

Transcript of  
**Meeting of the Maryland Boat Act Advisory Committee**

Date: Tuesday, October 11, 2016

---

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



**CORBIN**  
REPORTING & VIDEO

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

1 MEETING OF THE  
2 MARYLAND BOAT ACT ADVISORY COMMITTEE

3 \* \* \* \* \*  
4

5 The above-entitled matter came on for  
6 hearing on Tuesday, October 11th, 2016, commencing  
7 at 10:10 a.m., at 2 Pythian Drive, Edgewater,  
8 Maryland 21037, Christopher Parlin, committee  
9 chairman, presiding.

10  
11 COMMITTEE MEMBERS:

12 Robin Allison	John Pepe
Amy Craig	Coles Marsh
13 Thornell T. Jones	Ramona Trovato
Steve Kling	Jon Sheller
14 Amy Craig	John Bush
Joseph Hellner	Al Simon
15 Kathy Bergen Smith	Coles Marsh
Bob Lunsford	
16	
Michael Grant, State Committee Liaison	
17 Mark O'Malley, Boating Services	

18  
19 Reported by: Kelly A. Taylor  
20  
21

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

2 THE CHAIRMAN: Okay, I realize we're  
3 getting started late here, I want to make sure that  
4 we get everybody, sign in, and we've got quite a  
5 turnout here so we're trying to shuffle some chairs  
6 in here to accommodate the crowd. So I think we're  
7 to the point where we're going to get started.

8 Call the meeting to order, this is the  
9 Maryland Boat Act Advisory Committee. First thing,  
10 cellphones, everybody, please silence your  
11 cellphones. Vibrate, silence, whatever. We want  
12 to limit our interruptions. It looks like a great  
13 crowd today and we're in for some spirited  
14 discussions.

15 Also, reminder to the folks on the  
16 committee and for anybody in the audience who does  
17 get up to speak, you must have a microphone in your  
18 hand to be recognized and to speak and to be  
19 recorded. If do you not have a microphone in your  
20 hand, Kelly will not record. We do have a court  
21 reporter here today. She's here everyday, all of

1 our meetings. She is recording everything that's  
2 said so if you say it she's going to, she's going  
3 to record it as long as you have a microphone in  
4 your hand, so please wait to be acknowledged and  
5 get a microphone in your hand before you start  
6 speaking.

7 Let's do some introductions from our  
8 members here so you can find out who we are and  
9 where we come from, what areas we represent. And  
10 we will start down the end.

11 (Members, staff, and chairman introduce  
12 themselves.)

13 THE CHAIRMAN: All right. That was  
14 interesting. The voice from above. Let me go into  
15 about the workings of the committee and then I'll  
16 get into the format that we're going to follow  
17 today.

18 So real quick, the members of the  
19 committee are a diverse group of boaters who come  
20 from all regions of the state and who collectively  
21 are familiar with the various uses of our state

1 waters. The charge of the committee is to  
2 represent all users of the water in the state of  
3 Maryland, sailboaters, swimmers skiers, watermen,  
4 kayaker, windsurfer, paddleboarders and jet skiers.  
5 Boat Act Advisory Committee is aware of and  
6 cognizant of concerns and privileges of waterfront  
7 property owner but understand that the state  
8 waterways belong to all. Boat Act Advisory  
9 Committee takes it's charge seriously and with the  
10 greatest respect for the Chesapeake Bay and all of  
11 the waters of the state and those that come before  
12 us. Deliberations strive to accommodate the  
13 concerns and needs of all of those that use the  
14 state waters. At times not everyone will be  
15 accommodated and sometimes people are displeased  
16 with our recommendations. If it so happens that  
17 you're one who ends up displeased please understand  
18 that we have the utmost respect for your views and  
19 concerns, but again our charge is to serve the  
20 needs and safety of all citizens of state and all  
21 of those who use the waterways. Just as a note

1 several of our committee members are owners of  
2 waterfront property so they understand from that  
3 viewpoint also.

4           Excuse me. All right. We're going to  
5 get into -- I'm going to have Mike Grant present  
6 each area one by one. And then basically how it's  
7 going work is we'll hear the petition request in  
8 the morning session. It will be presented, Mike  
9 will present it and then after that we'll allow the  
10 folks that are here for and against petition to  
11 present their case, speak their, you know, give us  
12 their opinions, whether for or against, you know,  
13 what's before us here and then in the afternoon  
14 we're going to go backward and come back to  
15 executive session and at that point it will just be  
16 the members of the committee who are basically  
17 discussing each area.

18           In the morning when you do present your  
19 presentation I want the lead person, we'll allow  
20 you about five to eight minutes to present your  
21 case for the petition and then anybody who gets up

1 to speak after that if you agree with what the lead  
2 person said please just tell us you agree. If you  
3 have anything to add, by all means go ahead and add  
4 it but we would like to limit you to about three  
5 minutes so we can get through everybody today. And  
6 then we will get input from our NRP officers who  
7 work the areas, see what their opinions are, and  
8 then in the executive session we'll make a motion  
9 and we will vote on your petition today. So you  
10 will find out this afternoon. You are welcome to  
11 come back and view, but you cannot participate in  
12 the afternoon executive session.

13           And also if you do get up to speak  
14 please be prepared to answer any questions because  
15 the committee members if they need some  
16 clarification they may ask you a question.

17           Also, speak to the committee, not to  
18 anybody in the audience. It's tempting for  
19 somebody in the audience to disagree with something  
20 that somebody says and there becomes a conversation  
21 amongst you in the audience. That's not how it

1 works. Please talk to the committee. We will ask  
2 you questions, don't ask questions of anybody in  
3 the audience and please don't engage in any back  
4 and forth comments.

5           And, oh, and again because we're, we are  
6 being recorded anybody who gets up to speak you  
7 have to have a microphone and state your name  
8 clearly so that Kelly can record it.

9           All right. Let's move forward with the  
10 hearing. Regulation request, Mr. Grant, Frog  
11 Mortar Creek.

12           MR. GRANT: Thank you, Mr. Chairman.  
13 The request from basically the residents -- not the  
14 residents -- but the slip holders is to change the  
15 limit in Frog Mortar Creek from Parkside Marina,  
16 add a six knot all time April 1st through October  
17 31st. Currently it's six knot Saturdays, Sundays  
18 and holidays all year. So they would like it all  
19 week long, seven days a week, April 1 through  
20 October 31st.

21           According to the petition, boats



1 harbored at Parkside and the surrounding property  
2 are subject to excessive wakes weekly and MDE and  
3 Lockheed Martin are building a new outflow pipe and  
4 the slip holders fear it will force more boats  
5 closer to their pier.

6           This is kind of a timeline of what  
7 transpired when I received the 34 signature  
8 petition, I explained the process to the  
9 individual, explained it might be an uphill fight,  
10 they didn't care, they wanted to see it through,  
11 and I explained what needed to be presented to the  
12 committee at the April meeting and he recognized in  
13 the meantime that other slip holders should contact  
14 the Natural Resources Police so the NRP could build  
15 a pattern of incidents and reposition during that  
16 time frame and he agreed to do so.

17           On March 28th I contacted Fred Conrad,  
18 the owner, he was unaware of the petition at the  
19 time but agreed it would be a good idea. Also on  
20 the 28th I contacted MDE and Lockheed Martin. MDE  
21 said it was approved in 1992 or 1994, somewhere in

1 that time frame, and completed in '99. Bob Rushlow  
2 from MDE said he could not locate the permit, but  
3 had the permit number. At the time MDE approved  
4 the construction of the marinas no more than  
5 one-third the width of the waterway. Now, that  
6 rule is quarter of the width of the waterway and  
7 stated this marina in no way would be approved at  
8 this time currently, it's just too far out into the  
9 creek.

10           According to the owner Mr. Conrad who I  
11 spoke with recently, they put -- moved the marina  
12 out because to avoid environmental impact and  
13 overdredging in the creek and the marina took  
14 advantage of the one-third rule and built it  
15 partially into the channel, but there is a question  
16 as to exactly where the channel is between and Mr.  
17 Conrad will explain that when he gets up.

18           In an e-mail from NRP officer Sergeant  
19 Noone (phonetic) when the marina was issued the  
20 permit it was under the stipulation that they would  
21 not come back and attempt to change the speed

1 regulation but there is no official regulation  
2 documentation to that effect.

3           As far as Lockheed Martin they have some  
4 above normal, but not harmful, levels of chemicals  
5 along the shoreline across from the marina and  
6 Lockheed Martin is working with MDE to clean up the  
7 site and instill the groundwater treatment plant  
8 with the submerged outflow pipe into the Frog  
9 Mortar Creek. Lockheed Martin installed yellow  
10 buoys to identify the submerged pipes which are  
11 more or less a hundred feet from the edge of  
12 channel. Originally they were going to use pilings  
13 with reflective markers, that was changed.

14           The marina owner is concerned that  
15 waterskiing might attracted to the buoys and run  
16 into the pipe based on the distance 150 tow rope  
17 into to reach the buoys and pipes. Lockheed Martin  
18 has been working with Parkside throughout this  
19 process. Baltimore Marine Trades Association is  
20 opposed to changing the regulation, this is to  
21 according to Brian Schneider at Tradewinds Marina.

1 NRP Corporal Max Schulte indicates that neither NRP  
2 or Baltimore County Marine Unit have received  
3 complaints from the area of Frog Mortar Creek. NRP  
4 stats from 2000 to 2015, no incidents in 2014 or  
5 '15. No way to determine if these were the results  
6 of normal citizen calls or normal NRP patrols  
7 according to Lieutenant Melissa Scarborough, 12  
8 reckless and dangerous citations and 17 operating  
9 under the influence.

10 Edwards Boatyard above Parkside is  
11 against the request, Chesapeake Yachting Center has  
12 made no comment.

13 This is the situation. Parkside of  
14 course is up here, 1.5 nautical miles down at the  
15 end of Frog Mortar it's six knots and takes about  
16 15 minutes. Of course, Saturday, Sunday and  
17 holidays. Once you get to the main stem of Middle  
18 River at 35 knots, about two and a half minutes, at  
19 25 knots at three and a half minutes, and of course  
20 they're requesting six knots during the boating  
21 season in front of the marina.

1                   Location of Edwards Boatyard, Chesapeake  
2 Yachting Center, Tradewinds and Maryland Marina and  
3 Parkside. The red area is the approximate size of  
4 the area they're requesting six knots. That travel  
5 time is somewhere between 2.3 and 2.5 minutes at  
6 six knots. Another view. The yellow line depicts  
7 the current depth of, I won't call it the channel,  
8 but those, that's the deepest area, five feet down  
9 to seven feet. Everything on either side of this  
10 yellow line is pretty shallow. Distances within  
11 the creek. The outflow pipes are approximately 70  
12 feet from shore and significantly outside of the  
13 channel.

14                   This is from Martin State Airport, this  
15 is where they depict the channel to be based on  
16 their survey. Here are the outflow pipes. As you  
17 can see they're way outside of the channel area.  
18 The center of the channel coming down through here.  
19 The channel is approximately 350, the outflow pipes  
20 are about 460 feet to the marina.

21                   This is a survey that Natural Resources

1 did on April 8th, 2016, the purple is six foot  
2 area, the dotted yellow line somewhat adjacent to  
3 it is a five foot area and then it varies from two  
4 to three to four feet in the squiggly lines going  
5 back and forth.

6 We've received 34 signatures in the  
7 original petition. Since then I have received two  
8 for and two against the request, regulation  
9 request.

10 THE CHAIRMAN: Thank you, Mike. Anybody  
11 on the committee have any questions for Mr. Grant?

12 MS. CRAIG: Mike, have we seen a request  
13 from this morning or before and in what time frame?

14 MR. GRANT: I understand one was made  
15 10, 12 years ago but I don't have a record of it,  
16 not in my files. Maybe Mr. Lunsford could speak to  
17 that.

18 (Discussion held off the record.)

19 THE CHAIRMAN: He said the issue has  
20 come up before and all he recalls is he left a  
21 record when he left.

1                   Let's move forward. I would like to  
2 hear from the petitioner, Mark Wilson.

3                   MR. WILSON: Good morning, my name is  
4 Mark Wilson. I'm the petitioner for the six knot  
5 speed limit change to Frog Mortar Creek. I want to  
6 thank the advisory committee and all of those  
7 concerned with the efforts that you put into all of  
8 this. This is a really big deal that you do every  
9 year and we do certainly appreciate it. So thank  
10 you all for your time.

11                   I am the petitioner and I'm going to  
12 join and tag this with the marina owner, Fred  
13 Conrad, and I'm also going to bring in Mark  
14 Salvetti who is the engineer with CDM Smith  
15 representing Lockheed Martin today.

16                   I have been able to produce the 34  
17 original signatures with the petition. Since then  
18 we have gotten a lot more. I have one copy I will  
19 leave with the chairman today for you all to look  
20 at, but we have a total of 140 signatures  
21 requesting this change. Thank you.

1                   Could I have a slide? As you know,  
2 things change so how things were requested years  
3 ago and the circumstances that evolved around that  
4 are no longer true today. Down there in Frog  
5 Mortar Creek we have a huge environmental impact  
6 that is taking place outside of the marina at  
7 Parkside. We have new regulatory limits. We have  
8 increased recreation that's taking place on a wide  
9 variety with watercraft of personal people working  
10 on kayaks and paddleboards, in addition to the  
11 other businesses that are having boaters come into  
12 the area and anchor at various times throughout the  
13 week.

14                   We're letting you know that this is a  
15 unique circumstance. This is something that has  
16 come about directly in front of Parkside Marina and  
17 that is what we're talking about. We're not  
18 looking to get a speed limit change on the entire  
19 Frog Mortar Creek area. We're not looking to take  
20 it all of the way up to the head of the creek.  
21 There is a natural spot just beyond our marina



1 where the depth does change and all of the boaters  
2 naturally slow down to six knots anyway, even  
3 though there is no current speed limit regulation  
4 during the week.

5           It's come to our attention that during  
6 the week boating season boaters are down there.  
7 Boaters are boating, kayakers are kayaking, the  
8 paddleboarders are paddleboarding, people are  
9 swimming, people are anchoring. That entire  
10 channel though it's unmarked has silted in and it's  
11 changed and most of the boaters tend to go within  
12 10 to 20 feet of where the boats are moored there  
13 in the marina.

14           We're looking at a very specific change.  
15 Evolution changes and because of that we need to  
16 make considerations of changing our regulations in  
17 what we do. So I'm going to tag team this with  
18 Mark Salvetti, he's a project engineer with CDM  
19 Smith, and he is representing Lockheed Martin  
20 today.

21           MR. SALVETTI: Next slide, please.

1           Good morning. My name is Mark Salvetti  
2 with CDM Smith. Just briefly I'm going to explain  
3 how Lockheed Martin is involved here.

4           This is Martin State Airport and the  
5 airport used to be part of the Glenn L. Martin  
6 factory. In the 50s and 60s Glenn L. Martin and  
7 then Martin Marietta operated an industrial  
8 landfill in this area. Since 2004 Lockheed Martin  
9 has been investigating the upland area. You can  
10 see all of the -- you can't really see it, I  
11 realize that but these number of monitoring balls  
12 and sample points in the upland. We sample in Frog  
13 Mortar Creek on a regular basis, 40 sample  
14 locations there, we currently sample it six times a  
15 year and the end results are shared with the  
16 community. In 2010 we found concentrations of  
17 contaminants from the landfill were higher than  
18 they were before and this led to a couple of  
19 events.

