

Transcript of Hearing
MEETING OF MARYLAND BOAT ACT ADVISORY COMMITTEE

Date: Thursday, September 03, 2015

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



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1 MEETING OF THE
2 MARYLAND BOAT ACT ADVISORY COMMITTEE

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5 The above-entitled matter came on for
6 hearing on Thursday, September 3rd, 2015,
7 commencing at 10:09 a.m., at the Kent Island Yacht
8 Club, 117 Yacht Club Drive, Chester, Maryland,
9 Ramona Trovato, committee chairperson, presiding.

10

11 COMMITTEE MEMBERS:

12 Robin Allison	Frederick Levitan
Joe Hellner	Robert Nickel
13 Amy Craig	Coles Marsh
Debbie Henninger	Bob Lunsford
14 Russ Dwyer	John Pepe
Kathy B. Smith	John Bush
15 Thornell T. Jones	Christopher Parlin
Steve Kling	Al Simon
16 Jon Sheller	

17

18 Mike Grant, Regulations Coordinator and
Facilities Manager, Boating Services
19 Mark O'Malley, Director of Boating Services

20

21 Reported by: Kelly A. Taylor

1 both of them. Yeah, I saw him in the 1965 one.
2 But Marty wanted to just share this with you all to
3 take a look at. Make sure he gets them back. He
4 has to give them back to the historian who will
5 hunt him down. Let me pass them around.

6 MR. DWYER: He should have got one of
7 the boats.

8 THE CHAIRPERSON: So I thought before we
9 dive into the agenda we would start with some
10 introductions. And one thing that I always like to
11 be reminded of and to remind all of you is Kelly is
12 keeping track of our meeting and please speak
13 loudly enough, use the mic so that Kelly can hear
14 what we're saying, and let's try and have one
15 conversation at a time. Personally I like multiple
16 conversations at a time but it doesn't work for
17 Kelly and she's recording the meeting so we're
18 going to start with that.

19 Steve, do you want to start with the
20 introductions and say hi and what you have been
21 doing this summer?

1 (Committee member introductions.)

2 THE CHAIRPERSON: Let's have the guests
3 introduce themselves and the DNR people.

4 (Guest introductions.)

5 THE CHAIRPERSON: So I want to thank
6 everybody, the visitors and the members and the
7 staff from the state of Maryland, and I want to
8 turn it over to Mike Grant to walk us through the
9 agenda and get us started

10 MR. GRANT: Thank you very much, Ramona.

11 (Discussion held off the record.)

12 MR. GRANT: Thank you, Kelly.

13 THE REPORTER: You're welcome.

14 MR. GRANT: The first section of the
15 agenda pertains to the 2014 requests and an update
16 for the emergency regulations for jetpack vessels.
17 We've heard no comments from anybody, anywhere,
18 anyhow.

19 According to Julie there has been one
20 minor accident. One of the riders came back down
21 on the pier a little sideways on his ankle and

1 sprained his ankle, but that's it. We've heard
2 nothing from the livery operators, nothing from the
3 public, so as far as we know everything is going
4 swimmingly on those regulations.

5 As far as Sandy Point, the same thing,
6 not a word from anybody. No comments. We had a
7 bite from an add in the paper, they were asking
8 what it was all about and we explained it and that
9 was that. So thankfully that's holding on and will
10 go through.

11 2015, as you recall our friend in the
12 Bishopville Prong pulled his request after we made
13 a few trips down with a few of the members and
14 numerous conversations with him on the phone and a
15 couple of the residents who felt it was an
16 inappropriate regulation because there were already
17 regulations in place for the perceived infractions
18 by vessels and PWCs so he was convinced that it
19 wasn't, there was no sense in putting a regulation
20 on the regulation. NRP offered to step up their
21 patrol and they did. He said okay, that's fine,

1 I'll drop it. So that's where that one went.

2 Little Gunpowder River. Thankfully we
3 have Scott here today, Scott Sewell. Scott was
4 very kind to give Bob Lunsford and I a ride up in
5 that area. And as you recall we've had issues with
6 the water depth, tides, underwater obstructions, it
7 was just a bear to get up with the state boat and
8 even Scott had trouble the day we went out. It's
9 really local knowledge. It's not marked well.

10 These are the same slides that we had earlier this
11 spring. Hopefully you can see them better than you
12 did the first time, we have a little more dark in
13 the room here.

14 Bob, you can jump in at some point here
15 as well. But the issues are really in these areas
16 right here, this straightaway, this straightaway,
17 and possibly this one and this one (indicating).
18 These are blind corners here, and boats zipping
19 through here at 50 miles an hour you aren't going
20 to be able to see your kayakers, et cetera, canoers
21 in this neck of the woods and that's where the

1 potential is for accidents. We have posted a
2 notice buoy. John, right about down here
3 (indicating); is that what you recall, right to the
4 entrance?

5 MR. GALLAGHER: Yes.

6 MR. GRANT: There, that's better. The
7 notice buoy is placed down here somewhere but we
8 haven't heard any calls on it. I have heard
9 nothing from anybody. I don't know if you've heard
10 anything from your folks. You have heard some
11 stuff. I spoke with Mr. Nicose (phonetic) who is
12 the other petitioner who started all of this
13 through contact with fisheries. He was going to be
14 here today. Unfortunately I guess he couldn't make
15 it.

16 Bob, would you like to jump in real
17 quick and give us some insight what you witnessed
18 the day we were out there?

19 MR. LUNSFORD: Well, Mike, as you said
20 the area has got to be navigated with caution, even
21 with local knowledge, and one of the issues that

1 became apparent is that a lot of guys are going to
2 want to run their boats up on plane to draw the
3 least amount of water. My bass boat, I don't know,
4 Scott, what yours planes off at, but I have to do
5 28 or 29 miles an hour, about 32 knots, to keep my
6 boat up on plane and if you're going 600 yards to a
7 blind corner and pop around that corner and there
8 is a group of kayakers or canoeist or whatever, or
9 even somebody stopped to fish one of those
10 shoreline structures you can come up on them pretty
11 quick and the potential is there, and it's not that
12 long a distance that I think it would be a great
13 burden to the public to have to slow down through
14 these areas. It's relatively confined. If you
15 have got to pass another boat in there there's not
16 a lot of room to maneuver because the navigable
17 thoroughfare is narrow to begin with.

18 MR. GRANT: Yeah. Those are the average
19 widths right there.

20 MR. LUNSFORD: Just to point out that's
21 the average widths, but not the amount of water

1 that you have to go through. In such places where
2 the average width is 43 yards, you have probably 20
3 yards of water to run a boat through.

4 MR. GRANT: Scott, would you like to add
5 anything?

6 MR. SEWELL: Sure. This area has been
7 an area of contention, if that's the right word,
8 for a long time. And if I can go up here and point
9 out to you there is a big flat out in here
10 (indicating) north of the Gunpowder River train
11 bridge, the Amtrak bridge that goes across there,
12 and it's very shallow, a lot of obstructions in
13 there. There's a, the bridge itself is buoyed off
14 on both sides for six mile an hour to go under the
15 bridge and then the canal that leads back into
16 Rumsey Island area, Joppatowne, that's also six
17 miles an hour from right about here (indicating),
18 all of the way in and there is a gap right in here
19 where you can get up on plane in this whole area,
20 and as of right now you can run wide open with a
21 bass boat, which some of these bass boats today can

1 do 80, 90 miles an hour. I have a friend that
2 brags his boat will do a hundred. And some of
3 these guys, friends of mine, when they're in
4 fishing tournaments it's like they leave their
5 brain back on the dock. They race to get back to
6 an area known as the quarry, which is back in here
7 (indicating), which is a known spawning area and an
8 area where a lot of big bass live. So they will
9 come all of the way from Northeast, Maryland in
10 tournaments or from Middle River or Dundee Creek
11 Marina, race to get there, they'll race across this
12 flat, and I can tell you from experience you can
13 damage the lower unit because I had one of mine
14 replaced. I hit a log there and I was only going
15 about 30, 35, but the real danger is in the canal
16 itself. A lot of guys like to fish the canal
17 leading back there and we fish all along the sides
18 here (indicating), we fish back in here, along the
19 Gunpowder River, this is the Little Gunpowder, this
20 is the Big Gunpowder, and they actually mix up
21 there, but they're still two separate areas where

1 they come down to this flat and there have been
2 incidents where guys have been coming down there
3 too fast, they lose control, and run up into the
4 reeds. This is like the six foot high grasses that
5 grow around a lot of areas in the bay, they ran up
6 into there. It's caused disagreements with other
7 boaters, to say the least, and we're seeing more
8 and more kayakers now and people in canoes in those
9 areas and that's why I think Mr. Nicose probably
10 brought this about. It's been talked about for
11 years, but no one has ever actually taken the
12 steps. And we talked about this at a meeting
13 Monday night that I was at and another meeting
14 Tuesday and it's my opinion that instead of putting
15 a six miles an hour zone all of that way just make
16 a zone like in Middle River 35 miles per hour as
17 maximum speed on the weekends. But at all times
18 it's my opinion that this whole area back in here
19 should have a maximum speed of 35 during daylight
20 hours and six miles an hour after dark, because as
21 I stand here in front of you now it's a matter of

1 time before somebody gets killed.

2 I have been fishing back in here and had
3 a gentleman that I know come by me on plane in
4 excess of 60 miles an hour and it's, it doesn't
5 take much to hit a submerged log or something
6 floating just to throw that boat off and it's all
7 over. I'll entertain any questions.

8 THE CHAIRPERSON: Scott, thanks a lot.
9 I just wanted to explain to the committee this is
10 not our typical approach but since none of us but
11 Bob and Mike got up there because the situation we
12 asked Scott to come down and tell us what it was
13 like from his experience there. We're not here to
14 make any decisions but we needed more information
15 than we had, so Scott thank you so much for driving
16 down to talk to us about that.

17 MR. HELLNER: Would six mile an hour at
18 the blind turns would you -- being experienced up
19 there -- would that possibly be something in
20 addition to your recommendation for 35 overall?

21 MR. SEWELL: Are you talking about

1 making this area right in here six mile an hour?

2 MR. HELLNER: Yeah, sort of in between
3 my eyeball, the two areas from the turn is -- what
4 if was that marked six and then speed up when they
5 got to the straightaways again?

6 MR. SEWELL: Here's the problem, aside
7 from the area right in here (indicating), that
8 fellows are used to get up on plane, once they come
9 out of here and right back in here there is a deep
10 enough hole (indicating), most of that is not deep
11 enough to get your boat up on a plane. If they had
12 to set down there they would do damage to their
13 lower unit trying to get up on plane, and at 35
14 this is not that sharp of a blind curve, if you
15 will, because guys have been running for years 50
16 plus miles an hour going in there, and knock on
17 wood there hasn't been a serious injury or accident
18 yet. I think at 35 you have enough of a view, line
19 of sight, that it's not going to be a problem.
20 It's just coming in there at 60 miles an hour,
21 which I took Mike and Bob out in the main river and

1 said this is what 60 is like and I opened the boat
2 up a little bit and I'm sure you both agree that's
3 way too fast going through there because some areas
4 are from me to Ramona or less where you have
5 navigable water. There is a lot of grass, a lot of
6 logs and trees have fallen into the water and there
7 are some areas not very wide that you have to
8 navigate through and if someone is coming through
9 there on a kayak or sitting there and fishing and
10 they're flying in there at 50 miles an hour plus it
11 could -- it's just a matter of time if that answers
12 your questions.

