

Transcript of  
**Maryland Boat Act Advisory Committee**

Date: Thursday, April 21, 2016

---

Phone: 1-866-337-6778  
Fax: 410-268-7006  
info@corbinreporting.com  
www.corbinreporting.com



**CORBIN**  
REPORTING & VIDEO

*- Specializing in Interactive Realtime & Rough ASCII Transcripts -*

1 MEETING OF THE  
2 MARYLAND BOAT ACT ADVISORY COMMITTEE

3 \* \* \* \* \*

4  
5 The above-entitled matter came on for  
6 hearing on Thursday, April 21st, 2016, commencing  
7 at 10:00 a.m., at Selby Bay Yacht Club, 1116 Turkey  
8 Point Road, Edgewater, Maryland 21037, committee  
9 chairman, presiding.

10

11 COMMITTEE MEMBERS:

12	Frederick Levitan	Robert Lunsford
	Steve Kling	Amy Craig
13	Coles Marsh	Thornell Jones
	Jon Sheller	John Pepe
14	Russ Dwyer	Debbie Henninger
	Al Simon	Kathy Smith
15	Joe Hellner	Robert Nickel
	John Bush	Robin Allison
16	Christopher Parlin, Committee Chairman	
17	Mike Grant, State Liaison	
	Mark O'Malley, Director of Boating Services	

18

19 Reported by: Kelly A. Taylor

20

21

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

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

6 Alrighty, welcome everybody.

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

12 We'll start with proposed regulations  
13 from Mike Grant.

14 MR. GRANT: You may want to --

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

19 (Introductions.)

20 THE CHAIRMAN: All right. Thank you,  
21 everyone.

1 Mike, regulations status from 2015.

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

11 THE CHAIRMAN: All right. And 2016  
12 regulation requests.

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

19 All right. Our first request is  
20 Parkside Marina on Frog Mortar Creek and they want  
21 to limit the speed in the creek from April 1st to

1 October 31st to six knots. Boats harbored at the  
2 marina and the property are subject to excessive  
3 wakes weekly and across the creek MDE and Lockheed  
4 Martin are building a new water filtration with an  
5 outflow pipe to the creek, folks up here fear it  
6 will force more vessels close to their pier.

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

17 I contacted the owner of the marina on  
18 March 28th. This I started in 2015, March 20 of  
19 2016 he was unaware of the petition, but he thought  
20 it was a good idea. Same day, March 28th, I  
21 contacted MDE, the marina was approved between '92

1 and '94 and finished sometime around '99. The  
2 current person in charge of MDE there is no way  
3 that marina would exist today in its current  
4 location. Back in the day it was one-third across,  
5 no more than one-third across the width of the  
6 channel, now it's one quarter. This marina was  
7 actually built into the channel at the time and  
8 according to the owner that was done to avoid the  
9 expense of having to dredge so he just built out  
10 into it. So actually the inside slips are in the  
11 channel.

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

18 Lockheed Martin, they tested for higher  
19 than normal but not really harmful levels of  
20 chemicals across -- that's interesting. In the  
21 waters across from the marina they're installing a

1 cleanup site and as part of the water treatment  
2 system outflow pipes are going 70 feet into the  
3 creek across from the marina. They have installed  
4 four U.S. Coast Guard approved buoys around those  
5 pipes to identify the area. Originally they were  
6 going to be using, you know, reflective markers but  
7 the Coast Guard didn't like that, they wanted  
8 something soft. The marina owner is concerned that  
9 the waterskiers may be attracted to the buoys and  
10 run into the pipes. There's quite a distance from  
11 the edge of the channel to the buoys so it's 150  
12 feet, that would be one long tow rope. Lockheed  
13 Martin has been working with Parkside through the  
14 process, Marine Trades, Brian Schneider, Tradewinds  
15 Marina, they're opposed to any regulation change.  
16 Corporal Schulte reports that neither NRP nor  
17 Baltimore County Marine Unit have received any  
18 complaints from the area of Frog Mortar Creek, from  
19 that area. And NRP stats for the area 2000 through  
20 2015 and they report nothing for 2014 and '15, but  
21 there was no way to determine what if any of the

1 calls were a result of citizens calls and/or normal  
2 NRP patrols in the area. From 2000 to 2013 there  
3 were 12 reckless and dangerous operations and 17  
4 under the influence.

5 Edwards Boatyard, just up around the  
6 corner, they're ambivalent but they're going to  
7 share it with the family and see what they think.  
8 I have never heard back from the Chesapeake  
9 Yachting Center which is further up the creek.

10 Middle River, the run from the entrance  
11 to Middle River up to Parkside is point 1.5  
12 nautical miles -- three nautical miles. It's 1.5  
13 up the main part of Middle River, turning right up  
14 Frog Mortar to get up to Parkside. And those are  
15 the speeds, approximate speeds, for traversing at  
16 that speed, 15 minutes Saturday, Sunday and  
17 holidays, it takes about 15 minutes and down lower  
18 Middle River it's two and a half minutes. That's  
19 much faster. There is a closeup, the yellow line  
20 you see is an approximate area of the channel.  
21 Average depth is actually a little bit less than



1 this, probably six feet. Maryland Marina,  
2 Parkside, Tradewinds, Chesapeake Yachting Center  
3 and Edwards, which I mentioned earlier. There is a  
4 closeup. The red area is the area they would like  
5 for the regulation, about 15 hundred feet. And  
6 there is the width of the channel, the outflow  
7 pipes down here at the bottom, about 70 feet from  
8 shore, that's approximate. Here's the channel  
9 (indicating). You can see the docks themselves of  
10 235 feet offshore. These are floating piers by the  
11 way. Approximate time to travel that zone, about  
12 two and a half minutes.

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

1 is a larger version, but the bottom line -- nope.  
2 There it is. The squiggly lines are all numerical,  
3 it's all numerical data, that's depth as you  
4 traverse the area. The outside white lines are  
5 depth, the yellow dotted line is the edge of the  
6 channel at five feet. Purple is six feet. There  
7 is the channel, right there. There is a tide board  
8 in the marina a little further south and that's how  
9 we determine the mean low water and the depths  
10 there of course.

11 THE CHAIRMAN: Any questions? Joe.

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

18 MR. GRANT: This one?

19 MR. HELLNER: Yes.

20 MR. GRANT: Bowleys.

21 MS. HENNINGER: Long Beach -- I'm sorry.

1 That's Debbie.

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

5 MR. GRANT: Okay. Any other questions?

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

21 This is the area, this is the current

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

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

19           Again, here's current, here's proposed,  
20 and these are the two communities that are  
21 requesting a change.

1                   This is the site of the 1980 boat wake  
2 study which a lot of you that have been around for  
3 a while remember. This area currently is  
4 completely bulkhead. These are the speed zones for  
5 the river for comparison. They're hard to see from  
6 that angle that's why I sent -- you have them in  
7 front of you right now.

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

13                   This is a new one, 2014. Amy was kind  
14 enough to forward this to me. We were unaware of  
15 it. This was done by a larger group of folks, City  
16 of Norfolk Geological Survey, Jeff Halka who has  
17 worked with us before, Virginia Institute of Marine  
18 Sciences, United States Corp of Engineers, DNR,  
19 University of Maryland, yada, yada, yada, quite  
20 extensive, but bottom line the combined conclusions  
21 between 1980 and 2014 aren't that much different.

1 Shoreline erosion is caused by wind-driven waves,  
2 and to a smaller extent boat wakes. Main factors  
3 influencing shoreline erosion are wind velocity,  
4 duration and fetch that drive the wave energy  
5 climate.

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

11 In 1980, here we see Broad Creek, which  
12 I just mentioned, was the only area which showed  
13 erosion associated with boat wake, even though  
14 other sites studied showed higher amounts of boat  
15 traffic. The study suggests that this was a result  
16 of the soil conditions and boats traveling  
17 particularly close to the shoreline providing less  
18 time for the wave to dissipate. Back to the other  
19 study we did a few years ago -- it just went out of  
20 my head, boat wake study from the gentleman with  
21 the Naval Academy. Anybody remember that name?

1 Maynard (phonetic), the Maynard study. Also,  
2 during the summer months, during the study, 42 to  
3 55 percent of the total annual wind wave energy  
4 occurred during the boating season, and as I said  
5 this area is currently completely bulkheaded. Any  
6 questions?

7 MS. SMITH: Mike.

8 THE CHAIRMAN: Go ahead.

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

11 MR. GRANT: South.

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

14 MR. GRANT: Yes.

15 MS. SMITH: Okay.

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

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

21 MS. SMITH: But --

1 MS. CRAIG: Over by the flags.

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

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

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

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



1 MR. RICE: That was me by the way.

2 MR. GRANT: This is Eric.

3 MR. RICE: Rice.

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

7 MR. GRANT: Make sense?

8 MR. PEPE: Yeah.

9 MR. GRANT: Anybody else?  
10 Mattawoman Creek. Yes, Mr. Lunsford  
11 would like to suggest that a change might be made  
12 to the existing line in this creek, Mattawoman  
13 Creek, across from Quantico, Dale City, Woodbridge  
14 over in Indian Head. Naval support activity, South  
15 Potomac takes that whole peninsula up, you have the  
16 Sweden Point Marina and launch ramp here, Slavins  
17 boatyard up there for --

18 MR. LUNSFORD: Indian Head.

19 MR. GRANT: -- Indian Head. Currently  
20 the six knot is this yellow line here, it's being  
21 recommended to just swing it up to this point here.

1 This is the single house with a single pier, if  
2 this line was established it would have no effect,  
3 the person is still in the six knot zone. These  
4 folks I tried to contact, no response. It's about  
5 half a mile here. If you go further up the  
6 creek -- evidently there was some connection  
7 between this here, and these are all semi-submerged  
8 pilings. If you get into the older maps, you can  
9 see these things sticking up.

10 MR. LUNSFORD: They're still sticking  
11 up.

12 MR. GRANT: They're still sticking up.  
13 That's that.

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

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

20 MR. GRANT: That's -- possibly it could  
21 be done through an administrative action just

1 moving the line, doing an emergency without a whole  
2 summer study. It's one of those simple ones, you  
3 swing it up there and it's a done deal.

4 MR. KLING: There are fish up there.

5 MR. GRANT: Pardon me?

6 MR. KLING: There are fish up there.

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

9 MR. KLING: Some people need a study.

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

13 South River Bridge.

14 MR. HELLNER: Question, Mike.

15 MR. GRANT: Yes, sir.

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

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

20 MR. GRANT: Microphone.

21 MR. LUNSFORD: Mike, like I need a mic.

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

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

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

18 Mike, if you back up one more chart, I'm  
19 sorry, go forward one more, one more. If you look  
20 at that you can see you can't get close to the  
21 shoreline on the Navy side there because of that

1 spattered dock patch it's only about a foot of  
2 water at high tide. Nobody is real sure that I can  
3 find of why that speed limit was ever put in along  
4 that entire shoreline for the entire length that it  
5 was and it goes all of the way to the head of the  
6 creek.

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

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

16 MR. GRANT: Okay, Joe?

17 MR. HELLNER: Yes. Thank you.

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

20 MR. SHELLER: I'm not sure that I got,  
21 I'm not -- I'm not sure that I heard an answer to

1 the question, why is there a request in?

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

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

12 MR. LUNSFORD: Correct.

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

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

17 MR. SHELLER: Okay, gotcha.

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

20 MR. GRANT: I suspect that the only  
21 comments which I have been trying to get out of

1 these folks because it's their, all their land up  
2 in here, and like I said this only one pier and  
3 this landowner here which I will try my best to  
4 contact, he's still in the zone, shouldn't affect  
5 him or her at all.

6 Anybody else?

7 This came in as a result of a call from  
8 a citizen who suggested that the line that the  
9 buoys had been on, this dotted line, was not the  
10 actual speed zone and he was right, it isn't. This  
11 is the actual speed line right here. This is the  
12 Yellow Fin, and Chestnut Hill, Edgewater Beach,  
13 Route 2 Bridge, Liberty Marina. These were  
14 evidently look out there is a speed zone coming  
15 buoys or something to that effect. So the line was  
16 repositioned and within 15 seconds I got a call  
17 from somebody here, gentleman right smack dab in  
18 the middle. If you can tell that's the only sandy  
19 area along here except for the community beach down  
20 here. His concern is that boats coming around 17  
21 and heading down the river will hug this shore,

1 because it's the longest stretch of 35, or coming  
2 in will pickup right here, the shortest side, and  
3 he's suffering from extensive, and the two  
4 neighbors are suffering from extensive beach  
5 erosion because of that. But also what enters into  
6 the picture is this is entirely bulkheaded. In  
7 fact, this bulkhead kind of slides at this angle  
8 and this one over here. Unfortunately that area is  
9 suffering from a lot of boat wake focus or wave  
10 focus, whether it's boat wake or wind and he's  
11 catching the brunt of it, so he's asking for some  
12 relief.

13 This is a suggested possibility which  
14 has been confirmed by hydro as doable. The blue  
15 area is six knots, the normal line is right here.  
16 The idea is to extend the 35 down the middle,  
17 funneling is a bad terminology, but keeping the  
18 vessels in the middle and keeping six knots on  
19 either side. This is just a draft, just a thought,  
20 just a what do you think, it is possible and will  
21 that work. And again, this may be another



1 executive change, administrative change, rather  
2 than going through the whole summer study. We're  
3 giving relief to the shoreline and not affecting  
4 the vessels at all.

5 Any questions?

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

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

14 MR. LUNSFORD: Warehouse Creek.

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

19 Okay. Any other questions?

20 MR. LUNSFORD: I'll not use the mic, but  
21 have you had any supporting requests other than the

1 two property owners you mentioned?

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

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

16 THE CHAIRMAN: Steve.

17 MR. KLING: Operator error. Sorry,  
18 guys. This is not what we ought to be doing, we  
19 should not be discussing the substance of these  
20 things now, that's for the fall. I mean people  
21 don't know, there are going to be buoys out there,

1 we don't have any information. I mean that's my  
2 opinion, but this is not what this session is  
3 historically for and I think we're getting ahead of  
4 ourselves.

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

13 MS. WILLIAMS: I don't have a  
14 microphone. The speed limit --

15 MR. GRANT: Microphone.

16 MS. WILLIAMS: I'm walking. Thank you.

17 (Discussion held off the record.)

18 MS. WILLIAMS: Okay, so at the corner,  
19 we had a request for speed zone 2012, I think, Mike  
20 said. The reason the buoy as you came in was we  
21 put in that red line reduced speed ahead buoys as a

1 temporary fix during that hearing. Nobody in hydro  
2 got that it was a temporary fix and one of the boat  
3 crew guys mistakenly marked them at six this year  
4 and that's what caused the excitement in the area.

5           John has said that we're not going to  
6 put the reduced speed ahead buoys there, that  
7 that's not a good habit to get into, that was only  
8 done for that '12 hearing and should have been  
9 pulled from our file so because they're all excited  
10 about this is why Mike and John and the hydro team  
11 made this request much more than a petition. There  
12 is not a petition in for this, that's all I was  
13 letting you know, Steve. It was not from them,  
14 it's that we're getting these calls -- and the  
15 beach that you're all talking about pulling it up  
16 to where that little circle is, that semicircle,  
17 remember, and that started it all a year ago so if  
18 you do a hearing and all it will get fun again, but  
19 that's the only reason I spoke it because it was  
20 the buoy issue that brought this up not, not a  
21 public request on a petition.

1                   MR. GRANT:   So John, your  
2 recommendation, just swing this line up to here and  
3 add this to the six knot zone.

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

8                   THE CHAIRMAN:  Steve, did you want to --  
9

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

12                  MR. GRANT:   Microphone.

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

18                  MR. GRANT:   That's my fault.

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

1 trips.

2 MS. CRAIG: Site visits.

3 THE CHAIRMAN: Site visits.

4 MR. KLING: Excuse me, site visits.

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

15 What's the sense of the committee,  
16 anybody?

17 MR. LUNSFORD: Mike, if I could, I think  
18 the sense of the committee is that this doesn't  
19 warrant an emergency regulation for the summer and  
20 that if a change is warranted we want to look at it  
21 before we make a recommendation to the secretary

1 and it would have to be left as it is so that we  
2 can look at it under current conditions to  
3 recommend any changes. If it were changed and we  
4 went out to look at it we wouldn't be able to  
5 evaluate very well and make an intelligent  
6 recommendation to the secretary, that's my sense.

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

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

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

14 THE CHAIRMAN: Joe.

15 MR. HELLNER: Yeah. Maybe we need to  
16 know more inasmuch as Mike has a citizen call that  
17 has property there and we can all tell because of  
18 the way the line's drawn, the intuition would be as  
19 Mike suggested to run closer to the piers so you  
20 can hold for 35 knots longer, the question I don't  
21 thin we can answer is we don't have data or facts,

1 that won't really happen and if this happens what  
2 is the impact -- I wanted Mike to listen to this --  
3 Michael.