20           Next slide, please. The design and  
21 construction of a groundwater treatment facility

1 was expedited. This is currently in construction  
2 right now as we speak. It will consist of 16 wells  
3 placed along this thousand foot line which will  
4 pull out the contaminated groundwater, treat it in  
5 the treatment building, that will be right here,  
6 and then the clean water is discharged in an  
7 underwater outfall that extends about 70 feet out  
8 into Frog Mortar Creek. We have a permit from MDE  
9 for that discharge.

10           Next slide, please. Here's a view from  
11 above on the left Martin State Airport looking  
12 across to Parkside Marina. The outfall location is  
13 marked by these buoys. We have a permit from the  
14 Coast Guard for those buoys. This facility will be  
15 operating indefinitely, decades, and it's because  
16 of this, this package that Mr. Conrad has, which  
17 includes a letter from Lockheed Martin that  
18 supports the speed limit change, and it's because  
19 we feel that it should reduce the risk of a  
20 watercraft or waterskiers coming into contact with  
21 the buoys and damaging their equipment or damaging

1 themselves.

2           Next slide, please. The second event  
3 that happened is we worked with MDE to evaluate the  
4 results of the surface water sampling and that's  
5 led to water contact advisory. It's in this strip  
6 along the shoreline of the airport, it's about two  
7 thousand feet long and extends about two hundred  
8 feet out from the shore and it is in place now  
9 because of the contaminants that we have detected  
10 in the water. It's a not a ban from water contact,  
11 it's just an advisory that contact with the water  
12 should be limited. We believe that once we start  
13 treating the groundwater that this advisory should  
14 be able to be eliminated or certainly reduced and  
15 we expect to be starting these treatments by late  
16 spring of 2017.

17           Next slide, please.

18           Thank you. I'll pass it on to Fred.

19           MR. CONRAD: Thank you. I appreciate  
20 this opportunity to present before the committee  
21 and I thank also for the support of all our slip

1 holders that I see here today that have taken off  
2 work to attend so I appreciate that very much.

3           Just a couple of quick comments on the  
4 notes that Mike Grant had introduced there is a  
5 couple of things. As far as the previous  
6 regulation, that was in 2003 and when that was  
7 requested it was for the entire Frog Mortar Creek.  
8 This is very different and very specific.

9           The channel markings. Please note for  
10 the committee, advisory committee, that those  
11 channel markings are incorrect. I have drawings to  
12 support that. And when we put our piers in the  
13 Army Corps of Engineers was there setting every  
14 piling with the contractor and I do have  
15 documentation and support drawings to show today,  
16 if you need to see those.

17           Okay. So just a brief history of who we  
18 are. We are celebrating our 85th year. We're a  
19 family owned and operated business established in  
20 1931 and so what I want to show here is we're an  
21 evolving company. The marina is something that

1 evolving changes, you know, created.

2           Next slide, please. This was our  
3 peninsula prior to the marina. It's a 15 acre  
4 peninsula. We earned our living renting summer  
5 shacks for less than 500 dollars a year with  
6 outside outhouses. We rented the land to  
7 corporate, church functions, and that was our  
8 income.

9           Next slide, please. Parkside Marina due  
10 to expanding development and the arrival of water  
11 and sewer in the county it created the need to do  
12 something else with the property in conjunction to  
13 our catering or rentals. Residents were not for  
14 housing, in that case we tore down the summer  
15 shacks, we removed the outhouses, and all of the  
16 impervious surfaces. Parkside Marina, it was a 10  
17 year process that went into planning it. In  
18 1999 -- we're a 126 slip floating dock marina which  
19 is important -- and the marina's goal was to have a  
20 minimal impact on the environment. So dredging,  
21 land storage, fuel service and on-site mechanical

1 repairs were never a part of our business plan. We  
2 have maintained a clean marina certification since  
3 2001. We're one of the only marinas in the county  
4 that has grass parking.

5           Next slide, please. This is a view of  
6 Parkside Marina as it is now.

7           Next slide. So what we want to take a  
8 look at is changes and we're going to touch on the  
9 changes. We talked about the environmental  
10 changes. I want to talk briefly on the regulatory  
11 limits.

12           As Mike shared in the minutes this  
13 marina would not exist under today's regulations.  
14 Former regulations allowed you to extend one-third  
15 of the creek. Current regulations allow one  
16 quarter of the creek. With that, by the estimates  
17 that were in the minutes -- and these are all  
18 approximate and changes depending on where you're  
19 at in the creek -- but Parkside's piers extend out  
20 235 feet. This would be compromised to 176 feet in  
21 today's regulation changes.

1                   That -- given the distance of the  
2 outfall of Lockheed Martin, that minimizes the area  
3 of passage by 129 feet to what would be regulated  
4 today. So that's very important.

5                   This is very congested area and there is  
6 very definite safety concerns in this area.

7                   Next slide. This is just slide I'll go  
8 through quickly. It's a diagram of our piers. The  
9 dash line shows the one-third of the creek and  
10 you'll see that on this drawing that the majority  
11 of our pilings are set back from that. There is  
12 only a small section that goes up to that  
13 one-third, nothing exceeds it, and we're not in the  
14 channel.

15                   Next slide. This is just a nice view of  
16 what this looks like. So you will see the buoys  
17 that are in place for the outfall, you'll see a  
18 boat that is anchored, you'll see a boat passing in  
19 the channel area. This line is just drawn in to  
20 give you indication, but the boat that you see  
21 crossing notice how they always favor the marina



1 side. They come very, very close to this marina  
2 when passing and when speeding.

3 In the far end of the creek there is two  
4 marinas, one is High and Dry Marina Services, and  
5 it favors the go fast boats and sometimes they --  
6 most, most, most boaters are very courteous -- but  
7 sometimes we get some that just aren't using their  
8 heads. So that line that you see at the end,  
9 current area of speed reduction, right now everyone  
10 is slowing down at that point, at Fairwinds. It's  
11 a slow down area automatically because it's so  
12 narrow and when we're talking -- we're showing  
13 this -- we're going to be talking about very  
14 limited area of impact.

15 Next slide, please. Now, evolving  
16 recreational uses. Chris, I thank you for your  
17 comment when you talked about that you support the  
18 use of the Chesapeake Bay by all users. We've had  
19 two new businesses that have come into the area in  
20 the last year and a half, two years, Ultimate  
21 Watersports and Eastern Watersports. Each of them

1 were kind enough to provide us a letter of support.  
2 Phil from Eastern Watersports is going to be  
3 mailing that to you along with KB Divers. He noted  
4 that -- and you do have -- you do have Ultimate  
5 Watersports. What you'll see is paddleboarders,  
6 you'll see kayakers, you'll see jet skiers and  
7 you'll see motorboaters, they're all using this  
8 little area that's very congested.

9           Next slide, please. This is a map that  
10 I received from Sunset Cove, actually Ultimate  
11 Watersports who is operating out of Sunset Cove.  
12 Phil with Eastern Watersports operates from  
13 basically the same area, just next door, but all of  
14 their, all of their rentals and excursions or yoga  
15 classes, whatever it may be, they go out and  
16 they're steered away from the southern side going  
17 out to Middle River. Everything goes into this  
18 creek.

19           Next slide, please. This is a slide  
20 showing -- this is right out in front, just before  
21 the outflow area. You'll see the existing six knot

1 limit marker for holidays and weekends.

2           Next slide. This gives you a good  
3 idea -- this slide was actually a weekday. You've  
4 got kayakers, paddleboarders, jet skiers and  
5 motorboaters, now you can imagine what this can  
6 look at at times and especially when you get into  
7 these narrow areas. What we see, it's very hard to  
8 navigate when you have the users, the recreational  
9 users, who don't have that power to move out of the  
10 way, or wakes, large wakes.

11           Next slide, please. This is right in  
12 front of our facility just before our marina. It's  
13 a favorite area to raft and pass and you can see  
14 the congestion that is possible.

15           Next slide. With all of this now, we've  
16 talked about the changing environments, we've  
17 talked about the changing regulations, and we've  
18 talked about the changing recreational use of the  
19 waterways. What is the area of impact and what are  
20 we talking about?

21           Next slide, please. This diagram from

1 the first red dot to the next red dot that's  
2 basically from where we asked the buoy to be set to  
3 where the natural slow down is now. This area by  
4 Mike Grant's original minutes was 15 hundred feet,  
5 the estimated travel time is 2.3 minutes.

6 Next slide, please. We plotted this, we  
7 plotted this to get some measurements so we could  
8 give you an idea of distances. You're seeing 415  
9 feet from our front piling to the outfall buoy.  
10 This is the area that gets pinched, that gets  
11 congested, and I feel it's very dangerous and  
12 creates a public safety hazard.

13 Next slide --

14 THE CHAIRMAN: I don't want to cut you  
15 off, I'll give you a couple of minutes to wrap this  
16 up. We've seen some of this information already  
17 and we're over 16 minutes into the presentation.

18 MR. CONRAD: We're about done.

19 Summarizing. As you can see this is a  
20 multi-use zone. Just as it would be irresponsible  
21 to post an unsafe speed limit in a school zone it

1 would be equally irresponsible to ignore the  
2 constraints of the various users in this zone. We  
3 appreciate your consideration for the needs of all  
4 the recreational, property and environmental  
5 interests in this limited area.

6 Next slide, please. What's the maximum  
7 impact to boaters for everyone's improved safety?  
8 2.3 minutes. Thank you.

9 THE CHAIRMAN: Okay. Any questions from  
10 the committee members for any of the three  
11 presenters? John Pepe.

12 MR. PEPE: Yes. I was just wondering,  
13 are there any documented damage reports that have  
14 been filed with DNR for wake damage to any of the  
15 boats in the marina?

16 CORPORAL SCHULTE: Good morning.  
17 Corporal Max Schulte, I'm assigned to that  
18 particular area, Baltimore County, Baltimore City  
19 waters. I've been assigned that patrol station for  
20 the last nine years. Last summer we -- for the  
21 past several we've had no documented incidents of

1 boat accidents or wake damage. We have received  
2 complaints of vessels creating too much of a wake  
3 in that area from time to time and when received  
4 they were addressed; however, that is, that area,  
5 entire area is part of our normal patrol and we  
6 visit on a daily basis. Any questions?

7 THE CHAIRMAN: Thank you, Corporal.  
8 We'll get back to your report in a little bit. Any  
9 question for the marina owner and any of the other  
10 presenters? Is that microphone working now?

11 MR. HELLNER: The picture we saw of the  
12 congested use, was that taken during the week or on  
13 weekend?

14 MR. CONRAD: It was taken during the  
15 week and you can kind of get that sense because the  
16 jet skier was -- you can tell he was on plane so  
17 that was a weekday and what we're seeing, it was  
18 surprising, this year a lot of people with these  
19 recreational kayaks and paddleboards they will come  
20 out as a group. It's not someone that just comes  
21 out and rents a paddleboard, so a lot of times they

1 come out on maybe a weekday because I guess they  
2 feel that, you know, not as many people will be on  
3 the water but also recognizing, you know, that  
4 there is no speed limit at that time.

5 THE CHAIRMAN: Mr. Kling.

6 MR. KLING: If we take away the words  
7 unique and the emphasis, what is the problem you're  
8 trying to solve because we're not hearing this from  
9 the paddleboard and the kayakers, so what is the  
10 problem you're asking us to solve?

11 MR. CONRAD: The problem we're asking  
12 you to solve is the -- well, first off, the  
13 paddleboarders are very new, they're brand new  
14 businesses there. This year, this year Eastern  
15 Watersports it was their first year on-site  
16 there --

17 MR. KLING: I apologize for  
18 interrupting, I'm not asking you to speak to those.  
19 You're the marina owner, what's the problem that  
20 you're asking us to solve for the marina?

21 MR. CONRAD: The area between the

1 outflow and the marina is very pinched, it's also  
2 compromised based on the changing regulations,  
3 there is an environmental impact that was never  
4 there before, we're seeing the construction of that  
5 being completed and in place now, and then we're  
6 also seeing the changes in recreational, so those  
7 three things are creating a congested area there  
8 more so than ever before.

9 Mike, if you want to show our slide  
10 where we show the outfall and the pinched area that  
11 would be great.

12 THE CHAIRMAN: Mr. Pepe.

13 MR. PEPE: Yes. Just one quick question  
14 for, probably the engineer may be able to answer  
15 this. What is the average depth at that outfall  
16 pipe where those buoys are?

17 MR. SALVETTI: The buoys, the outfall  
18 sticks up a little bit. The top of the outfall is  
19 an elevation of minus 3.5 relative to the survey  
20 data. Figure typical elevation of the creek an  
21 average tide may be zero so there is probably about



1 three feet of water over the outfall, but we've  
2 seen it much lower than that. Just last week  
3 because of the storm conditions the tides in  
4 Baltimore harbor got down to minus 2.5 so at that  
5 time there were only would have been about a foot  
6 over the outfall if that tide result was reflected  
7 here in Frog Mortar Creek.

8 MR. PEPE: Thank you.

9 MR. BUSH: I have one question here  
10 concerning the environmental impact, would you like  
11 to stand on that, please?

12 MR. CONRAD: The environmental impact?  
13 I think Mark may be able to answer that a little  
14 bit better regarding the environmental impact.  
15 That would be based on the sampling that's taken  
16 place, the advisories that are in place, and the  
17 need and operation that's about to take place with  
18 the filtration plant. Are you asking for a little  
19 more history on what, what's brought that about?

20 MR. BUSH: I was wondering what we can  
21 do to change the impact, if anything.

1                   MR. CONRAD: Well, yes, we can, and  
2 Lockheed is doing a lot to do that. They have been  
3 very active with the community service and  
4 communication and in restoration. So this plant  
5 that's being put in is actually going to take and  
6 begin to reduce the hydraulic ground pressure  
7 creating a negative impact, keeping a negative  
8 impact, so that this advisory area that you saw  
9 mapped out hopefully will not be used or needed  
10 anymore. They will be taking from extraction  
11 wells, they will be extracting any contaminants,  
12 filtering it and putting clear water back into the  
13 creek.

14                   MR. SALVETTI: I think I can elaborate a  
15 little bit. So what's happened is the waste that  
16 was disposed of in the landfill has contaminated  
17 the groundwater and groundwater tends to flow into  
18 Frog Mortar Creek. We had a slide that showed  
19 where the advisory was. It's certainly not that  
20 entire area where we see these higher  
21 concentrations. It's almost completely -- the

1 highest -- a little bit further back. Okay. Thank  
2 you. So we do detect and we're talking mostly  
3 about solvents that were used in the industrial  
4 processes, trichloroethylene and some of its  
5 breakdown products, and those are present in the  
6 groundwater underneath of the land on the upland  
7 side and we do detect them in Frog Mortar Creek  
8 along this band. Now, the highest concentrations  
9 are almost exclusively right along the shore, right  
10 near this area, very close to where the outfall is  
11 going to be. So what our treatment system will do  
12 is it will intercept, it's basically going to put a  
13 fence along this thousand foot line where all of  
14 the wells are, it will pull out the groundwater  
15 before it gets to Frog Mortar Creek, it will treat  
16 it, and once it's clean then we will discharge it  
17 into the creek. It may take a little bit of time,  
18 but I think in probably a year or less we should  
19 start seeing much lower concentrations in the  
20 surface water and we've been working very closely  
21 with MDE and we share these results with the

1 community. There is a large poster on the  
2 boardwalk here out to the boats that we update  
3 annually that conveys the results of our sampling.  
4 Lockheed Martin does a lot of community outreach.  
5 Everybody in the area is pretty familiar with what  
6 we're doing. So when we start operating this  
7 system in late spring of 2017 I think we'll start  
8 seeing significant improvements in the water  
9 quality in Frog Mortar Creek.