13 MR. HELLNER: Yes, sir. Thank you.

14 MR. MARSH: Quick question on that is
15 the enforcement issue there. Do they go up there
16 often enough to say how are we going to tell if
17 you're going 45 or 35 or 50 if you do, if it is an
18 enforcement issue of 35 knots?

19 MR. SEWELL: I have been fishing that
20 area for a long time. I have lived in Baltimore
21 County, I live on the water in Middle River right

1 now, and I'm in there at least once a week,
2 sometimes more than that. I fish almost everyday
3 since I have been retired and I never seen a
4 Natural Resources Police officer anywhere up in
5 this area (indicating). Not saying I don't want to
6 see them, I would love to see them, because myself
7 and most members of Maryland BASS Nation that I'm
8 conservation director for we abide by every law.
9 We'll throw them out in a heartbeat or disqualify
10 them because they don't obey the law. We would
11 love to see NRP there. And I know the manpower
12 situation there. I worked there for a while so I
13 know what they're dealing with.

14 MR. MARSH: So the enforcement process
15 would be pretty much with the BASS Nation and
16 people who fish up there and have respect for if it
17 says 35.

18 MR. SEWELL: A lot of times
19 disagreements are settled on the parking lots
20 afterwards.

21 MR. MARSH: Okay.

1 THE CHAIRPERSON: Scott, thanks a lot.
2 I think that's going to help us a whole lot as we
3 think about this and make some recommendations at
4 or next meeting.

5 MR. SEWELL: Great.

6 THE CHAIRPERSON: Thanks a whole lot for
7 coming down.

8 MR. SEWELL: My pleasure. I'm done, I
9 can go fishing now.

10 (Discussion held off the record.)

11 MR. GRANT: All right. This next one is
12 somewhat familiar. Back last year we had a request
13 from the folks up at the 18 fathoms.

14 Can everybody see around me?

15 THE CHAIRPERSON: Yeah.

16 MR. GRANT: Okay. Up here (indicating)
17 they were having issues with vessels coming through
18 and rocking them because they're at the fuel pier
19 here. This year we had a request from wildlife to
20 assist with the protection of some endangered
21 species on Skimmer Island. And you can see Skimmer

1 Island is right at the elbow of the channel. All
2 of this in red is six knots existing at all times.
3 In an effort to protect or help wildlife with their
4 protection it made sense logistically to include
5 this request up here so the line could be drawn
6 around Skimmer Island to protect the wildlife and
7 at the same time give some relief to these folks up
8 here (indicating).

9 Now, this is where, this is 18 fathoms
10 right here (indicating), here's the fuel pier, some
11 bottom fishing going on here, and last year we put
12 in a couple of buoys at 9th Street to give them
13 some relief. Just caution buoys. Really didn't
14 work at all -- it worked for a little bit, but
15 people just got used to the fact they were caution
16 buoys and off they went. This is what they see
17 going by their houses most of the time on weekends.
18 That's something they do. There's a caution buoy,
19 a big humpty out here where the arrow is and the
20 fuel dock is over here (indicating). And this is
21 the fuel dock on the weekend. Now, a lot of these

1 folks are coming in I suspect this is toward the
2 end of days based on the shadows.

3 MR. DWYER: Bridge lit up.

4 MR. GRANT: And the bridge lit up, but
5 they're rushing to get up inside of Harbor Island.
6 So that's the request. But I'm going to bring
7 Jonathan in, Jonathan McKnight, associate director
8 of wildlife, and he would like to speak to the
9 Skimmer Island issue itself.

10 MR. MCKNIGHT: Thanks Mike, I'm really
11 here to answer any questions.

12 The bottom line is that Skimmer Island
13 is a critical habitat for colonial nesting
14 waterbirds, typically Black Skimmers and Least
15 Terns, this is particular -- I'm sorry, not Least
16 Terns, Common Terns. The word Common Tern has
17 stuck even as that species has become rarer and
18 rarer. This is now our hottest spot in the state
19 for Common Terns. These are critters that nest on
20 open beaches and what we're finding is that during
21 higher tide events, bigger boats going by here at

1 full speed, are actually putting wakes up where it
2 can wash right into the nests of these birds which
3 is taking them out.

4 The Common Tern is listed as a rare
5 species. The Black Skimmer is listed as an
6 endangered species in Maryland. The habitat that
7 remains in that area is the island habitat back
8 here like Skimmer Island which has been
9 specifically designed to provide habitat for those
10 species. Previously they were barrier island
11 species. This barrier island is currently under
12 different management. So particularly for Common
13 Terns the Skimmer Island area is, that's our major
14 manufactory in the state of Maryland for these
15 birds. This is about half of our population and
16 this is the only population that's really
17 successful in breeding.

18 We've had our biologist out there to
19 watch this thing during higher tide events.
20 Frankly, the littler boats aren't a huge issue, but
21 the bigger boats, 25 knots and greater, tend to

1 wash and to send those wakes up over in the nesting
2 area. And the goal is to take Black Skimmers and
3 Common Terns and a few other Terns that nest in
4 this area and do with them as we've done with Bald
5 Eagles and bring them back to where they're no
6 longer endangered. So I'm happy to entertain any
7 questions. Sir.

8 MR. PEPE: Yes, I think I need a
9 microphone.

10 THE CHAIRPERSON: Pass the mic down to
11 John.

12 MR. PEPE: John Pepe. My question is do
13 you, do you have any previous historic photographs
14 of this island going back 10, 20, 30, 50 years and
15 what it would look like?

16 MR. MCKNIGHT: We have photographs of
17 the Skimmer Island area. I did not bring them with
18 me today. I would be happy to make them available
19 to Mike.

20 Skimmer Island itself has been, it's
21 been built through dredging projects and it's

1 essentially the product of channel modifications in
2 this area. The key area that we're talking about
3 though now for this wake situation, Skimmer is
4 actually high enough so we're okay there, the lower
5 area is actually a naturally created area
6 associated with Skimmer Island.

7 MR. PEPE: This was actually, the
8 sanctuary was a manmade sanctuary?

9 MR. MCKNIGHT: Skimmer Island itself,
10 the area we're talking about where we have the
11 nesting issue, was not specifically constructed.
12 Obviously the accretion in there is very much
13 affected by the fact that Skimmer Island is in that
14 area.

15 MR. PEPE: Thank you.

16 MR. MCKNIGHT: If you don't know there
17 are a number of islands that we've created with the
18 help of the Corps of Engineers in this area through
19 something called -- well, I'm sure you're familiar
20 with beneficial use of dredge spoil where channels
21 need to be dug and at the same time the habitat can

1 be enhanced for colonial nesting waterbirds in this
2 area which has made it much easier to get through
3 the EIS and NEPA and things like that associated
4 with the channel dredging. And these islands are
5 effectively all that remains except for Assateague
6 Island which now has a major predator problem.
7 These islands are what remains for colonial nesting
8 waterbirds in this area.

9 THE CHAIRPERSON: How big is this
10 island?

11 MR. MCKNIGHT: Depends on the tide. To
12 tell you the truth, it's so intertidal that it
13 changes rather dramatically.

14 Again, as far as an acre number let me
15 get back to you and give that number to Mike.

16 THE CHAIRPERSON: Thank you.

17 MR. MCKNIGHT: Do we have an answer?

18 MR. WRIGHT: Maybe a quarter acre at
19 high tide.

20 MR. MCKNIGHT: Maybe a quarter acre at
21 high tide.

1 MR. HELLNER: I'm not sure who the right
2 person, whether it's Mike or you to answer this
3 one, but is one of the recommendations we can make
4 some kind of marked out exclusion zone? Because
5 the problem is the boat wake's getting too close to
6 the island at high tide, what if we step off a
7 distance from the island and mark it? Most of
8 those boaters are familiar with yellow buoy
9 warnings, otherwise, you know, not speed limits in
10 certain zones or -- certainly the bay is full of
11 exclusion areas so that would be my question, can
12 we, is it a possibility to just mark out a certain
13 distance off of that island and otherwise allow the
14 boaters to go at speed?

15 MR. MCKNIGHT: Well, I'm going to defer
16 to Mike on that. I'm going to reiterate, our
17 problems appear to only occur in the higher tides
18 and with larger vessels at higher speeds but, you
19 know, it comes down to the practicality of the
20 matter.

21 MR. GRANT: I'm going to attempt, but

1 I'm also probably going to kick the ball over to
2 either Louis or John as far as setting up an
3 exclusion zone. It sounds like you would have to
4 be a couple of hundred yards off of there to have
5 any effect on a 60 foot Viking going by throwing a
6 wake and how would you mark that?

7 MR. LUNSFORD: I think the problem is
8 caused by boats that are actually in the marked
9 channel, so if you're in a big boat and in the
10 marked channel and you're pushing, you're pulling a
11 big wake behind you you're going to be a problem.

12 If you setup an exclusion zone for boats
13 the only boats that you're going to impact are the
14 small boats and they're not the problem so, I just
15 see that -- Mike, what's the distance between the
16 current --

17 MR. GRANT: The greens?

18 MR. LUNSFORD: Yes.

19 MR. GRANT: From the channel it's about
20 a three minute run at six knots.

21 And I'll add up until not too long ago,

1 I guess, John, the guys from that area up threw
2 notice buoys out, when you called, when was that,
3 about a month and a half ago when we started this
4 whole thing, and the only calls I was getting were
5 from the folks that live along the bulkhead, of
6 course a lot of people from 18 fathoms, but also
7 folks that live south wanted to know what was it
8 about, what was it about, and I explained and they
9 said that's fantastic, we've been waiting for this
10 for years. We're getting rocked, we don't have to
11 boats, but we're getting rocked and we're watching
12 the island disappear as boats go by, so they're
13 concerned for the island as well.

14 And then this past week the fellow from
15 Coastal Fisherman called and asked what was going
16 on and I explained it and he was oh, boy that's
17 going to raise a stink because the charter captains
18 are hauling people in and out of there and it's
19 going to take extra long. I said it's going to
20 take three or four minutes maybe. Yeah, but that's
21 money, you know. So, you know, they're all about

1 getting out and getting back.

2 MR. HELLNER: Okay. Based on what you
3 guys said and there is a channel -- I'm not
4 familiar with that waterway -- so assuming there is
5 a channel that the large boats follow is there,
6 would an option be a short spot where the waves
7 impact both the fuel dock people and the residents,
8 the Skimmer Island? Again, not being familiar this
9 is sort of a general question to a specific
10 problem, but what I see is a green on the chart and
11 I think it would really piss off a lot of those
12 folks, you just mentioned the professional sport
13 fisherman, et cetera, if you just made like there's
14 a red zone up on top and red zone on the bottom, if
15 you took that green and turned it red there would
16 definitely be a lot of folks arguing against that,
17 so in trying to probe for a solution that's a
18 win/win for all is it possible to perhaps setup a
19 short distance in the channel where you have to go
20 slow and then you speed up again?

21 MR. GRANT: So you're suggesting that

1 we're in red then we go to green and then we go to
2 red, I mean, or vice versa? A zone and --

3 MR. HELLNER: Yes, that's fairly
4 typical. Most of us experience that. When we're
5 going by a marina with a fuel dock you'll see
6 markers for, say, you know, five hundred yards or
7 something and then you pick it up again and most
8 boaters can see there is a point to it and they
9 understand and it's hard to get pissed off when
10 it's clearly obvious that there is a reason why you
11 have that slow down, but you don't make a big deal.
12 My question pertains to perhaps is that an option
13 as opposed to just regenerating a big general area
14 instead of saying it's all six knots?