4 MR. GRANT: Yes, sir.

5 MR. HELLNER: So would it make sense to,  
6 you know, the committee wants to hold an emergency  
7 action and I think it's because several commenters  
8 have said we just don't know enough yet so perhaps  
9 the action is to get back to the folks that  
10 contacted you and say we hear you, especially the  
11 one that's concerned about getting funneled toward  
12 his property to help us, to help the DNR  
13 understand, you know, start taking notes, let us  
14 know, talk to your neighbors, and see how it is  
15 because I think what we're saying is we're going to  
16 leave the yellow line as is, which is the correct  
17 place, that's where it should be as of now. So  
18 that is my thoughts on this. If we say we're going  
19 to do nothing, I think it's because we're saying we  
20 don't know enough and we need to see how it goes;  
21 is that correct, Mr. Chairman?



1           THE CHAIRMAN: Yeah. I believe the fact  
2 that that speed zone has been there for years,  
3 years, so if a request is made to change that speed  
4 zone I think it should go through the regular  
5 process. Does everybody agree?

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

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

11           The COMAR line, this is Shipping Creek  
12 off of Eastern Bay, Route 8 South over here, the  
13 actual COMAR line runs here for Shipping Creek, six  
14 knots. The historic line is here, this is where  
15 it's always been marked, the red line. We went  
16 back to 1989, 1990 and not we -- Ann did -- '89,  
17 '90 and '91 Maryland Register and all of these,  
18 this is the coordinate up here but if you change  
19 this last digit to a 45 it ends up down here. Yes.

20           MS. WILLIAMS: We had a buoy tender  
21 retire who had been marking that area for 40 some

1 years and the man that called us said I want my  
2 buoys put back. I found out that our buoy guy was  
3 marking the red line for 40 some years even though  
4 we had coordinately put it in COMAR where the  
5 yellow line is and the reason being the man who  
6 requested the speed zone in 1990 said I stood at my  
7 pier and told him where it is and the law said the  
8 wrong coordinate but says including all tributaries  
9 so obviously when the regulation was written it was  
10 the lower line but if you transpose those minutes,  
11 which we think is what happened, it went up there,  
12 so in 1989 there was no Shipping Creek speed zone,  
13 in 1990 it showed up and it said from this point to  
14 this point including all tributaries. In 1992 we  
15 went through the exercise of making things more  
16 accurate and they made a very accurate point. I  
17 drew a picture for Mike, the coordinates as set for  
18 the current ones, none of them touch the land, they  
19 all wind up swinging out in the water a little bit,  
20 but obviously someone thought all of the  
21 tributaries. There is nothing north of that yellow

1 line except mud. So when the regulation was  
2 written obviously somebody thought it meant  
3 Shipping Creek boat ramp is on that other prong,  
4 but when Bobby retired and we started getting these  
5 phone calls and said you need to put it back and I  
6 said no, I can only put it to the law. It has been  
7 for 20 years I never had to call, for the last five  
8 years I have called and made Bobby move it every  
9 time. So that's why this came into fact, that's  
10 where we researched it to find out the complainant  
11 is probably right, it was probably written for his  
12 intention, which is both prongs, and a typo,  
13 switched it in 1990 and we never caught it so  
14 therefore, that's why -- Mike actually caught the  
15 transposed because I was going to have him do a  
16 request, because you have to request a change, and  
17 Mike said if you transpose that last number it  
18 falls with what that man has been saying, so we  
19 think it was a keypunch error in 1990 and then the  
20 buoy tender has been correcting it ever since. So  
21 that's the history of that.

1 MR. LUNSFORD: Do you want a motion for  
2 that one?

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

10 MR. HELLNER: Second.

11 MR. LEVITAN: Second.

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

15 (Vote taken.)

16 THE CHAIRMAN: Opposed? It's unanimous.

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

19 MR. LUNSFORD: Not until we hear back  
20 from the Navy. The reason I'm hesitant to suggest  
21 the same type of action on Mattawoman is I don't

1 understand why the original line was placed where  
2 it was and I think the Navy may have a concern that  
3 I'm unaware of, that's all, or may have had a  
4 concern, I think.

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

10 MR. GRANT: Okay. Anybody else?

11 This is more informational for y'all and  
12 maybe some of you that use mooring balls more often  
13 can speak to this, we have had an incident where a  
14 gentleman was using two mooring balls in a creek to  
15 circumvent the community regulations that don't  
16 allow him to tie up at the dock, at the community  
17 pier. It's just for fishing and sitting, but he  
18 threw out two mooring balls adjacent, parallel to  
19 the pier, and uses a boat hook to get on his boat,  
20 which of course really comes down to the community  
21 association, not us, but there is nothing in U.S.

1 Coast Guard anywhere that says you can only use one  
2 mooring ball or two is not permissible or whatever.  
3 So to get around this, this is all standard  
4 language, not changing that, and this is on website  
5 when you go to moorings you get this restriction,  
6 placement restrictions, established in the  
7 following areas and required placement. The  
8 question is do we add the state allows one mooring  
9 ball per vessel? In the event a mooring device is  
10 failing the vessel may use a second mooring ball  
11 until the primary device is replaced or reset.  
12 That's brand new. Down at the bottom, the arch of  
13 the swing may not impede or obstruct access to land  
14 of any riparian property owner. The access and  
15 proper use of any public access point or otherwise  
16 hinder the orderly access to any use of waterways  
17 for the general public or interfere with other  
18 vessels moored in the area. You want the swing to  
19 be appropriate. Mooring may not be placed so they  
20 impede access to community piers or placed in  
21 community swim or beach areas unless permitted to

1 by the community social covenants. That's new as  
2 well. Any comments on that?

3 MR. HELLNER: I know Steve has a  
4 comment.

5 THE CHAIRMAN: Joe.

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

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

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

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

18 MR. HELLNER: Everybody has a different  
19 opinion of what is close enough when they're  
20 operating boats, I just raised is impede access  
21 sufficiently precise since this is something that

1 we can all live with?

2 THE CHAIRMAN: Steve.

3 MR. KLING: I just -- is the highlighted  
4 in yellow, that's proposed language or?

5 MR. GRANT: That right there is proposed  
6 language, that's brand new proposed by myself, I  
7 ran it through Rachel, our AG, she thought it was  
8 okay, it's not final. This is just sent me back  
9 with e-mails, this is just a draft, not public  
10 consumption, this is just kind of thought to  
11 clarify things.

12 MR. KLING: How could it be just  
13 informational if we're saying that the state allows  
14 one mooring ball per vessel? Where do we say that?

15 MR. GRANT: Right there.

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

18 MS. WILLIAMS: Proposed.

19 MR. GRANT: Right, it's proposed. In  
20 other words, this is the way that the website is up  
21 now. All I have done is add one more thing to it.



1 The language may be inappropriate, all we're saying  
2 is you get one mooring ball per boat in the state  
3 of Maryland.

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

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

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

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

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

1 up the stream.

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

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

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

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

17 MR. GRANT: Right.

18 MR. KLING: This strikes me as one of  
19 those situations. They got one guy who is being a  
20 bad neighbor and they want us to bail them out and  
21 we've historically said we're not doing that.

1 We're not talking about changing things in the  
2 entire state for one pain in the ass, excuse me,  
3 one difficult neighbor.

4 MR. GRANT: Okay.

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

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

18 THE CHAIRMAN: He needs a microphone and  
19 he also needs to identify himself so the court  
20 reporter can correctly notate who is talking and  
21 what he's saying. Your name.

1                   SERGEANT TRINDEL:   Sergeant Mark Trindel  
2   currently assigned to the communications center.  
3   But for this distance like that you can call us out  
4   and NRP officer would assess if people can safely  
5   or cannot safely get in and out of whatever area  
6   the boat's moored in.

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

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

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

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

21                  SERGEANT TRINDEL:   Again, I apologize --

1                   THE CHAIRMAN: Use your microphone,  
2 please.

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

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

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

9                   MR. GRANT: That was proposed among  
10 recommendations.

11                  THE CHAIRMAN: Administratively.

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

18                  THE CHAIRMAN: Okay. Thank you. All  
19 right.

20                  Sergeant Trindel, we're ready for you.  
21 NRP 2015 boating accident report.

1 (Discussion held off the record.)

2 SERGEANT TRINDEL: All right. Good  
3 morning.

4 Once again, I'm Sergeant Mark Trindel,  
5 currently assigned for the last three years to the  
6 communications center and the records section.  
7 They asked me to come out and talk a little bit  
8 about the statistics for boat accidents from last  
9 year. Last year we had a total of 215 -- or in  
10 2015 we had 146 boating accidents and those are  
11 accidents that we, Natural Resources Police,  
12 investigated. There are other accidents that don't  
13 fit the parameters that the Coast Guard wants us to  
14 investigate so they investigate it, you know,  
15 commercial vessels, a sanctioned race, that sort of  
16 thing, they handle the investigations on those.  
17 But as far as what Natural Resources Police  
18 investigated, we had 146 boating accidents that we  
19 investigated. And of that 146 boating accidents  
20 there were 84 accidents that involved personal  
21 injury and 20 accidents that involved fatalities.

1 Top five causes for accidents, and I've been  
2 putting this together the last couple of years, I  
3 think most years the leading cause is the wake for  
4 one reason or another caused an accident, either  
5 somebody slipping and falling or one boat slamming  
6 into another sort of thing, waterskiing accident,  
7 that type of thing. Alcohol, second with 17.  
8 Failing to have a proper lookout, 13. Excessive  
9 speed, 12 and hazardous waters, 8. And there is  
10 the total number of injuries, if there is 84  
11 accidents involving injuries we had 125 actual  
12 injuries, you know, multiple people hurt on several  
13 accidents, you know, up to five, six people hurt  
14 sometimes in an accident. As far as boating  
15 fatalities of the 20 accidents we had 21 accidents.  
16 And again as I said there is other accidents that  
17 we don't investigate, they fall under the  
18 parameters of what the Coast Guard would  
19 investigate. And it's no surprise that the summer  
20 months are the months where we have the majority of  
21 our accidents. July we had 35 and that's, I mean

1 that's common sense, that's when most of the people  
2 are out there and that's when the accidents tend to  
3 happen. Usually the -- not all of the time, but  
4 the cold weather months, you know, November through  
5 January, you know, some of those are hunters go  
6 along with, you know, just hunters out on boats  
7 along with just people out boating.

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

15           Our estimated cost of, you know, the  
16 damages in the accidents that we have investigated  
17 is pretty high, they're over a million dollars.

18           As far as alcohol related, in relation  
19 to accidents we had 65 arrests for people under the  
20 influence, which resulted in 17 accidents. 10 were  
21 injury accidents, six were fatal. So one was just,



1 you know, a damage accident, damage only accident.

2 As far as the citations go related to  
3 OWI arrests you can see we were at a low of 75 in  
4 2002 and upwards, I guess, 2007 was pretty big year  
5 with 237. But they're all, you know, up around the  
6 two hundred mark. And as far as the citations in  
7 general, there you go, we've got insufficient PFDs,  
8 without proper running lights, registration not in  
9 possession, and operating the vessel without a  
10 boating safety certificate. Okay.

11 And any questions? Yes, sir.

12 (Discussion held off the record.)

13 MR. SIMON: Is it just for Maryland  
14 waters, or you said the Potomac River?

15 SERGEANT TRINDEL: Yes, sir.

16 MR. SIMON: Accidents?

17 SERGEANT TRINDEL: It's accidents that  
18 we've investigated and we do have jurisdiction in  
19 the Virginia waters -- I'm sorry, in the Potomac.

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

1 SERGEANT TRINDEL: I'm sorry?

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

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

11 MR. SIMON: Okay.

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

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

21 SERGEANT TRINDEL: Yes.

1 MR. SIMON: -- or Virginia?

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

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

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

16 THE CHAIRMAN: Okay. Thank you, Al.  
17 The Maryland waters in the Potomac do stretch over  
18 to the Virginia side so they would all be included.  
19 All right. Robin.

20 MS. ALLISON: Number one, thank you for  
21 doing this this year. I have been asking for it

1 for a couple of years now. Questions, I have two  
2 questions. First, is there a predominant area,  
3 Annapolis, Eastern Bay, that particularly the fatal  
4 accidents have occurred in, and is there a specific  
5 nature to the accidents, IE: two boats running  
6 together, boats running into things, those kind of  
7 things?

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

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

20 SERGEANT TRINDEL: To my knowledge it's  
21 no huge increase. It does happen, but it's not

1 like that's the predominant type of accident.

2 MS. ALLISON: Thank you.

3 THE CHAIRMAN: Any other questions,  
4 comments?

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

7 THE CHAIRMAN: Microphone there, Julie.

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

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

20 MS. SMITH: Noticing on your, noticing  
21 on your chart the annuals, it seems like these

1 accidents are, they were peaking high and that was  
2 in 2007, '8, they drifted down and now they're  
3 going back up, trending back up over the last three  
4 years, do you have any thoughts about what that is,  
5 is that just more density of boating on the bay?

6 MR. LEVITAN: Coast of gas.

7 MS. BROWN: Gas.

8 MS. ALLISON: That's right.

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

11 MR. LEVITAN: Absolutely.

12 THE CHAIRMAN: One at a time.

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

16 MS. SMITH: Okay. Interesting.

17 THE CHAIRMAN: Any other questions,  
18 comments?

19 Thank you, Sergeant Trindel. We  
20 appreciate your time.

21 SERGEANT TRINDEL: You're welcome.

1                   THE CHAIRMAN: All right, as he wraps up  
2 there, Julie is up next. Boating safety report,  
3 stand up, stand up, and you got anything for us,  
4 Julie?

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

7                   THE CHAIRMAN: Microphone.

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

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

18                   THE CHAIRMAN: Well, we have on the  
19 agenda the stand ups from you and then the vessel  
20 operator form of identification was coming from  
21 Sergeant Ford.

1 MS. BROWN: I'll start with the stand up  
2 paddleboards. Basically what I'm doing with regard  
3 to the paddling situation is encompassing it all  
4 together, so we're calling is paddle sports, SUP  
5 and canoes and kayaks so it's not going to be  
6 segmenting one particular one but focusing on all  
7 paddle sports. So one thing that -- maybe I can  
8 have someone help me hold it up -- is the American  
9 Canoe Association has been very helpful with all of  
10 their information. I'm a big fan of -- not --  
11 there is a couple in there. Oh, that's okay, I'll  
12 told one side. I'm not a fan of reinventing the  
13 wheel so if someone else has something good out is  
14 there and they're willing to let us use, this is a  
15 paddle sports defensive boating I guess you want to  
16 call it poster, and we've got quite a few of these  
17 and I can pass them around for everybody to look at  
18 and I would like to give those out to the rental  
19 locations who rent paddlecraft and possibly get  
20 them to put those up to talk about defensive  
21 paddling and the paddlers using the SmartPad and



1 things like that, our website, as well as I'm  
2 working with the office of communications to  
3 basically ramp-up our website to have a lot more  
4 because right now there is really not much of any  
5 paddling information on there. I have got it in  
6 the works and we're this far away from launching  
7 the information onto the website and the Paddle  
8 Smart from the Start will be the campaign which I  
9 was able to acquire a stand up paddleboard as a  
10 give-away for a prize for going online and  
11 participating in the Paddle Smart from the Start  
12 quiz and information that is provided on the  
13 website, so there is a quiz that they have going on  
14 and take and once they take the quiz then they will  
15 be entered into win the stand up paddleboard which  
16 I think is kind of a nice incentive to go on and  
17 get educated. So -- yes.

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

20 MS. BROWN: They do not have to pass the  
21 quiz. It's a light hearted, 10 question -- however

1 to get to the quiz knowing me I'm not going to let  
2 you just go right to the quiz, you have got to kind  
3 of go through a little bit of education before you  
4 actually get to the quiz and then once you get  
5 educated hopefully you will not fail too badly with  
6 the 10 questions that are pretty basic and I'm  
7 hoping to allow this contest to run throughout the  
8 summer and at some point at the end of the summer  
9 we'll plan on when we are going to give away the  
10 prize so when that does launch I'll make Mike and  
11 Boating Safety services aware of it so that they  
12 can get the word out to you guys.

13 Any questions on that campaign?

14 MR. NICKEL: Yes. Just out of curiosity  
15 up there on the lake are you going to hand out  
16 anything to livery operators or just like you did  
17 with the boater safety certificate?