10 THE CHAIRMAN: Okay. Thank you.  
11 Ramona.

12 MS. TROVATO: So what we're primarily  
13 talking about here is a water quality issue,  
14 nothing related to boating as far as I can tell.  
15 You're talking about groundwater remediation,  
16 cleaning up the water, you're going to put the  
17 clean water back in the creek, and you think this  
18 problem is going to go away in less than a year,  
19 which I commend you and MDE for that, but I don't  
20 see how this is a boating issue.

21 MR. SALVETTI: I think -- speaking for

1 Mr. Conrad I think it's mostly the physical outfall  
2 that is associated with our treatment. Right,  
3 that's new. It's a pretty shallow area. That area  
4 from photographs I have seen often is pretty well  
5 trafficked with people tying up in this area. So  
6 that's where Lockheed Martin's position falls on  
7 this. The feeling that we know there is a fair  
8 amount of traffic in Frog Mortar Creek and in  
9 particular across from the outfall and the support  
10 that Lockheed has conveyed in their letter is  
11 strictly based on the feeling that it should reduce  
12 the risk of somebody striking the outfall. That's,  
13 I think that's the environmental angle that Fred is  
14 making. We have an environmental problem, we're  
15 fixing it, and it may be contributing to the risk  
16 that Mr. Conrad feels can be reduced by the reduced  
17 speed limit.

18 MS. TROVATO: So your argument is that  
19 the reduced speed limit will stop boats from  
20 zooming into your outlet in three feet or less of  
21 water, do I understand that correctly?

1                   MR. SALVETTI: I understand that's a  
2 pretty small draft, but there is also jet skiers  
3 and waterskiers. You know, from our standpoint it  
4 hasn't happened, we don't want it to happen, and it  
5 seems like a reduced speed limit would make it even  
6 less likely to happen. That's really where we're  
7 coming from, from the Lockheed Martin side. Mr.  
8 Conrad has other issues.

9                   MS. TROVATO: Thanks for your answer and  
10 thanks for the work cleaning up the groundwater.

11                   MS. CRAIG: As a waterskier just  
12 changing those buoys to something that says danger  
13 or caution instead of using a buoy that looks like  
14 the buoys that we see around would make a big  
15 difference.

16                   MR. SALVETTI: I understand. Originally  
17 the idea for marking the outfall was to use pilings  
18 with large reflective signs and we got feedback  
19 from the Marine Trades Association, from Mr.  
20 Conrad, and some of the other marinas in the area,  
21 I think the feeling was that that would be more of

1 a negative impact to the creek and they requested  
2 us to look at something that was more of a soft  
3 type of marker. I think the feeling was that there  
4 might be risks from just having the pilings there,  
5 so we worked with the Marine Trades Association,  
6 Paul Plumber (phonetic) was involved, Mr. Conrad  
7 was involved, and we worked with the Coast Guard  
8 and they were fine either way so we went to the  
9 buoy mostly due to input from the community in the  
10 vicinity of Frog Mortar Creek.

11 THE CHAIRMAN: Okay. And there are  
12 other buoys available out there similar to what the  
13 state uses, commercially available, that mark  
14 danger that are floating buoys that I think would  
15 be appropriate there also.

16 Anymore questions for the presenters?  
17 Okay. None heard.

18 All right. For folks who are here in  
19 support, I don't have on the list who is here in  
20 support, so if you would like to speak you can line  
21 up. Again, you need to speak your name clearly so

1 that Kelly can record it and if you agree with  
2 what's already been said please just say so and  
3 we'll move forward. If you have something to add,  
4 by all means you've got a couple of minutes to add  
5 it, but we'll try to keep this moving along.

6 Anybody in support of the petition?

7 MS. LEHMAN: I'm Christine Lehman and  
8 we've boated on the Chesapeake Bay for 30 years,  
9 mostly in the Gunpowder and Middle River area. We  
10 are boat owners for many years and really enjoy  
11 using the facilities. I think this is critical  
12 because we don't want to wait until someone is  
13 injured or is killed because of the reckless use  
14 and high speeds that occur. We are in the marina  
15 every Friday night and with floating piers, of  
16 course, rock. People have literally fallen over  
17 and I don't think that anybody is aware that we can  
18 call and report this to anybody because we  
19 certainly would have done that. This happens on a  
20 regular basis, every Friday night. So I think it's  
21 very dangerous and I really hope that something is



1 done before something happens. Thank you.

2 THE CHAIRMAN: Thank you.

3 MR. DEPALO: Hi, I'm Dr. Phil DePalo,  
4 the owner of Eastern Watersports and KB Diver  
5 Services. Actually, KB Divers have been involved  
6 in a little bit of the Lockheed Martin project and  
7 helping with the recovery and the samples that work  
8 with the outfall. But our, Eastern Watersports  
9 operates next to Parkside Marina, it's our first  
10 year there on-site and we have noticed from our,  
11 you know, recreational guys that rent stuff that  
12 our inexperienced paddlers and inexperienced  
13 kayakers they go out there for the first time on  
14 some of these things and what we're hearing from  
15 them is because of these buoys, because of boats  
16 anchoring further away, they then move further away  
17 from those areas, so they're now kayaking and  
18 paddleboarding in this channel during the weekday  
19 and that's a safety issue because they're pushing  
20 themselves further out and then this traffic comes  
21 through at high speed and you're a paddleboarder or

1 on kayak, you know what's going to happen. Our  
2 kayakers see the sign that says water advisory,  
3 that's a scary sign to someone who's not used to  
4 being on the water that says don't touch the water.  
5 Regardless of how serious the actual impact of that  
6 is their visual understanding of what that sign  
7 says is going to make them go, say, wait a second,  
8 let's stay away because I don't want this water to  
9 splash on me and again push them further into the  
10 channel where we have this constricted area and  
11 high speed traffic going through weekdays.

12 We have lots of rentals on the weekend,  
13 but in the summertime activity we have just as many  
14 rentals through the weekdays and we find this to be  
15 kind of issue for our boaters and paddlers going  
16 out for the first time for that reason.

17 I also happen to be on the marine  
18 emergency team for the Bowleys Quarters Fire  
19 Department, that is our area. So from a safety  
20 concern, you know, someone who works in emergency  
21 services side I mean it's obviously a huge safety

1 concern for our people as well. So again, I agree  
2 with the presentation and the petition and I  
3 believe there is a huge safety issue for our  
4 paddlers and kayakers and classes that happen. We  
5 hold our yoga classes across from Parkside Marina  
6 because it's a shallow area and they are knocked  
7 over by wakes of boats going through and it's  
8 ridiculous. That's a huge safety issue. Thank  
9 you, sir, for your time.

10 THE CHAIRMAN: Stand by for one second.  
11 Any questions?

12 MR. KLING: I almost hate to do this,  
13 but let me -- just explain to us -- this is where  
14 the committee grapples with this thing. I'm going  
15 to paraphrase -- I don't want to be harsh -- you're  
16 telling us you set up a business in an area where  
17 sometimes the traffic makes that business difficult  
18 to conduct and therefore you want us to take water  
19 away from other boaters in the state? Explain to  
20 me how that makes sense.

21 MR. DEPALO: I don't think we want to

1 take water away from --

2 MR. KLING: I don't want to argue with  
3 you, but from our perspective you do. We're taking  
4 away existing use of the water.

5 MR. DEPALO: That's your perspective and  
6 since I'm giving my perspective, again, we're  
7 reducing the amount of time they may be able to  
8 travel over that water, we're not taking it away.  
9 Let's look at it literally. We setup an operation  
10 that's in a cove that leads out to this area so our  
11 cove allows for the safe passage for people who are  
12 new and learning and getting used to boards and  
13 paddleboards then move of this area from the map  
14 that Ultimate Watersports shows, we move out and  
15 head up the to right because it's slower, safer,  
16 quieter, less traffic area once you get past these  
17 areas. There is a little more nature going on.  
18 When you go left it opens up to the bigger creek,  
19 it's more activity so we prefer this for the safer  
20 route of passage for the new and experienced  
21 paddlers. And we ask them to enjoy the water just

1 as well, they're coming to experience for the first  
2 the water many of them and certainly we think that  
3 reducing a speed limit which doesn't put a big gate  
4 down as you just suggested which would reduce the  
5 actual ability to use the water is a great  
6 suggestion and compromise.

7 THE CHAIRMAN: Thank you. Any other  
8 questions from the committee? Thank you very much.

9 MS. TERRY: Good morning, my name is  
10 Janet Terry. I have lived on water all of my life.  
11 I am an avid sailor, powerboater, jet skier,  
12 waterskier, kayaker, doing all of those things, and  
13 what I want you to really look at is this area of  
14 massive congestion and the congestion is there not  
15 only on the weekends, it's there during the week.  
16 We see people that are paddleboarding and kayaking  
17 that are residents who want to enjoy the water. We  
18 have people -- I also, my husband and I have a boat  
19 at the marina, we also live on the Bird River where  
20 we do other watersports as well, but in order for  
21 all of us to enjoy the water we're just asking

1 that -- people now have bigger boats which are  
2 creating even more destructive wakes, destructive  
3 to the shoreline, destructive to people who are on  
4 smaller vessels, that are trying to get through  
5 that narrow area, and destructive to our resident  
6 boaters who live on the water, who live on, in  
7 their boats at our marina, and when these boats go  
8 by with these big wakes our boats are shaking and  
9 it is a danger to people that are cooking inside of  
10 their vessels. People, we have people that are  
11 disabled that, and older now and their balance is  
12 not the same and when you're out trying to clean  
13 your boat and you're on the gunwales and you have  
14 these massive wakes coming by it's a dangerous  
15 situation. What we're trying do is look  
16 proactively. We're trying to prevent issues and  
17 also too the boats that are coming by at such a  
18 high speed it's almost impossible to get their  
19 numbers, their registration, to report them, and  
20 it's happening on a regular basis with people that  
21 just aren't thinking.

1 THE CHAIRMAN: Okay. Thank you. Any  
2 questions? Hearing none, next, please.

3 MR. SCHAUER: I'm Steve Schauer, I'm a  
4 boat owner at Parkside Marina. They pretty much  
5 covered everything that I had to say except we have  
6 a big sign as you enter the marina area that says  
7 be responsible for your wake. That pretty much  
8 wraps it up.

9 THE CHAIRMAN: Thank you.

10 MR. VICK: Hi, I'm Steve Vick, I tie up  
11 at Parkside Marina as well and have for about the  
12 last 10 years. I have seen a number of conditions  
13 that exist from I would have to call it rampant  
14 speeding in that creek on a number of occasions --  
15 I should probably also add I'm probably one of the  
16 older boaters that the young lady spoke of earlier.

17 THE CHAIRMAN: Pull the microphone down  
18 so it gets everything. Thank you.

19 MR. VICK: A few of the conditions I  
20 have noticed are frightening I think at times. I  
21 have seen wakes break over those floating piers

1 partially due to the speed the boat's going, but  
2 also partially due to the fact that they're  
3 frequently within boat length off of those pilings,  
4 our boat pilings, and they have a tremendous  
5 tendency to hug that marina that I think that Fred  
6 alluded to earlier. The distance, you know, the  
7 wakes degrades a little bit as you go away from the  
8 line of travel and that distance is often very,  
9 very small. It doesn't degrade much before it's  
10 hitting us and it's a very tight area in that  
11 creek. We definitely need some changes in there.

12 THE CHAIRMAN: Any questions for Mr  
13 Vick? Thank you, sir.

14 MR. VICK: Thank you.

15 MS. OSKEN: Good morning, my name is  
16 Mary Susan Osken and I'm a boat owner at Parkside  
17 Marina. We have a 34 foot motorboat my husband and  
18 I operate and on nearly every weekend and nearly  
19 every weekday we attempt to pull out into this  
20 channel. Now, our boat is almost directly across  
21 from those buoys and what we see when we attempt to



1 pull out and turn left is paddleboarders coming  
2 very close to our boats because they see the front  
3 of our boat edging out. We see people coming up  
4 from Chesapeake Marina who see the paddleboarders  
5 and us pulling out and trying to then move closer  
6 to the buoys. We see high speeds through there  
7 while we're doing this and oftentimes my husband  
8 and I, I have to stand on the front of my boat and  
9 look out because it's a bend, it's very obstructed,  
10 so oftentimes we can't see those kayakers, we can't  
11 see those boaters coming fast into that creek, and  
12 oftentimes my husband is putting it in reverse,  
13 we're backing it back into the slip, we're trying  
14 to pull out, we're pulling it back. This happens  
15 regularly and we're afraid, and I hope this  
16 committee understands what we're talking about here  
17 is because of Lockheed Martin's environmental  
18 impact piece, because of all of the new businesses  
19 with sports, with kayaking and paddleboarding, with  
20 folks who are pulling people on little tubes going  
21 way over six knots it's a dangerous situation and

1 it happens every time we're down there. And I  
2 think this committee, Fred, and Lockheed Martin and  
3 Mark, they should be congratulated for putting this  
4 in front of you because something is going to  
5 happen and why should we wait until someone is  
6 seriously injured before we come back here and have  
7 that proof for you. I mean this is a serious  
8 thing. It's not just about being tossed around on  
9 a boat. And it would be a tragedy, a monumental  
10 one, if someone loses a limb or a life because we  
11 did not act accordingly when we know these dangers  
12 are existing, and because of that pinched area  
13 these dangers truly do exist. So thank you for  
14 your time.

15 THE CHAIRMAN: Thank you. Any questions  
16 for her? Next.

17 MR. BLAUCH: Hello, my name is Rich  
18 Blauch, I'm a slip holder at Parkside Marina. I'm  
19 all for the change in the speed limit in the area.  
20 My boat is actually located directly across from  
21 the outfall and what I have noticed over the past

1 two years is because of the outfall and because of  
2 for some reason an increase in the number of boats  
3 anchored south of the marina it has actually pushed  
4 all of the traffic closer and closer to our, to our  
5 slips. And years ago the little bit of rocking you  
6 would get, you know, it was enjoyable, it would let  
7 you know you were on the boat, but the last year or  
8 so it's really been bad because the boats are being  
9 pushed because of the increased loss of room of  
10 being pushed closer and closer to the slips so I  
11 think it's creating a dangerous environment. Thank  
12 you.

13 THE CHAIRMAN: Thank you. Any  
14 questions? Next.

15 MR. BRENTZEL: Ladies and gentlemen, my  
16 name is Kelvin Brentzel and I have been in this  
17 area for about 30 years, I have been a boat owner  
18 and operated a boat in the Middle River area for  
19 nearly 12 years, so the reason why I'm here is to  
20 maybe give you a different perspective.