15 THE CHAIRPERSON: Steve.

16 MR. KLING: I just wanted to know, Mike,
17 what's the distance?

18 MR. GRANT: About a mile, about a mile.

19 MR. KLING: About a mile. I'm sorry if
20 I didn't pay attention.

21 MR. GRANT: About a mile.

1 MR. PARLIN: Give me the microphone,
2 please. Thank you. Sorry. I have got my
3 navigation software up here and I'm measuring
4 distances right now. From the bridge to the corner
5 of that island is .4, so under half a mile from the
6 bridge there. So if you went from the end of speed
7 zone to the island you're probably a good bit less
8 than that.

9 MR. GRANT: Yeah.

10 MR. PARLIN: So really we're well under,
11 well under a mile, but if you went around the turn
12 it's somewhere around two-thirds of a mile to cover
13 that area.

14 THE CHAIRPERSON: Russ.

15 MR. DWYER: You picked on the Viking.
16 That's where I kept my Viking, on Harbor Island,
17 when I was offshore fishing.

18 MR. GRANT: You're the one.

19 MR. DWYER: I'm the guy. I never went
20 fast in that zone. Usually in the morning you head
21 out and if you left early enough you're waiting for

1 the bridge so you limp your way out there until the
2 bridge opening comes. I mean, there might be some
3 big boats that are hauling, they're the guys that
4 got up late and are trying to get there.

5 MR. GRANT: A lot of them are the large
6 charter head boats as well and NRP has addressed it
7 with -- I can't remember the name of the particular
8 boat, but he was rocking through there and he asked
9 him to bring it down.

10 MR. DWYER: I never had a problem going
11 slow that little bit of distance that there was.

12 THE CHAIRPERSON: Anymore thoughts or
13 questions? John.

14 MR. GALLAGHER: Just it would be, this
15 would be easier to mark, a boat coming up and down
16 would throw more wake and you get in that critical
17 wake speed and it would throw, a large Sport
18 Fisherman coming up and down would cause more wake
19 I believe and then we've -- I've been doing this
20 job for about seven years and I have probably taken
21 20 phone calls of that area in there in that time.

1 Just people, a lot of it is property owners, but
2 there is a few people that were boaters and they're
3 getting waked out in their boat. But it's very
4 contentious. We've added and played around with
5 different caution buoys and I think the people that
6 are in that -- what's that 9th Street, Mike?

7 MR. GRANT: Well, it's 18th. It's
8 from --

9 MR. DWYER: 14th.

10 MR. GRANT: -- it's 10th Street up to
11 Harbor Island.

12 MR. GALLAGHER: 9th Street people --

13 MR. GRANT: Yeah, 9th Street.

14 MR. GALLAGHER: -- they wear me out.

15 MR. PEPE: I have fished down the Harbor
16 Island back when it was Ship's Cafe back in the
17 70s, made this run many times, the problem right
18 now is not the boats running between the bridge and
19 Harbor Island, it's the boats that are running
20 around and going up the main canal.

21 The big sport fishing boats from that

1 bridge to Harbor Island can't even get on plane so
2 there is no sense in trying to push the boats up,
3 they have leave in the morning and they're on time
4 to the bridge, they leave three minutes earlier and
5 they get to the bridge. It's a conga line leaving
6 and getting back. The problem is above the marina,
7 this little bit of distance of less than a mile
8 from the bridge to the marina is, maybe it's a
9 mile, maybe it's a mile and an eighth, but it's
10 really not going to add any effect at all to the
11 people fishing out of Harbor Island.

12 THE CHAIRPERSON: Any other thoughts or
13 questions?

14 This has been an excellent discussion.
15 Thank you so much for joining us today, John, and
16 we really appreciate it.

17 MR. MCKNIGHT: Thank you so much.

18 THE CHAIRPERSON: This is great. We
19 will consider what we learned today and what we
20 learn between now and the next meeting and see what
21 recommendations we can have.

1 So Mike, it's all yours on Deep Creek
2 Lake.

3 MR. GRANT: Yes, it is. Mark Talty is
4 going to help me with this, but let me give you a
5 preamble here. We received -- and Bob you're going
6 to want to jump in as well, Bob Nickel -- we
7 received 108 signatures from Aquatic Center and the
8 lady's name is Carol Jacobs, she runs an operation
9 similar to yours, jet ski rental, boat rental, et
10 cetera. She's very persuasive, she's very
11 resilient. She is stating that this Maryland state
12 law is illegal when it pertains to the restriction
13 of personal watercraft usage in certain, on
14 weekends and certain times during the summer
15 because this states that no vessel will be treated
16 different than other any vessel. So they, because
17 her -- the basis of the letter is back in the day
18 when Penn --

19 MR. NICKEL: Penn Electric.

20 MR. GRANT: -- Electric owned the lake
21 it was a private lake, the state in its infinite

1 wisdom had this law and then the state bought the
2 lake and now this law contradicts the current
3 regulations.

4 PWCs have gone from two stroke to four
5 stroke, they're quieter, they have reverse, they're
6 bigger. All accidents, or most of the accidents
7 are between other PWCs and not a PWC and a vessel
8 so therefore among everything this is illegal. So
9 what I did was I sent this to our friend Mark Talty
10 who I hope will pickup on this at this point.

11 Thank you, sir.

12 MR. TALTY: Thanks, Mike. So as Mike
13 said this issue came up, DNR asked the Attorney
14 General's Office to look into it, we did, and for a
15 number of reasons we came to the ultimate
16 conclusion that in fact this particular portion of
17 the law does not render the current regulations at
18 Deep Creek illegal. That doesn't mean that the
19 policy and review board in their review of the
20 lake, you all with your view over general boating
21 issues throughout the state, can't make the

1 determination that the restriction that's currently
2 in place at Deep Creek Lake is no longer necessary,
3 but the existing regulation that's in place now is
4 not illegal for a number of reasons.

5 One, if you go past the oar here it says
6 or under similar requirements as other vessels of
7 that type or size in all waters of the state.
8 Subsection D of this same statute specifically
9 calls out PWCs and allows the state to, mandates
10 that the state create regulations that prohibit use
11 of PWCs over six knots in less than 18 inches of
12 water and also allows DNR to create regulations
13 that puts restrictions on PWCs in waters up to a
14 meter of depth.

15 And then more importantly when the state
16 purchased Deep Creek Lake and new statutes came in,
17 specifically we're talking about Natural Resources
18 5-215.1, which creates the authority between
19 Department of Natural Resources in conjunction with
20 the policy review board to create a land use and
21 recreation plan for the lake itself. And that

1 statute specifically recognizes the, quote, unique
2 and valuable recreational values there and
3 instructs DNR to create a recreation land use plan.
4 That plan, current plan has been in existence,
5 specifically references restrictions on PWCs so
6 that that regulation that's in place now is an
7 implementation of the land use plan that was
8 created directly out of the statute authorizing its
9 creation after the purchase of the lake by the
10 state.

11 The way that this works is that PRB
12 because that regulation specifically effects or
13 relates to a provision within the land use and
14 recreation management plan up there they actually
15 have say on this matter, any change to that
16 regulation needs to be approved by them so in
17 talking with Mike I believe the plan is, and I have
18 spoken with the David Myerberg, the chairman of the
19 policy and review board up there, they're going to
20 take a look at this. First off, they're going to
21 put it on their agenda for the upcoming meeting, I

1 think it's October 28th, receive public comment on
2 it and have a discussion and determine whether or
3 not they feel there needs to be a change up there.
4 After they go through their process the plan is for
5 it to come to you all to go through your normal
6 regulatory change process.

7 But like I said ultimately because
8 unlike regulations that start here that apply
9 across all state waters because there is, this
10 provision is specifically called out in the land
11 use and recreation management plan, which they have
12 authority under that specific statute, they need to
13 approve any change to this regulation.

14 I'm happy to answer any questions. I
15 don't know if you need to say anything else, Mike.

16 THE CHAIRPERSON: What does the
17 regulation require now? What does she want it to
18 require?

19 MR. TALTY: I believe it's Fridays
20 through Sundays.

21 MR. NICKEL: It's the weekends,

1 Saturdays and Sundays.

2 MR. GRANT: There it is.

3 MR. NICKEL: Yeah. Boom. Pretty much
4 you can't be riding a jet ski between 11 and 4 or
5 Saturdays and Sundays. During the week it's go
6 have fun. And that's our highest traffic days, I
7 mean I'll put almost a hundred rental boats out on
8 the water on Saturdays and Sundays and I can assure
9 you it's dangerous and I think that's, that's the
10 crux of it. That and, you know, I agree and I'm
11 not going to speak in favor or against, she
12 mentioned something to me about this, you know,
13 yes, they're four stroke, whatever, but they have
14 gone an awful lot faster and I think they do a very
15 good job at regulating it and I think she's going
16 to have some serious opposition with the second
17 homeowners on the lake that's for sure, I guaranty
18 it.

19 Is it an issue? Candidly, if we opened
20 it up a little bit more I believe we probably
21 wouldn't have the volume that we do at these odd

1 times. You've got people sitting at the dock at
2 5:59:59 and all hell brakes loose, it's amazing
3 what happens and then, you know, you got four foot
4 wake and whatever so if was it a little more
5 regulated, you know, maybe it's a little more
6 policing, you know, they're not jumping wakes or
7 whatever it may be. I think it's going to be a
8 tough road for her to hurdle because of the second
9 homeowners, but I'm not sure. I'm not sure. I
10 couldn't say either way.

11 I don't sell watercraft, she's got every
12 line up there. I can't say. It doesn't make a
13 difference to me to be honest with you. I do
14 understand her wanting more revenue or income for
15 her but, you know, I don't sell them and I don't
16 hear from the customer base on whether the second
17 homeowner or the vacationers have an issue with
18 these times.

19 THE CHAIRPERSON: Thanks, John. Any
20 other thoughts or questions on this?

21 MR. HELLNER: Yeah. Just to make sure I

1 understand, this is the existing rule?

2 MR. GRANT: Yes.

3 MR. HELLNER: Thank you.

4 THE CHAIRPERSON: So the plan sounds
5 like a good plan to have the Deep Creek Lake board
6 look at this and let them go forward with their
7 public hearing and hear from the citizens about
8 what seems to work best for them up there.

9 MR. NICKEL: Oh, yeah.

10 THE CHAIRPERSON: Thank you so much.

11 (Discussion held off the record.)

12 THE CHAIRPERSON: So I don't know how
13 many of you got to take a look at the website, they
14 sent us out the link. I have to say I spent a
15 little bit of time zooming around on that website.
16 I think it's pretty awesome, Ann and Louis and
17 everybody at DNR.

18 So we look forward to your presentation
19 today and when you can make this go live.

20 (Discussion held off the record.)

21 MS. WILLIAMS: I can't stop thanking

1 Laura. I mean we did most of it over the phone and
2 she'll say it's because I like GIS, but she spent
3 numerous hours in here on her vacation when I would
4 get a bug and I would call her up and she would
5 answer and walk me through how to get this thing to
6 zing. So I handed out a handout for those of you
7 that did not have the time to look at it, at the
8 bottom of the handout is a web page. It is a live
9 web page and stays up in this data test site until
10 such time that the law becomes COMAR. Don't share
11 it too much. It will come down and the real one
12 will go up permanent then, but please bang it and
13 see what you can find and see what works and what
14 doesn't.