18 MS. BROWN: Yep. Up on the lake I'm  
19 going to come up with these posters as well. Donna  
20 has her program for clean marina which is a program  
21 where they kind of join in and they agree to be a

1 clean marina and I'm hoping to do that with safe  
2 paddle rentals so maybe have a program where  
3 they're going to sign up and agree to put posters  
4 and things around and then they will get -- what's  
5 the word we have got to use -- certified as a safe  
6 paddle rental kind of thing so yes, that will be up  
7 on the lake and one thing I can show you, Bob, we  
8 did develop a brochure for Deep Creek Lake which is  
9 really nice. It basically has all of the  
10 information in regards to safe boating on the lake  
11 and what the rules and the regs are and it will be  
12 done in Tyvek so that it can go out with the  
13 boaters on the water and they have it handy for  
14 them up on the lake. So that's very good, I'm  
15 excited about that. We are ready to focus on the  
16 paddlers.

17 As I mentioned before, May 14th, if you  
18 know where Wilson Point Park is it's in Baltimore  
19 County, they're planning a great event for boating  
20 safety. Unfortunately, as happens every year  
21 national safe boating week, which I know you all

1 have on your calendar, right? Let me see, make  
2 sure that everybody has it on their calendar.  
3 Boating safety week starts May 21st of this year,  
4 it's a big push for all of us to get the word out  
5 there and because the first day of national safe  
6 boating week every single year since Thornell and I  
7 have been doing this falls on the great Baltimore  
8 event of the Preakness so needless to say we don't  
9 get any officials and very few Marylanders because  
10 they're all at the great event so we've decided to  
11 move our great event the week before. So the 14th  
12 at Wilson Point Park is where it's going to be. We  
13 will have the stand up paddleboarders there doing a  
14 demo and mini race and safety all around.

15 MS. HENNINGER: Coast Guard.

16 MS. BROWN: Coast Guard Auxillary, Coast  
17 Guard, yeah, the whole -- Baltimore County is  
18 actually, the police department and the fire  
19 department they're the ones putting it all on so  
20 it's going to be a great event there. So a lot of  
21 focus on paddling. That same day at Sandy Point

1 park there is going to be a huge paddle event,  
2 apparently a race across the bay and they have  
3 gotten the permission to do this paddle from one  
4 side to the other, which we will have presence  
5 there as well, obviously, and that's going to be a  
6 big event for paddling and safety so we'll be there  
7 as well.

8 Any questions on any of that?

9 THE CHAIRMAN: Robin.

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

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

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

21 MS. BROWN: Apparently, whoever it is is

1 pretty predominant and has a lot of pull in getting  
2 what they need to get done, because I think it was  
3 pretty short notice that they decided to do it but  
4 they came up with the necessary --

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

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

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

14 MS. BROWN: The arc is being built.

15 MR. O'MALLEY: So his name is Brendan,  
16 might be Callahan or something like that. He came  
17 in and met with me and I sent him over to Julie at  
18 some point and he met with the Coast Guard. The  
19 Coast Guard has given him a waterways permit,  
20 they're going to set up a zone and further NRP are  
21 going to be there and so it's very, very well

1 organized event. There are going to be  
2 professionals, professional paddlers that go  
3 essentially in the shadow of the bridge from one  
4 shore to the other and then there's going to be  
5 amateur events for people like me, but  
6 unfortunately I won't be there. But what sponsor  
7 is better for a paddler event than a beer company?  
8 Yes, it's sponsored by Leinenkugel's, but it's all  
9 good. Like I said this fellow is a professional  
10 organizer, very straightforward, wants obviously to  
11 do everything to highest safety standards possible.  
12 If it had been shady in anyway I would be alarmed  
13 but he's a real sharp guy.

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

20 MS. BROWN: But it still doesn't mean  
21 they can't learn something.

1 THE CHAIRMAN: Very good, Julie.

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

20 MR. O'MALLEY: To the beach, Julie,  
21 that's all, to the beach.



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

1 be doing what I am doing right now, water wise  
2 training for kids, wear a life jacket. I don't  
3 care what kind it is. This kind, Inherently  
4 Buoyant, whatever, once they reach one hundred  
5 hours of service wearing a life jacket for boating  
6 safety they will be awarded their own, like I'm  
7 wearing, inflatable life jacket. So that will  
8 be -- and I heard Thornell go hmmm -- so that will  
9 be their incentive to go out there and spread the  
10 message about wearing a life jacket. So I'm  
11 excited about that program to get the reserve  
12 officers out there going.

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

1 right across.

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

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

21           Also, we met with the Governor, I got to

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

13 THE CHAIRMAN: March 22nd.

14 MR. JONES: 21st.

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

21 THE CHAIRMAN: Julie, the Friday before

1 is the 20th.

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

9 Did you have a question?

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

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

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

17 MR. SIMON: Big difference.

18 MS. BROWN: Yeah, there is two types.  
19 So when I'm wearing the life jacket I'll talk to  
20 people about this one. This one I have to pull  
21 myself so if I clunk my head and go in the water

1 I'm not going to be pulling it, but there is a  
2 version where you don't have to pull it, which is  
3 the automatic, and that's --

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

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

13 MR. GRANT: One quick comment about the  
14 automatics.

15 MS. BROWN: Yeah.

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

18 MS. BROWN: There is an expiration date.  
19 And when you say charger, who has seen an  
20 inflatable inflate? A good majority of you. Does  
21 anybody want to see it again? I'll pull it. I'll

1 do it, if this one works. Who has never worn an  
2 inflatable and inflated it or who owns an  
3 inflatable and has never inflated it? All right,  
4 which one of you wants to put it on? Volunteer?  
5 Come on, Donna.

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

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

12 MS. BROWN: The good thing is the  
13 canisters are coming down in price. Now, how do  
14 you wear a regular life jacket, snug or loose?  
15 Inherently Buoyant, you're good wearing it snug.  
16 Same with inflatable, right?

17 MR. GRANT: No.

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

21 MS. MORROW: Inflate. Go figure.

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

14 (Discussion held off the record.)

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

18 MS. MORROW: I feel better already.

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

21 MS. MORROW: I'm ready. That was fast.



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

11 MS. MORROW: That could take a while.

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

17 MS MORROW: Spent.

18 MS. BROWN: Yes, spent. So we've got to  
19 by buy a new one and put it back in so the little  
20 light in the front turns green and not red. These  
21 only are good for three years, they have an

1 expiration date to them. Now, the thing is people  
2 buy them and they may never have to use it for  
3 three years. Get rid of it and get a new one. But  
4 how do you know this is still good? Every year you  
5 manually inflate your inflatable, sit it in the  
6 corner and go shopping, go boating, go do  
7 something, and come back and later in the day and  
8 if it's still inflated no mice got in your closet  
9 over the winter. So thanks for demo, I wasn't  
10 really planning on doing that.

11 MS. MORROW: Thank you.

12 MS. BROWN: Are we okay on time?

13 MR. GRANT: Julie, Julie.

14 SERGEANT TRINDEL: You may just want to  
15 add storage too, because wherever you store them  
16 you want to make sure they're stored in a dry  
17 place, because I have had several times driving  
18 down the road and I hear this pop and scares the  
19 heck out of me and it's my life jacket that goes  
20 off and because it was raining and it got wet and  
21 it inflated behind me.

1 MS. BROWN: It does have a tendency to  
2 do those kind of things too. You've just got to be  
3 aware. So wear your life jacket to work day. If  
4 you send, and it will be on the website where you  
5 send a picture of yourself wearing your life jacket  
6 sitting at your desk or doing whatever it is you do  
7 on your work day you can win the life jacket that  
8 Governor Larry Hogan signed, so just, just a  
9 thought.

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

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

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

19 MS. BROWN: I'll talk a brief bit about  
20 it, the livery locations, or should I say the  
21 rental boat and PWC operations across the state is

1 what prompted this, I believe, in regards to we  
2 have a contract with the livery operations that  
3 exempt them from the Maryland boating education  
4 law, born after July 1 of '72. In the contract we  
5 were going back and forth about them having to  
6 carry their identification with them, the renter on  
7 board. In opening that can of worms we realized in  
8 the law/regulation there is nothing which states  
9 that any boater out there on the water has to carry  
10 a valid form of identification. The only thing  
11 that you as a boater on the water need is a  
12 certificate of boating safety if you are born after  
13 July 1 of '72, and if you were born before that  
14 date you don't need nothing. Well, Sergeant Ford  
15 and Boating Services realized that that is probably  
16 something we need to look into and maybe make some  
17 changes to. Identification out on the water would  
18 be a good thing. So that is basically what I  
19 believe he was discussing and we're looking into,  
20 and right now because we have a contract with the  
21 rental companies it is required for the renters to

1 have either a copy or their original form of  
2 identification when they are out on the water so  
3 the officers when an accident or incident occurs  
4 knows who that person is. So that's basically in a  
5 nutshell if anyone has any questions.

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

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

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

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

20 MR. KLING: I'll just tell you there is  
21 a substantial, let me take off substantial, there

1 is a community of boaters for whom having anything  
2 like that is very inconvenient, anything. Sailors,  
3 you've got stand up paddleboarders and sailboaters  
4 in small boats, that's not a good, easy or  
5 useful -- I wouldn't say useful -- but that's a  
6 difficult thing for them to do.

7 MS. BROWN: That will be a discussion.

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

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

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

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

21 (Applause.)

1 THE CHAIRMAN: Mark O'Malley, you're up  
2 for our legislative session recap.

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

6 MS. BROWN: Okay.

7 MR. O'MALLEY: It was a relatively busy  
8 legislative season for DNR, but for boating it was  
9 kind of a snoozer. We had a couple of bills. One  
10 was the tax cap bill from a couple, three years  
11 ago, where the tax cap was going to go away. There  
12 was a sunset clause and it was going to go away  
13 this year. Well, it didn't. The tax cap became  
14 permanent but the one change as it went through the  
15 House and back to the Senate was that the cap is  
16 now going to go up one hundred dollars every year.  
17 Yeah. So in other words, if you have a three  
18 hundred thousand dollars -- you buy a three hundred  
19 thousand dollars or greater vessel this year if you  
20 buy it after July 1st you will pay 15, 100 dollars.  
21 If you buy another vessel next year it will be 15,

1 200 dollars so it's an incremental difference;  
2 however, I will say that the Governor has not  
3 signed it yet. So we'll see where that goes. But  
4 he hasn't signed a whole lot of bills. He did like  
5 101 sloop last week, but it wasn't anything of any  
6 consequence to boating. There was one other bill  
7 that gave the municipalities and counties the  
8 ability to charge an additional fee for mooring or  
9 for slips provided that that money goes into  
10 waterway improvements or water quality improvements  
11 or improvements on their piers and docks and so  
12 forth. I'm not sure what the genesis of that was  
13 because that ability has always been there, so it's  
14 now awaiting the Governor's signature, so we'll see  
15 where that goes. I don't think we had any others.

16 Donna?

17 MS. MORROW: No.

18 MR. O'MALLEY: Except the bill on boat  
19 regulations which is --

20 MR. GRANT: Quartely. You mean the  
21 quarterly submission?



1 MR. O'MALLEY: Yes.

2 MS. MORROW: Yes, yes, the AELR bill.  
3 I'll try to rewrap that. There is a bill to rename  
4 the AELR group which is oh, gosh, the executive  
5 legislative review committee that reviews all of  
6 these regulations from your committee and others  
7 that go to be finalized. And in addition to just  
8 renaming it also -- and I'm not sure -- actually,  
9 do you know, Rachel, if this bill passed? It was  
10 to set quarterly dates of enactment so there  
11 wouldn't be sort of throughout the year weekly,  
12 bi-weekly changes. It would do it just quartely  
13 with the exception of emergency regs and it did say  
14 if any executive agency such as DNR submitted an  
15 emergency regulation to this AELR review committee  
16 that it would have to first go through the  
17 Governor's office to make sure that they concur  
18 with that, that it should be in fact an emergency  
19 reg. And that we had one day I think it was to  
20 submit any and all public comment or any comment  
21 that we received about that proposed regulation to

1 AELR. So it could be a little onerous. We had  
2 some concerns with it. In general it was good  
3 bill, but I was a little concerned. Do you know if  
4 that passed?

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

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

12 THE CHAIRMAN: Thank you.

13 MR. O'MALLEY: That's really, that was  
14 really it. Most of the legislation pertaining to  
15 DNR had to do with hunting and fishing, there was  
16 really not much in boating and I think that -- and  
17 I'm not blowing smoke -- I think that's because the  
18 boating industry is very good at self-regulating  
19 because of associations like this and the whole  
20 host of the other associations they just, the  
21 General Assembly doesn't meddle in boating that

1 much. That's true. That's a good thing. If you  
2 see some of these bills that come through you'd  
3 just shake your head. Be thankful that they don't  
4 get too involved in the boating industry.

5 Any questions?

6 THE CHAIRMAN: Great. Thank you, Mark.  
7 And where did Ann go, did we lose her?

8 MR. GRANT: Right here.

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

13 MS. WILLIAMS: You will notice that the  
14 screen is blank, that's intentional. The reason I  
15 did that is that's what I'm looking at because my  
16 computer crashed and so we are not all of the way  
17 live. Oh, look, we may not be here either. I've  
18 got to point it that way. Maybe that was it, maybe  
19 that's why my computer crashed. I have been  
20 pointing to the wrong thing. So what we have done  
21 as we've talked, said in the beginning the

1 regulation is through, so all of our speed zones  
2 are now currently positioned correct in the  
3 regulations so we're ready to go live with our app.  
4 It won't be here relatively soon, and one of the  
5 things I'm going to show is you exactly why. So if  
6 I did -- I'll zoom in on this one. One of the  
7 things that was asked for by this committee and we  
8 did was we've changed some of the features in it.  
9 Louis has given us his Quarter Quads, his data that  
10 you would see normally on an oyster chart which  
11 would have bathymetry data in it, the problem is it  
12 is dog slow. I mean it is so slow that everybody  
13 in the department has been trying to figure out how  
14 to speed it up. You can see right now my map  
15 didn't even synchronize. It's a lot of things  
16 going on. As we've talked, I talked to you a  
17 little bit earlier, we have the GIS committee and  
18 when Governor Hogan came in they had ran some  
19 contracts that were illegal and so they're being  
20 reviewed. This is being hosted by a totally  
21 different service than the one I showed you

1 earlier.

2           As we speak the Governor is running a  
3 contract for that other GIS system and we're all  
4 praying really hard that they win the contract and  
5 we can go back to the little bit faster one. This  
6 will refresh eventually and what will happen is it  
7 will redraw and the speed zones and the lines will  
8 synchronize and come in. The GIS community is  
9 looking at it and they're going to try do things  
10 that I don't understand, tiling and centralizing,  
11 and when it is done it's really a cool little map.  
12 And what the beauty of this is when we were looking  
13 at the other one out in the field you couldn't see  
14 the speed zones because the -- like if you use a  
15 satellite imagery, it was black and you saw the  
16 little red boat moving and you couldn't see  
17 anything. This is all see-through so we can make  
18 this any color we want so when it's done and  
19 speeded and fast we're going to go out in boats  
20 with different devices, handhelds and laptops and  
21 stuff, and then build the color pattern that works

1 the best so when you're driving that you can see  
2 your speed zone as you go through it and won't be  
3 impacted by sun and all of that darkness that comes  
4 in from images, but unfortunately it's not done.  
5 Our speed zone data when my computer crashed --  
6 luckily everything is backed up way too many  
7 times -- everything is back and everything is live,  
8 the corrections that we have talked about in  
9 committees are being published as we speak so as  
10 soon as they get this in what they call the  
11 background speeded up to a place that it works  
12 better we'll do the color testing and this will be  
13 done. We are and we will get something out. If we  
14 have to back up and do a different background, one  
15 of the faster backgrounds, we will have something  
16 out before Memorial Day as an app and we'll e-mail  
17 to you guy and publicize and put it on the website.  
18 The only holdup is the cleaner, more boating  
19 friendly map that had the contours in it.  
20 So that's where we're stand, everything  
21 is done and ready, God willing and the computers

1 work. Any questions?

2 THE CHAIRMAN: Questions?

3 (Applause.)

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

6 MR. KLING: Sure.

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

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

12 (Discussion held off the record.)

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

15 THE CHAIRMAN: All in favor?

16 (Vote taken.)

17 THE CHAIRMAN: Opposed?

18 MR. GRANT: Off the record.

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

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

21 MS. BROWN: Flashing some things up

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

11 MS. ALLISON: Have you gone to Truxton  
12 Park?

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

16 THE CHAIRMAN: Bob.

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

21 MS. BROWN: Yep. Well, we're going



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

19 THE CHAIRMAN: Thank you.

20 MS. BROWN: I'm going to be putting some  
21 stuff up.

1                   THE CHAIRMAN: Old business? Anybody  
2 have any old business? Hearing none, new business.  
3 Mike, I see you have the state mooring ball, but  
4 obviously did you that under the regulations so  
5 we'll move on.