21 So I told you what I do when I'm not on

1 the clock, but when I'm on the clock I am the  
2 deputy director at the direct readout laboratory at  
3 NASA, for those who may not know what that is it is  
4 the earth monitoring program that NASA is  
5 responsible for in the constellation of satellites  
6 that we use at that end. The responsibility of the  
7 team that I manage is to develop technologies and  
8 bridge applications to the end users. And what am  
9 I talking about when I say end users? I'm talking  
10 about the Environmental Protection Agency and I'm  
11 talking about the U.S. Forest Service, I'm talking  
12 about the MDE, I and my colleagues work with these  
13 organizations so what I'm about to say stems from  
14 what you have just heard other folks saying in  
15 front of me and that is even though there are not  
16 reports of the boat trafficking and the excessive  
17 speed and the excessive wake over the last few  
18 years one thing that I can say that I have heard is  
19 that because of frustration and inaction some folks  
20 have taken this into their own hands and it has  
21 resulted in violence. That too has probably not

1 been reported, but that is fact. So now what I'm  
2 here to speak of is that the team of scientist that  
3 I work with I shared this information presented by  
4 Lockheed Martin today and although I'm not a  
5 subject matter expert on this particular type of  
6 system by any means I certainly understand the  
7 principals. But beyond the principals, the experts  
8 that I spoke with about do and our subject matter  
9 experts.

10 Now, I'm not here representing NASA, I'm  
11 here representing myself so I want to be very clear  
12 about that, whom I represent. But how this relates  
13 to the boat trafficking and the excessive wake, you  
14 know, even Mark himself during his presentation had  
15 to use the word should because we don't know yet.  
16 You know, I work in science, I live in science  
17 everyday. There is more that we don't know than we  
18 know, but beyond philosophics he used the word  
19 should a lot and that's because we don't know until  
20 we make empirical measurements. So the pumping  
21 system that they've implemented is designed to

1 generate low pressure so the leeching from the  
2 groundwater into the water permeating to the water  
3 surface is reduced. Okay. Now, we're all boaters,  
4 everybody on the board is in the boating industry,  
5 what happens when wake pummels land? It will  
6 reduce the effectivity of this system. So they're  
7 hoping to get it to the lower limits, but the fact  
8 of the matter is -- and it's not an environmental  
9 issue only, it is both. It is a boating issue an  
10 environmental issue. Reason being is that the wake  
11 from boats is exacerbating an environmental issue  
12 so with that, with the safety, I'm essentially  
13 begging you to please listen to what the presenters  
14 have had to say and vote with your conscience.  
15 Thank you very much.

16 THE CHAIRMAN: Any questions? Mr. Pepe.

17 MR. PEPE: Sir, I understand what you  
18 were saying I just don't understand the  
19 environmental impact that cleaning up a toxic waste  
20 dump on shore has to do with that.

21 MR. BRENTZEL: Sir, thank you for

1 asking, I'm sorry if I'm being unclear. The basic  
2 principles of a pumping system, of course, works on  
3 draw. We all know that as boaters even. So if the  
4 differential pressure is altered then the  
5 effectivity of that pumping system's efficiency is  
6 greatly reduced. As proportioned to the amount of  
7 external disturbance we're getting a lot of wake  
8 and we're getting a high frequency of wake. That's  
9 my, that's my point, sir.

10 MR. PEPE: Thank you.

11 THE CHAIRMAN: Thank you. Any other  
12 questions?

13 MR. BUSH: I have one here.

14 THE CHAIRMAN: John, microphone, please.

15 MR. BUSH: In regard to the wake having  
16 the impact on the environment you realize that  
17 boating along that area even at a slow speed is  
18 going to create movement of the water so I'm trying  
19 to -- my question to you is in changing the speed  
20 what effect do you think it's going to have on the  
21 impact of the environment?

1                   MR. BRENTZEL: That's a very good  
2 question, sir. So the principles of a side wake,  
3 if we apply that, you know, we have 60 Hertz coming  
4 into our house, 110 volts, as the amplitude  
5 increases you have higher voltage, as the amplitude  
6 of the waves increase just like frequency of  
7 voltage will exacerbate the issue and that's where  
8 I'm coming from, sir, when I say that. I hope I'm  
9 clear.

10                  THE CHAIRMAN: Mr. Hellner.

11                  MR. HELLNER: I think I follow you  
12 fairly well but I'm trying to translate that into  
13 more people speak and I think what you're trying to  
14 tell us, and correct me if I'm wrong, is the pipe,  
15 a certain amount of mass flow rate comes out of the  
16 pipe and every time a boat passes by a wake comes  
17 backs at that pipe and slows the mass flow rate  
18 down so I guess my question would be what  
19 percentage the pipe is sitting there discharging 24  
20 hours a day? What percentage? When you say we  
21 have an impact, I have a hard time understanding



1 that it's significant.

2 MR. BRENTZEL: I understand, sir, so  
3 qualitatively I would say that it's less of an  
4 effect on the outflow, restricting the outflow,  
5 it's more affecting the draw. As, you know, our  
6 representative from Lockheed Martin has stated  
7 they're attempting to put a fence around the -- it  
8 was a figurative reference, of course -- they're  
9 attempting to put a fence around these contaminants  
10 that are leeching into our water supply system and  
11 they're going to very valiant efforts, I must say.

12 Let's think about it, I have a friend of  
13 mine that lives off of Church Creek down here and  
14 he just put a deck behind his house and that cost  
15 him a hundred thousand dollars. Lockheed Martin is  
16 spending an incredible amount of money on this  
17 facility. Not only are they spending a incredible  
18 amount of money on this facility, they're  
19 maintaining it indefinitely, decades. So it's a  
20 big deal and I wouldn't expect Lockheed Martin to  
21 talk about it in terms of the big deal element

1 because, you know, you don't want to scare people,  
2 you know, these types of things, we have it under  
3 control, we're doing things under the advisory, you  
4 know, the guidelines. But again, what is it that  
5 we're not seeing? The measurements that are being  
6 taken, they're looking for very particular elements  
7 in the water and even today are there elements that  
8 aren't be measured? We don't know. That's what I  
9 meant earlier when I said that we don't always know  
10 everything.

11           Think about it this way, sir, 30 years  
12 ago your car air conditioner or your refrigerator  
13 leaking Freon did we think it would be like it is  
14 now? And I'm not sitting here -- I'm trying to  
15 make a very specific analogy from going there -- is  
16 we didn't know. If we knew we were doing that, we  
17 wouldn't have been doing it. This is in the  
18 aftermath. We're trying to clean up a mess.  
19 Lockheed Martin at Martin State Airport is trying  
20 to clean up a mess. There is a very specific area  
21 being affected by it. The bottom line here is is

1 it really being affected by boat traffic --

2 MR. HELLNER: Mr. Chairman -- and sir, I  
3 apologize for interrupting, but I don't think that  
4 you're -- these are very worthy points that you're  
5 making, I understand them; however, my question was  
6 specifically to physics, where you said there is a  
7 harm by boat wakes to the discharge.

8 MR. BRENTZEL: Yeah, due to the low  
9 pressure on the suction.

10 MR. HELLNER: So every once in a while a  
11 boat wake comes and hits the pipe and we haven't  
12 done the science and we don't know precise --

13 MR. BRENTZEL: That's right.

14 MR. HELLNER. Well, I think it's  
15 reasonable to assume, and I'm an engineer by  
16 profession -- I don't want to bog this hearing down  
17 with a technical discussion or we're going to be  
18 here all afternoon -- all I really wanted to know  
19 if you can translate for the folks here how that is  
20 significant? Forget all of the other great work  
21 that MDE and Lockheed Martin, etc., and magnificent

1 work they're doing in regard to the impact to the  
2 environment, but let's say concisely, we're pressed  
3 for time --

4 MR. BRENTZEL: I apologize for not quite  
5 completely understanding your question. So getting  
6 back to the fence principal, there are very  
7 specific points and as an engineer those are  
8 discreet points, it's not continuous, it's not a  
9 continuous fence. So the pressure's imposed, the  
10 negative pressure's imposed and the suction zones  
11 are reduced thereby reducing the effectivity of the  
12 pumping system to remove the contaminates. Does  
13 that help?

14 MR. HELLNER: In theory, for a short  
15 period of time.

16 MR. BRENTZEL: Indeed, indeed.

17 MR. HELLNER: Thank you, sir, that  
18 answers my question.

19 THE CHAIRMAN: I believe that  
20 everybody's faces are glazing over. Lost in  
21 science. Let's keep it moving forward. Thank you,

1 sir.

2 MS. WILSON: Hello, my name is Linda  
3 Wilson and I am a boat slip holder at Parkside  
4 Marina. I just want to speak general. There are  
5 small children, there are a couple of handicapped  
6 boaters at our marina that have to carry their  
7 child onto their boat that have been thrown around.  
8 We've had TVs thrown onto the floor, we've had  
9 major things, and we are told when we try to call  
10 if we don't have a boat name or any kind of  
11 recognition of the boat -- because they do fly by  
12 there -- what good does it do? We've also been on  
13 our docks at night where we have, some of us have  
14 been thrown onto the dock because the wakes are so  
15 strong. Please, help us. We need -- we're talking  
16 about 15 hundred feet -- we just need them to slow  
17 down. It's a dead-end creek, and there are two  
18 other marinas. These boats go by and then they  
19 stop because they don't take wakes to their  
20 marinas. We just want the safety of our boaters.  
21 We want to enjoy our boats. Please, help us.

1 Thank you.

2 THE CHAIRMAN: Any questions? Thank  
3 you.

4 Is that everyone who spoke for the  
5 petition who would like to speak?

6 Okay. Let's move forward to folks who  
7 are here to speak against the petition. Is there  
8 any one point person or is it just several  
9 individuals? Anybody here to speak against the  
10 petition and the request? Hearing none, let's go  
11 back -- no, no, no. Sorry. Corporal Schulte,  
12 we've got part of your -- we've got a written  
13 report from Corporal Schulte. And just by the way  
14 for you folks, anytime we have an area that we are  
15 considering we do multiple site visits to these  
16 areas. I know I went to Frog Mortar Creek and I  
17 know that there was several other days that the  
18 site was visited by members of the committee, all  
19 of course during the weekdays since that's the  
20 requested time frame, and we do have a written  
21 report from Corporal Schulte and then we'll hear

1 his verbal testimony.

2                   CORPORAL SCHULTE: Okay. And I said  
3 I've been assigned to this specific area for the  
4 last nine years. Patrols through the area in the  
5 last five years have remained constant. There is a  
6 much greater frequency of boat traffic during the  
7 boating season due to the activity. We do receive  
8 occasional complaints from slip holders in Parkside  
9 of other vessels passing the marina and causing  
10 wake from the vessels that are moored there. There  
11 have been no boating accidents or reported damage  
12 during this time frame. The Baltimore County  
13 Police Marine Unit is also assigned to Strawberry  
14 Point as is our unit they would also respond if we  
15 were not available and I spoke with Sergeant Boudier  
16 who is the head of the Baltimore County Police  
17 Marine Unit as to whether they have had any  
18 complaints or reports of accidents and they had not  
19 received any of those types of complaints either.  
20 When they -- of course when they would receive  
21 reports of reckless operation of any type they

1 would respond if we were not available and in many  
2 cases we would both respond to that area.  
3 Full-time, six knot limit during the boating  
4 season, one of the questions that was asked of me  
5 would this require additional personnel from the  
6 NRP and if the six knot limit were imposed yes, it  
7 would probably require additional personnel, but  
8 unfortunately we have had no increase in personnel  
9 assigned to our station. I would say on the  
10 average, on an average weekend, anywhere from one  
11 hundred to three hundred boats probably use Frog  
12 Mortar Creek, and that may be an underestimate.  
13 But within the creek we have, we have fishing,  
14 crabbing, overnight anchoring which occurs, some  
15 commercial fishing activities on occasion,  
16 waterskiing, not so much on the weekends because of  
17 the six knot limit, and during the course of the  
18 hunting season we have waterfowl activity occurring  
19 in Frog Mortar.  
20                   There are a total of six commercial  
21 marinas in the Frog Mortar complex. I have spoke



1 to others. I did not specifically contact Mr.  
2 Conrad but I spoke to all of the other marina  
3 owners and Long Beach Marina was the only marina  
4 that was, would have been in favor of six knots.  
5 Of course they would like to see the six knots unit  
6 out in front of their marina because they take,  
7 they do take considerable wake.

8           As far as our boat station we are  
9 basically across from Long Beach at Strawberry  
10 Point, we take considerable wake damage -- I won't  
11 say damage, but we get rocked on a regular basis.  
12 So but I would say that the patrol that I conducted  
13 I did not -- on the weekend we responded and we  
14 were there on a regular basis. During the weekdays  
15 when the speed limit is not in effect I made it a  
16 point to be in the area generally between from 5  
17 p.m. until 8 p.m. during the evening because I felt  
18 this was when people would be arriving home from  
19 work or school and perhaps go out on the boat and  
20 enjoy their leisure time. During that time I  
21 really did not observe any issues. We did have the

1 occasional boat that would come through, but for  
2 the most part it was not an issue for us. And the  
3 violations that I did observe, I took action on.

4 THE CHAIRMAN: Okay. Thank you,  
5 Corporal. Any questions for Corporal Schulte? Mr.  
6 Hellner.

7 MR. HELLNER: Yes. You mentioned that  
8 you had spoken to other marina owners in the area,  
9 we have a note from a marina owner which I  
10 understand is upstream that is against the change,  
11 did you gain any insight from any of the marina  
12 owners that either are neutral or opposed and why  
13 they would be opposed to the change?

14 CORPORAL SCHULTE: Long Beach was --  
15 they would like to see it six knots for the entire  
16 creek. They have no bulkheading in front of their,  
17 no bulkheading in front of their slips so they --  
18 as vessels are coming directly in off the Middle  
19 River they're the first commercial marina on the  
20 right-hand side.

21 MR. HELLNER: Yes. But my question was

1 I'm trying to gain insight into opposed -- and I do  
2 have -- let's look it up -- Edwards Boatyard saying  
3 they're opposed to the change in the current speed  
4 limit situation, you know, that currently exists.

5 I'm trying to understand what the objection is.

6 CORPORAL SCHULTE: They just indicated  
7 to me that they felt that the current regulations  
8 were appropriate.

9 MR. HELLNER: Thank you, Mr. Chairman.

10 THE CHAIRMAN: All right. Thank you.

11 Ms. Allison.

12 MS. ALLISON: Yes. Corporal Schulte,  
13 just a quick question because I know this is your  
14 area. I'm looking on one of the slides that is in  
15 the PowerPoint presentation, I'm seeing a huge no  
16 paddle zone, can you tell me why that is? It's not  
17 on this slide or on this picture.

18 You think you can find it, Mike? It's  
19 the one that says Ultimate and then Sunset Cove  
20 safe paddling zone, but it says a no paddle zone  
21 and I'm just curious why.