15 It is a full app, put it on your phone,
16 walk around. You can do it. So it's pretty
17 versatile. Check it and look at it and look at
18 what works. I have had lots of calls for my typos,
19 I am working on that. But they say it's not a true
20 Ann Williams' map if there is not a spelling error,
21 so keep that in mind as you look at this.

1 We'll go through the screen and how it
2 works. If you look on top it gives you the warning
3 that COMAR is law. No matter what you see on this
4 picture, we don't want anybody saying your picture
5 told me I could and so I put it in several places.
6 You know, Steve had some better authority
7 statements on that, let me know and we'll work on
8 that. So once you agree to it though because it is
9 an app, you only have to agree once and it doesn't
10 show up again unless I go in and edit the software
11 and then it comes in several times until I fix it.

12 You'll find that I don't like my new
13 laptop and I fight with it a lot. So on the, the
14 WAP, web app itself there is lots of things that
15 are going on, but the biggest thing I wanted to
16 tell you is the second page of your handout is a
17 print. If you go to print it makes a pretty cute
18 little print. I have worked with it. It doesn't
19 say ArcGIS, now it says Boating Services. And
20 again Laura give me clues on how to make this more
21 user friendly for us. If you are going out and

1 want a speed zone map, you can do that. It makes a
2 PDF file pretty easily.

3 So if you go to the next page we're
4 going to talk about the geography of the app
5 itself. Up in the top corner of that map that
6 you're looking at that says 1A, that's where the
7 printer is. If you click on that you can go print.
8 I need to set this down.

9 (Discussion held off the record.)

10 MS. WILLIAMS: So anyway the printer is
11 there and a ruler, so when you guys are doing
12 those, the app on how far a speed limit is, if you
13 see in the screen right here (indicating) there is
14 a ruler so you could go in and measure and draw and
15 figure how far you're from something. It's live
16 and active and works. The cool part I like about
17 this part here is that river system, so if you
18 write Severn, I'm going to the Severn, it tells you
19 any speed zone in it and then you click on them and
20 it will take you to them. The speed zone takes on
21 that nice orange color when it's selected.

1 (Discussion held off the record.)

2 MS. WILLIAMS: So when you type it in it
3 turns on, but if you close it out it goes to that
4 nice see-thru color so that you can then zoom in
5 and out on it. So if you're going into an area and
6 you're not sure if there is a speed zone you can
7 type in the area. If the word you call it isn't in
8 regulation, as we know our regulations are not
9 always the common names, so like if you call it
10 Tom's Corner you may not find it, but if you call
11 it the right thing.

12 So you move across the top now you see
13 we say Boating Services, we give credit to DNR.
14 When you say Boat Act Committee, that Boat Act link
15 there will actually take you to your -- clicked the
16 wrong spot, love my new laptop -- if I click on the
17 word Boat Act it will take you to the Boat Act web
18 page, if it behaves. Try again. There we go. So
19 that if you had questions about Boat Act it's live
20 and will take you there also. So that's linked to
21 there.

1 As we move across the top of the map
2 over to your right hand corner where it says 1C it
3 has a key. I tried to homogenize a key as we love
4 speed zones that say restricted, 25, 35, Saturday
5 and Sunday, I tried to put the colors all so that
6 you could see similarities. If it's all time, it's
7 the darker red. If it's in Saturday, Sunday,
8 holiday, it's a certain shade. If it's 25, 35 --
9 ad nauseam -- it's a different shade. But if you
10 look at it this way you see them all homogenated.

11 There is a place that I'll show you
12 later that will show you the exact speed limits as
13 they show up and appear in COMAR, but this way if
14 you're trying to figure out that shade there's a
15 key. It's hard-coded.

16 If we go down to the left that little
17 thing, I always thought it was a compass, it
18 actually says locate me. So if I get on the
19 Internet correctly it will take and say where am I.
20 If you have it on your app on your phone and you're
21 driving and want to know where it is it will take

1 you there.

2 MR. O'MALLEY: No, not driving on the
3 phone.

4 MR. GRANT: You're not in the bar.

5 MS. WILLIAMS: No boating with your
6 phone. It will find out where you are and tell you
7 whether you're in a speed phone so it will zoom
8 right into where you are.

9 MR. PEPE: Let's say that you're sitting
10 in the bar at the yacht club.

11 MS. WILLIAMS: Wait, let me get that
12 straight.

13 (Discussion held off the record.)

14 MR. KLING: What's the name of this app?

15 MS. WILLIAMS: This app, right now it
16 doesn't have name. It's the web page I linked it
17 to you.

18 MR. KLING: I can't find it.

19 MS. HENNINGER: There is no app for your
20 phone right now.

21 MS. WILLIAMS: Well, if you type on that

1 very first page there is. I e-mailed it. If you
2 went to your phone and e-mailed and hit it you get
3 the option to make it an app on your phone. That's
4 how I have it.

5 MR. GRANT: It's shared -- it's not
6 shared yet. Don't give it to anybody.

7 MS. HENNINGER: It's on data.

8 MR. KLING: I don't have e-mail on my
9 phone.

10 MS. WILLIAMS: If you type that in you
11 can make it. We'll get you a special app thing.

12 MR. KLING: I can do that, but I'm going
13 to do that and make so many mistakes it's going to
14 take me a month.

15 MS. WILLIAMS: While you're eating crabs
16 I'll figure it out.

17 It does, it comes right up on your phone
18 and you can play with it the same way, the problem
19 is your territory is much smaller when you're on
20 the phone.

21 You can zoom in and out at the bottom

1 here so when I came in that exact spot, I want to
2 see where I am, it can zoom in and out.

3 The home takes us back. At this point I
4 picked this area (indicating) mostly because I have
5 had lots of changes of speed zones. We can pick a
6 home to be anywhere we want, but I thought that it
7 gave the first time you come into a speed zone if
8 you're coming where you might not be in one, so
9 it's will be like that in this app. This app kind
10 of gave you a feel for lots of speed zones.

11 The next area if you go to the bottom,
12 if you click down here, you can kind of see it when
13 I highlight it, see on the screen where it's
14 highlighted, it's actually giving me the
15 coordinates. So if I click and want to know what
16 the coordinate is, to know if I'm right or wrong or
17 whatever, just interested in the coordinate, it
18 will give you the coordinate while you're out in
19 the field where you are.

20 The bottom arrow here will actually give
21 you the database. So if you were so inclined to

1 see this database, this particular database doesn't
2 give you a whole lot, but if you're trying to see
3 what's going on so if you go -- I think it's on my
4 fourth page, I didn't keep turning pages with you,
5 but I gave you the key and the database at the
6 bottom -- you can download the database. It has no
7 coordinates in the database. It kind of just gives
8 us -- it does have the link to the web page on the
9 database though, so that's pretty cutesy.

10 Where is my other key? I think that was
11 the end of my numbers.

12 Okay. So now as you're going around the
13 blue words came with the map so they kind of
14 intersect with ours sometimes. Like if you see,
15 here where you see Church Creek, where Church Creek
16 is, it's like get rid of that one, that's because
17 the map that we picked, which was a Google Earth
18 image, that had some locators in it that have
19 labels in it. I can't change that. But all of the
20 green words as we zoom around and look at things
21 are where the speed zones are. When you click on a

1 speed zone it pops up in more human language. It
2 says the river systems, which are defined in COMAR,
3 it would say what the boating is during the day in
4 the summer. We talked about that a whole lot,
5 about hours and years, but this seemed to be the
6 best to talk to a regular general boater, what is
7 my speed limit during the day and what's the speed
8 limit at night? As we know our regulations have
9 lots of hours in them. Again, go back to and read
10 COMAR to see if really it's a day/night or a 6 p.m.
11 regulation.

12 The actual COMAR numbers are there but
13 this is more info. If you were in doubt of what I
14 put in you can click on that and it would open up
15 the web page right to the regulation.

16 THE CHAIRPERSON: That's awesome.

17 MS. WILLIAMS: If you wanted to go and
18 look at it and say what's the law, there it is,
19 that's what you have got to do. And again at the
20 very bottom of the regulation is my warning.
21 Again, right there at the bottom it tells you very

1 clearly again that this is not real, the law is
2 real. You know, you've got to go to COMAR to do
3 it. So that's where we're standing with the
4 application.

5 The only section that is not complete in
6 the app is Severn River and we're going to talk
7 about Severn River a little bit. Severn River has
8 the inherent gift of waterskis and all of the
9 waterskiing regulations, so even though we would
10 accuratize the coordinates in the Severn River and
11 make the application into the Severn River match
12 some of the changes in the Severn River speed zone
13 waterski issues needed to be addressed.

14 We met with Mark Talty who talked about
15 it a little bit. We really need a subgroup of
16 waterskiers, Mike's going to talk about that in a
17 minute, to really fix, to really look at the
18 nuances of what waterskiing is so that those
19 regulations are written appropriately. We need a
20 subgroup. The timing is where it's going to get
21 us. Session has closed, the ability to put changes

1 in regs is now, closed today. We were hoping we
2 would have a little bit of time but we don't, so we
3 can't put any regulation changes in now until
4 sometime in February. So we need this subgroup to
5 meet between now and then to get the language
6 straight so that when we open AELR up again we can
7 submit changes, but the full Severn River package
8 could go up and go through the 60 day review and
9 become law in time for the boating season. That's
10 where we stand. Once that section of regulation is
11 fixed then a publicly available -- I mean this app
12 is publicly available. You can give it to people
13 and they can look at it and share it all you want,
14 but it will come down. I didn't want to publicly
15 send out and then when it comes down everybody says
16 but my phone app is not working. Well, it's not
17 going to work until after the regulation is done.
18 We're going to make a really good one and have a
19 name and it will be up so you can reach it so even
20 they can do it. Do it cautiously right now if you
21 share it out. And any questions on the app?

1 MR. PARLIN: Yes. First of all, again,
2 thank you. Many of you remember a long time ago
3 when I joined the committee that was one of the
4 first things I asked for is we live in a visual
5 society, these folks live and die by the Internet
6 and smart phones and whatnot and this is absolutely
7 better than I could have ever imaged.

8 Actually, I do have a question. You
9 talked about typos, errors, because as I started
10 going through I found at least three significant
11 errors. How can we address -- what should we do?
12 What type of process should we have? Because we
13 all have experience in certain areas that we're
14 very familiar with and can kind of see that error
15 jump out at us. Do you want to have some type of
16 process of an e-mail address where we can start
17 sending you stuff to say hey, look at, you know,
18 specifically like Bodkin. We just had the speed
19 zone in front of Hammock Island and Ventnor. On
20 the map it's actually reversed. If you look at the
21 Bodkin it's supposed to be all time in front of

1 those marinas and the upper part of the creek is
2 supposed to be Saturday, Sunday, holiday. Notice
3 Main Creek downstream it says six knots all time.
4 Right under your arrow. There you go. Whoop,
5 there you go.