6                   MR. GRANT: Did that.

7                   MS. EISENHAUER: Citizen comments.

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

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

12                  THE CHAIRMAN: Next meeting before we --

13                  MR. GRANT: August.

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

19                  THE CHAIRMAN: That's an anchor ball.

20                  MS. ALLISON: That's a day signal.

21                  MR. KLING: Never mind.

1 THE CHAIRMAN: Strike that, so we won't  
2 have another meeting until --

3 MR. GRANT: Summer.

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

6 MR. GRANT: Yes. Thank you.

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

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

11 MS. CRAIG: Second.

12 THE CHAIRMAN: Amy seconded it.

13 THE CHAIRMAN: All opposed? Thank you.

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

15 \*\*\*\*\*

16

17

18

19

20

21

1 STATE OF MARYLAND  
2 COUNTY OF BALTIMORE

3

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

8

9

10

11

12

13

14

15

16

17

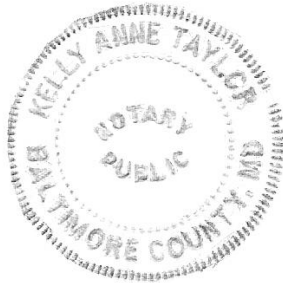
18

19

20

21

22



*Kelly Anne Taylor*

Kelly A. Taylor, Notary Public

<b>1</b>	<b>200</b> 79:1	<b>55</b> 14:3	<b>accidentally</b> 71:5	<b>age</b> 77:19
<b>1</b> 75:4,13	<b>2000</b> 6:19 7:2	<b>6</b>	<b>accidents</b> 45:8, 10,11,12,18,19, 20,21 46:1,11,13, 15,16,21 47:2,9, 16,19,20,21	<b>agency</b> 80:14
<b>1.5</b> 7:11,12	<b>2002</b> 48:4	<b>65</b> 47:19	48:16,17 49:9,19	<b>agenda</b> 54:19
<b>10</b> 47:20 50:4 56:21 57:6	<b>2012</b> 26:19	<b>7</b>	50:8,15 51:4,5,8, 11 53:1	<b>agree</b> 32:5 57:21 58:3
<b>100</b> 78:20	<b>2013</b> 7:2	<b>70</b> 6:2 8:7,16	<b>accurate</b> 33:16	<b>agreed</b> 3:9 38:7
<b>101</b> 79:5	<b>2014</b> 6:20 12:13, 21	<b>72</b> 75:4,13	<b>acquiesce</b> 28:4	<b>ahead</b> 4:7 14:8 26:3,21 27:6
<b>11:43</b> 86:19	<b>2015</b> 3:1 4:18 6:20 44:21 45:10 52:11,15	<b>75</b> 48:3	<b>acquire</b> 56:9	<b>alarmed</b> 62:12
<b>12</b> 7:3 27:8 46:9	<b>2016</b> 3:11 4:19	<b>8</b>	<b>Act</b> 18:11	<b>alcohol</b> 46:7 47:18
<b>125</b> 46:11	<b>20th</b> 64:15 68:1, 5,6	<b>8</b> 32:12 46:9 53:2	<b>action</b> 17:21 28:17 31:7,9 35:5, 21	<b>alleviating</b> 26:10
<b>12:30</b> 86:20	<b>21</b> 46:15	<b>84</b> 45:20 46:10	<b>activity</b> 16:14	<b>ALLISON</b> 50:20 51:15 52:2 53:8 60:10
<b>13</b> 46:8	<b>215</b> 45:9	<b>89</b> 32:16	<b>actual</b> 17:15 21:4 22:10,11 32:13 36:9 46:11	<b>allowing</b> 24:18
<b>146</b> 45:10,18,19	<b>21st</b> 59:3 67:14, 15,16	<b>9</b>	<b>add</b> 28:3 37:8 39:21 73:15	<b>Alrighty</b> 2:6
<b>14th</b> 58:17 59:11	<b>22nd</b> 67:13,16	<b>90</b> 32:17	<b>added</b> 50:9	<b>amateur</b> 62:5
<b>15</b> 4:9 6:20 7:16, 17 8:5 10:9,14 22:16 78:20,21	<b>235</b> 8:10	<b>90s</b> 19:2	<b>addition</b> 13:6 80:7	<b>ambivalent</b> 7:6
<b>150</b> 6:11	<b>237</b> 48:5	<b>91</b> 32:17	<b>additional</b> 35:8 79:8	<b>American</b> 55:8 66:9
<b>15th</b> 15:18	<b>28th</b> 3:10 4:18,20 5:12	<b>92</b> 4:21 77:20	<b>address</b> 42:17	<b>amounts</b> 13:14
<b>17</b> 7:3 22:20 25:13 46:7 47:20	<b>3</b>	<b>94</b> 5:1	<b>adjacent</b> 36:18	<b>Amy</b> 12:13 14:18
<b>1880</b> 12:11	<b>31st</b> 4:1	<b>99</b> 5:1	<b>adjustments</b> 3:3,6	<b>and/or</b> 7:1
<b>1980</b> 12:1,8,21 13:11	<b>320</b> 8:16	<b>A</b>	<b>administrative</b> 17:21 24:1 26:7 32:9	<b>angle</b> 12:6 23:7
<b>1989</b> 32:16 33:12	<b>34</b> 4:10	<b>a.m.</b> 86:19	<b>Administrative</b> <b>ly</b> 44:11,12	<b>Ann</b> 3:5 32:16 82:7,10,11 86:4
<b>1990</b> 32:16 33:6, 13 34:13,19	<b>35</b> 11:3,4 23:1,16 24:16 30:20 46:21	<b>ability</b> 79:8,13	<b>adjuncts</b>	<b>Annapolis</b> 51:3, 9 63:3
<b>1992</b> 33:14	<b>4</b>	<b>Absolutely</b> 53:11	<b>Administrative</b> <b>ly</b> 44:11,12	<b>Anne</b> 12:10
<b>19th</b> 67:17 68:7	<b>40</b> 32:21 33:3	<b>Academy</b> 12:10 13:21	<b>AELR</b> 80:2,4,15 81:1	<b>annual</b> 14:3
<b>1st</b> 3:21 12:11 78:20	<b>42</b> 14:2	<b>access</b> 37:13, 14,15,16,20 38:7, 20 42:7,9,12,16 66:16	<b>affect</b> 22:4	<b>annuals</b> 52:21
<b>2</b>	<b>45</b> 32:19	<b>accident</b> 44:21 46:4,6,14 48:1 49:5,9 51:13 52:1 76:3	<b>affecting</b> 24:3	<b>answers</b> 43:17
<b>2</b> 20:18 22:13 44:14	<b>5</b>	<b>accidentally</b>	<b>aft</b> 40:21	<b>anymore</b> 8:17
<b>20</b> 4:18 11:3,4 34:7 45:21 46:15 70:10	<b>50</b> 43:19	<b>accidents</b>	<b>AG</b> 39:7	<b>apologize</b> 43:21 81:7

<b>Applause</b> 77:21 86:3	<b>automatic</b> 68:13 69:3,8	<b>basic</b> 57:6	<b>bladder</b> 72:4	<b>born</b> 75:4,12,13
<b>approved</b> 4:21 6:4	<b>automatically</b> 69:9	<b>basically</b> 4:8 55:2 56:3 58:9 75:18 76:4	<b>blank</b> 82:14	<b>bottom</b> 8:7,21 9:1 12:20 37:12
<b>approximate</b> 7:15,20 8:8,11 11:11	<b>automatics</b> 69:14	<b>basis</b> 18:19	<b>bless</b> 8:20	<b>bouncing</b> 66:19
<b>approximately</b> 10:9	<b>Auxillary</b> 59:16	<b>bathroom</b> 3:17	<b>blocking</b> 42:15 43:15	<b>Bowleys</b> 9:20
<b>April</b> 3:21	<b>Average</b> 7:21	<b>bathymetry</b> 83:11	<b>blowing</b> 81:17	<b>bracket</b> 77:19
<b>arc</b> 61:14 63:19 71:19	<b>avoid</b> 5:8	<b>batteries</b> 18:17	<b>blue</b> 23:14	<b>brand</b> 37:12 39:6
<b>arch</b> 37:12	<b>awaiting</b> 79:14	<b>bay</b> 32:12 51:3 53:5 60:2,17	<b>board</b> 9:7 67:6 75:7	<b>break</b> 68:3 71:8
<b>area</b> 6:5,18,19 7:2,20 8:4 9:4 10:13,21 11:16 12:3 13:12 14:5,9 22:19 23:8,15 24:7 27:4 29:6,7 32:21 37:18 43:5 50:14 51:2	<b>awarded</b> 65:6 67:10	<b>beach</b> 9:21 22:12,19 23:4 24:11 27:15 37:21 63:20,21	<b>boat</b> 8:21 12:1 13:2,13,14,20 18:11 19:3 23:9, 10 27:2 34:3 36:19 38:14 40:2 42:9 45:8 46:5 49:6,7 68:3,4 71:4 74:21 77:17 79:18 84:16	<b>Brendan</b> 61:15
<b>areas</b> 11:11,13 13:9 37:7,21	<b>aware</b> 57:11 74:3	<b>bead</b> 2:18	<b>boat's</b> 43:6	<b>Brian</b> 6:14
<b>arranged</b> 67:3	<b>awesome</b> 66:10 69:7,11	<b>beauty</b> 84:12	<b>boater</b> 57:17 75:9,11	<b>bridge</b> 18:13 20:19 22:13 24:8 44:14 51:12 62:3
<b>arrests</b> 47:19 48:3	<b>B</b>	<b>bee</b> 48:20	<b>boaters</b> 58:13 64:12 77:1	<b>bring</b> 26:11
<b>Arundel</b> 12:11	<b>back</b> 5:4,15 7:8 9:16 10:3 13:18 19:18 25:3 31:9 32:16 33:2 34:5 35:19 36:7 39:8 41:4 42:5,7 53:3 72:19 73:7 75:5 78:15 84:5 85:7, 14	<b>beer</b> 62:7	<b>boating</b> 11:4 14:4 19:1 44:21 45:10,18,19 46:14 47:7 48:10 49:5,8, 9 52:14 53:5 54:2 55:15 57:11 58:10,19,21 59:3, 6 64:8,10,19 65:5, 17 67:6,12 71:2 73:6 74:11 75:3, 12,15 78:8 79:6 81:16,18,21 82:4, 11 85:18	<b>Broad</b> 10:6,8 13:11 44:13
<b>ass</b> 42:2	<b>backed</b> 85:6	<b>began</b> 19:4	<b>boats</b> 4:1 10:16 13:16 22:20 38:20 40:9,21 41:12 47:6 51:5,6 77:4 84:19	<b>Broadview</b> 10:20
<b>Assembly</b> 81:21	<b>background</b> 85:11,14	<b>beginning</b> 82:21	<b>boatyard</b> 7:5 16:17	<b>brochure</b> 58:8
<b>assess</b> 43:4	<b>backgrounds</b> 85:15	<b>behalf</b> 54:17	<b>Bob</b> 20:8 58:7 63:17	<b>broke</b> 19:6 54:14 71:6
<b>assigned</b> 43:2 45:5	<b>bad</b> 23:17 41:20	<b>belongs</b> 25:6,7	<b>Bob's</b> 18:11	<b>brought</b> 27:20 29:9 67:7
<b>Associates</b> 12:9	<b>badly</b> 57:5	<b>belt</b> 63:8	<b>Bobby</b> 34:4,8	<b>BROWN</b> 50:7 52:5,8 53:7 54:5,8 55:1 56:20 57:18 59:16 60:12,21 61:9,14 62:20 63:2 64:1 67:15 68:2,15,18 69:6, 15,18 70:12,18 71:1,15,19 72:1, 12,18 73:12 74:1, 13,19 76:8,18 77:7,10 78:6 86:21
<b>association</b> 36:21 42:11,14,17 55:9 66:10	<b>bail</b> 41:20	<b>bi-weekly</b> 80:12		<b>brunt</b> 23:11
<b>associations</b> 81:19,20	<b>ball</b> 37:2,9,10 39:14 40:2 44:16	<b>Bidle</b> 8:20		<b>bucks</b> 70:10
<b>assuming</b> 41:11	<b>balls</b> 36:12,14,18 40:9,14,18	<b>big</b> 43:14 48:4 52:13 55:10 59:4 60:6 68:17 72:15		<b>build</b> 84:21
<b>attempt</b> 5:15	<b>Baltimore</b> 6:17 51:10 52:9,17 58:18 59:7,17	<b>bigger</b> 71:1		<b>building</b> 4:4 63:19
<b>attracted</b> 6:9	<b>based</b> 8:18	<b>biggest</b> 50:12		<b>built</b> 5:7,9 61:14
		<b>bill</b> 78:10 79:6,18 80:2,3,9 81:3		<b>bulk</b> 20:13
		<b>bills</b> 78:9 79:4 81:8 82:2		
		<b>birth</b> 76:12		
		<b>bit</b> 7:21 33:19 45:7 57:3 66:20 74:19 83:17 84:5 86:7		
		<b>black</b> 84:15		

<b>bulkhead</b> 10:17 12:4 23:7	<b>care</b> 65:3	<b>charge</b> 5:2 79:8	<b>closer</b> 30:19	41:15
<b>bulkheaded</b> 11:13 14:5 23:6	<b>carry</b> 75:6,9	<b>charger</b> 69:16, 19	<b>closet</b> 73:8	<b>community</b> 11:6 12:11 22:19 36:15,16,20 37:20,21 38:1 42:10,12,14,15,17 66:18 77:1 84:8
<b>buoy</b> 19:9 26:20 27:20 32:20 33:2 34:20 41:8 42:8 43:9	<b>case</b> 35:9 81:10	<b>chart</b> 19:18 52:21 82:12 83:10	<b>closeup</b> 7:19 8:4	<b>community's</b> 11:17
<b>Buoyant</b> 65:4 70:15	<b>catching</b> 23:11	<b>charts</b> 8:19	<b>clue</b> 63:10	<b>companies</b> 75:21
<b>buoyed</b> 17:18, 19	<b>caught</b> 34:13,14	<b>check</b> 64:20	<b>clunk</b> 68:21	<b>company</b> 62:7 63:3
<b>buoys</b> 6:4,9,11 22:9,15 25:21 26:21 27:6 33:2 41:6	<b>caused</b> 13:1 27:4 46:4	<b>checked</b> 19:10	<b>co-owners</b> 63:4	<b>comparison</b> 12:5
<b>busted</b> 71:3	<b>celebrating</b> 64:15	<b>checks</b> 42:8	<b>coast</b> 6:4,7 37:1 40:13,21 45:13 46:18 49:7,14 50:5 53:6 59:15, 16 60:15,16,19 61:18,19 69:5,7	<b>compelled</b> 64:2
<b>busy</b> 78:7	<b>center</b> 7:9 8:2,17 20:12 43:2 45:6	<b>chemicals</b> 5:20	<b>coastal</b> 12:9 40:16	<b>complainant</b> 34:10
<b>buy</b> 70:7 72:19 73:2 78:18,20,21	<b>centralizing</b> 84:10	<b>Chesapeake</b> 7:8 8:2 51:9	<b>cold</b> 47:4	<b>complaints</b> 6:18
<hr/> <b>C</b> <hr/>	<b>certificate</b> 48:10 57:17 75:12 76:12	<b>Chestnut</b> 22:12	<b>College</b> 12:11	<b>completely</b> 12:4 14:5 15:9
<b>calendar</b> 59:1,2	<b>certified</b> 58:5	<b>chime</b> 78:4	<b>color</b> 84:18,21 85:12	<b>composition</b> 13:8
<b>call</b> 22:7,16 30:16 34:7 43:3 55:16 85:10	<b>chairman</b> 2:2, 15,20 3:11 9:11 14:8 25:16 28:8 29:3,5 30:7,10,13, 14 31:21 32:1 35:3,12,16 36:5 38:5 39:2 42:18 44:1,7,11,18 50:16 52:3,7,18 53:12,17 54:1,7, 18 60:9,14 62:14 63:1 67:13,21 68:10 74:10,15 77:8,13 78:1 81:12 82:6,9 86:2, 4,7,15,17	<b>chose</b> 29:12	<b>COMAR</b> 3:5 32:11,13 33:4	<b>computer</b> 65:20 82:16,19 85:5
<b>Callahan</b> 61:16	<b>chairperson</b> 2:9	<b>Chris</b> 60:13 68:3	<b>combined</b> 12:20	<b>computers</b> 85:21
<b>called</b> 19:8 20:11 33:1 34:8	<b>change</b> 5:15 6:15 11:21 16:11 24:1 26:8 29:7,12, 20 32:3,9,18 34:16 36:9 78:14	<b>circle</b> 27:16	<b>comment</b> 28:19 38:4 52:6 69:13 80:20	<b>concern</b> 22:20 29:5 36:2,4
<b>calling</b> 4:13 55:4	<b>changed</b> 24:17 30:3 83:8	<b>circumvent</b> 36:15	<b>comments</b> 21:21 38:2 52:4 53:18	<b>concerned</b> 6:8 25:3 31:11 81:3
<b>calls</b> 7:1 27:14 34:5 42:11,14	<b>changing</b> 29:13 36:6 37:4 42:1	<b>citations</b> 48:2,6	<b>commenters</b> 31:7	<b>concerns</b> 81:2
<b>campaign</b> 56:8 57:13	<b>channel</b> 5:6,7, 11 6:11 7:20 8:6, 8,15,17 9:6,7,15 40:10	<b>citizen</b> 22:8 30:16	<b>commercial</b> 45:15 49:14	<b>conclusions</b> 12:20
<b>Candy</b> 67:2		<b>citizens</b> 7:1	<b>committee</b> 29:15,18 30:8 31:6 80:5,6,15 83:7,17 86:8	<b>concur</b> 80:17
<b>canister</b> 70:11		<b>City</b> 12:15 16:13	<b>committees</b> 85:9	<b>conditions</b> 13:16 30:2
<b>canisters</b> 70:13		<b>clarify</b> 39:11 50:11	<b>common</b> 47:1	<b>confirmed</b> 23:14
<b>Canoe</b> 55:9 66:9		<b>clarifying</b> 68:6	<b>communicatio ns</b> 43:2 45:6 56:2 67:3	<b>confronted</b> 50:13
<b>canoes</b> 55:5		<b>class</b> 71:3	<b>communities</b> 11:20 15:9,11	<b>Connecticut</b> 40:16,20
<b>cap</b> 78:10,11,13, 15		<b>classroom</b> 64:21		
<b>card</b> 76:10		<b>clause</b> 78:12		
		<b>clay</b> 13:8		
		<b>clean</b> 57:20 58:1		
		<b>cleaner</b> 85:18		
		<b>cleanup</b> 6:1		
		<b>Clear</b> 32:10		
		<b>climate</b> 13:5		
		<b>close</b> 3:16 4:6 13:17 14:9 19:20 38:14,19		