1 THE CHAIRPERSON: I believe that was a  
2 self-imposed, Robin. That was self-imposed by the  
3 businesses.

4 MS. ALLISON: By the businesses?

5 CORPORAL SCHULTE: That was not imposed  
6 by the state of Maryland or by the Natural  
7 Resources Police, I can assure you that. The owner  
8 of the paddleboat facility --

9 MS. ALLISON: So the businesses decided  
10 they could not paddle in a safe area or what  
11 appears to be a safe area?

12 CORPORAL SCHULTE: I believe Mr. Fred  
13 Conrad here in front of me has a comment on that.

14 MS. ALLISON: Thank you, Corporal  
15 Schulte.

16 MR. CONRAD: I'm not sure -- I wasn't  
17 certain if I was able to comment but I do have a  
18 answer for your question. So that safe paddle zone  
19 was created by the owner of the business and the  
20 reason that they direct the paddlers that way is  
21 because it's so rough. It's a calmer water going

1 into the direction of the right or heading north.  
2 And Phil, he may be able to speak from his own  
3 businesses. I'm not sure. Phil, do you direct  
4 that way as well? Yes. So Phil with Eastern  
5 Watersports does the same thing. And kayakers are  
6 both leaving that general area where you see the  
7 yellow dot for Sunset Cove and they all go out and  
8 they move to the right into the creek up towards  
9 Frog Mortar, the pinched areas, where the calmer  
10 water is or should be.

11 THE CHAIRMAN: So the answer is it's  
12 self-imposed. Any other questions?

13 MR. CONRAD: By the rental business.

14 THE CHAIRMAN: Okay. I believe that's  
15 it for Frog Mortar Creek.

16 Mr. Grant, would you like to do Broad  
17 Creek? Seems that we have a much longer sign-up  
18 sheet for Maynadier.

19 Let's do Broad Creek, please.

20 MR. GRANT: All right. Broad Creek,  
21 South River, the request is to relocate the upper

1 Broad Creek six knot zone approximately 15 hundred  
2 feet south of its current line. The petitioners  
3 believe it will prevent erosion from wake waves,  
4 protect both 56 private and community docks from  
5 wake damage, protect bulkheaded shoreline at Broad  
6 Creek southeast of the current buoys and enhance  
7 the safety of paddleboarders and kayakers and  
8 moving the buoy will also protect the living  
9 shoreline under development between The Preserves  
10 and the Broadview subdivisions.

11           Currently the upper creek area, up here,  
12 six knots Saturdays, Sundays, state holidays and  
13 during the week it's 20, 35. There is the current  
14 line, this is the community pier for Broadview and  
15 The Preserves, I believe, is right here, in this  
16 area right here, which looks like they have done  
17 some planting, and the request is to move this line  
18 approximately 15 hundred feet to this area here.  
19 The lower zone is 20 sunset to sunrise and 35  
20 sunrise to sunset during the boating season. The  
21 entire creek is approximately .7 nautical miles and

1 these are the average chokepoints, if you like,  
2 throughout the area, throughout the creek.

3           Again, this is the current zone and  
4 there is where they would like to reposition.  
5 These are the two communities requesting the  
6 change, and this area right here is the peninsula  
7 that was mentioned in the 1980 boat wake study as  
8 area C. That area, this point, is completely  
9 bulkheaded, back in 1980 it was not. This is just  
10 a sampling of the rest of the speed limits around  
11 the South River. And this is the cover from the  
12 1980 study for boat wakes and shore erosion in Anne  
13 Arundel County, and again this was done in 1980 by  
14 the folks who participated in this study. In 2014  
15 another study was done, April 15th, quite a bit  
16 more people involved in this one. Bottom line  
17 concludes, the combined conclusions, shoreline  
18 erosion is caused by wind-driven waves and to a  
19 smaller extent boat wakes. The main factor  
20 influencing shoreline erosion are wind velocity,  
21 duration and fetch that drive the wave energy

1 climate. In addition, the sterile composition,  
2 sand, silt and clay content of the near shore and  
3 fast land areas and the presence of vegetation are  
4 critical for determining erodibility. In the 1980  
5 study, area C, Broad Creek, was the only area which  
6 showed erosion associated with boat wake even  
7 though other sites showed higher amounts of boat  
8 traffic. The study suggest this was the result of  
9 soil conditions and boats traveling particularly  
10 close to the shoreline providing less time for the  
11 wakes to dissipate. Also during the summer months  
12 42 to 55 percent of the total annual wind wave  
13 energy occurred during the boating season. This  
14 area is currently completely bulkheaded. There  
15 were 60 signatures from the original petition and  
16 in addition three people for, 42 against and two  
17 ambivalent.

18 THE CHAIRMAN: Okay. Any questions for  
19 Mr. Grant from the committee? Hearing none, the  
20 petitioner.

21 MR. DAVIS: Good morning, committee



1 chairman, vice chairperson and committee members.

2 Thank you for considering our --

3 THE CHAIRMAN: Sir, state your name,  
4 please. The reporter needs to know so she can get  
5 that down, please.

6 MR. DAVIS: Next sentence. Thank you.  
7 My compliments to you for hearing our petition.  
8 Thanks for considering our petition to relocate the  
9 six knot speed limit buoys on Broad Creek near to  
10 the southern --

11 THE CHAIRMAN: Sir, please state your  
12 name. State your name, please.

13 MR. DAVIS: My name is Andrew Davis and  
14 I live at 379 Broadview Lane in the Broadview  
15 Estates community. I'm waterfront property owner  
16 with a private pier on Broad Creek. I  
17 recreationally operate a 20 foot powerboat, 16 foot  
18 sailboat, two kayaks and two stand-up paddleboards  
19 and I'm strongly in favor of relocating the speed  
20 limit buoy.

21 There are three compelling reasons to

1 limit powerboat speed on Broad Creek. They are,  
2 one, to reduce the continuing erosion of the east  
3 bank of Broad Creek. Two, to improve the natural  
4 life of the creek by protecting efforts such as our  
5 new living shoreline project. And three, to  
6 increase the safety of the increasing number of  
7 operators of recreational nonpowered craft on the  
8 creek such as stand-up paddleboards and kayaks.

9 I'll address each point more fully.

10 While much of the creek is bulkheaded there are  
11 areas on both banks but primarily the east bank  
12 that have their bluff leading down to water's edge,  
13 about a hundred yards upstream of the proposed  
14 speed limit buoy is one such bald slope area that  
15 is developing hollowed out caves from erosion.

16 In frequent observations few operators  
17 of high speed watercraft observe the limits on how  
18 closely you transit the shoreline bank and  
19 structures. A hundred foot offset regulatory  
20 requirement for boats towing skiers, wakeboards and  
21 tubes is simply not observed and not enforced. The

1 wave action from high speed craft wakes have been  
2 exacerbated by the recent popularity of new hull  
3 form technology designed to actually increase the  
4 size of wakes. We're seeing fewer waterskiers and  
5 more wakeboarders. More speed means more wake and  
6 more erosion.

7           Next. Broad Creek is the second most  
8 polluted creek on the South River and it's the most  
9 polluted creek if you eliminate the runoff from  
10 Annapolis Towne Center into Church and Crab Creeks.  
11 The South River Federation, the state and the  
12 residential communities along Broad Creek have been  
13 working for the last two years to mitigate the mud  
14 and silt blooms from stormwater runoff. The costly  
15 damming and pooling project along the run between  
16 Broadview Estates and The Preserves is one  
17 excellent example of a runoff abatement  
18 partnership.

19           Our next project of the two communities  
20 at our expense is creation of a living shoreline  
21 between the community dock of Broadview Estates and

1 the community pier of The Preserves. This project  
2 reviewed, approved and endorsed by the state and  
3 conservationists will promote the growth of water  
4 plants and life, further abate erosion, and  
5 contribute to the natural cleanliness of the creek.  
6 The living shoreline is located downstream of the  
7 current speed limit buoys. High speed watercraft  
8 wave action will threaten the successful living  
9 shoreline and by moving the buoy downstream it will  
10 enhance the chances for the living shoreline to  
11 take root and drive.

12 I would like to inject here some  
13 comments from the South River Federation  
14 riverkeeper, Mr. Jessie Iliff. First, reducing the  
15 speed of boats traveling on Broad Creek will  
16 diminish wave energy and thus reduce erosion.  
17 Apart from presenting a threat to the shoreline of  
18 private property owners, erosion delivers  
19 phosphorous laden sediment to Broad Creek, the  
20 South River, and ultimately the Chesapeake Bay  
21 contributing to algae blooms and reducing the

1 delivery of light to underwater grasses. There are  
2 two state of the art living shoreline projects  
3 installed in Broad Creek through successful  
4 development maybe hindered by unnecessarily intense  
5 and unnatural wave action. The approval of this  
6 request will save thousands of dollars in private  
7 and public investment in these projects, protect  
8 private property and protect the Chesapeake Bay at  
9 the negligible cost of requiring waterskier  
10 enthusiasts to travel a half a mile to the main  
11 stem of the river to pursue their leisure  
12 activities.

13           Finally, we have seen a proliferation in  
14 the last four years of nonpowered personal  
15 watercraft. A cruise up the creek will show just  
16 how popular stand-up paddleboards and kayaks have  
17 become. Virtually every waterfront property has  
18 them. Just a few years ago stand-up paddleboards  
19 had not been commercialized. Like wakeboarding  
20 powerboat hulls paddleboard technology has changed  
21 the recreational use of the waterways. At our

1 shared Broadview Estates and Preserve kayak rack we  
2 have 24 kayaks stored with a waiting lift. As an  
3 avid paddleboard and kayaker I can attest how  
4 difficult it's become to navigate the high traffic  
5 months when the creek is shared simultaneously by  
6 waterskiers, wakeboarder, tubers, kayakers and  
7 paddleboarders. Many is the time I have to kneel  
8 on my paddleboard to avoid being knocked off by  
9 powerboat waves. And in August while walking my  
10 dog on a community lane I encountered a clearly  
11 disappointed nine year old neighbor girl and her  
12 mother and her mother who gave up time to safely  
13 watch and paddle their kayaks. She said she was  
14 prevented from enjoying the creek due to the wake  
15 from the numerous high speed powerboats and PWCs.  
16 It just wasn't safe they thought. Relocating the  
17 buoys will increase the length of the creek where  
18 paddlecraft can be safely used.

19 Thank you again for considering this  
20 petition. Preventing erosion, promoting the  
21 ecology of the creek, and enhancing safety are all

1 immediate and long-term benefits for moving the  
2 speed limit buoy downstream. New location will  
3 mitigate erosion, protect the living shoreline and  
4 allow nonpowered craft to safely navigate Broad  
5 Creek while still allowing significant waterway for  
6 high speed powercraft. It's a wise compromise.  
7 Please approve the relocation. Thank you.

8 THE CHAIRMAN: Thank you. Any questions  
9 for Mr. Davis? Ms. Allison.

10 MS. ALLISON: Are there any marinas  
11 above where you are proposing to put your speed  
12 limit?

13 MR. DAVIS: We have no marinas.

14 MS. ALLISON: You have no marinas so you  
15 don't have a lot of boat traffic running in and out  
16 of the river?

17 MR. DAVIS: Only skiers, tubers and  
18 personal watercraft.

19 MS. ALLISON: And how many would you say  
20 were there on average weekend day?

21 MR. DAVIS: Well, I haven't sat on my

1 deck for a full day and watched them, but it's  
2 continuous from about 11 o'clock in the morning  
3 until dark.

4 MS. ALLISON: And my last question, are  
5 there any fairly high speed powerboats or jet skis,  
6 PWCs, also moored in that creek?

7 MR. DAVIS: Yes, many. In fact, most of  
8 the docks have high speed powercraft and there are  
9 many PWCs.

10 MS. ALLISON: Thank you.

11 THE CHAIRMAN: Okay. Anymore questions?  
12 Thank you, Mr. Davis.

13 Anybody else here to speak in support of  
14 the petition? And again, please state your name,  
15 first. If you agree with what he said, please  
16 state it, and let's try to avoid repeating.

17 MR. HATCH: My name is Dr. Kent Hatch,  
18 H-A-T-C-H, I own 2822 Broadview Terrace. I am the  
19 first -- second property actually -- not in the  
20 community of Broadview. So where that red line is,  
21 if you would take right where the arrow it right



1 now, I own that point of land there. I spent 30  
2 thousand dollars putting in rock to stop the wake  
3 from the boats. The reason I don't have a  
4 bulkhead, the Corps of Engineers would not approve  
5 it at the time. So I had been complimented by  
6 community people, kinda the best of both -- I'm on  
7 the board of Severn River Association also, but we  
8 put in rock to stop the wake and we backfilled with  
9 sand and we put in marsh grass. I have a living  
10 marsh, it's kind of a neat thing there. But I'm a  
11 kayaker, rescue scuba diver, don't own a powerboat,  
12 and also have a canoe, i have had many occasions  
13 where I have some real -- and from a guy that would  
14 do rec diving, I'm not afraid of being on the  
15 water -- I've had some real close calls with  
16 powerboaters. One of my former patients is a  
17 retired police officer and he said well, you need  
18 to call in. How can you do that, they're gone so  
19 fast. I noticed part of is in enforcement issue  
20 and I commend the police for helping us on that.  
21 But any way I'm in favor of the moving the buoy.

1 Kind of interesting, right now they have a  
2 temporary buoy and it has the number, Mr. Grant and  
3 I talked to, he was very gracious in answering my  
4 question, but where that buoy is now it's kind of  
5 interesting, it's already slowing down people. I  
6 watched the other day, I was playing down by the  
7 water and a guy came zooming up and stopped real  
8 slow because they actually think the speed limit  
9 has been relocated and I'm in favor of this. I  
10 think everybody needs to enjoy. The question was  
11 asked the gentleman ahead of me about boats being  
12 up, on the weekend a lot of people are tied up and  
13 a lot of people come by and -- I'll try not to wrap  
14 it up, other people when I talk -- it's interesting  
15 the present buoy I have seen people coming out real  
16 fast pulling skiers and tubers and that they go  
17 around it, that's their benchmark, so they go past  
18 the marker, make the turn if that's the speed they  
19 can keep up and then zoom back the other way and I  
20 have had several close calls myself with people who  
21 do not stay away from the shoreline. And I think

1 that everybody needs to enjoy it. I don't know how  
2 many of the people that boat on there really live  
3 there, but I would like to see it moved. I can --  
4 it's literally right at the boundary of my property  
5 and my neighbor' and I'm for it and thank you to  
6 the committee for your help.

7 THE CHAIRMAN: Thank you. Standby. Any  
8 questions for Mr. Hatch? Thank you, Mr. Hatch.

9 MR. BAUERSFELD: Good morning, my name  
10 is Harry Bauersfeld. I live in the Broadview  
11 community and I have a boat at the Broadview  
12 community pier and one of the things I would like  
13 to say I agree with what Bruce said and would like  
14 to add a few things of my own. If you look at the  
15 geometry of the creek you'll see between those two  
16 lines there is a point that sticks out from the  
17 western shore, that forces everyone to the right  
18 side, to the east side of the creek, and brings  
19 them -- although the distance between that point  
20 and our, our dock is 450 feet, it shoots everybody  
21 over to the right side and the natural geometry of

1 that creek you see on the western shore is that big  
2 cutout so people just almost regularly come in the  
3 right, the east side of the creek, skim along  
4 within, frequently within the hundred foot limit of  
5 our dock so they can make that big swing to the  
6 western shore and come back out. So they come in  
7 the east, they make that big circle right before  
8 the speed limit sign, and come back out. So  
9 frequently boats are well within the hundred foot  
10 limit, regulatory limit.