6 MR. GRANT: Keep going.

7 MR. PARLIN: Go left now, there you go.
8 So where it says Main Creek upstream.

9 MR. GRANT: Yeah.

10 MR. PARLIN: Downstream, upstream, those
11 two are reversed.

12 MS. WILLIAMS: Go here (indicating).

13 MR. PARLIN: Right. Again, I realize it
14 was in COMAR.

15 MS. WILLIAMS: Was it here? Is it
16 written in COMAR? The way it's written, Bodkin
17 Creek --

18 MR. GRANT: It's actually Main Creek.

19 MR. PARLIN: Main Creek at the top.

20 MS. WILLIAMS: Main Creek six knots all
21 times during the summer. So am I right or did I

1 read it wrong?

2 MR. PARLIN: Downstream, upstream.

3 Mike.

4 MR. GRANT: Downstream area, Orchard

5 Point to blah, blah, blah, Spit Point --

6 MS. WILLIAMS: We will check on that,
7 but the short answer is I want e-mails. Louis
8 found some typos. We found some. As you can tell
9 in your handout, Jeannine caught me. I can't spell
10 committee. In your handout even committee is
11 spelled wrong. You know, as everybody is looking
12 at it and we're tearing it apart we're finding all
13 of the places that things are not the way they
14 should be. Specifically say the regulation, you
15 know, like Bodkin main channel and then what your
16 concern is and then I'll research it and either fix
17 it if you're right or send you what Mike and
18 everybody says is upstream, downstream.

19 MR. PARLIN: Like you said --

20 MR. GRANT: That's correct, the upstream
21 is above the marina, six knots Saturday, Sunday and

1 holiday. When you get in front of marinas, that's
2 correct.

3 MS. WILLIAMS: So if I go -- come on
4 computer. You can tell I like my new one.

5 MR. PARLIN: While she's looking at that
6 there is a lot of little things. You may see some
7 areas where it is supposed to be 35 day and 20 at
8 night but on the map it says 20 day and 35 at
9 night. So everybody needs to look at it and check
10 those little things. I'm sure that after you look
11 at this for all of this time your eyes get blurry.
12 So get some fresh eyes on it to help you out so you
13 can clean it up so we have a really good product
14 once it goes live. Really, this is awesome.

15 MR. GRANT: Yeah. This, this reverse,
16 this says downstream and that is downstream, this
17 is upstream. This is the area six knots all time
18 right here. Actually, it's from here to here
19 (indicating).

20 MR. KLING: Upstream and downstream is
21 backwards, that's what you have.

1 MR. GRANT: Yeah, that's all that you
2 have.

3 MS. WILLIAMS: Okay.

4 MR. PARLIN: And therefore the speed
5 zone --

6 MR. KLING. And therefore skinny is fat.

7 MS. WILLIAMS: Everything is relative,
8 right?

9 THE CHAIRPERSON: Let me say this, I'm
10 sure there is little glitches in there. This is
11 too fabulous, just fabulous, and I'm sure that with
12 everybody in this room looking --

13 MS. WILLIAMS: Pick your favorite area.

14 THE CHAIRPERSON: Yeah. Pick your
15 favorite area and check it out and give it to Ann.
16 Can we have your e-mail?

17 MS. WILLIAMS: Ann dot Williams at
18 Maryland dot gov.

19 THE CHAIRPERSON: Well, that's easy.
20 Ann with an E?

21 MS. WILLIAMS: No E, no E. A-N-N,

1 W-I-L-L-I-A-M-S, at Maryland dot gov.

2 THE CHAIRPERSON: Spelled out?

3 MS. WILLIAMS: Yep, the whole word,
4 Maryland dot gov.

5 THE CHAIRPERSON: Kathy, were you going
6 to say something?

7 MS. SMITH: Yep. I just had a quick
8 question. I have a little visual impairment and I
9 opened this up on my iPad at home and was fooling
10 with it and I wondered -- and this is probably a
11 no -- but is there any capability of changing like
12 the backgrounds to give it a little more contrast?
13 Like when you look at the chart, example, like
14 where it's not all dark on dark?

15 MS. WILLIAMS: We talked a lot. The
16 software has the capability of allowing the user to
17 then change the background. The lovely point about
18 that is that the colors were picked for the dark
19 background that if you go to the nautical chart you
20 lose two-thirds of it because now blue is water and
21 blue was a color in here. This was picked so that

1 you can zoom in and see pierheads and see more
2 because we thought that boaters were most likely
3 going to be more really on the water, not using it
4 for a nautical chart at home. But that is a
5 possibility that I could put back in the app. The
6 problem is colors don't go between a white
7 background and a black background back and forth as
8 much as we'd like and that I couldn't give them the
9 capabilities of changing the color key. So I mean
10 it's, it can be done, it just doesn't add as much
11 as you might think.

12 MS. ALLISON: At any point when you zoom
13 in on your program do you see the buoys?

14 MS. WILLIAMS: This particular
15 application does not have our buoys on show. But
16 if you zoom in tight enough you'll see them in the
17 photograph. The photograph does capture the buoys.

18 MS. ALLISON: Okay. I know with GPS you
19 lose some when you zoom out and when you zoom in
20 you get more.

21 MS. BOWNE: That photograph is dated.

1 MS. WILLIAMS: Well, the photograph is
2 dated. The photograph is date stamped and it has a
3 date on it somewhere that will tell you whatever.
4 It comes out on the print, I know. You can see it
5 on a couple of places.

6 MS. ALLISON: Which brings another
7 question when you said you were using Google Maps.

8 MS. WILLIAMS: No. It's a static map
9 that the state of Maryland bought. Laura, do you
10 know what the base is?

11 MS. BOWNE: I think you have the Google
12 Earth base map there.

13 MS. WILLIAMS: Originally Google Earth,
14 yeah. But it's Bing. Isn't that what it says on
15 the thing?

16 I'll you what, it says Maryland DNR
17 Boating Services. It tells you, that key tells you
18 exactly the map base.

19 MS. ALLISON: I was just curious how
20 often it would be are updated.

21 MS. WILLIAMS: It won't.

1 (Discussion held off the record.)

2 MR. PEPE: It's not to be used for
3 navigation, that's not the purpose. It's a
4 positioning chart for the different overlays, so
5 that would make sense.

6 MS. WILLIAMS: Because remember the
7 question that Bob Lunsford gave us in the exercise
8 when he launched on the Nanticoke and he crossed
9 the first speed limit buoy --

10 MR. LUNSFORD: Wicomico.

11 MS. WILLIAMS: Sorry, wrong river. When
12 he crossed the first speed limit buoy he said I'm
13 in a speed zone and I'll do six knots. When he
14 crossed the second buoy, he went down, he was still
15 in the speed zone. When he crossed the third one
16 he went back up and said where is the speed zone
17 and he realized we had three buoys in the one speed
18 zone. There is no way to tell people it's an up
19 one way and down one way. It's not like on the
20 road where you have 55 miles and hour and 40 --

21 MS. ALLISON: I wasn't looking for

1 navigation, I was looking to reference where you
2 were.

3 MS. WILLIAMS: Right, right.

4 THE CHAIRPERSON: Bob.

5 MR. LUNSFORD: Once this is up and live
6 how often do you think it will have to have
7 maintenance done on it? Obviously, there will be
8 an annual if we only do regs annually, but if
9 somebody from the public calls in and finds an
10 ooboo can it be fixed other than annually I guess
11 is my question? How much time commitment are you
12 going to have to put it in to keep it updated?

13 MS. WILLIAMS: Other than finding more
14 ooboos, it would be imminently. We plan to have
15 this one called speed zones 2015 and then the two
16 new speed zones you're doing will be drawn and
17 added, created and added to it then the speed zones
18 2016 show what will be those speed zones that were
19 effective in that year, so that it will be date
20 stamped. If you find an ooboo I can find it and
21 fix them at anytime. It is a live GIS file. As a

1 matter of fact, when we were finding the typos I
2 would go in and change them and fix them as live as
3 I could. And so they're in two separate places.
4 The GIS file sort of sat on the Department of
5 Natural Resources' server and then it served to Arc
6 online so we make the edits on the server and then
7 it goes out live as soon as it's done.

8 MR. LUNSFORD: Where we have statewide
9 regulations like PWCs can't operate close to shore
10 beyond an idle speed, is there an addendum, is
11 there someplace that we can make a note that that
12 applies statewide? Obviously, you can't put a
13 border around every shoreline and say PWCs have got
14 to go no greater than six knots in these areas;
15 could you do that as an addendum or somehow direct
16 people to that section of COMAR?

17 MS. WILLIAMS: And we can talk about
18 that, but just like we have the nice little link
19 here that goes to Boat Act I guess we can create a
20 link up here that says statewide regulations and
21 noise --

1 MR. GRANT: We have existing right
2 there.

3 MS. WILLIAMS: But you can have one that
4 says statewide, like you would see PWCs --

5 MR. GRANT: Everywhere.

6 MS. WILLIAMS: -- or noise or anything
7 that you can't draw a boundary for, and we might
8 because I think there is more than statewide, but
9 things that are boundaryless, you know, other
10 non-mappable things, we can create a link and come
11 up with an appropriate term for it and then go that
12 way to them.

13 THE CHAIRPERSON: That's a really good
14 idea. But will that slow you way down on getting
15 this up?

16 MS. WILLIAMS: The slow down is going to
17 be that we have to get --

18 THE CHAIRPERSON: Severn River.

19 MS. WILLIAMS: -- Severn River done and
20 written and then 60 days from there become live so
21 I believe we can get those links all done even

1 before our next meeting what we've talked about so
2 far. And any spellings that you give me.

3 THE CHAIRPERSON: Steve.

4 MR. KLING: I just want to know how long
5 is this going to delay your retirement?

6 MS. WILLIAMS: I can do any day now, I'm
7 done.

8 MR. GRANT: Indefinitely.

9 (Discussion held off the record.)

10 MR. PARLIN: I think this is great,
11 again, and I say that's a great idea to add the
12 link later. Obviously this took years to get this
13 done so let's get this finished up.

14 MS. WILLIAMS: This link will not hold
15 that up.

16 MR. PARLIN: No, no. I realize that and
17 let's get it done and improve it and look at
18 adding, I think that's a great idea to add upon
19 that those other things that people don't know.
20 And even when you travel state to state, like PWC
21 laws are different state to state, so it will be

1 nice to have a good link that shows all of those
2 other things that you can't map. That's a great
3 idea but yeah, let's get this done and we'll move
4 forward and improve it.

5 MS. WILLIAMS: Right, and likewise
6 there's other apps out there. The department has a
7 public access app, there's a marina's layer in
8 there, there is other layers in there. As you get
9 into this and find its usability on the water and
10 things that you need we can put any of the state
11 layers and add to it as time goes on.

12 THE CHAIRPERSON: Do any other states
13 have something like this?

14 MS. WILLIAMS: I don't know, I only know
15 Maryland. There is something outside of the
16 borders of Maryland? I didn't know that.

17 THE CHAIRPERSON: Yeah. The reason I
18 was asking is if Maryland is in the forefront on
19 this type of an application it will be really nice
20 to shine a light on this. It's quite amazing.

21 MR. KLING: You might want to setup a

1 consulting company for your retirement. I can help
2 you with that work.

3 MS. WILLIAMS: Okay. All right. So now
4 next step is the subcommittee to take care of the
5 Severn River speed issues.

6 THE CHAIRPERSON: So are you asking for
7 volunteers? Is Mike asking for volunteers?

8 MR. GRANT: I'm about to do that.

9 THE CHAIRPERSON: Perfect. Because Amy
10 has volunteered for the committee and to be the
11 chair.

12 MR. GRANT: I had three members in mind.

13 THE CHAIRPERSON: I would like to be on
14 the committee.

15 MR. GRANT: And Russ. So we have Ramona
16 and Amy would like to be on this.

17 THE REPORTER: I can't hear him. He
18 needs the mic.

19 (Discussion held off the record.)