<b>connection</b> 17:6	<b>Corporal</b> 6:16	<b>curiosity</b> 57:14	<b>deflate</b> 72:5	<b>DNR</b> 12:18 31:12 38:13 78:8 80:14 81:15
<b>consequence</b> 79:6	<b>correct</b> 21:12 31:16,21 83:2	<b>curious</b> 51:18	<b>deflating</b> 72:7	<b>doable</b> 23:14
<b>considered</b> 49:8 81:9	<b>correcting</b> 34:20	<b>current</b> 5:2,3 10:13,21 11:1,9, 19 30:2 33:18	<b>demo</b> 59:14 73:9	<b>dock</b> 20:1,7 36:16 77:17
<b>considers</b> 4:13	<b>corrections</b> 85:8	<hr/> <b>D</b> <hr/>	<b>density</b> 53:5	<b>docks</b> 8:9 10:16 79:11
<b>consumption</b> 39:10	<b>correctly</b> 42:20	<b>dab</b> 22:17	<b>department</b> 35:4 59:18,19 83:13	<b>dog</b> 67:4,8 83:12
<b>contact</b> 17:4 22:4	<b>cost</b> 47:15 70:10	<b>Dale</b> 16:13	<b>Depot</b> 76:9	<b>dollars</b> 47:17 78:16,18,19,20 79:1
<b>contacted</b> 4:17, 21 31:10	<b>Council</b> 65:17	<b>damage</b> 48:1	<b>depth</b> 7:21 9:3,5	<b>Donna</b> 57:19 70:5 71:7 78:4 79:16
<b>content</b> 13:8	<b>count</b> 71:16	<b>damages</b> 47:16	<b>depths</b> 9:9	<b>Donna's</b> 71:8 72:7
<b>contest</b> 57:7	<b>counties</b> 79:7	<b>dangerous</b> 7:3	<b>desk</b> 74:6	<b>dotted</b> 9:5 22:9
<b>context</b> 28:14	<b>County</b> 6:17 52:10,17 58:19 59:17	<b>darkness</b> 85:3	<b>determine</b> 6:21 9:9	<b>downtown</b> 3:8
<b>continuing</b> 2:10	<b>couple</b> 24:17 29:7 46:2 49:14 51:1 54:14 55:11 63:5 78:9,10	<b>data</b> 9:3 30:21 83:9,11 85:5	<b>determining</b> 13:10	<b>dozen</b> 19:3
<b>contours</b> 85:19	<b>court</b> 42:19	<b>date</b> 67:11 69:18 73:1 75:14	<b>develop</b> 58:8	<b>draft</b> 23:19 39:9
<b>contract</b> 75:2,4, 20 84:3,4	<b>covenants</b> 38:1	<b>dates</b> 80:10	<b>developed</b> 69:4,7	<b>drawn</b> 30:18
<b>contractor's</b> 8:14	<b>CRAIG</b> 14:19 15:1 24:6 29:2 41:4	<b>day</b> 4:20 5:4 11:3,5 47:12 59:5, 21 67:12,20 68:7 69:12 73:7 74:3,7 80:19 85:16	<b>development</b> 10:19	<b>dredge</b> 5:9
<b>contracts</b> 83:19	<b>crashed</b> 82:16, 19 85:5	<b>days</b> 54:14	<b>device</b> 37:9,11	<b>drew</b> 33:17
<b>conversation</b> 15:14	<b>created</b> 8:21	<b>deadline</b> 44:15	<b>devices</b> 84:20	<b>drifted</b> 53:2
<b>convoluted</b> 29:14	<b>creek</b> 3:20,21 4:3,5 6:3,18 7:9 9:13,17 10:6,8,12 11:11 13:7,11 16:10,12,13 17:6, 15,16 19:5 20:6 21:6,8,11,15 24:12,14 25:10 32:8,11,13 33:12 34:3 35:7 36:14 44:13,16 58:8 63:18	<b>deal</b> 18:3	<b>difference</b> 36:5 68:17 79:1	<b>drive</b> 13:4 40:20 64:3
<b>cool</b> 84:11		<b>dealing</b> 17:15	<b>difficult</b> 42:3 77:6	<b>driver's</b> 76:11
<b>coordinate</b> 32:18 33:8		<b>Debbie</b> 10:1	<b>digit</b> 32:19	<b>driving</b> 73:17 85:1
<b>coordinately</b> 33:4		<b>decade</b> 19:12	<b>discuss</b> 76:14 77:9	<b>drops</b> 42:8
<b>coordinates</b> 33:17		<b>December</b> 12:11	<b>discussed</b> 26:8 77:12	<b>dry</b> 73:16
<b>coordinating</b> 60:11		<b>decided</b> 59:10 61:3	<b>discussing</b> 25:19 28:6 75:19 76:19	<b>duration</b> 13:4
<b>copy</b> 76:1	<b>crew</b> 27:3 43:12	<b>decision</b> 26:10	<b>discussion</b> 26:17 35:12,13,17 44:17 45:1 48:12 71:14 77:7 86:12, 14	<b>DWYER</b> 19:13
<b>cord</b> 71:6	<b>crime</b> 63:5	<b>declare</b> 30:13		<hr/> <b>E</b> <hr/>
<b>corner</b> 7:6 26:18 73:6	<b>critical</b> 13:10	<b>dedication</b> 65:14	<b>dispute</b> 43:11	<b>e-mail</b> 5:12 85:16
<b>Corp</b> 12:18	<b>cumbersome</b> 64:13	<b>Deep</b> 58:8 63:18	<b>dissipate</b> 13:18	<b>e-mailed</b> 10:7
		<b>defensive</b> 55:15,20	<b>distance</b> 3:15 6:10 24:6 43:3	<b>e-mails</b> 39:9



<b>earlier</b> 8:3 9:12 83:17 84:1	<b>entire</b> 20:4 42:2	42:2	<b>fanny</b> 63:9,12	<b>fire</b> 59:18
<b>early</b> 19:8	<b>entrance</b> 7:10 24:11	<b>executive</b> 24:1 80:4,14	<b>fast</b> 71:21 72:1 84:19	<b>fish</b> 18:4,6,7 21:8
<b>Eastern</b> 32:12 51:3	<b>Environmental</b> 12:9	<b>exempt</b> 75:3	<b>faster</b> 7:19 84:5 85:15	<b>fishing</b> 18:12 36:17 81:15
<b>easy</b> 77:4	<b>equipment</b> 62:19	<b>exercise</b> 33:15 62:19	<b>fastlane</b> 13:9	<b>fit</b> 45:13
<b>ed</b> 52:12 54:12	<b>Eric</b> 16:2,4	<b>exist</b> 5:3	<b>fatal</b> 47:21 51:3	<b>fix</b> 27:1,2
<b>edge</b> 6:11 9:5	<b>erodibility</b> 13:10	<b>existing</b> 16:12 21:13	<b>fatalities</b> 45:21 46:15 48:20 49:3, 10 52:10	<b>flags</b> 15:1
<b>Edgewater</b> 22:12	<b>erosion</b> 10:15 13:1,3,13 23:5	<b>expectations</b> 86:9	<b>fault</b> 28:18 68:8	<b>Flashing</b> 86:21
<b>educated</b> 56:17 57:5	<b>error</b> 18:18 25:17 34:19	<b>expense</b> 5:9	<b>favor</b> 35:13 86:15	<b>flat</b> 8:21
<b>education</b> 57:3 64:20 67:7 75:3	<b>essentially</b> 62:3	<b>expiration</b> 69:18 73:1	<b>fear</b> 4:5	<b>flew</b> 3:9
<b>Edwards</b> 7:5 8:3	<b>establish</b> 4:14	<b>explained</b> 4:10	<b>features</b> 83:8	<b>floating</b> 8:10
<b>effect</b> 17:2 22:15	<b>established</b> 17:2 37:6	<b>extend</b> 23:16	<b>fee</b> 79:8	<b>flooded</b> 50:15
<b>effective</b> 3:10	<b>estimated</b> 47:15	<b>extended</b> 47:12	<b>feel</b> 64:4 71:18	<b>focus</b> 23:9,10 52:14 58:15 59:21
<b>egress</b> 43:15	<b>estimation</b> 10:15	<b>extending</b> 10:13	<b>feeling</b> 64:2	<b>focusing</b> 55:6
<b>EISENHAUER</b> 81:5	<b>evaluate</b> 30:5	<b>extensive</b> 12:20 23:3,4	<b>feet</b> 4:9 6:2,12 8:1,5,7,10,16 9:6 10:9,14 43:19,20	<b>folks</b> 3:15 4:5 8:13 12:8,15 17:4 22:1 31:9 60:16 62:16
<b>emergency</b> 18:1 26:7 28:17 29:19 30:9 31:6 35:5 80:13,15,18	<b>evening</b> 11:3,5	<b>extent</b> 13:2	<b>fell</b> 71:4	<b>foot</b> 20:1 65:18
<b>enactment</b> 80:10	<b>event</b> 37:9 52:13 58:19 59:8,10,11, 20 60:1,6,11,20 62:1,7,16	<b>extraordinarily</b> 61:7	<b>fellow</b> 61:6 62:9	<b>footsteps</b> 2:11
<b>encompassing</b> 55:3	<b>events</b> 62:5	<b>F</b>	<b>fetch</b> 13:4	<b>force</b> 4:6
<b>end</b> 8:16 57:8	<b>eventually</b> 84:6	<b>fact</b> 23:7 32:1 34:9 52:15 54:6 80:18	<b>field</b> 8:20 28:21 84:13	<b>Ford</b> 54:11,21 74:16 75:14
<b>ends</b> 32:19	<b>evidently</b> 17:6 22:14	<b>factors</b> 13:2	<b>fight</b> 4:11	<b>fore</b> 40:21
<b>energy</b> 13:4 14:3 74:11	<b>excellent</b> 66:15	<b>facts</b> 30:21	<b>figure</b> 70:21 83:13	<b>forever</b> 69:17
<b>Engineers</b> 12:18	<b>exception</b> 80:13	<b>fail</b> 57:5	<b>file</b> 27:9	<b>forget</b> 66:8 78:5
<b>England</b> 40:5,6, 12	<b>excessive</b> 4:2 46:8	<b>failing</b> 37:10 46:8	<b>fill</b> 2:10,11	<b>forgot</b> 64:11 68:3
<b>enhance</b> 10:17	<b>excited</b> 27:9 58:15 65:11 66:6	<b>fall</b> 25:20 26:9 46:17 50:2	<b>filtration</b> 4:4	<b>form</b> 54:20 74:15 75:10 76:1,13
<b>enter</b> 9:17	<b>excitement</b> 27:4	<b>falling</b> 46:5	<b>Fin</b> 22:12	<b>Fort</b> 65:13
<b>entered</b> 56:15	<b>excuse</b> 29:4	<b>falls</b> 34:18 59:7	<b>final</b> 26:9 39:8	<b>forum</b> 86:8
<b>enters</b> 23:5		<b>family</b> 7:7	<b>finalized</b> 80:7	<b>forward</b> 2:10 12:14 19:19
<b>enthusiasm</b> 74:11		<b>fan</b> 55:10,12	<b>finally</b> 3:7 10:11	<b>found</b> 33:2
			<b>find</b> 20:3 34:10 40:17 60:17 81:10	<b>Fred</b> 8:20
			<b>finger</b> 72:8	<b>Friday</b> 15:18 47:13 67:17,21
			<b>finished</b> 5:1	<b>friendly</b> 85:19

<b>Frog</b> 3:20 6:18 7:14 9:13 44:12	73:4 75:18 77:4 81:2,18 82:1	<b>guesstimate</b> 8:18	<b>heads</b> 64:13	<b>hold</b> 30:20 31:6 55:8
<b>front</b> 4:9 12:7 63:13 67:5 71:7 72:20	<b>gosh</b> 80:4	<b>guiding</b> 3:6	<b>hear</b> 21:19 31:10 35:19 50:7 73:18	<b>holdup</b> 85:18
<b>fuel</b> 20:13	<b>gotcha</b> 21:17	<b>gunpowder</b> 20:12	<b>heard</b> 7:8 15:15 20:21 25:5 62:15 65:8	<b>hole</b> 72:8
<b>fun</b> 27:18 72:6	<b>government</b> 76:11	<b>guy</b> 19:16 33:2 41:19 42:8,11 43:9 62:13 85:17	<b>hearing</b> 27:1,8, 18	<b>holidays</b> 7:17 11:3
<b>funneled</b> 31:11	<b>Governor</b> 66:21 67:1,5 74:8 79:2 83:18 84:2	<b>guy's</b> 38:14	<b>hearted</b> 56:21	<b>Home</b> 76:9
<b>funneling</b> 23:17	<b>Governor's</b> 79:14 80:17	<b>guys</b> 25:18 27:3 43:9 57:12	<b>heck</b> 68:7 73:19	<b>hook</b> 36:19
<hr/> <b>G</b> <hr/>	<b>Grab</b> 82:10	<hr/> <b>H</b> <hr/>	<b>held</b> 26:17 45:1 48:12 71:14 86:12	<b>hoping</b> 57:7 58:1
<b>gain</b> 21:5	<b>grace</b> 64:16	<b>habit</b> 27:7	<b>HELLNER</b> 9:12, 19 10:2 18:14,16 20:17 30:15 31:5 35:10 38:3,6,12, 18 42:5 43:7,16	<b>host</b> 81:20
<b>Gallagher</b> 19:9	<b>grandpa</b> 71:3	<b>half</b> 7:18 8:12 17:5 19:12 21:6	<b>helpful</b> 55:9	<b>hosted</b> 83:20
<b>gamut</b> 51:11	<b>Grant</b> 2:13,14 3:2,13 9:18,20 10:5 14:11,14,16 15:4,12 16:2,4,7, 9,19 17:12,20 18:5,7,10,15,20 20:7,16,18 21:13, 20 24:9,15 25:2 26:5,15 28:1,12, 18 31:4 32:6 35:17 36:10 38:10,17 39:5,15, 19 40:6,11 41:2,9, 17 42:4,13 44:6,9, 12 69:13,16 70:17 73:13 79:20 82:8 86:18	<b>Halka</b> 12:16	<b>HENNINGER</b> 9:21 59:15	<b>hot</b> 4:16
<b>gas</b> 53:6,7,13	<b>great</b> 2:9 58:19 59:7,10,11,20 66:12 67:1 74:10 82:6	<b>hand</b> 15:7 57:15	<b>hesitant</b> 35:20	<b>hours</b> 65:5
<b>gave</b> 79:7	<b>greater</b> 78:19	<b>handed</b> 49:20	<b>hey</b> 38:14 42:9	<b>house</b> 17:1 78:15
<b>general</b> 28:19 37:17 48:7 81:2, 21	<b>green</b> 72:20	<b>handhelds</b> 84:20	<b>hide</b> 71:15	<b>hug</b> 22:21
<b>generally</b> 38:6	<b>grief</b> 68:2	<b>handle</b> 42:16 45:16	<b>high</b> 20:2 47:17 53:1	<b>huge</b> 51:21 60:1 72:2
<b>genesis</b> 79:12	<b>group</b> 12:15 41:10,13 80:4	<b>handy</b> 58:13	<b>higher</b> 5:18 13:14 47:13	<b>hundred</b> 4:9 8:5 10:9,14 43:20 48:6 65:4 78:16, 18
<b>gentleman</b> 10:11 13:20 15:19 22:17 36:14	<b>Guard</b> 6:4,7 37:1 45:13 46:18 49:8, 14 50:5 59:15,16, 17 60:15,16,19 61:18,19 69:5,7	<b>happen</b> 31:1 47:3,10 51:9,21 84:6	<b>highest</b> 62:11	<b>hundreds</b> 40:21
<b>gentleman's</b> 60:13	<b>guess</b> 48:4 55:15 63:9	<b>happened</b> 33:11	<b>highlighted</b> 39:3	<b>hunters</b> 47:5,6
<b>Geological</b> 12:16		<b>Harbor</b> 50:14	<b>Hill</b> 22:12	<b>hunting</b> 81:15
<b>GIS</b> 83:17 84:3,8		<b>harbored</b> 4:1	<b>hinder</b> 37:16	<b>hurt</b> 46:12,13
<b>give</b> 55:18 57:9 68:3 77:14		<b>hard</b> 12:5 84:4	<b>hip</b> 54:14	<b>hydro</b> 23:14 27:1,10
<b>give-away</b> 56:10		<b>harmful</b> 5:19	<b>historic</b> 32:14	<hr/> <b>I</b> <hr/>
<b>giving</b> 24:3		<b>Hawaiian</b> 62:17	<b>historical</b> 35:7	<b>ID</b> 76:11
<b>Gloucester</b> 12:9		<b>hazardous</b> 46:9	<b>historically</b> 26:3 36:7 38:12 41:21	<b>idea</b> 4:20 23:16
<b>God</b> 8:20 85:21		<b>head</b> 13:20 16:14,18,19 20:5 21:8 44:5 68:21 71:10 82:3	<b>history</b> 34:21	<b>identification</b> 54:20 74:16 75:6, 10,17 76:2,6,9
<b>good</b> 4:20 27:7 45:2 55:13 58:14 61:10 62:9 63:1 64:9 66:10 67:15 68:2 69:6,10,20 70:12,15 72:21		<b>heading</b> 9:14 22:21	<b>hmmm</b> 65:8	<b>identification-</b> <b>wise</b> 77:18
			<b>Hogan</b> 74:8 83:18	<b>identified</b> 28:16
				<b>identify</b> 6:5 42:19