11           The other point that I want to emphasize  
12 is the increased popularity of wakeboarding. I  
13 cannot emphasize that enough. The impact studies  
14 that have been done there do not take into effect  
15 or take into account the future of boating. The  
16 wakeboards, I mean wakeboarding, they're putting up  
17 as big a wake as they can so people can surf behind  
18 the boats and you will see those wakes that just  
19 have been a hinderance before now become very  
20 dangerous.

21           My boat, I mean, it is going back and

1 forth like you would not believe and the wakes are  
2 breaking well over the shoreline.

3           The only other point that I would like  
4 to add is -- two points. One, there are no major  
5 marinas that we will be inhibiting people or  
6 slowing a lot of people down across this area, and  
7 also the closeness to the South River itself, and  
8 approximately two miles further upstream there is a  
9 designated area for skiing and this kind of  
10 activity that is very close to what people are  
11 using here. This is the only creek that I'm aware  
12 of that skiing is allowed on the South River and,  
13 you know, I think for the size of the river it's  
14 appropriate not to have that kind of activity.

15 Thank you.

16           THE CHAIRMAN: Any questions? Thank  
17 you, sir.

18           MR. ECHAVARREN: Good morning, my name  
19 is Daniel Echavarren. My wife and I live in  
20 Broadview Estates, I'm also the chairman of the  
21 Waterfront Committee for Broadview Estates, which

1 really just means I'm responsible for dock  
2 maintenance. We keep two boats on lifts at the  
3 marina there and my experience has been that on the  
4 weekends we effectively can't take out at least a  
5 sailboat. You cannot take it out of the lift  
6 because of the frequency of boats going by and  
7 putting up big wakes. It's not the waterskiers. I  
8 spent, you know, my youth waterskiing on the South  
9 River, although I don't ever remember coming into  
10 that creek to do it. When there is no speed limit  
11 no boat is limited in its speed and we have big  
12 boats coming up and making turns there, as Harry  
13 just said, and putting up a huge wake into our  
14 marina. It would benefit me greatly and allow me  
15 to use my boats on the weekend if the speed limit  
16 was six miles an hour. Thank you.

17 THE CHAIRMAN: Thank you. Mr. Marsh.

18 MR. MARSH: Where is your home on the --  
19 where do you live there? Point that out.

20 MR. ECHAVARREN: On the chart?

21 MR. MARSH: Yeah.

1 MR. ECHAVARREN: Our house is, our house  
2 is right here. I think this is our house right  
3 here, and the path to the marina is like this.

4 MR. MARSH: Where do you keep your boat?

5 MR. ECHAVARREN: Right here. I have one  
6 on the outside and one on the inside.

7 THE CHAIRMAN: His boats are at the  
8 marina, Coles.

9 MR. ECHAVARREN: It's at the marina. I  
10 have a 42 foot Trawler, but I don't keep it there.

11 THE CHAIRMAN: Anymore questions? Thank  
12 you, sir.

13 Okay. Anybody here to speak against the  
14 petition for Broad Creek? Is there any one point  
15 person or any spokesperson for the group? Seeing  
16 there is no spokesperson for the group, again,  
17 please limit your comments to three minutes,  
18 please.

19 MR. TANG: Daniel Tang, I'm a boater,  
20 waterskier and wakeboarder and wakesurfer and have  
21 been doing all the watersports here since probably

1 '86. I am out here every weekend, you know, there  
2 is a pro and con, yes and no, maybe for maybe why  
3 you do see maybe more waterskiing and wakeboarding  
4 on this river, it's just the tremendous popularity.  
5 We've been given some tasks to speak for Annapolis  
6 Watersports who is a MasterCraft dealer. We had to  
7 go to New Jersey to buy our MasterCraft because  
8 there was no dealer in this area. But, you know,  
9 we're here partly to advocate that we would like to  
10 continue to waterski and wakeboard, wakesurf, on  
11 this river and with some of the changes in the  
12 upper end of the river where it's limiting it to  
13 just to this course you probably seen more traffic  
14 over here because you cannot go over and  
15 recreationally ski outside of that course. And  
16 everybody who is a beginner wakeboarder,  
17 waterskier, looks for glassy water. We might be  
18 pushed to this river because of the wind direction.  
19 The boat traffic is usually too much to try to  
20 comfortably waterski, but because of these changes  
21 that have occurred over the last year to two in the



1 upper part of the South River then where are we  
2 forced to learn, take our kids, is into this area  
3 where it may be a little bit calmer. Yes, there is  
4 some areas you can turn a boat, you can get it  
5 through safely. You can't go with a waterskier too  
6 close to those docks because it's obviously too  
7 dangerous, but then you're crisscrossing either  
8 people pulling inner tubes, bigger boats go in and  
9 out and you don't have the condition to enjoy that  
10 type of sport and in this river it's probably not  
11 ideal for the wakesurfing which we usually will  
12 sink our boats, add ballast and create some waves,  
13 it's just not deep enough, you need 10 feet of  
14 water to create acceptable wake behind to be able  
15 to surf behind it. Just know my appreciation and I  
16 have reviewed the minutes of these committee  
17 meetings and so the other sports that are available  
18 to us nowadays. The retailer for the MasterCraft  
19 can't -- a big selling point of this river is to be  
20 able to go out and enjoy the boats that have been  
21 created by these, by MasterCraft. And if you start

1 limiting access in these ways then you're going to  
2 effect a big contributor to the economy here.  
3 That's one of the reasons I located to the South  
4 River is to be able to access these particularly  
5 unique areas that we can enjoy waterskiing and  
6 watersports. It dovetails a little bit into the  
7 main area because they're trying to apply the same  
8 rules that are there to the South River, which I  
9 think is a totally more unique area where there is  
10 not many homes and things like this, so that's why  
11 this area becomes more boat traffic. I would have  
12 no problem shutting it down to six miles, but again  
13 if you close out another place where else are we to  
14 go? You can't go out into the main part of the  
15 river, it's just too much boat traffic and, you  
16 know, somebody drops off the line, you know, a  
17 young child, then you have to contend with somebody  
18 pulling an inner tube behind you or just the  
19 general boat traffic in general so there is a huge  
20 safety area there.

21 This is a protected area, you know,

1 years ago when I was doing the boats I thought that  
2 there was -- I was looking at property and there is  
3 a lot of turnover and I thought well, it's because  
4 at six, seven clock somebody is a running a boat  
5 back and forth and it's like a canyon there and the  
6 sound shoots up and who would want to live along  
7 that area because it gets amplified. I can  
8 understand people wanting a slower wake. I don't  
9 think these boats create that much damage and, you  
10 know, how many people are -- how many on the  
11 weekends that we see doing these sports is probably  
12 less than a dozen people at any given time doing  
13 these kinds of sports so the volume is not  
14 excessive really as you would kinda think. So  
15 every weekend for the summer for the last 30 years  
16 I have been out there, it's not like it's 9 to 5.  
17 Thank you.

18 THE CHAIRMAN: Hold on. One second.  
19 Questions?

20 MS. CRAIG: Can you clarify that when  
21 you're doing the wakesurfing and that sort of thing

1 that you need deeper water for that?

2 MR. TANG: Yes. You sink the boat  
3 because it has an internal ballast, you can  
4 increase the boat weight to about two thousand  
5 pounds and you offset it to one side so that the  
6 weight, plus going at 10 miles an hour, you're not  
7 creating a wake or a surf going 20 miles an hour,  
8 so it's a very slow speed. Yes, it does generate a  
9 wake, but you need it to be able to kind of  
10 somewhat come up, back up, and you can't do it in  
11 the back area unless -- in the five, four, six feet  
12 of water you won't get an acceptable wake to be  
13 able to surf.

14 MS. CRAIG: You're saying that you can't  
15 do it in the yellow line back which is six miles an  
16 hour or from the red line back?

17 MR. TANG: You could do it coming up  
18 from the mouth, the mouth there. You can go up to  
19 the yellow, it's deep enough, but again it's, you  
20 still, you can't desirably get a wake and then you  
21 have to turn around so it's better to do it out in

1 the main part of the river.

2 MS. CRAIG: Thank you.

3 THE CHAIRMAN: Any other questions?

4 Thank you, Mr. Tang. Next.

5 MS. EMERT: Hi, my name is Melissa  
6 Emert. I'm a waterfront property owner in  
7 Broadview as well and we're at 2818 Broadview  
8 Terrace. We have lived there 19 years, moved there  
9 because of Broad Creek primarily and we've boated,  
10 my husband and I, about 25 to 30 years and now we  
11 currently have two young children who enjoy the  
12 water sports. I have an eight year old and a 14  
13 year old, we tube, and Broad Creek presents a nice  
14 safe area for when kids fall off -- and we're now  
15 teaching how to waterski. My 14 year old daughter  
16 waterskis and again Broad Creek just presents a  
17 safer environment than having to be forced out on  
18 the river. And in moving -- we currently live  
19 about where the red line is right around there. I  
20 believe in my opinion moving the speed limit there  
21 would take away two safe turnarounds. When I drive

1 the boat I'm very careful with my kids and utilize  
2 those and so in my opinion it would be a disservice  
3 to how we use the creek. And also in addition  
4 to -- so we have a 19 foot ski boat and also a 29  
5 foot cruiser, which we don't take up and down very  
6 fast, that's mainly for the river, but we also own  
7 two kayaks and a paddleboard and if my eight year  
8 old knows how to stay on the paddleboard close to  
9 shore I think that most people can get that idea to  
10 give the right-of-way to the faster boats, and I  
11 guess that's it.

12 THE CHAIRMAN: Thank you. Any  
13 questions? Thank you, Ms. Emert.

14 Again, we want to make sure that  
15 everybody gets a chance to speak. If we can make  
16 it very brief or we'll have to have a very long day  
17 here.

18 MR. LINDBERG: I'm Gunner Lindberg, I'm  
19 a boater in this area since the age of six, got my  
20 license at 12 so that now means I have been  
21 operating a vessel in this exact area in the South

1 River for 25 years now. Yes, there is an increased  
2 popularity of, you know, wakeboarding and  
3 wakesurfing, waterskiing, that's my primary focus  
4 down in the South River. I'm primarily against  
5 this change due to the fact that we're slowly  
6 getting pushed out further and further into the  
7 open water. The designated ski course now has  
8 limited hours of operation. You can only be in  
9 there using the ski course, you know, you need to  
10 have your designated sticker, which we now have,  
11 because we have to have an approved boat for that;  
12 however, by pushing us out of the ski course during  
13 certain hours of the day now forces us into more of  
14 these calm areas and like Dr. Tang said we can't  
15 really wakesurf back there, it's not deep enough.  
16 You need more water to suck up and create that  
17 wake, but the wakeboarders and waterskiers we do  
18 want that calm water and that is a nice piece of  
19 calm water; however, at the same time we do respect  
20 the property owners and stay away from the property  
21 lines and watch for other traffic. But this is

1 twofold, it's a give and take. It seems like  
2 you're talking away more of our designated ski area  
3 and our wakeboard area as well. I mean the ski,  
4 the ski zone is now only for skiers, again, certain  
5 hours of the day. You know, this is -- and like  
6 the property owner said this is a growing, you  
7 know, wakeboarding is becoming extremely popular  
8 and this is not, this does not bode well for our  
9 sport and the environment of this water, you know,  
10 I've had the same experience on this water. Like I  
11 said since I was six years old, I had a boat at  
12 Liberty Marina, at Oak Grove, my parents had a boat  
13 since I was a child, and just recently have seen  
14 too many changes that are going against everything  
15 that I have done on this stretch of the water. So  
16 thank you.

17 THE CHAIRMAN: Thank you, any questions?  
18 Thank you.

19 MR. GELB: Hello committee, my name is  
20 Ira Gelb. I'm a boat owner, a waterskier, and I do  
21 wakesurf as well, and I have three kids, my wife



1 waterskis, we have been doing this for about 10  
2 years now on the South River. The designated ski  
3 area that we have been using primarily for years is  
4 a wonderful place, really no homes to speak of that  
5 you're bothering and it's a nice enclosed area;  
6 however, this year that was shut off for all  
7 recreational skiing. Now, I'm a previous slalom  
8 skier, I can do the course, but my kids and my wife  
9 can't do the course. They can go through the  
10 course, but they're not course skiers. The new  
11 rules are that you can't ski in that area which is  
12 probably the only safe area unless you're skiing  
13 through the course and I was out there with my  
14 family, it was a new thing -- most people don't  
15 even realize the change. A lot of people still  
16 flying through there with tubes all season not even  
17 realizing there was a change. I was in there, I  
18 knew the change, I was doing the course, the police  
19 came and I was finishing, it was two minutes to 12,  
20 and they said good thing you stopped, we were going  
21 to ticket you in two minutes, at noon. So the

1 course is shut for everyone at noon and on. The  
2 only time you can ski is from, I guess, 6 a.m. to  
3 12. So I then tried to ski with my family out in  
4 the, in the rest -- in the main, in the open area,  
5 and about every two minutes a 30 foot boat came by  
6 throwing big wakes, tubers. You cannot waterski,  
7 you cannot wakesurf. I don't wakesurf, you can't  
8 wakesurf, you can't definitely waterski. I know  
9 I'm getting off the Broad Creek, okay, I'll get  
10 back to it. The Broad Creek issue there is more  
11 people in Broad Creek to some extent because they  
12 can't ski in the waterski zone so I'm going to say  
13 that waterski zones needs to be changed so that  
14 less people in Broad Creek. I will also say I've  
15 been skiing there, I ski during the week, in the  
16 evening and on the weekends and in the evening and  
17 the number of people that I see waterskiing in  
18 Broad Creek -- and I'm there all different days of  
19 the week -- is very small, it's a little overblown,  
20 but still it does get unsafe if there is two people  
21 skiing at the same time. The waterski area one

1 person at a time allowed to ski all day with -- I  
2 think you're talking about safety issue and about  
3 that other thing, this is a real safety issue when  
4 you're waterskiing and you have a kid on the end of  
5 a line and there are 30 foot boats and tubers going  
6 at the same time that's extremely unsafe and that's  
7 how someone gets killed and I think that designated  
8 ski area at the end of river needs to be open all  
9 day with rules.

10 THE CHAIRMAN: Okay, please. We're  
11 talking about Broad Creek and let's wrap it up.

12 MR. GELB: Thank you.

13 THE CHAIRMAN: Thank you. Any  
14 questions? Hearing none, next, please.

15 MR. HARE: I'm Paul Hare and I live  
16 currently in the Glen Elk community which is down  
17 like where Goose Island is written there and I'm a  
18 competitive and recreational waterskier and I've  
19 been using the upper South River since the late 80s  
20 and I would like to add my agreement with what the  
21 other gentleman said in that mostly that closing

1 another area of the South River is going to push  
2 the skiers out into the main body of the river and  
3 like I said I live in the Glen Elk community which  
4 is our beach is right there where the land, island  
5 is written on Goose Island. I'm often down at the  
6 beach and I have seen dozens of boats out there  
7 already on -- especially on weekends, especially --  
8 probably more than 50 percent with a tow line  
9 behind so closing another area is just going to add  
10 more congestion to the rest of the river. And like  
11 it was mentioned before the ski area is now pretty  
12 much closed to recreational skiers currently as of  
13 this year anyway. And I would also like to add,  
14 you know, I heard a lot of concerns about erosion  
15 and, you know, like I said I'm right there where  
16 the Goose Island is and I have seen, you know, 30,  
17 40 foot boats go up and down the river there, which  
18 is not much wider than Broad Creek and, yeah, they  
19 throw big wake but in my experience I have seen our  
20 beach erode and I believe that much of that erosion  
21 is due to the high tides that come in not

1 necessarily the boats and the waves.

