling 149:1 | 65:16 |
| 150:2 | 65:16 |
| yellow 5:3 | 65:16 |
| 38:13 | 65:16 |
| yellowish | 65:16 |
| 37:21 | 65:16 |
| young 25:10 | 65:16 |
| 147:3 | 65:16 |
| younger 63:18 | 65:16 |

| zero | 49:21,21 |
| zone | 6:9 13:2 |
| 14:14 15:1,5 | 20:1 23:5 |
| 27:4 60:5 | 67:21 91:20 |
| 93:19,21,21 | 94:10,12,13 |
| 94:16 95:6,7 | 97:21 101:9 |
| 101:13,15 | 102:13 |
| 103:13 | 105:15 |
| 131:3 | 143:19,21 |
| zones 59:14 | zoom 80:11 |

| $ | 75 144:21 |
| $75 | 144:21 |

| 1 | 1157:21 |
| 10 | 18:13 24:19 |
| 10 | 26:15 74:7 |
| 92:5 95:12 | 99:11 112:8 |
| 129:17 | 131:13 |
| 136:1 139:4 | 143:19,21 |

| 10-year | 114:16 |
| 10:00 | 1:7 |
| 11 | 139:4 |
| 12 | 101:19 |
| 12:57 | 158:14 |
| 13 | 14:9 24:18 |
| 24:19 | 144:20 |
| 14:26 | 18:19,20 |
| 74:5 | 122:5 |
| 122:11 |
| 15 | 25:10 53:18 |
| 54:20 65:5 | 95:12 99:11 |
| 122:3 |

| 129:17 | 138:18 |
| 139:17 | 142:9 |
| 15th | 124:3 |
| 150 | 69:9 |
| 130:12 |
| 1500 | 65:7 |
| 16:25 | 10 92:5 |
| 17:25 | 14:9 |
| 80:5,10 | 83:3 |
| 170 | 156:19 |
| 175 | 9:15 |
| 18th | 124:3 |
| 180 | 148:7 |
| 19 | 82:17 |
| 2 | 19-foot |
| 65:15 |
| 1967 | 35:8 |
| 1977 | 146:5 |
| 1994 | 25:3 |

| 3 | 30 | 26:20 |
| 59:2 | 131:1 |
| 138:17 |
| 139:1 |

| 30-footers | 83:4 |
| 30-plus | 130:19 |
| 300 | 42:8,10,12 |
| 69:10 |
| 32 | 98:1 99:15 |
| 3468 | 115:16 |
| 35 | 46:8,13,21 |
| 154:19 |
| 35-foot | 135:18 |
| 35/20 | 121:6,9 |
| 37 | 49:17 55:10 |

| 4 | 14 | 17:10 |
| 40 | 18:14 98:17 |
| 115:21 |
| 40-foot | 102:2 |
| 104:14 |
| 42 | 22:15 |
| 42-foot | 100:12 |
| 45 | 55:10 |
| 115:21 |
| 133:10 |
| 45-foot | 29:6 |
| 48 | 6:6,8 |