<b>illegal</b> 83:19	73:8,21	<b>investigated</b> 45:12,18,19 47:16 48:18	<b>jurisdiction</b> 48:18	<b>land</b> 22:1 33:18 37:13 63:4 81:11
<b>imagery</b> 84:15	<b>inflates</b> 63:14 69:9	<b>investigations</b> 45:16	<hr/> <b>K</b> <hr/>	<b>landowner</b> 22:3
<b>images</b> 85:4	<b>influence</b> 7:4 47:20	<b>involved</b> 45:20, 21 60:19 64:19 82:4	<b>kayakers</b> 10:18	<b>language</b> 3:7 37:4 38:13 39:4,6 40:1 42:6
<b>immediately</b> 63:12	<b>influencing</b> 13:3	<b>involving</b> 46:11	<b>kayaks</b> 55:5	<b>laptops</b> 84:20
<b>impact</b> 31:2	<b>information</b> 26:1 55:10 56:5,7, 12 58:10 66:14 74:17	<b>islands</b> 62:17	<b>keeping</b> 2:4 23:17,18	<b>large</b> 9:14
<b>impacted</b> 85:3	<b>informational</b> 36:11 39:13,16	<b>issue</b> 27:20 54:16 72:15	<b>Kelly</b> 2:3,17	<b>larger</b> 9:1 12:15
<b>impede</b> 37:13,20 38:7,20 42:7	<b>Inherently</b> 65:3 70:15	<b>issued</b> 5:13	<b>keypunch</b> 34:19	<b>Larry</b> 74:8
<b>impeding</b> 42:9, 11	<b>initiative</b> 64:5	<b>issues</b> 43:14 52:9	<b>kid</b> 71:2,5	<b>late</b> 77:16
<b>improper</b> 51:11	<b>injuries</b> 46:10, 11,12	<b>issuing</b> 60:19	<b>kids</b> 65:2	<b>launch</b> 16:16 57:10 65:14,15 66:2,5
<b>improvements</b> 79:10,11	<b>injury</b> 45:21 47:21	<hr/> <b>J</b> <hr/>	<b>kind</b> 4:14 12:13 23:7 28:17 36:9 39:10 43:10 51:6 56:16 57:2,21 58:6 63:15 64:11 65:3 66:19 71:11 74:2 76:6,8 78:9	<b>launching</b> 56:6
<b>inappropriate</b> 40:1	<b>inside</b> 5:10 15:10	<b>jacket</b> 61:13 64:1,8 65:2,5,7, 10,18 66:6 67:7,9, 18,19 68:6,19 69:11 70:7,14 72:10 73:19 74:3, 5,7	<b>Kinte</b> 66:4	<b>law</b> 33:7 34:6 75:4 81:10
<b>incentive</b> 56:16 65:9	<b>installing</b> 5:21	<b>January</b> 47:5	<b>Kling</b> 18:4,6,9 25:17 28:10,13,19 29:4 39:3,12,16 40:4,8,19 41:14, 18 56:18 76:15,20 86:6,7,10	<b>law/regulation</b> 75:8
<b>incident</b> 36:13 76:3	<b>Institute</b> 12:17	<b>Jay</b> 66:4	<b>knew</b> 15:19	<b>lawn</b> 67:5
<b>incidents</b> 21:5 49:5 50:10	<b>insufficient</b> 48:7	<b>Jeff</b> 12:16	<b>knot</b> 10:9,13 11:2 16:20 17:3 24:7 25:13 28:3	<b>leading</b> 46:3
<b>included</b> 50:18	<b>intelligent</b> 30:5	<b>jerk</b> 71:13	<b>knobs</b> 4:1 19:7 21:7,9 23:15,18 30:20 32:14	<b>learn</b> 62:21 63:16 71:11
<b>including</b> 33:8, 14	<b>intention</b> 34:12	<b>job</b> 2:9	<b>knowing</b> 57:1	<b>leave</b> 31:16
<b>inconvenient</b> 77:2	<b>intentional</b> 82:14	<b>Joe</b> 9:11 20:16 30:14 38:5	<b>knowledge</b> 17:17 51:20	<b>lecture</b> 86:14
<b>increase</b> 51:21	<b>interactive</b> 82:11	<b>John</b> 19:8 20:19 27:5,10 28:1,11	<hr/> <b>L</b> <hr/>	<b>left</b> 30:1
<b>incremental</b> 79:1	<b>interesting</b> 5:20 53:16	<b>join</b> 57:21	<b>ladies</b> 63:6	<b>legislation</b> 81:14
<b>Indian</b> 16:14,18, 19	<b>interfere</b> 37:17	<b>JONES</b> 67:14	<b>lake</b> 57:15,18 58:7,8,10,14 63:18	<b>legislative</b> 78:2, 8 80:5
<b>indicating</b> 2:5 8:9 71:10	<b>introductions</b> 2:15,16,19	<b>Julie</b> 52:7,18 54:2,4 61:11,17 63:1,20 67:21 73:13 74:10 77:13 78:4		<b>Leinenkugel's</b> 62:8
<b>industry</b> 81:18 82:4	<b>intuition</b> 30:18	<b>July</b> 46:21 75:4, 13 78:20		<b>length</b> 20:4
<b>inflatable</b> 65:7 68:13,14 69:20 70:2,3,7,16,19 73:5	<b>investigate</b> 45:14 46:17,19 49:4,10,15,17 50:5			<b>Leonard's</b> 13:7
<b>inflate</b> 69:20 70:21 71:10 73:5				<b>letter</b> 15:6,13,17
<b>inflated</b> 70:2,3				<b>letters</b> 15:12

<b>Liberty</b> 22:13	79:4 83:15	21 6:3,8,15 8:1 9:8,14,15 11:6,7, 18 16:16 22:13 57:20 58:1	<b>message</b> 65:10 66:6	<b>moored</b> 37:18 40:21 43:6 49:6
<b>license</b> 76:11	<b>lots</b> 77:11		<b>met</b> 61:5,17,18 66:21	<b>mooring</b> 36:12, 14,18 37:2,8,9,10, 19 39:14 40:2,9, 14,18 41:6,13 43:9 44:16 79:8
<b>life</b> 61:13 64:1,7 65:2,5,7,10,18 66:6 67:7,9,18,19 68:6,19 69:11 70:7,14 72:9 73:19 74:3,5,7	<b>Louis</b> 3:5 83:9	<b>Marine</b> 6:14,17 12:17	<b>mic</b> 18:21 21:3 24:20	<b>moorings</b> 37:5 41:10,11
<b>light</b> 52:11,13 56:21 72:20	<b>love</b> 72:9	<b>mark</b> 35:7 43:1 45:4 48:6 50:9 61:5 62:14 63:17 78:1 82:6	<b>mice</b> 73:8	<b>morning</b> 45:3
<b>lights</b> 48:8	<b>low</b> 9:9 48:3	<b>marked</b> 27:3 32:15	<b>Michael</b> 31:3	<b>MORROW</b> 70:10,21 71:18,21 72:11,17 73:11 79:17 80:2 81:7
<b>limit</b> 3:21 20:3 24:18 26:14	<b>lower</b> 7:17 10:13 11:4 33:10	<b>marker</b> 19:4	<b>microphone</b> 2:5 18:20 20:19 26:14,15 28:10,12 42:18 44:1 52:7 54:7 68:11 77:14 82:10	<b>Mortar</b> 3:20 6:18 7:14 9:13 44:12
<b>line's</b> 30:18	<b>luckily</b> 85:6	<b>markers</b> 6:6	<b>mid</b> 19:2	<b>motion</b> 30:11,13 35:1,3,14 86:13
<b>lines</b> 9:2,4 35:6 84:7	<b>Lunsford</b> 16:10, 18 17:10,18 18:8, 21 19:15 20:9 21:2,12,15 24:14, 20 29:17 30:12 35:1,19 86:13	<b>marking</b> 32:21 33:3	<b>middle</b> 7:10,11, 13,18 22:18 23:16,18	<b>move</b> 10:14 11:5,9 19:13 34:8 35:5 43:9 44:16 59:11
<b>lineup</b> 21:10	<hr/> <b>M</b> <hr/>	<b>Martin</b> 4:4 5:18 6:13 8:14	<b>Mike</b> 2:13 3:1 9:12 14:7 15:6 18:14,21 19:18 21:18 24:6 25:8 26:19 27:10 29:17 30:16,19 31:2 33:17 34:14,17 57:10 71:12	<b>moved</b> 63:13
<b>listen</b> 16:5 31:2	<b>made</b> 16:11 20:14 27:11 32:3 33:16 34:8	<b>Maryland</b> 8:1 12:19 32:17 40:3 48:13 49:20 50:17 75:3	<b>Marylanders</b> 59:9	<b>moving</b> 10:18 18:1 21:10 84:16
<b>live</b> 39:1 82:17 83:3 85:7	<b>main</b> 7:13 13:2	<b>Massachusetts</b> 40:16	<b>mile</b> 17:5 21:6	<b>mud</b> 34:1
<b>livery</b> 57:16 74:20 75:2	<b>major</b> 51:18	<b>Mattawoman</b> 16:10,12 35:18,21 36:9 44:13	<b>mileage</b> 3:14	<b>multiple</b> 46:12
<b>living</b> 10:18 11:14	<b>majority</b> 46:20 47:9 69:20	<b>matter</b> 54:6	<b>miles</b> 7:12 11:8	<b>municipalities</b> 79:7
<b>local</b> 3:15 17:17	<b>make</b> 16:7 20:12 26:9 29:21 30:5, 11 31:5 52:6 54:11 57:10 59:1 71:7,9 73:16 75:16 80:17 84:17	<b>Maynard</b> 14:1	<b>million</b> 47:17	<b>munitio</b> 20:11
<b>location</b> 5:4	<b>makes</b> 38:8	<b>MDE</b> 4:3,21 5:2	<b>mini</b> 59:14	<b>munitio</b> 20:14
<b>locations</b> 55:19 66:13 74:20	<b>making</b> 19:11 29:13 33:15	<b>meaning</b> 38:7	<b>minor</b> 3:2	<hr/> <b>N</b> <hr/>
<b>Lockheed</b> 4:3 5:18 6:12 8:14	<b>man</b> 8:19 33:1,5 34:18	<b>meant</b> 34:2	<b>minute</b> 15:18	<b>national</b> 50:14 58:21 59:5 64:15 65:17 67:12,19
<b>long</b> 3:15 6:12 9:21 21:8 43:14 72:13	<b>maneuver</b> 38:11	<b>meantime</b> 4:13	<b>minutes</b> 7:16, 17,18 8:12 33:10	<b>natural</b> 11:14 12:10 45:11,17 49:16
<b>longer</b> 30:20	<b>manually</b> 73:5	<b>medle</b> 81:21	<b>mistakenly</b> 27:3	<b>nature</b> 51:5
<b>longest</b> 23:1	<b>map</b> 83:14 84:11 85:19	<b>meet</b> 67:1	<b>mistakes</b> 19:12	<b>nautical</b> 7:12 11:8
<b>looked</b> 29:6 40:12	<b>maps</b> 17:8	<b>meeting</b> 2:3 67:2,3	<b>mom</b> 54:13	<b>Naval</b> 12:10 13:21 16:14 20:11
<b>lookout</b> 46:8	<b>March</b> 3:10 4:18, 20 5:12 67:13	<b>Memorial</b> 85:16	<b>Monday</b> 47:14	
<b>loose</b> 70:14 71:9	<b>marina</b> 3:20 4:2, 10,17,21 5:3,6,13,	<b>mentioned</b> 8:3 13:12 25:1 58:17	<b>money</b> 3:16 79:9	
<b>lose</b> 82:7		<b>mentioning</b> 68:13	<b>months</b> 14:2 46:20 47:4	
<b>lot</b> 3:4 12:2 23:9 40:12 53:10 56:3 59:20 61:1 77:17				