2 THE CHAIRMAN: Well, we're well-versed  
3 on erosion and what causes it. We see that year  
4 after year.

5 MR. HARE: That's all. Thank you.

6 THE CHAIRMAN: Thank you. Any  
7 questions? Thank you, sir.

8 MS. WYMAN: My name is Lynne Wyman  
9 (phonetic) and I'm a property owner on the South  
10 Haven on the other side of the river right where  
11 that red line is, that's opposite my dock, and we  
12 have been living here for since 1982, for over 30  
13 years now. We saw in the 80s a massive congestion  
14 with people skiing and all of the problems that  
15 occurred, that has dropped significantly in the  
16 last 30 years. We barely have 10, 12 boats on the  
17 weekend. Speed is not an issue, they're not  
18 driving next to the docks, they're not causing  
19 problems with the boats. Erosion, yes, we had  
20 problems 30 years ago. We put in a bulkhead. We  
21 still have erosion, more from storms than we do

1 from waterskiers. What we're doing in that picture  
2 is you are eliminating half of the ability to use  
3 that river for recreational purposes, whether it's  
4 waterskiing, jet skiing, anything, it drops it all  
5 down. We are eliminating water for the whole  
6 reason why people come to Annapolis, which is a  
7 yachting area, to use the waters of this area for  
8 recreational purposes and for commercial and  
9 business purposes and we are allowing people to  
10 take those rights and abilities away from us and  
11 you're taking away half of the ability for people  
12 to use that river. And I live right there, I'm  
13 right there, we have the problems with the erosion,  
14 but that's not a reason to turn around and take  
15 away people's ability to use the water as they see  
16 fit. Eliminating them to six miles an hour  
17 eliminates more than two-thirds of that river, that  
18 creek, for commercial, I mean for recreational  
19 purposes and I just think that's wrong. Any  
20 questions?

21 THE CHAIRMAN: Thank you. Any

1 questions? Thank you. Next.

2 MR. RICE: Eric Rice (phonetic), I live  
3 in Broad Creek and I have lived there for 19 years,  
4 I have two boats in the marina. I have one of only  
5 three boats that sit in the water, every other boat  
6 in the marina is on a lift. Not one time in my  
7 life have I not been able to get my wakeboard or  
8 ski boat out from the thing. This is not a very  
9 congested creek when you compare it other places.  
10 I was just up in Deep Creek Lake, that's crazy. If  
11 they only knew how good they have it here. And I  
12 understand their concerns about the environment and  
13 I appreciate what they're trying to say. So there  
14 is not a marina problem, there's not a speed  
15 problem. I have been kayaking my entire life,  
16 white water and sea kayaking, I surf in waves in  
17 the ocean, I do stand-up paddleboarding in big  
18 waves in California. You shouldn't be out on a  
19 kayak if you can't get through a little bit of boat  
20 wake and I appreciate people going out and, you  
21 know, if something would happen, but there is

1 plenty of room for everybody. In the whole back of  
2 the creek is where the best kayaking would be, but  
3 not that they can't come out. Most of the kayakers  
4 stay on the shore and go in. In the entire time I  
5 have lived there I have never seen a close call, an  
6 accident or anything like that. Everybody who  
7 moved into Broad Creek, most of the people who  
8 signed the petition are not boaters, many are, and  
9 they live on the water, but I have 20, 30 people  
10 just in the area that I can represent that asked me  
11 to talk for them that do use the creek. What is on  
12 that creek are kids, grandparents and families,  
13 that's it. Some wakeboarders, it's not even a lot  
14 of wakeboard boats. It's mainly stern drives,  
15 center consoles. A lot of people aren't even going  
16 fast, they're putting up around there. Most of the  
17 people who wanted to stay this way, a lot, we have  
18 kids. That's the reason we want it to stay, we  
19 want to go down to the pier and watch the kids, we  
20 don't want to have to go out in the middle. There  
21 are some real safety reasons of going out. When



1 you hit the South River anytime after 2 o'clock if  
2 the sun is shining you cannot see the people on the  
3 water. There is a glare right across. As soon also  
4 make the turn, the water is right in your eyes and  
5 there is a lot of 30, 40 foot boats, you know,  
6 maybe not 40, the bigger boats are coming down the  
7 channel so you have to pull up. Broad Creek is  
8 perfect for safety to go up one side and three or  
9 four boats at a time could be there and make a  
10 circle and come back. I have a 34 foot boat in the  
11 water, I tie it up correctly, never once had any  
12 problem with waves. My boat's in perfect shape for  
13 10 years. I just don't -- I don't get the whole  
14 thing to be quite honest with you. Nobody was  
15 asked down most of the one side of the creek, this  
16 was just kind of put in and here we go.

17 THE CHAIRMAN: Okay. Any questions?  
18 Thank you, sir. Anymore? Next.

19 MR. CHANDONAIT: Hello, my name is Peter  
20 Chandonait, C-H-A-N-D-O-N-A-I-T, and I live at 2814  
21 Broadview Terrace and I am a new boater and I

1 probably have some skills to learn, but even with  
2 my inexperience I haven't had any problem on the  
3 creek as far as any close calls or any accidents so  
4 even for an inexperienced boater, I don't see any  
5 safety hazard there. I do have a child who likes  
6 to tube, we have guests that like to tube, I'm not  
7 really risk-averse but I don't like taking my  
8 children out on the South River to do tubing there  
9 and part of the reason is because as other people  
10 have said the big boats that are going by. Another  
11 part of the reason is that there are a lot of jet  
12 skis there and on occasion I had jet skis trying to  
13 jump my wake while I had a child I was towing  
14 behind and God forbid the child falls off of the  
15 tube and there could be some close calls and some  
16 bad accidents due to that. I also think that  
17 changing the speed limit is going to affect my  
18 property values. Recently I moved here from  
19 Massachusetts just because of Annapolis. I've  
20 loved Annapolis all of my life but finally had an  
21 opportunity to come here, you know, spent a

1 considerable amount of money to buy a property and  
2 I really think the property values would be  
3 decreased if this speed limit should be put in  
4 place. Other than that, I agree with, you know,  
5 other people that have spoken and their concerns  
6 about lowering the speed limit.

7 THE CHAIRMAN: Thank you, sir. Any  
8 questions?

9 (Discussion held off the record.)

10 THE CHAIRMAN: Ma'am, no questions from  
11 the audience.

12 Thank you, sir. Anybody else to speak  
13 against the petition for Broad Creek? We're going  
14 to break for lunch for the committee. It is 20  
15 after 12, I would like to make a quick lunch and  
16 try to be back in 45 minutes, half an hour.

17 (Discussion held off the record.)

18 THE CHAIRMAN: Keep going. We're going  
19 to keep going. We're going on to Maynadier.  
20 Mr. Grant.

21 MS. CRAIG: We're going to have a five

1 minute break.

2 (Pause in the proceedings.)

3 THE CHAIRMAN: Okay. Actually, before  
4 we start on Maynadier -- it was my mistake -- I  
5 forgot to call Corporal Martin up for Broad Creek.  
6 Corporal Martin.

7 CORPORAL MARTIN: Good afternoon, I'm  
8 Corporal Martin with the Maryland Natural Resources  
9 Police, I'm assigned to the Broadneck office which  
10 covers the South River. I looked at our CAD  
11 system, our reporting system, and I could only find  
12 a few incidents that weren't -- or after 2014 and  
13 those consisted were a couple of abandoned and  
14 sunken vessels and commercial fishing inspections  
15 and two complaints of speeding vessels. And I have  
16 stopped a jet ski at least once going through the  
17 creek too close to a dock. And other complaints, I  
18 think one complaint of a wake hit a vessel at a  
19 dock. And during my survey I interviewed a number  
20 of either people who had a vessel on a community  
21 pier there or people who owned waterfront property

1 and inquired whether they were interested in  
2 expansion and in this case the desire to expand the  
3 speed, people who owned the property or the owned a  
4 vessel there were five versus three for  
5 nonexpansion and the principal concern seemed to be  
6 wake caused by the towing vessel and in my  
7 observation I haven't seen more than couple of  
8 vessels at a given time going through the area.  
9 It's never a situation 20 or 30 boats. It's one or  
10 two or three boats and/or jet skis. And I talked  
11 to also people who just use the creek who don't own  
12 property there, either they're anchored out in the  
13 area that's presently the speed zone rafted up  
14 together or they're motoring through the area and  
15 in that instance approximately eight of them did  
16 not want the zone expanded and four for the  
17 expansion and there is lot of sport crabbing and  
18 some commercial fishing activity on the South River  
19 and there is a lot of jet ski and waterskiing and  
20 water sledding out in the main part of the South  
21 River heading up towards the top of the correct.

1 But in Broad Creek it's really not that much, but  
2 there are jet skis that do operate in that area and  
3 waterskiers and water shredders and whatnot.  
4 That's about 50 vessels I'm guessing approximately  
5 in that community there and there is only that one  
6 community group hearing. And in my survey it seems  
7 like there is a close split between expansion and  
8 nonexpansion, 9 for expansion and 11 for  
9 nonexpansion, people I interviewed. And generally  
10 the way I interviewed if somebody was on a raft or  
11 boat I would ask the boat owner of the vessel what  
12 their thoughts were. I wasn't taking a vote, I was  
13 just asking in that group what are your thoughts  
14 about expansion or nonexpansion and see if they  
15 were aware of the request for the expansion and  
16 explain what I understood about it. So from my  
17 perspective -- and it's really up to the committee  
18 and people that testified -- in my instance it can  
19 go either way. We get additional complaints about  
20 speeding vessels if we expand the speeding zones  
21 and then we'll get a complaint about jet skis or

1 waterskiers too close to the dock and we'll respond  
2 to that and if we locate them, we'll site them.  
3 But otherwise it really shouldn't affect our  
4 patrols that much.

5 THE CHAIRMAN: Thank you Corporal  
6 Martin. Any questions from the committee? Ms.  
7 Bergen Smith.

8 MS. SMITH: Yes. Corporal, I would like  
9 to ask you if this zone was extended would there be  
10 other areas of flat water protected for the kids,  
11 et cetera, et cetera, like the people are talking  
12 about, that these skiers do congregate, or is that  
13 kind of it for the upper reaches of the South  
14 River?

15 CORPORAL MARTIN: A lot of people  
16 actually do go up the South River beyond the Riva  
17 Bridge, up towards the designated ski zone area,  
18 there is a lot of skiing activity there. As a  
19 matter of fact, in instances there is a lot more in  
20 the weekend out in the main part of the Severn  
21 River than there is in Broad Creek. But there is

1 activity in Broad Creek too. And beyond that, as  
2 you get further down the South River, Glebe Bay and  
3 some of those other areas on the weekends a lot of  
4 those are closed but during the week they might be  
5 open.

6 THE CHAIRMAN: Any other questions?

7 Thank you, Corporal. Appreciate it.

8 And real quick, I want to speak to the  
9 speed zones, I mean the ski zone up at the end of  
10 South River. We were made aware, the committee was  
11 just made aware, there may have been an inadvertent  
12 change in that area. The committee had gone and  
13 looked at all of the ski zones, the ski areas,  
14 about a year and a half ago and made some broad,  
15 broad changes, but we believe there might have been  
16 an administrative change. We're going to go back  
17 and look at that ski area and see if we can find  
18 out what the true reg is and then make sure, you  
19 know, that it's setup properly. So there may be,  
20 there may be an inadvertent error in that area.

21 Okay. All right. Maynadier Creek.



1 (Discussion held off the record.)

2 THE CHAIRMAN: Mr. Grant is going to,  
3 Mike Grant is going to --

4 MR. GRANT: We are reviewing this at our  
5 own request. Basically what Chris said, that we  
6 made some broad changes and perhaps it has to be  
7 looked at again.

8 This first slide gives you the  
9 approximate size of the area, the beginning of the  
10 six knot zone for the whole creek, and then the  
11 approximate width and length of Maynadier Creek  
12 itself. This is the realignment of the course. We  
13 are not talking about that today so people that  
14 came to speak on the realignment this is not the  
15 issue. We're talking about the time frame when  
16 you're allowed to ski, but I only put this up as a  
17 representation. This is the actually ski zone,  
18 this is the course within the zone, so this area  
19 here. This is the original Maynadier controlled  
20 ski course in the Severn River Management Plan.  
21 The restrictions, ski course open Monday through

1 Thursday noon to sunset, closed March 15th through  
2 June 15th. In the 2015 regulations, these are for  
3 all controlled waterski areas, person shall not  
4 operate or give permission to operate a vessel for  
5 the purpose of towing a waterskier on the slalom  
6 course on Saturdays, Sundays and state holidays  
7 between 12 and sunset during the months of June,  
8 July and August. And again, this course is for  
9 practice only. There are no tournaments allowed  
10 unless you get a special permit from any number of  
11 different state agencies.

12 (Discussion held off the record.)

13 MR. GRANT: Anyway. These, I took this  
14 from the large letter that the committee received.  
15 This is a comparison of the original operating  
16 hours and the new operating hours. Part of the  
17 consideration, or concern from the residents is  
18 that originally 34 hours and now 84 hours that the  
19 skiers now have the majority of the time to use the  
20 course as opposed to people that would just as soon  
21 kayak or other recreation. We had 32 people

1 opposed to the new regulation and 11 in support.

2 THE CHAIRMAN: Okay. Any questions for  
3 Mr. Grant from the committee?

4 All right. We're going to move to the  
5 petitioner for this. And again, for everybody in  
6 the audience the alignment of the course falls  
7 under the Army Corps of Engineers so we have  
8 nothing to do with the alignment of the course. We  
9 are talking about the hours, available hours for  
10 skiing on the course. So the petitioner.

11 MR. EVANS: Thank you, committee. My  
12 name is Peter Evans. I'm a boater and user of  
13 Maynadier Creek and also a resident that lives  
14 there on the creek. I am one of several people  
15 that have gotten some folks organized to express  
16 concerns that we have about the change in the hours  
17 of operation for the creek and obviously the  
18 alignment, but we won't talk about that today. I  
19 represent really sort of a broad swath of people.  
20 We have boaters that live nowhere near the area  
21 that have signed letters and sent them into Mike

1 and the DNR, they're from the South River, Back  
2 Creek, all around the Severn River, and certainly  
3 some folks that are in the community that  
4 immediately surrounds the creek. We also have a  
5 member of the Severn River Association that is here  
6 and that will be talking, talking on our behalf, so  
7 we've reached out to them as well as the different  
8 communities around the area. Our county  
9 Councilman, Chris Trumbauer, has been engaged as  
10 well. He was intending to be here, but couldn't.  
11 He made sure that he wanted me to tell you that he  
12 supported the petition that we have here to reverse  
13 the decision about the hours of operation. Okay.