20 THE CHAIRPERSON: So Al said when he
21 served on the advisory committee for the Coast

1 Guard this never came up for any other state in the
2 country.

3 MS. ALLISON: I would like to be on the
4 committee because I was part of that mess that
5 originally created the Severn River plan.

6 (Discussion held off the record.)

7 MR. GRANT: Bob Lunsford.

8 MR. LUNSFORD: I have nothing else to
9 do.

10 MR. GRANT: One thorn amongst the
11 flowers.

12 Anybody else? I think that four is
13 pretty solid for this. All right. We have our
14 committee.

15 THE CHAIRPERSON: So we have Amy as
16 chair and then we have as members Bob, Robin and
17 Ramona.

18 MR. GRANT: That's it.

19 THE CHAIRPERSON: Chris wants to be an
20 ex officio member. Russ, are you volunteering?

21 MR. DWYER: No. I'll give you a lot of

1 paperwork that I have because I was involved in the
2 first one. I served my time.

3 THE CHAIRPERSON: That's great.

4 MS. ALLISON: I figured we might bring
5 light to a subject when it came up.

6 THE CHAIRPERSON: Mike, could you be
7 clear about what the charge is for our committee,
8 please?

9 MR. GRANT: You bet you. You bet you.

10 MS. WILLIAMS: While you're changing I
11 have a question.

12 MR. GRANT: For me?

13 MS. WILLIAMS: Yeah. When we setup the
14 subcommittee to look at speed zones we sat and
15 looked at standardizing and one of the topics that
16 we came up with is when we go into a speed zone to
17 make a change that that whole area should have that
18 new set of rules. You have two speed zones that
19 you're going to be looking at in the fall, so when
20 we look at them I would hope that we could also
21 look at what standardizing the speed zone in the

1 Ocean City region would look like as well as
2 standardizing the speed zone up in the Gunpowder
3 region using all of the rules that we came up with
4 in the subcommittee. So would you put that as a
5 topic when you do your review in the next meeting?

6 Does that make sense to everyone? We
7 came up with those rules and that we would have
8 not --

9 MR. GRANT: So standardizing Coastal
10 Bays and Gunpowder?

11 MS. WILLIAMS: Because we're going to be
12 opening those two regs, you know, we have the 25,
13 35.

14 MR. KLING: The idea was we were not
15 going to inundate, the idea being we would not
16 overwhelm people with the a whole bunch of changes
17 and then when an area came up for review and we had
18 standardization we would incorporate that, any of
19 the work we came up with from the subcommittee,
20 into that particular area.

21 MR. GRANT: So that wouldn't affect the

1 discussion in a public meeting necessarily, it
2 would just be if the regulation were accepted then
3 before it would go to final regulation state we
4 would add the other stuff that -- okay.

5 MR. KLING: Yeah.

6 MR. GRANT: Okay.

7 THE CHAIRPERSON: So is everybody on the
8 committee comfortable with that? Because what we
9 wanted to do was standardize as much as possible
10 across the state and I think all we're talking
11 about here is standardizing.

12 Okay. It looks like everybody is
13 comfortable.

14 MR. GRANT: Do we need another meeting
15 of the ad hoc committee for the Severn River?

16 MS. MOANEY: Ski.

17 MR. GRANT: Just ski. That's the new
18 subgroup.

19 MS. MOANEY: Right. Just skiing.

20 MR. GRANT: You asked what we're looking
21 for, this is Maynadier, that is up inside Round

1 Bay, that's quite a reg. Actually, this has not
2 been reapproved yet as a ski zone, it's still at
3 Army Corps. The folks that operate the ski area
4 took it upon themselves to put it where they
5 thought was better than where Army Corps thought it
6 should be back in 1992 or whatever it was, and of
7 course the neighbors got a little upset about that
8 and this has been going back and forth since 2013.

9 THE CHAIRPERSON: Wow.

10 MR. GRANT: Army Corps is involved now.
11 Richard Kibbey (phonetic) who was involved when it
12 first started -- in fact, Richard Kibbey just sent
13 me copies of the original Severn River management
14 plan, which of course this was part of. I don't
15 know if he's going to give permission to keep the
16 Corps there because they're doing a lot of little
17 changes here and there. They have to take buoys
18 out at the end of the season and when they're not
19 using them during the week. They want to leave
20 them in because the line below the water level is
21 too much, too hard to find. They're just asking

1 for a lot of things and it's getting crazy and, you
2 know, time changes.

3 THE CHAIRPERSON: Who is Mr. Kibbey?

4 MR. GRANT: He works for Army Corps of
5 Engineers.

6 MR. LUNSFORD: Permit officer.

7 MR. GRANT: He's a permit officer. Good
8 people. There is more people in the area now,
9 there's a couple of more docks, and it's just
10 getting congested and the biggest problem -- and
11 hydro has been doing their darndest to mark the
12 area as best they can -- but no one is allowed in
13 the ski course unless you're a ski boat. It's six
14 knots in Maynadier Creek all times unless you're in
15 the ski area and only when the ski course is being
16 used and you have to be a ski boat and it can't be
17 a 32 foot Carver towing a tube. That's not what
18 it's there for. So, you know, unless you put a
19 four by eight sheet of plywood saying this is the
20 only people that can use it we're kind of
21 minimalized with the kind of information we can put

1 out there and they have been doing a hell of a job
2 trying to get it squared away.

3 THE CHAIRPERSON: There is a controlled
4 area buoy up there.

5 MR. GRANT: There is, and people think
6 they can run it in a 32 foot Carver or jet ski or
7 two jet skis. So this is Maynadier, the next one
8 is Sunrise, similar but not exactly the same, and
9 this is South River (indicating). They don't speak
10 to the same restrictions that the other two have.

11 MS. MORROW: Thank you. Unrelated, I
12 guess, to Maynadier specifically but related to ski
13 areas in general, the small subcommittee that has
14 just been formed, I guess Jeannine and I were
15 talking and probably Mike, we also issue, the
16 department issues permits for ski boats and it's
17 kind of gone by the wayside over the years. We
18 really don't inspect these boats anymore. We're
19 not skiers, we just kind of wing it, so that might
20 be something that we would ask your ski group to
21 look at with us. If we can make that part of the

1 charge that would be very helpful to the staff.

2 MR. GRANT: And to speak to that, this
3 goes back to this, number 6, inspections and
4 performance test may be arranged by contacting the
5 Maryland DNR, boating administration at
6 301-974-2918. The number doesn't exist.

7 MR. LUNSFORD: It used to.

8 MR. GRANT: It used to, but that was
9 when boating administration was under Natural
10 Resources Police so they were all acting together.
11 Since it's been out now there are a few things that
12 have affected us recently with that same sentence,
13 boating administration. We are not the boating
14 administration, we're Boating Services. So that's
15 a little convoluted. Recently, if somebody comes
16 in and wants a decal they bring their certificate
17 with them or their registration and if it says a
18 Ski Nautique -- give me some other names.

19 MR. NICKEL: MasterCraft.

20 MR. GRANT: -- we're pretty sure that's
21 a ski boat and you get a sticker, but the person

1 that comes in and we don't put it on the boat,
2 which we probably should, we should do the water
3 test probably over at Matapeake -- not at
4 Matapeake -- over at Sandy Point and we don't.

5 MS. WILLIAMS: Mike, you're required to
6 do them every year, so you sticker it one year and
7 then you've got to see the boat the next year, you
8 want to change that? No, it says every year, they
9 apply every year.

10 MR. GRANT: It's reissued --

11 MR. DWYER: Sticker is, not the test.

12 MS. WILLIAMS: Right. Hopefully once
13 you have a sticker you shouldn't have to get a
14 sticker again unless you lose it.

15 MR. GRANT: Jeannine and I have been
16 beating this around and saying if somebody shows up
17 at the Tawes lower lot with a Ski Nautique and she
18 or I walk out, he has ski boat, here's a sticker, I
19 put it on, so then they can't go home and put it on
20 a Boston Whaler without all of the stuff that's
21 necessary. This stuff in list here, all of this

1 stuff (indicating). So this is for professional
2 skiers, this is not for the kids running around,
3 you know, on a holiday weekend. That's the intent.
4 And all of the other stuff down here, down at the
5 bottom, Army Corps move six outer pilings -- that's
6 not in this one. So you've got to get these three
7 together and then Ann's idea then to create a
8 separate section within COMAR for skiing, when it
9 says Maynadier ski course see section blah, turn to
10 that section and that speaks to wherever you're
11 going to be skiing.

12 THE CHAIRPERSON: Russ, go ahead. You
13 need a mic.

14 MR. DWYER: I've got it here. Jeannine
15 called me the other week, a couple of weeks ago, it
16 took me two weeks to find this, and it's from, it's
17 from my newsletter from 1990. It says inspection
18 stickers a must and here's the course, what the
19 boats had to perform to get that sticker, and that
20 sticker was put on the boat the day it was done and
21 then once you got it that registration number was

1 good for that sticker for that life of that boat.

2 But it is a real problem just issuing stickers

3 because a lot of these boats say ski boats and

4 they're not a ski boat.

5 MR. NICKEL: Right.

6 MR. DWYER: It hurts the course, it

7 upsets the neighbors because the boat's not a low

8 weight boat, so I think that's a must thing that

9 should be in there somehow. I don't know how the

10 money is going to go to get these stickers, but you

11 all need to deal with that.

12 THE CHAIRPERSON: Are you going to give

13 us that?

14 MR. DWYER: Yeah, you can have it.

15 MR. GRANT: Exhibit A.

16 THE CHAIRPERSON: Thanks, Russ.

17 MR. GRANT: Wow.

18 MR. LUNSFORD: You didn't know that,

19 Mike?

20 MR. GRANT: I knew it. I have seen it

21 before or something like that.

1 So that's the extent of that, so I guess
2 you all have to figure out when you first want to
3 meet and where and of course we'll be as
4 accommodating as we can.

5 MS. MOANEY: ASAP, Mike.

6 MS. WILLIAMS: It has to be finished.

7 MS. MOANEY: Severn River, it's a time
8 thing now.

9 THE CHAIRPERSON: Give us -- what's the
10 times, Ann?

11 MS. WILLIAMS: We have to have it done
12 by February in order to get the 60 day review so
13 that our boating regs are in place in time, so it's
14 like the end of February we have to be done.

15 THE CHAIRPERSON: Okay.

16 MS. WILLIAMS: That's why we need the
17 work group up and running.

18 THE CHAIRPERSON: Well, our chair Amy
19 will pull us all together so we can make our
20 deadline.

21 MR. GRANT: Ann, do you want to be

1 involved in this discussion?