<p><b>Navy</b> 19:21 20:10,13 35:20 36:2</p> <p><b>nearshore</b> 13:9</p> <p><b>needless</b> 59:8</p> <p><b>neighbor</b> 41:20 42:3</p> <p><b>neighbors</b> 23:4 31:14</p> <p><b>newer</b> 72:4</p> <p><b>news</b> 47:8</p> <p><b>nice</b> 56:16 58:9 72:3</p> <p><b>Nickel</b> 57:14 63:17</p> <p><b>NOAA</b> 8:19</p> <p><b>Noon</b> 5:13</p> <p><b>Norfolk</b> 12:16</p> <p><b>normal</b> 5:19 7:1 23:15</p> <p><b>north</b> 11:17 33:21</p> <p><b>northern</b> 52:16</p> <p><b>notate</b> 42:20</p> <p><b>note</b> 11:12</p> <p><b>notes</b> 31:13</p> <p><b>notice</b> 61:3 65:14 82:13</p> <p><b>noticing</b> 52:20</p> <p><b>November</b> 47:4</p> <p><b>NRP</b> 4:13,15 5:12 6:16,19 7:2 42:13 43:4 44:21 49:16 61:20</p> <p><b>number</b> 28:15 34:17 46:10 50:20 51:16</p> <p><b>numbers</b> 47:13</p> <p><b>numerical</b> 9:2,3</p> <p><b>nutshell</b> 76:5</p>	<p style="text-align: center;"><b>O</b></p> <p><b>O'malley</b> 61:5, 11,15 63:20 77:14 78:1,3,7 79:18 80:1 81:13</p> <p><b>obstruct</b> 37:13</p> <p><b>obstructing</b> 40:10</p> <p><b>occurred</b> 14:4 51:4</p> <p><b>occurs</b> 76:3</p> <p><b>October</b> 4:1</p> <p><b>office</b> 56:2 80:17</p> <p><b>officer</b> 5:13 42:13 43:4 64:19 67:3</p> <p><b>officers</b> 64:6,14 65:12 76:3</p> <p><b>officially</b> 44:15</p> <p><b>officials</b> 59:9</p> <p><b>offloaded</b> 20:10</p> <p><b>offshore</b> 8:10</p> <p><b>okayed</b> 66:4</p> <p><b>older</b> 17:8</p> <p><b>one-third</b> 5:4,5</p> <p><b>onerous</b> 81:1</p> <p><b>online</b> 56:10</p> <p><b>ooh-rah</b> 64:16</p> <p><b>open</b> 30:11 35:12 63:10,11 86:8</p> <p><b>opening</b> 75:7</p> <p><b>operating</b> 38:20 48:9</p> <p><b>operations</b> 7:3 74:21 75:2</p> <p><b>operator</b> 18:18 25:17 54:20 74:15</p> <p><b>operators</b> 57:16</p> <p><b>opinion</b> 26:2</p>	<p>38:19</p> <p><b>opportunity</b> 29:6</p> <p><b>opposed</b> 6:15 35:16 86:17</p> <p><b>opposing</b> 15:10</p> <p><b>opposition</b> 15:21 21:19</p> <p><b>orderly</b> 37:16</p> <p><b>organized</b> 60:17 62:1</p> <p><b>organizer</b> 62:10</p> <p><b>original</b> 10:10 15:17 36:1 76:1</p> <p><b>Originally</b> 6:5</p> <p><b>outflow</b> 4:5 6:2 8:6,15</p> <p><b>overboard</b> 69:8</p> <p><b>OWI</b> 48:3</p> <p><b>owner</b> 4:17 5:8 6:8 37:14</p> <p><b>owners</b> 25:1</p> <p><b>owns</b> 70:2</p> <p><b>oyster</b> 83:10</p> <p style="text-align: center;"><b>P</b></p> <p><b>p.m.</b> 86:20</p> <p><b>pack</b> 63:8,9</p> <p><b>paddle</b> 55:4,7,15 56:7,11 58:2,6 60:1,3 63:3,6 66:9,12</p> <p><b>paddleboard</b> 56:9,15</p> <p><b>paddleboarder</b> s 59:13 77:3</p> <p><b>paddleboards</b> 10:17 55:2</p> <p><b>paddlecraft</b> 55:19</p> <p><b>paddled</b> 62:16 63:7</p>	<p><b>paddler</b> 62:7</p> <p><b>paddlers</b> 55:21 58:16 62:2,15,18</p> <p><b>paddling</b> 55:3, 21 56:5 59:21 60:6 66:14,18</p> <p><b>pain</b> 26:10 42:2</p> <p><b>paperwork</b> 10:7</p> <p><b>parallel</b> 36:18</p> <p><b>parameters</b> 45:13 46:18 49:8</p> <p><b>Pardon</b> 18:5</p> <p><b>park</b> 52:14 58:18 59:12 60:1</p> <p><b>parked</b> 42:15</p> <p><b>Parkside</b> 3:20 6:13 7:11,14 8:2</p> <p><b>part</b> 6:1 7:13 51:18 72:7</p> <p><b>participate</b> 16:5</p> <p><b>participating</b> 56:11</p> <p><b>parties</b> 43:8</p> <p><b>partner</b> 63:5</p> <p><b>pass</b> 55:17 56:18,20</p> <p><b>passed</b> 3:2 80:9 81:4,6,8</p> <p><b>passport</b> 76:12</p> <p><b>past</b> 2:8 32:7 44:15</p> <p><b>patch</b> 20:1</p> <p><b>patrols</b> 7:2</p> <p><b>pattern</b> 4:15 84:21</p> <p><b>pay</b> 78:20</p> <p><b>peaking</b> 53:1</p> <p><b>peninsula</b> 16:15</p> <p><b>people</b> 3:8,15 18:9 19:3 25:4,20 36:8 43:4 46:12,</p>	<p>13 47:1,7,10,19 49:6 53:14 62:5 66:16 68:20 70:7 72:2 73:1</p> <p><b>PEPE</b> 15:6 16:8 21:18 25:8 28:4 43:18</p> <p><b>perceived</b> 4:14</p> <p><b>percent</b> 14:3</p> <p><b>periodically</b> 41:15</p> <p><b>permanent</b> 78:14</p> <p><b>permissible</b> 37:2</p> <p><b>permission</b> 60:3</p> <p><b>permit</b> 5:14 41:5,7,13 60:20 61:19</p> <p><b>permits</b> 41:4</p> <p><b>permitted</b> 37:21</p> <p><b>person</b> 5:2 17:3 25:7 76:4</p> <p><b>person's</b> 25:5</p> <p><b>personal</b> 45:20</p> <p><b>pertaining</b> 81:14</p> <p><b>petition</b> 4:8,19 15:7,15,21 27:11, 12,21</p> <p><b>PFDS</b> 48:7</p> <p><b>phone</b> 34:5</p> <p><b>phones</b> 66:11</p> <p><b>phonetic</b> 8:20 14:1 66:4</p> <p><b>pickup</b> 23:2</p> <p><b>picture</b> 23:6 33:17 74:5 76:10</p> <p><b>pictures</b> 65:20 66:7</p> <p><b>pier</b> 4:6 17:1 22:2 33:7 36:17,19 42:10,12,16 43:20</p>
--	---	---	---	--

<b>piers</b> 8:10 10:16 30:19 37:20 79:11	<b>Potomac</b> 16:15 48:14,19,21 49:3, 19 50:8,17	<b>prongs</b> 34:12	<b>PWC</b> 74:21	<b>ready</b> 44:20 58:15 60:20 66:9, 12 71:16,20,21 82:10 83:3 85:21 86:5
<b>piling</b> 38:15	<b>practices</b> 86:8	<b>proper</b> 37:15 46:8 48:8	<b>Q</b>	<b>real</b> 2:17 20:2 29:12 51:13 62:13
<b>pilings</b> 17:8	<b>praying</b> 84:4	<b>properly</b> 63:14	<b>Quads</b> 83:9	<b>realized</b> 75:7,15
<b>pipe</b> 4:5 8:15	<b>Preakness</b> 59:8	<b>properties</b> 25:11	<b>quality</b> 79:10	<b>realizing</b> 19:11
<b>pipes</b> 6:2,5,10 8:7	<b>precise</b> 38:21	<b>property</b> 4:2 25:1 30:17 31:12 37:14	<b>Quantico</b> 16:13	<b>reason</b> 26:11,20 27:19 33:5 35:20 46:4 50:4 64:3 82:14
<b>place</b> 17:16 19:11 20:15 31:17 36:7 73:17 85:11	<b>predominant</b> 51:2,13 52:1 61:1	<b>proposal</b> 28:17	<b>quartely</b> 79:20 80:12	<b>reasons</b> 51:10
<b>placement</b> 37:6,7	<b>preemptive</b> 15:20	<b>propose</b> 35:3	<b>quarter</b> 5:6 83:9	<b>recall</b> 60:12
<b>places</b> 40:8,12	<b>presence</b> 13:9 60:4	<b>proposed</b> 2:12 11:19 21:4,14 39:4,5,6,18,19 44:8,9,13,14,15 80:21	<b>quarterly</b> 79:21 80:10	<b>recap</b> 78:2
<b>plan</b> 10:10 57:9	<b>presented</b> 28:14	<b>protect</b> 10:16,18	<b>question</b> 10:3 16:6 18:14 21:1 30:20 37:8 43:17, 18 52:5 56:21 60:10 68:9	<b>received</b> 4:8 6:17 15:13,17 80:21
<b>plane</b> 19:7	<b>Preserve</b> 10:19	<b>provided</b> 56:12 79:9	<b>questions</b> 9:11 10:5 14:6 24:5,19 48:11 51:1,2 52:3, 19 53:17 57:6,13 60:8 76:5 82:5 86:1,2	<b>reckless</b> 7:3
<b>planning</b> 58:19 73:10	<b>pretty</b> 47:17 48:4 57:6 61:1,3 62:17 78:3	<b>providing</b> 13:17	<b>quick</b> 2:3,15,17 52:6 69:13 78:3	<b>recommend</b> 30:3 35:4
<b>playing</b> 67:8	<b>prevent</b> 10:15	<b>public</b> 27:21 37:15,17 39:9 67:2 80:20	<b>quiz</b> 56:12,13,14, 19,21 57:1,2,4	<b>recommendati</b> <b>on</b> 28:2 29:21 30:6
<b>pleased</b> 3:3	<b>price</b> 70:13	<b>publicize</b> 85:17	<b>R</b>	<b>recommendati</b> <b>ons</b> 44:10
<b>point</b> 7:11 11:8 12:9 16:16,21 19:6 24:10 29:10, 11 33:13,14,16 37:15 52:13 57:8 58:18 59:12,21 60:11 61:18 65:21 66:2,5,11 82:18	<b>prices</b> 53:13	<b>published</b> 85:9	<b>race</b> 45:15 49:13 59:14 60:2	<b>recommended</b> 4:12 16:21
<b>pointed</b> 60:16	<b>primary</b> 37:11	<b>puffs</b> 71:1	<b>Rachel</b> 39:7 80:9	<b>record</b> 5:16 26:17 45:1 48:12 71:14 86:11,12, 13,18,19,20
<b>pointing</b> 82:20	<b>private</b> 43:20	<b>pull</b> 61:1 68:20 69:2,21 71:13	<b>raining</b> 73:20	<b>records</b> 45:6
<b>points</b> 11:12	<b>privy</b> 61:13	<b>pulled</b> 27:9 71:5	<b>raised</b> 38:20	<b>recreational</b> 14:13 15:3,4 41:6, 8
<b>police</b> 45:11,17 49:16 59:18 64:16	<b>prize</b> 56:10 57:10 67:10	<b>pulling</b> 27:15 69:1	<b>Ramona</b> 2:7	<b>red</b> 8:4 19:4 26:21 32:15 33:3 35:6 72:20 84:16
<b>pop</b> 73:18	<b>problem</b> 25:6 38:8 51:19 83:11	<b>purchased</b> 65:17	<b>ramp</b> 16:16 34:3 65:14,15	<b>redraw</b> 84:7
<b>positioned</b> 83:2	<b>problems</b> 41:16	<b>Purple</b> 9:6	<b>ramp-up</b> 56:3	<b>reduced</b> 26:21 27:6
<b>possession</b> 48:9	<b>procedures</b> 86:8	<b>push</b> 59:4	<b>ramps</b> 66:2	<b>reflective</b> 6:6
<b>possibility</b> 23:13	<b>process</b> 4:10 6:14 32:5	<b>put</b> 20:3 26:21 27:6 29:10 33:2,4 34:5,6 36:7 41:10 55:20 58:3 63:14 67:7 70:4 72:8,19 85:17	<b>ran</b> 39:7 83:18	
<b>possibly</b> 17:20 55:19	<b>professional</b> 62:2,9 63:7	<b>putting</b> 25:6 46:2 59:19	<b>reach</b> 65:4	
<b>poster</b> 55:16	<b>professionals</b> 62:2		<b>reaction</b> 41:14	
<b>posters</b> 57:19 58:3	<b>program</b> 57:20 58:2 64:18 65:11			
	<b>prompted</b> 75:1			
	<b>prong</b> 34:3			

<b>refresh</b> 84:6	<b>replaced</b> 37:11	<b>retired</b> 34:4	<b>safely</b> 43:4,5	<b>see-through</b> 84:17
<b>reg</b> 80:19	<b>report</b> 5:17 6:20 44:21 54:2	<b>reuse</b> 72:14	<b>safety</b> 10:17 48:10 52:12,14 54:2,12 57:11,17 58:20 59:3,14 60:6,18 62:11 64:8,19,20 65:6 66:14 67:4,6 71:2 74:11 75:12	<b>segmenting</b> 55:6
<b>regard</b> 55:2	<b>reporter</b> 42:20	<b>reuses</b> 72:14	<b>sailboaters</b> 77:3	<b>self-regulating</b> 81:18
<b>region</b> 51:9 52:16	<b>reports</b> 6:16	<b>review</b> 80:5,15	<b>sailboats</b> 51:17	<b>semi-submerged</b> 17:7
<b>Register</b> 32:17	<b>repositioned</b> 22:16	<b>reviewed</b> 83:20	<b>Sailors</b> 77:2	<b>semicircle</b> 27:16
<b>registration</b> 48:8	<b>represented</b> 35:6	<b>reviews</b> 80:5	<b>sanctioned</b> 45:15 49:13	<b>Senate</b> 78:15
<b>regs</b> 40:17,19 58:11 80:13	<b>repurchases</b> 72:15	<b>rewrap</b> 80:3	<b>sand</b> 13:8	<b>send</b> 74:4,5
<b>regular</b> 8:19 32:4 70:14	<b>request</b> 3:19 15:17 18:19 21:1 26:19 27:11,21 29:10 32:3,9 34:16 36:9	<b>ribs</b> 71:4,6,8	<b>sandy</b> 22:18 59:21 60:11 66:2, 5	<b>sends</b> 54:14
<b>regulation</b> 3:12 5:16 6:15 8:5 11:2 29:19 32:9 33:9 34:1 80:15,21 83:1	<b>requested</b> 33:6	<b>rid</b> 73:3	<b>Saturday</b> 7:16 11:2 67:17	<b>sense</b> 16:7 29:15,18 30:6,8 31:5 38:8 47:1
<b>regulations</b> 2:12 3:1 36:15 79:19 80:6 82:11 83:3	<b>requesting</b> 11:21	<b>ride</b> 64:5	<b>save</b> 63:12	<b>Sergeant</b> 43:1, 7,12,21 44:3,20 45:2,4 48:15,17 49:1,4,12,21 50:2 51:8,20 53:9,13, 19,21 54:11,21 73:14 74:16 75:14
<b>regulatory</b> 28:15	<b>requests</b> 3:12 24:21 28:15	<b>riff</b> 15:10	<b>saving</b> 64:16	<b>service</b> 2:8 65:5 83:21
<b>reinventing</b> 55:12	<b>require</b> 41:5,7	<b>riparian</b> 37:14	<b>scares</b> 73:18	<b>services</b> 57:11 75:15
<b>related</b> 47:18 48:2	<b>required</b> 37:7 75:21	<b>rise</b> 61:12	<b>scene</b> 43:14	<b>session</b> 26:2 78:2
<b>relation</b> 47:18	<b>researched</b> 34:10	<b>Riva</b> 24:16	<b>Schneider</b> 6:14	<b>set</b> 33:17 60:18 61:20 80:10
<b>relief</b> 23:12 24:3	<b>reserve</b> 64:6,14, 18 65:11	<b>river</b> 7:10,11,13, 18 10:3,6 12:5 18:13 20:18 22:21 48:14,21 49:3,19	<b>Schulte</b> 6:16	<b>shadow</b> 24:10 62:3
<b>relocate</b> 10:8	<b>reset</b> 37:11	<b>road</b> 73:18	<b>Sciences</b> 12:18	<b>shady</b> 62:12
<b>remember</b> 12:3 13:21 24:12 27:17	<b>residents</b> 15:14	<b>Robin</b> 50:19 52:8 60:9	<b>scoop</b> 63:2	<b>shake</b> 82:3
<b>reminder</b> 2:3	<b>Resources</b> 12:10 45:11,17 49:16 64:16	<b>rocket</b> 20:13	<b>screen</b> 82:14	<b>share</b> 7:7
<b>rename</b> 80:3	<b>responding</b> 81:11	<b>rods</b> 18:12	<b>sea</b> 61:12	<b>sharp</b> 62:13 65:21
<b>renaming</b> 80:8	<b>response</b> 17:4	<b>rope</b> 6:12	<b>season</b> 11:4 14:4 26:11 64:7 78:8	<b>sheets</b> 3:14
<b>rent</b> 55:19	<b>restriction</b> 37:5	<b>Route</b> 20:18 22:13 32:12 44:14	<b>seat</b> 18:8	<b>SHELLER</b> 20:20 21:10,17
<b>rental</b> 55:18 58:6 63:3 74:21 75:21	<b>restrictions</b> 37:6	<b>rules</b> 58:11	<b>seconds</b> 22:16	<b>Shipping</b> 32:8, 11,13 33:12 34:3 35:7 44:15
<b>rentals</b> 58:2	<b>result</b> 7:1 13:15 15:13 22:7	<b>run</b> 2:16 6:10 7:10 21:8 25:13 30:19 51:11 57:7 71:15	<b>secretary</b> 29:21 30:6	
<b>renter</b> 75:6	<b>resulted</b> 47:20	<b>running</b> 48:8 51:5,6,16 67:8 84:2	<b>section</b> 45:6 54:13	
<b>renters</b> 75:21	<b>retire</b> 32:21	<b>runs</b> 32:13		
<b>repacking</b> 72:6				
		<b>S</b>		
		<b>safe</b> 58:1,5,10,21 59:5 64:9 65:17 67:12		

<b>shocking</b> 47:8	74:6	18:13 20:18 32:12	<b>stand</b> 54:3,19 55:1 56:9,15 59:13 77:3 85:20	25:10
<b>shoes</b> 2:11	<b>situation</b> 51:15 55:3	<b>spattered</b> 20:1	<b>standard</b> 37:3 43:19 44:4	<b>straightforward</b> 62:10
<b>shopping</b> 73:6	<b>situations</b> 41:19	<b>speak</b> 36:13 40:20 54:16 84:2 85:9	<b>standards</b> 62:11	<b>strange</b> 50:3
<b>shore</b> 8:8 22:21 62:4	<b>ski</b> 3:6	<b>speaking</b> 15:8 41:9	<b>standing</b> 82:9	<b>stream</b> 41:1
<b>shoreline</b> 10:19 11:14 13:1,3,17 19:21 20:4 24:3 43:20	<b>slamming</b> 46:5	<b>special</b> 65:15	<b>start</b> 2:3,12 31:13 55:1 56:8, 11 67:12	<b>stretch</b> 23:1 50:17
<b>short</b> 26:6 61:3	<b>Slavins</b> 16:16 19:5	<b>specific</b> 51:4	<b>started</b> 4:18 11:16 27:17 34:4 64:6	<b>strike</b> 15:20
<b>shortest</b> 23:2	<b>slide</b> 9:12,16 17:14 21:16	<b>specifics</b> 38:17	<b>starts</b> 59:3	<b>strikes</b> 41:18
<b>show</b> 17:14 58:7 66:7 68:4,5 83:5	<b>slides</b> 23:7	<b>speed</b> 3:21 7:16 12:4 20:3 22:10, 11,14 24:18 26:14,19,21 27:6 29:14 32:2,3 33:6, 12 36:8 46:9 83:1, 14 84:7,14 85:2,5	<b>state</b> 11:2 37:8 39:13 40:2 41:5,6 42:2 74:21	<b>striking</b> 51:12
<b>showed</b> 13:12, 14 33:13 83:21	<b>slipping</b> 46:5	<b>speedboats</b> 51:16,17	<b>states</b> 12:18 75:8	<b>studied</b> 13:14 26:8
<b>showing</b> 36:6	<b>slips</b> 5:10 79:9	<b>speeded</b> 84:19 85:11	<b>station</b> 19:9	<b>study</b> 12:2,8 13:15,19,20 14:1, 2 18:2,9 24:2 35:8 44:14
<b>shows</b> 64:9	<b>slow</b> 83:12	<b>speeds</b> 7:15	<b>statistics</b> 45:8 49:15	<b>stuff</b> 10:7 15:3,4 28:14 84:21
<b>sic</b> 12:12	<b>smack</b> 22:17	<b>spell</b> 19:8	<b>status</b> 3:1	<b>stuttering</b> 77:18
<b>side</b> 19:21 23:2, 19 50:18 55:12 60:4	<b>small</b> 77:4	<b>spent</b> 72:16,17, 18	<b>stats</b> 6:19 50:9, 11 52:12	<b>subdivision</b> 10:20
<b>sides</b> 24:7 43:10	<b>smaller</b> 13:2	<b>spill</b> 54:13	<b>stencil</b> 65:18	<b>subject</b> 4:2
<b>sign</b> 58:3 65:19	<b>Smallwood</b> 65:13	<b>Splash</b> 67:4	<b>status</b> 3:1	<b>submission</b> 79:21
<b>signature</b> 79:14	<b>Smart</b> 56:8,11	<b>spoke</b> 27:19 40:17	<b>sticking</b> 17:9, 10,12	<b>submit</b> 80:20
<b>signatures</b> 4:10	<b>Smartpad</b> 55:21	<b>sponsor</b> 62:6	<b>stipulation</b> 5:14	<b>submitted</b> 80:14
<b>signed</b> 67:9 74:8 79:3,4	<b>SMITH</b> 14:7,9, 12,15,21 15:2 52:20 53:16	<b>sponsored</b> 62:8	<b>stood</b> 33:6	<b>substance</b> 25:19 28:20 39:17
<b>silt</b> 13:8	<b>social</b> 38:1	<b>Spooky</b> 20:15	<b>stop</b> 86:10	<b>substantial</b> 76:21
<b>SIMON</b> 48:13,16, 20 49:2,11,18 50:1,12 68:12,17 69:4 76:6 77:16	<b>soft</b> 6:8	<b>sports</b> 55:4,7,15	<b>storage</b> 73:15	<b>suffering</b> 23:3, 4,9
<b>simple</b> 18:2	<b>soil</b> 13:7,16	<b>spread</b> 65:9 66:10	<b>store</b> 66:12 73:15	<b>sufficiently</b> 38:21
<b>single</b> 17:1 41:5, 7 59:6	<b>solution</b> 26:6	<b>squared</b> 61:7	<b>stored</b> 20:14 73:16	<b>suggest</b> 16:11 35:20
<b>sir</b> 18:15 31:4 48:11,15	<b>solve</b> 41:15	<b>squeeze</b> 72:9,13	<b>straightening</b>	<b>suggested</b> 22:8 23:13 30:19
<b>sit</b> 73:5	<b>solved</b> 25:5	<b>squeezed</b> 38:15		<b>suggests</b> 13:15
<b>site</b> 6:1 12:1 18:11 29:2,3,4	<b>somethin'</b> 63:16	<b>squiggly</b> 9:2		<b>summer</b> 14:2 18:2 24:2 26:7,9, 11 29:19 46:19
<b>sites</b> 13:14	<b>sort</b> 45:15 46:6 80:11	<b>St</b> 13:7		
<b>sitting</b> 36:17	<b>south</b> 9:8 10:6,9, 14 14:11,12 16:14	<b>stages</b> 3:4		



57:8	15:2 20:8 27:15 28:7 42:1,20 63:4 68:12	<b>thousand</b> 78:18,19	<b>travel</b> 8:11	<b>undo</b> 72:7
<b>sun</b> 85:3	<b>tax</b> 78:10,11,13	<b>threw</b> 36:18	<b>traveled</b> 3:15	<b>Unit</b> 6:17
<b>Sunday</b> 7:16 11:2	<b>teaching</b> 64:21	<b>throw</b> 25:9	<b>traveling</b> 13:16	<b>United</b> 12:18
<b>sunset</b> 78:12	<b>team</b> 27:10	<b>throwing</b> 41:2	<b>traverse</b> 9:4	<b>University</b> 12:19
<b>supervisor</b> 54:12	<b>temporary</b> 27:1,2	<b>ticket</b> 19:16,17	<b>traversing</b> 7:15	<b>update</b> 82:12
<b>support</b> 16:14	<b>tend</b> 47:2	<b>tide</b> 9:7 20:2	<b>treatment</b> 6:1	<b>uphill</b> 4:11
<b>supporting</b> 24:21	<b>tendency</b> 74:1	<b>tie</b> 36:16	<b>trending</b> 53:3	<b>upper</b> 10:8,14 11:1 52:16
<b>suppose</b> 42:8	<b>tender</b> 32:20 34:20	<b>tight</b> 71:6	<b>tributaries</b> 33:8,14,21 35:8	<b>upper's</b> 11:1
<b>supposed</b> 28:5	<b>term</b> 26:6	<b>tiling</b> 84:10	<b>Trindel</b> 42:13 43:1,12,21 44:3, 20 45:2,4 48:15, 17 49:1,4,12,21 50:2 51:8,20 53:9, 13,19,21 73:14	<b>ups</b> 54:19
<b>Surface</b> 20:12	<b>terminology</b> 23:17	<b>time</b> 5:7 8:11 13:18 20:14 24:12 29:12 34:9 47:3 53:12,20 64:3 72:13 73:12	<b>trips</b> 29:1	<b>upwards</b> 48:4
<b>surprise</b> 46:19	<b>tested</b> 5:18	<b>times</b> 19:1 50:4 73:17 85:7	<b>trouble</b> 49:7	<hr/> <b>V</b> <hr/>
<b>Survey</b> 12:16	<b>testing</b> 85:12	<b>today</b> 3:16 5:3 16:4 54:10,12 64:2	<b>truck</b> 64:3,5	<b>valid</b> 75:10 76:10,13
<b>suspect</b> 17:17 21:20	<b>thankful</b> 82:3	<b>told</b> 4:11 33:7 55:12 63:11,17	<b>true</b> 82:1	<b>variables</b> 77:11
<b>Sweden</b> 16:16 19:6	<b>thin</b> 30:21	<b>top</b> 44:5 46:1	<b>trust</b> 8:17	<b>vegetation</b> 13:10
<b>swim</b> 37:21 49:6 60:17	<b>thing</b> 18:17 39:21 42:7 45:16 46:6,7 50:12 55:7 58:6,7 63:10 70:12 72:3 73:1 75:10,18 77:6,19 82:1,20	<b>total</b> 14:3 45:9 46:10	<b>trusted</b> 8:18	<b>vehemently</b> 15:16
<b>swing</b> 16:21 18:3 28:2 37:13, 18 42:9	<b>things</b> 4:15 17:9 25:20 28:6,21 29:9 33:15 39:11 42:1 51:6,7 56:1 58:4 63:15 66:8 71:11 74:2 83:5,7, 15 84:9 86:21	<b>totally</b> 83:20	<b>tucking</b> 72:6	<b>velocity</b> 13:3
<b>swinging</b> 33:19	<b>thinking</b> 50:10	<b>touch</b> 33:18	<b>turning</b> 7:13	<b>version</b> 8:14 9:1 69:2 72:4
<b>switched</b> 34:13	<b>thinks</b> 42:9	<b>tow</b> 6:12	<b>turns</b> 72:20	<b>vessel</b> 37:9,10 39:14 42:15 48:9 51:12 54:19 64:20 74:15 78:19,21
<b>swoop</b> 79:5	<b>Thompson</b> 67:2	<b>town</b> 40:16	<b>type</b> 35:21 46:7 51:13 52:1 66:12	<b>vessels</b> 4:6 23:18 24:4 37:18 45:15 49:14 53:14
<b>synchronize</b> 83:15 84:8	<b>Thornell</b> 59:6 65:8	<b>townships</b> 40:13	<b>types</b> 68:18	<b>views</b> 15:10
<b>system</b> 6:2 84:3	<b>thought</b> 4:19 19:3 21:4 23:19 26:5 33:20 34:2 39:7,10 74:9	<b>track</b> 2:4	<b>typically</b> 43:8	<b>violation</b> 4:14
<hr/> <b>T</b> <hr/>	<b>thoughts</b> 31:18 53:4	<b>Trades</b> 6:14	<b>typos</b> 34:12	<b>Virginia</b> 12:10, 17 48:19 50:1,18
<b>takes</b> 7:17 16:15		<b>Tradewinds</b> 6:14 8:2	<b>Tyvek</b> 58:12	<b>visits</b> 29:2,3,4
<b>taking</b> 18:10 31:13 63:5		<b>traffic</b> 13:15	<hr/> <b>U</b> <hr/>	<b>Volunteer</b> 70:4
<b>talk</b> 10:11 31:14 43:10 45:7 55:20 68:19 74:19		<b>training</b> 65:2	<b>U.S.</b> 6:4 20:13 36:21	<b>vote</b> 35:15 86:16
<b>talked</b> 82:21 83:16 85:8		<b>transpose</b> 33:10 34:17	<b>unanimous</b> 35:16	
<b>talking</b> 4:9 11:15		<b>transposed</b> 34:15	<b>unaware</b> 4:19 12:14 36:3	
			<b>understand</b> 3:8 31:13 36:1 84:10	

<p style="text-align: center;"><b>W</b></p> <p><b>wake</b> 12:1 13:13, 20 23:9,10 46:3</p> <p><b>wakes</b> 4:3 10:15 13:2</p> <p><b>walking</b> 26:16</p> <p><b>wall</b> 3:17</p> <p><b>wanted</b> 2:7 4:12 6:7 18:18 25:2 31:2</p> <p><b>Warehouse</b> 24:14,15</p> <p><b>warm</b> 19:8</p> <p><b>warrant</b> 29:19 30:8</p> <p><b>warranted</b> 29:20 35:9</p> <p><b>warrior</b> 62:18</p> <p><b>Watch</b> 3:17</p> <p><b>water</b> 4:4 6:1 9:9 20:2 33:19 42:15 58:13 65:1 67:4 68:21 75:9,11,17 76:2 79:10</p> <p><b>waters</b> 5:21 46:9 48:14,19 50:17</p> <p><b>waterskiers</b> 6:9</p> <p><b>waterskiing</b> 14:10,13,16 46:6</p> <p><b>waterway</b> 17:16 79:10</p> <p><b>waterways</b> 37:16 61:19</p> <p><b>wave</b> 13:4,18 14:3 23:9</p> <p><b>waves</b> 13:1</p> <p><b>Weapons</b> 20:12</p> <p><b>wear</b> 64:2 65:2 67:19 68:6,7 69:11 70:14,18 74:3</p> <p><b>wearing</b> 64:1,4, 7,10,11 65:5,7,10</p>	<p>67:10,18 68:19 70:15 74:5</p> <p><b>weather</b> 47:4</p> <p><b>website</b> 37:4 39:20 56:1,3,7,13 66:16 74:4 85:17</p> <p><b>weeds</b> 28:20</p> <p><b>week</b> 19:16 24:18 47:10 58:21 59:3,6,11 67:12 79:5</p> <p><b>weekday</b> 11:3</p> <p><b>weekend</b> 47:12 62:18 68:4,5</p> <p><b>weekends</b> 47:9, 11</p> <p><b>weekly</b> 4:3 80:11</p> <p><b>weeks</b> 77:20</p> <p><b>west</b> 25:12</p> <p><b>wet</b> 73:20</p> <p><b>wharf</b> 20:9</p> <p><b>whatnot</b> 60:18</p> <p><b>wheel</b> 55:13</p> <p><b>white</b> 9:4</p> <p><b>width</b> 5:5 8:6 11:11</p> <p><b>widths</b> 11:10</p> <p><b>WILLIAMS</b> 26:13,16,18 32:20 39:18 82:13</p> <p><b>Wilson</b> 52:13 58:18 59:12</p> <p><b>win</b> 56:15 74:7 84:4</p> <p><b>wind</b> 13:3 14:3 23:10 33:19</p> <p><b>wind-driven</b> 13:1</p> <p><b>winter</b> 19:8 73:9</p> <p><b>wise</b> 65:1</p> <p><b>wondering</b> 9:15</p> <p><b>Woodbridge</b></p>	<p>16:13</p> <p><b>Woodland</b> 24:11</p> <p><b>word</b> 57:12 58:5 59:4 66:11</p> <p><b>words</b> 39:20 78:17</p> <p><b>work</b> 23:21 43:8 63:10 67:19,20 68:7 69:11 74:3,7 86:1</p> <p><b>worked</b> 12:17</p> <p><b>working</b> 6:13 47:10 56:2 74:18</p> <p><b>works</b> 56:6 70:1 84:21 85:11</p> <p><b>worms</b> 75:7</p> <p><b>worn</b> 70:1</p> <p><b>wraps</b> 54:1</p> <p><b>write</b> 67:11</p> <p><b>written</b> 33:9 34:2,11</p> <p><b>wrong</b> 33:8 82:20</p> <p><b>wrote</b> 66:8</p> <p style="text-align: center;"><b>Y</b></p> <p><b>y'all</b> 36:11</p> <p><b>Yachting</b> 7:9 8:2</p> <p><b>yada</b> 12:19</p> <p><b>year</b> 19:2 25:15 27:3,17 32:7 45:9 48:4 50:21 53:15 58:20 59:3,6 64:15 73:4 78:13, 16,19,21 80:11 81:9</p> <p><b>years</b> 2:8 13:19 21:2,3 24:17 29:7 32:2,3 33:1,3 34:7,8 42:7 45:5 46:2,3 51:1,16 53:4 72:21 73:3 77:20 78:10</p>	<p><b>yellow</b> 7:19 9:5 16:20 22:12 31:16 33:5,21 39:4</p> <p><b>yesterday</b> 10:12</p> <p><b>yield</b> 65:19</p> <p><b>yoga</b> 63:6</p> <p><b>young</b> 63:6</p> <p style="text-align: center;"><b>Z</b></p> <p><b>zone</b> 8:11 10:9, 14 14:13 17:3 22:4,10,14 26:19 28:3 29:14 32:2,4 33:6,12 36:8 61:20 65:19 66:6 85:2,5</p> <p><b>zones</b> 12:4 60:18 83:1 84:7, 14</p> <p><b>zoom</b> 83:6</p>
--	--	--	--