2 MS. WILLIAMS: Yes.

3 MR. GRANT: So add Ann to it and
4 Jeannine, you want to be involved?

5 MS. MOANEY: Yes.

6 MR. GRANT: Jeannine would like to be
7 part of it as well. What are you pointing at?

8 MR. HELLNER: I perceive there is two
9 tasks then, a standardization of the skiing
10 regulations and there is also an outstanding issue
11 to get the zone app up, which is resolve the Severn
12 River thing -- can this be broken -- the
13 standardization thing, yeah, I know less than
14 nothing about skiing, I have skied a few times and
15 fallen lots of times, but for those who may know
16 more, but the standardization thing appears to me
17 to be fairly difficult because there is various
18 points of view and various people that are effected
19 and I worry that doing that by a deadline may not
20 be the best option so I guess my recommendation to
21 the committee, and I'll put my name in as another

1 volunteer if you need more help because I live
2 within a mile of the top of the Severn so it's sort
3 of my backyard, although I don't boat that river
4 much, I would recommend you split it because I
5 think we don't want to lose site of this wonderful
6 app, that Maryland just may be the first state to
7 have come up with something like this and I'm
8 really excited to pitch it to all of my fellow
9 boaters if it's up by the 2016 boating season so
10 perhaps if the action is resolve the Severn River
11 ski zone situation first by the deadline and if the
12 standardization effort cannot be done by that,
13 fine, split it out and we'll work on it some more;
14 is that fair?

15 MR. KLING: No, that doesn't make sense.

16 THE CHAIRPERSON: Let me ask you a
17 question. Sorry. What is holding up the app
18 exactly?

19 MS. WILLIAMS: Severn River speed zone
20 has not been accuratized like all of the other
21 state has?

1 MR. GRANT: It's a different animal all
2 together.

3 MS. WILLIAMS: So remember back when we
4 took each speed zone and we went in and corrected
5 the coordinates to where the marks are, the Severn
6 River section has numerous changes in it. Like the
7 bridge construction is no longer going on, so it
8 had lots of changes in it, so that one is done
9 mostly. We sat with Mark Talty and we have a lot
10 of reworking to do because the Severn River had
11 more creative writing than most of them and so as
12 we're standardizing the Severn River speed
13 coordinates we looked at the sections that address
14 the ski zones. When you open a regulation up and
15 change it you cannot immediately go in and change
16 it again. So if we open it up and change the speed
17 zone things then the broken parts of the ski zone
18 might go all of the way through next session, next
19 year. So because it really isn't going to take us
20 a lot on this group, I mean you're making -- the
21 hard part is picking a date. We're going to get

1 the writing of the ski thing done pretty easily,
2 but we didn't want to do it without skiers in the
3 room because I don't waterski. So you didn't want
4 me looking at it that way and redoing those. So
5 we're probably two meetings and we're going to have
6 the language of how the ski zones should be written
7 corrected. So saying that those two meetings go
8 on, we get the speed zone all standardized, and we
9 put the two together and put the package in,
10 everything will be done. It is not going to hold
11 anything up, the same 60 days that it takes for it
12 to happen will go into place. So we're going to
13 put the two together and put them up at the same
14 time, the 60 days it takes for a regulation to
15 become legal will go into place and then the app
16 can fly, and our goal is to get this written and
17 ready so that in February when the session allows
18 us to put the first regulations in it will be the
19 first one is done, it will go through the 60 days,
20 and it will be open for boating season. So it
21 won't hold it up at all. And I think the ski

1 portion is a very, very needed section but it is
2 not going to hold anything up.

3 THE CHAIRPERSON: That helps a lot. I
4 really understand much better now. Steve.

5 MR. KLING: Yeah. The standardization,
6 that's -- we're confusing apples and oranges.
7 Bigger picture, we talked for years about we know
8 we have got disparate things around the state, we
9 have inconsistencies, we are treating similarly
10 situated bodies of water differently, that was the
11 subcommittee that got together and we came up with,
12 which we brought back to you guys and we you guys
13 approved some standardized criteria for consistency
14 throughout the state. That, bringing that into
15 regulation is going to be a multi-year, ongoing
16 process, completely unrelated to the app. It's not
17 completely -- all Ann is talking about is better
18 definitions of the ski area, and the reason it's
19 going to be a multi-year process is simply because
20 we don't want to overwhelm anybody with a whole lot
21 of regulation. So when we get a body of water

1 we're going to look at do we have any of our
2 consistency issues? And maybe, Ann, we sent out
3 last time we approved the criteria and we approved
4 a letter to go out to DNR asking if there were any
5 problems and maybe Ann could just --

6 MS. WILLIAMS: I only got one.

7 MR. KLING: Right, and --

8 MS. WILLIAMS: One officer told me one
9 place that he didn't like our standardization rule
10 but other than that they were okay with it.

11 So let's get some terminology down. We
12 accuratize the speed zones. Because of the way the
13 coordinates were done we weren't sure whether they
14 were 27 or 83 and we went and did the whole state.
15 The Severn River has not been updated. That's the
16 standardization on the Severn River. The
17 standardization that Steve is talking about would
18 be the 2016 speed zones. If you have your hearings
19 at your next meeting and you choose to add to the
20 speed zones in either Ocean City or the Gunpowder
21 they will go through their process. If the

1 language is done and submitted at the same time as
2 the Severn River is done when we publish the app it
3 will say 2016 and it will incorporate the two new
4 changes and any of the accuratizations that we do.
5 The accuratizations that we're talking about is
6 that sometimes we say 35 miles an hour and
7 sometimes we say 36. Sometimes we say Saturday,
8 Sunday, holiday all year and all season and
9 sometimes we say Saturday, Sunday, holiday just
10 during the boating season, and so we had some rules
11 that we setup that we think should be applied
12 across the board, so we're going to clean that up.
13 Only when we open up a regulation for a new speed
14 zone, we'll look at the whole thing, pull out any
15 of the bad, 25, 26, 35, 36, whatever they are, and
16 put them in the correct way at that time. That
17 year as soon as we get the regulation straight the
18 app will come out to match the regulation. The day
19 the regulation becomes legal it will become that
20 year's application and it will say speed zone 2018
21 and whatever is legal at that point the app will

1 reflect it. So if we're lucky enough and we do the
2 wording right and we get them both in at the same
3 time everything we did today, if you approve them,
4 the Ocean City speed zone, however you draw it, and
5 the Gunpowder, however you draw it, will come in at
6 the same time as the Severn River fix and the whole
7 app.

8 THE CHAIRPERSON: So the soonest the app
9 can go public is April.

10 MS. WILLIAMS: The soonest the app can
11 go public is the day that the Severn River is
12 legal, so it all depends on what day we put the reg
13 in and how long it runs its course.

14 MR. GRANT: So we're probably looking at
15 the April 2016 boating season.

16 MS. WILLIAMS: Correct, that's my goal,
17 yes, April, and if we stay the course and get the
18 wording done in February so that it can be
19 submitted as soon as the session opens up the door
20 again we will make that goal. If we don't have the
21 subcommittee meeting, if you take a while doing the

1 2016 -- I will not hold up the app for the 2016
2 regulations. Say your 2016 goes into subcommittees
3 and more people are talking about it and it gets
4 delayed it doesn't get written, it goes up as 2015
5 regulation. As soon as the 2016s are approved we
6 put up a new app and it will have two new or
7 however many new speed zones we create. But the
8 2015 will go up the same day the Severn River
9 regulation is legal not in its review because
10 anybody can challenge it in the review and then
11 we're putting it up and taking it down, so the day
12 the Severn River becomes legal it becomes publicly
13 available for everybody.

14 THE CHAIRPERSON: Okay. That helps a
15 lot. Thanks.

16 MS. WILLIAMS: Okay.

17 THE CHAIRPERSON: I don't believe that
18 Amy will let us slip on the dates.

19 MR. GRANT: So I guess to wrap things up
20 as far as the regulations go we have not selected a
21 date for public meeting for Ocean City or for

1 Gunpowder. We'll get back to you as soon as
2 possible. We're trying to do it logistically. I
3 guess we have to at least include the, the Sandy
4 Point and Gunpowder in the same meeting and then
5 jet packs and Skimmer Island in the same meeting so
6 we're going to have one up in this neck of the
7 woods and one down the Ocean City or close to Ocean
8 City and unfortunately it will probably be a day
9 trip.

10 THE CHAIRPERSON: I'm sure we can suffer
11 through a meeting in Ocean City very happily.

12 So that's great. Anything else on this
13 part of the agenda? Okay. So should we then forge
14 onto old and new business and see if there is old
15 business that anybody wants to address? Seeing
16 none, we'll move on. Is there any new business
17 that anybody would like to raise?

18 MR. SHELLER: Just one observation.

19 THE CHAIRPERSON: Uh-huh.

20 MR. SHELLER: In our harbor we are now
21 seeing a lot more stand up paddleboards and

1 Annapolis Harbor sees a lot of paddleboards. So
2 stand up paddleboards have become very popular of
3 late and I don't know how that, how that addresses
4 us other than it is a vessel and a watercraft, but
5 just like kayaks and other small watercraft it's
6 going to be used in congested areas as well as in
7 rural areas and so I just wanted to bring that to
8 the attention of the board that there may be some
9 activity that would require us at some point to
10 address that.

11 MR. PARLIN: I was going to leave this
12 one alone for today, but ironically two nights ago
13 I went to a meeting in Annapolis and it was brought
14 together for somewhat company business for
15 Watermark, but in the same discussion they brought
16 in the harbormaster, the operators of the Woodwind,
17 they had NRP and Coast Guard for some other reasons
18 there also, jet ski Julie is now going to have a
19 new nickname, we're going to change it to stand up
20 Julie. Julie was there at the meeting also
21 representing boating safety. There is some big

1 discussion going on in Annapolis right now because
2 we're really starting to see a huge influx of stand
3 up paddleboards both on the private side but also
4 on the rental side. We're seeing there is at least
5 three rental operations in Annapolis. They're
6 doing yoga, they're doing moonlight paddles,
7 they're out there at nighttime and they're running
8 10, 12, 14 people wide going up Spa Creek at
9 nighttime when you've got a lot of other folks
10 trying to use the waterway. So there was some
11 discussion brought up in Annapolis to possibly form
12 a user's group to try to start hammering out, I
13 guess, some best practices. Before we get into
14 regulating let's see if we can get into best use of
15 the water in Annapolis, trying to define that. We
16 talked to Julie and Julie talked about maybe using
17 the NRP reserve officers and the Coast Guard
18 Auxiliary to start doing some education out there,
19 let's do some awareness, maybe as, or as stand ups
20 are being sold. So somebody brought up a good
21 point during the meeting, they said people are

1 looking at a stand up paddleboard as a new form of
2 exercise. It's their new treadmill. They're not
3 looking at it as a vessel. They're looking at it
4 as a piece of exercise equipment. So maybe the
5 thought was get the word out there to the folks as
6 they buy them, as they rent them, you are a vessel,
7 and here's the requirements of that vessel. So
8 there is a big stand up day that's going to come up
9 in --

10 MS. BROWN: October.

11 MR. PARLIN: -- at Sandy Point.

12 They're looking to getting the reserve officers and
13 the Coast Guard Auxiliary there and I don't know
14 what Julie is coming up with, but I'm sure the
15 wheels are grinding up in her brain in how to start
16 tackling this thing from the boating safety side
17 and the education side so yes, it is starting to
18 come to the forefront and people are seeing it and
19 we're starting to head down that path, so as much
20 as I would hope that it doesn't have to come into
21 our group and we don't have to start regulating it,

1 hopefully we can head that off just like the planer
2 board issue, maybe some education and some outreach
3 there that we, you know, take care of it through
4 that venue.

5 MS. HENNINGER: Another thing can I add,
6 Wye River, I just told Julie, is having a big
7 paddleboard, kayak event coming up and Annapolis
8 Sailing is putting it on. So that's a big one.
9 And also up in Middle River we're seeing it around,
10 it's being done at the bars and restaurants so it's
11 right next to Middle River Yacht Club, it's The
12 Crazy Tuna. It's been done at Sunset, you know,
13 it's inexperienced people getting on these boards
14 but they're in and out of the slip holders or the
15 slips where people are coming in and out with
16 alcohol so that's a big thing. But yeah, Wye River
17 is a real big one. They have kayaks and
18 paddleboards going around.

19 MS. ALLISON: That's around the island.

20 MS. HENNINGER: Yeah.

21 THE CHAIRPERSON: Robin, did you --

1 MS. ALLISON: I'm working back at West
2 Marine just for a change and they are selling about
3 a board a day.

4 (Discussion held off the record.)

5 MS. ALLISON: So for those who didn't
6 hear me, we are selling a board a day at West
7 Marine. And to people who have really never been
8 on the water before there is very little
9 information to hand them to say you're actually a
10 boat. And do the rules of road apply to me? I
11 don't know what rules of the road are. So it's, I
12 think it's going to be a large concern.

13 MR. SHELLER: Just one point, BoatUS has
14 started to address that. They have had, they have
15 issued an e-mail to us people who subscribe to that
16 stuff -- I don't know how I get it, but I get it, I
17 get all kinds of stuff -- but they have addressed
18 this in a short e-mail safety advisory about having
19 stand up boaters, stand up paddleboarders recognize
20 that they are a vessel and they have to observe
21 boating requirements, and also to tie onto that in

1 Deale they have started a paddleboard rental agency
2 and there are new, first time people out all day on
3 Friday, Saturday and Sunday in our harbor and you
4 know they're newbies because they start on their
5 knees or their bellies and by the time they come
6 back down the creek they're standing up mostly, but
7 they do not wear their life jackets and it's not a
8 requirement from what I know. And some of them
9 just tie it on the back of the board and they have
10 a lanyard but they're told to let go of the board
11 and go and find the board rather than holding onto
12 the board like you would a surfboard. So it's a
13 lot of, just in my short experience this summer
14 there has been a lot of unexperienced boaters out
15 there on boards. They're boarders.

16 THE CHAIRPERSON: Mark.

17 MR. O'MALLEY: All right. First off,
18 the Coast Guard has already clarified these or put
19 these in the vessel category so the rules and regs
20 already exist. The key point is to get them at the
21 source. If there is a rental facility renting

1 paddleboards that facility must be held responsible
2 for telling these people to stay out of channels,
3 to give them an education on the rules of the road,
4 much like PWC rentals or like we've just gone
5 through with the jet packs. We need to get to the
6 source of stores that sell these so that
7 information is included when a person buys these
8 because Lord knows we've got boaters that spent,
9 you know, multiple thousands of dollars and don't
10 know rules of road so now you're getting
11 inexperienced people that are going to go I can get
12 this paddleboard and go out in the water and they
13 have not a clue. So we've got to get to the source
14 and there is, you know, and this is, this was an
15 issue with Watermark and with the harbormaster in
16 the Annapolis, what are we going to do about these?
17 Well, you find the clubs and the rental people and
18 you educate them there. It's not a thing that we
19 can regulate, you know, this should not come up in
20 front of this committee whatsoever. We can not
21 breakdown vessel by vessel what you can and can't

1 do.

2 Now, having said that we do that
3 occasionally but this, to try and regulate
4 paddleboards and try to regulate Mr. and Mrs. Smith
5 going out and buying a paddleboard and then coming
6 up with separate regulations we're going to be
7 chasing our tails for months. So I'm looking at
8 Julie, you're boating safety, go out and take this
9 on, hon, because that's where it is. We can't
10 regulate it and NRP has got their hands full. But
11 it is an information and a boating safety issue.

12 MS. ALLISON: Just one more thought on
13 that. It would be tremendously helpful, we have
14 something on PWCs to be able to tell somebody that
15 we know here's a handout to a PWC owner, it would
16 be really nice to have something to handout to a
17 paddleboarder saying you are a vessel and you are
18 responsible to abide by rules of the road.

19 MS. BROWN: I hear you loud and clear.
20 So yes, as Mark would say I'm graciously taking
21 over the role of stand up paddleboard Julie, I

1 guess, or let's say paddlecraft because we need to
2 address all paddlecraft including canoes and
3 kayaks, and so the meeting that Chris and I went to
4 was very eye opening. But Mark, you're right on
5 the mark, we have to get to the folks that are
6 renting them, the folks that are selling them, and
7 we have to inform the public you are a vessel. You
8 need to realize when you are in the middle of
9 Annapolis Harbor what to do because they're just
10 really coming out of the woodwork. So my goal --
11 actually tomorrow I have scheduled an appointment
12 to go downtown Annapolis on the personal watercraft
13 and no, I'm not going to slalom on them and knock
14 them off and all of that, no. The reserve officer
15 coordinator is going to be directly working on this
16 issue with me and we're going to visit a few of the
17 locations that are along the waters edge in
18 Annapolis and then we're also going to just tool
19 the area and get a feel for who's out there and
20 maybe talk to some people, some paddlers, some
21 stand up paddleboards, that kind of thing, and just

1 do like a little mission down in Annapolis Harbor.
2 That's where we're going to start things off with
3 that.

4 THE CHAIRPERSON: Thorny and then Al.

5 MR. JONES: This is ancillary, but
6 everybody needs to know that the US Coast Guard
7 there is a US Coast Guard for Android and for
8 iPhones that actually has the nav rules in it so
9 you need to pass that around and as auxiliarist I
10 will be working on getting information out and
11 working with Julie.

12 THE CHAIRPERSON: Al is next. You're
13 next, go ahead.

14 (Discussion held off the record.)

15 MR. SIMON: Many years ago I was
16 instrumental in getting a demonstration for
17 manufacturers and the public and the politicians in
18 Sandy Point Park to demonstrate the waterskiing.
19 They were new and the citizens were complaining to
20 their politicians that they were being restricted
21 on it and we tried to open it up to get coverage on

1 what they are and what they are doing. This is
2 starting all over again with this, this new
3 equipment, and Sandy Point was an ideal spot. We
4 had press, we had TV stations to demonstrate with a
5 demonstration on hand with I would say politicians
6 only because John Q. Citizen is going to complain
7 to the politician that they're being restricted on
8 jet skis at that time. Here we are another phase
9 of boating and I only suggest this to have a
10 demonstration in Sandy Point of the nature that I
11 did for the DNR and for the public too.

12 THE CHAIRPERSON: Sounds like a great
13 idea. Julie, I think, will consider it with many
14 of the other really good ideas to get out
15 information to everybody.

16 MR. PEPE: Down in, down in Oxford a
17 company just opened up, a paddleboard and kayak
18 company, and as one of the captains on the ferry
19 boat down there, you know, this is something that
20 we watch very closely. And we watched this company
21 operate this entire summer, they have done

1 everything right. When they bring kayaks down to
2 the launch ramp which is at the foot where the
3 ferry dock is right at Main Street they will give
4 the people a course, they will teach them how to
5 use the board, everybody gets a life jacket and
6 everybody wears a life jacket, so at least in our
7 area the companies are doing it right. So, you
8 know, maybe a demonstration and a day, a company
9 day, in Sandy Point, demonstration day might be a
10 good thing.

11 THE CHAIRPERSON: Thanks. Mike.

12 MR. GRANT: Julie, you may want to get
13 with communications office and do a public service
14 thing. I mean at least get the news crews down.

15 MS. BROWN: We're going to do press
16 releases. As you all know social media is huge.
17 You were mentioning the BoatUS Foundation, I
18 coordinated with them to get that press release out
19 for paddleboards to get the tips and then -- I
20 don't know -- I'm sure you all know of SpinSheet
21 magazine, they have gotten the advertisements out

1 and the articles out about it so yes, I will get
2 with OCM and make a brochure of some sort that you
3 can handout and we'll get the education flying.

4 THE CHAIRPERSON: Thank you for being on
5 top of this, I think the safety route is the way to
6 go. I have two stand up paddleboards, I love them.
7 I make everybody have the life jacket. I have
8 whistles and nobody gets to go out after dark. But
9 I think safety is important and they are really fun
10 so to be safe and fun would be the ideal. So
11 thanks for being on top of that. Is there any
12 others? Yes, Mike.

13 MR. GRANT: I received an order from
14 much on high, Jeannine, to schedule right now the
15 meeting of the subcommittee on waterskiing.

16 MR. LUNSFORD: Do that over lunch.

17 THE CHAIRPERSON: Say that again.

18 MR. GRANT: A date for the first meeting
19 of the waterskiing subcommittee.

20 MR. MARSH: Tuesday.

21 MS. ALLISON: Could I suggest so that we

1 can be on the water so we can look at what we're
2 doing?

3 THE CHAIRPERSON: You can come to my
4 house because you can see one of courses from my
5 dock. I can take you up to Maynadier on my boat.

6 MS. WILLIAMS: We've decided we'd like
7 that. Julie wants to be on the committee too now.

8 (Discussion held off the record.)

9 THE CHAIRPERSON: You know, I think
10 we're going to have to send out one of those Doodle
11 things to see if we can figure out a date. I will
12 try to get it on the books for sometime in
13 September. The closer the better.

14 (Discussion held off the record.)

15 THE CHAIRPERSON: Okay. So any other
16 new business?

17 Now, this I always get wrong. Steve,
18 how do I adjourn the meeting?

19 MR. KLING: Motion for adjournment.

20 THE CHAIRPERSON: Motion for
21 adjournment.

1 MS. ALLISON: Second.

2 MS. HENNINGER: All in favor?

3 MR. LUNSFORD: What about the next
4 meeting?

5 THE CHAIRPERSON: Mike.

6 MR. GRANT: That will probably be a
7 public meeting, and I don't know yet.

8 THE CHAIRPERSON: He said he doesn't
9 know yet. There is two public meetings. One in
10 the Ocean City area and one in the Gunpowder/Sandy
11 Point environs.

12 MR. GRANT: I will create a Doodle
13 invitation when Jeannine and I figure out when and
14 where.

15 THE CHAIRPERSON: Okay. So anything
16 else?

17 MR. PARLIN: Motion to adjourn.

18 THE CHAIRPERSON: Second? All in favor?

19 MS. HENNINGER: Any opposed?

20 THE CHAIRPERSON: Any opposed?

21 (Hearing adjourned at 12:17 p.m.)

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1 STATE OF MARYLAND
2 COUNTY OF BALTIMORE

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

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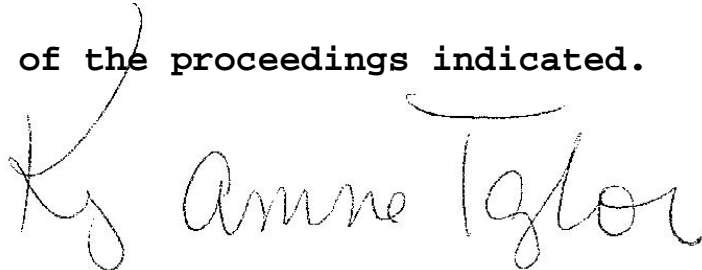
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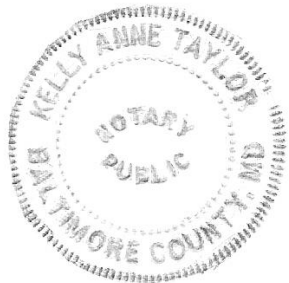
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Kelly A. Taylor, Notary Public



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