14           So let me get into a little bit of the  
15 specifics and again, just focus on the hours  
16 because that's the topic that will be discussed  
17 here today. Maynadier Creek is a little bit of  
18 unique creek in a lot of ways. It's a six mile an  
19 hour creek from the minute you come into it from  
20 Round Bay.

21           Mike, could you put the overhead shot

1 back up that you have? No, this is good. This  
2 will be fine. This is something I took from a NOAA  
3 website, this is a screen shot. This gives you an  
4 idea of Maynadier Creek, part of what makes it  
5 unique is that most creeks narrow as you come in,  
6 this is a wide creek that almost looks like a lake.  
7 As such, it's a very popular place for people all  
8 around the Annapolis area to come and raft up.  
9 Over the years it has had the nickname cocktail  
10 cove because people come and raft up and enjoy a  
11 cocktail in the evening, I have heard other's refer  
12 to it as swimming hole because they like to come  
13 and drop anchor and let their kids swim off the  
14 back of the boat so it is one of the more popular  
15 spots for people to come on the Severn River  
16 because it is shallow, protected, it is wide, and  
17 it's a six mile an hour creek. Okay. As a result  
18 of that we have a huge number -- or had, past  
19 tense -- to some degree a huge number of  
20 paddleboarders that come into the creek, kayakers,  
21 rowers. Just a couple of weeks ago we had an 18

1 sailboat raft up in the back that spent the night.  
2 It is sort of known within the sailing community as  
3 a great place to come and enjoy a calm, protected  
4 environment. Okay. And then there is also  
5 fisherman, there is crabbers that go out there with  
6 three hundred foot trout lines and be back there  
7 all day doing fishing. So there is a -- almost the  
8 entire cross section of people that boat use this  
9 creek and use it on a regular basis. So the change  
10 that Mike showed up there is really the issue that  
11 we are concerned about. So for 25 years there is  
12 an original permit put in place that as I  
13 understand it, I was not there, it was a bit of  
14 contentious negotiation back and forth between the  
15 communities surrounding the creek and the U.S. Army  
16 Corps that ultimately resulted in them allowing to  
17 put in a restricted use course. I've passed out  
18 copies of that regulation, and I think you may have  
19 it, but those regulations specifically as a  
20 compromise to people that wanted to use the creek  
21 beyond just the slalom skiers created a restricted

1 use course, Mondays through Thursdays noon to  
2 sunset, period, that's it. That adds up by my  
3 calculation to 30, about 34 hours a week assuming a  
4 normal, you know, day in the summertime. That has  
5 been increased to 85 hours based on the change in  
6 this regulation. And the thing we object to and  
7 the thing that we think needs to be reversed is  
8 that has effectively turned over the ownership of  
9 the creek to the waterskiers. Being in the creek  
10 while the waterskiers are there is not conducive,  
11 they can't coexist very effectively with the skiers  
12 there, and it changes the total nature and the  
13 characteristic of the cove and creek when they are  
14 there.

15           The original, if you look at, it  
16 looks -- here this is, up here. So the original  
17 percentage of daylight hours that the course is, or  
18 the creek is effectively given to the skiers is  
19 about a third of the time. Now, honestly in my  
20 opinion that seems like a lot for such a small  
21 constituent group considering how many people want

1 to use the creek, but for 25 years it was 33  
2 percent of the time. This regulatory change took  
3 the number of hours to almost 85 hours and that  
4 represents 83 percent of the daylight hours that  
5 the slalom skiers can come back and ski the course.  
6 While they're there -- if you haven't been to the  
7 creek, it's a quiet and protected creek -- when the  
8 ski course is in use it's like a drag strip running  
9 through the middle of what is otherwise a six mile  
10 an hour creek. It's different from the other  
11 issues that we talked about because it's really one  
12 of the few creeks out there that is a fully, one  
13 hundred percent of time, a six mile an hour creek  
14 that just so happens to have a drag strip running  
15 through the middle of it.

16 Now, we have talked from time to time to  
17 the members of ski club and they have said as an  
18 example well, that may be true but we're not really  
19 there that often. I would argue if we took the  
20 full year and narrowed it to the boating season in  
21 Maryland that's maybe four months, from mid May to



1 mid September, the percentage of time that they're  
2 there skiing is high when you look at that narrow  
3 group. No one is using the creek in January  
4 because it's frozen. When you narrow that further,  
5 you take out rainy days and hurricane days and all  
6 the rest, the percent goes higher still and if you  
7 really look at kind of the prime time that people  
8 want to use the creek, which is in the evenings, on  
9 the weekends and in the mornings, odds are better  
10 than not you're going to have a ski boat out there  
11 skiing in the creek. So I have seen and sort of  
12 monitored this over this last year after this  
13 change has been made. My unscientific opinion  
14 because I live right on the creek so I can see all  
15 of this happen is the course use is up maybe two or  
16 three hundred percent from the way it has been over  
17 the last couple of years, but my unscientific  
18 opinion too is the usage of the creek by everybody  
19 else has fallen precipitously, maybe as much 50  
20 percent. Boats don't really come up and raft up  
21 back there, there's very few paddleboarders are

1 back there anymore. On the rare occasion that they  
2 are -- with one exception, when the ski boats show  
3 up, you know, the other people leave. The rafter  
4 uppers pull up their anchor and they leave. There  
5 was one exception a while back and that was a boat  
6 left there by its owner and it was anchored, the  
7 skiers came and skied and it pulled the anchor up  
8 and boat drifted across the creek and almost ran  
9 aground. It was interesting because that was one  
10 of the few times I have seen a scenario where the  
11 other people don't leave the creek.

12           Okay. I think the biggest problem  
13 really is that based on the nature of the creek all  
14 of the other users can coexist. You know, kayakers  
15 can coexist with paddleboarders, with rafter uppers  
16 with all of the rest. When the drag strip is in  
17 force there no one can coexist so in effect the  
18 ownership of the creek is turned over to the skiers  
19 and at this point now 83 percent of the time. Now,  
20 are they there 83 percent of the time, no, but it's  
21 increased significantly and the problem is and the

1 fact is that they can be there, this regulation  
2 allows it. Okay.

3 The last thing -- Mike, if you can go  
4 over to the slides I provided. So that slide --  
5 just to give you a sense too -- so Maynadier Creek  
6 is a wide creek, but as you know it says here it's  
7 a navigable area of the creek that's safe for boats  
8 to travel. If you go out to the outskirts of the  
9 creek, it's not so safe.

10 Mike, go to the next one. When we put  
11 the course across -- and actually go forward one  
12 more, okay. This is the submission of the permit  
13 from the ski course that really shows the location  
14 of the course, and I think Mike had it as well.  
15 And if you go back one more, please, Mike.

16 The only other concern we have is a  
17 safety concern. With the boats presence as they  
18 ski -- and for those don't know the run takes 30 or  
19 45 seconds, the turnaround at the end takes about a  
20 minute, and then they're back up and running again.  
21 So literally every minute we've got this drag

1 strip in force, going back and forth through the  
2 creek. Okay. Not safe from our perspective. The  
3 course also -- and I think it does affect DNR that  
4 it now extends so far out into the narrow neck of  
5 creek it becomes difficult if not impossible for  
6 people to navigate safely in and out of the actual  
7 creek itself. I have seen paddleboards trying to  
8 do it with the look of terror in their eyes as  
9 they're hugging along the marinas trying to get out  
10 of there without getting run over. Sometimes the  
11 skiers stop and sometimes they don't. I have seen  
12 that happen many times.

13 Navigation is also difficult because on  
14 the south end of course down where it says 21 slip  
15 marina, that's the Belvoir Farms marina down there,  
16 the skiers come so close to the edge of shoreline  
17 there is no way boats or anyone else can navigate  
18 safely the south end of course without risking --

19 THE CHAIRMAN: Again, we're talking  
20 about speed limit and not the alignment of the  
21 course.

1 MR. EVANS: Okay. So the, and then I  
2 guess the other issue, I assume this is a DNR issue  
3 so if it's not, please let me know, there is  
4 conditions in the COMAR code, and I talked to Mike  
5 about this and Mike said if there is skiers present  
6 I have told Jim Wilson and some of other people if  
7 somebody is trying to get across the course you are  
8 to stop no matter what and let them come across the  
9 course, makes sense and it's logical. I'll read  
10 from the COMAR regs, it says a person may not  
11 operate or give permission to operate a vessel  
12 across or within the permitted course when the  
13 course is in use by a vessel which displays the  
14 permit sticker or is towing a skier or assisting a  
15 fallen skier. The concern there is that this rule  
16 really states that it's the responsibility of the  
17 person trying to cross the course that could be at  
18 fault and could have liability. We have open water  
19 swimmers that swim back and forth across the  
20 course, if they get hit I'm inclined to say there  
21 would be some share of liability because they were

1 not allowed to cross the course. So that COMAR  
2 regulation makes access to this creek for all of  
3 the boating public difficult, if not impossible,  
4 and certainly scary if you're trying to come and go  
5 from that creek.

6 Now, I row in the creek, paddleboard in  
7 the creek, we have a boat so we use the creek all  
8 of the time, I have been there when the skiers are  
9 there. People come there to getaway from the chaos  
10 of the Severn River, people running up and down 35  
11 miles an hour in the river, people come in there  
12 for that purpose. When the ski course is present  
13 there it takes away that characteristic of the  
14 creek. It's impossible for all of the other boat  
15 users to kind of coexist when the skiers are there.

16 Okay.

17 Last thing really quickly, the -- and  
18 then I guess the conclusion -- so the other issue  
19 which may not be a DNR as well but so the committee  
20 knows, along this, let's see, the southeastern  
21 section of the creek, which is Bayberry Hills, the

1 road for that neighborhood runs very close to the  
2 edge of the creek, there are neighbors there that  
3 have had no choice at this point but to start a  
4 project that's estimated to cost about 150 thousand  
5 dollars to shore up the shoreline so that the road  
6 for the neighborhood, which is starting to collapse  
7 into the creek, won't collapse into the creek.

8 That would restrict access to all people and the  
9 property owners that live back there. So I know  
10 there has been discussions about erosion in a lot  
11 of different scenarios. Is it only the skiers that  
12 cause it, probably not, but I'm inclined to say  
13 they certainly don't help.

14 Okay. Bottom line in our opinion or at  
15 least in my opinion, we want to coexist with the  
16 ski course, we think that allowing them a  
17 restricted use pattern is the right way to coexist,  
18 that's what happened for 25 years. This change  
19 that was implemented, as Mike said sort of a  
20 sweeping administrative change more than anything,  
21 has caused a repercussion to the creek that's

1 changed the character and the use of the creek.  
2 You can tell the creek is too small. It can't fit  
3 a full length ski course and it turns the ownership  
4 of the creek over to the skiers when they are  
5 there. Okay. I think that's it.

6 THE CHAIRMAN: Okay. Any questions from  
7 anyone? Hearing none. That was good and thorough.

8 (Discussion held off the record.)

9 THE CHAIRMAN: Folks here to support,  
10 speak in support, when you start state your name  
11 clearly so Kelly can record it and if you agree  
12 with the person in front of you, please say so and  
13 add anything that has not already been said and try  
14 to keep it moving along.

15 MR. WHITEHALL: Good morning, my name is  
16 James Whitehall, I live in Maynadier, have for  
17 approximately 30 years. I would like to paraphrase  
18 the chairman's opening statements in that you don't  
19 always get what you want, but you have to learn to  
20 live with it. And these new time changes are a  
21 dramatic change from what the Severn River water



1 management commission originally saw for Maynadier  
2 Creek. What they did was considered and sometimes  
3 in very contentious meetings the use of the creek  
4 for everyone and during that time they restricted  
5 the nighttime use, or the weekend use, in order to  
6 provide pleasure boaters, fisherman, kids that want  
7 to swim, a reasonable amount of time to use the  
8 creek. This legislation that you have passed  
9 unlimited the time use of the creek totally  
10 contradicts the work of the Severn River water  
11 management commission. I implore every member of  
12 this committee to read the document that this  
13 gentleman put up at the beginning on what was the  
14 intent of putting that speed course in the creek.

15 For the first 15 years the creek was in  
16 there I worked continually with DNR trying to get  
17 better signage. Part of the problem is it's  
18 unclear where the course actually is supposed to  
19 start and where it's supposed to end. That would  
20 be corrected.

21 The other thing is the use of unapproved

1 boats. Any boat using the ski course is supposed  
2 to have passed the minimum weight requirement that  
3 competition boats have. A large part of the  
4 problem of the erosion is caused by unapproved  
5 boats. They go in and see the course, there is  
6 nothing there. If the sign says must display  
7 decal, well, I have talked to people that have  
8 gone, gone out in my boat and seen people in the  
9 course and said hey, you don't have a special use  
10 permit. I have a little square sticker that said  
11 you paid your fee to use the water in Maryland and  
12 that's what they think the decal is. So if this  
13 committee is serious about trying to solve a  
14 problem one of the issues has to be much better  
15 signage saying it's restricted to approved boats  
16 only and its hours of restriction because we find  
17 the unapproved boats in there that be putting out  
18 pretty big wakes more on the weekend than we do  
19 during other times. Thank you.

20 THE CHAIRMAN: Thank you. Any questions  
21 for Mr. Whitehall? Thank you, sir.

1 MR. SCHOMIG: Good afternoon, my name is  
2 Jeff Schomig. I'm at 1171 Parish Place in Arnold  
3 and I'm here on behalf of the Severn River  
4 Association. For those of you unfamiliar with it,  
5 the association is approximately 90 years old, it's  
6 comprised of individuals and communities along the  
7 Severn River. I'm actually new to the Severn River  
8 Association although I'm now it's vice president.  
9 The issue though is not new to me. I served for  
10 three terms on the Severn River Commission and  
11 during that time the issue both specific to  
12 Maynadier Creek and more generally waterskiing has  
13 come before the commission so I'm somewhat familiar  
14 with it. The association more or less incorporates  
15 the views that were presented in the opening  
16 presentation here with regard to access to the  
17 creek, the COMAR regulations are clear that a  
18 vessel may not cross the course while it's in use,  
19 and also with respect to the hours. One important,  
20 one important clarification or point of emphasis I  
21 would like to make both personally and on behalf of

1 the association is that most of the presentations  
2 we've had here today of course dealt with the issue  
3 of use apportionment. Everyone wants to use the  
4 waterways, particularly the creeks. We love our  
5 creeks in the Chesapeake Bay, we love them to death  
6 sometimes. And our position to emphasize is not to  
7 say that waterskiers ought not use Maynadier Creek  
8 at all. It is simply to say that the previous  
9 hours were more appropriate given the range of  
10 folks who use the creek, given the access issues  
11 imposed about the realignment of the course, and  
12 given the potential for increased erosion because  
13 the boat wakes that would be caused by the  
14 increased use with the hours of operation. So  
15 those are our primary issues going back to the  
16 original configuration, which I realize isn't the  
17 purview of this committee, but going back to the  
18 original hours of operation in order to make the  
19 creek more usable for a range of users including  
20 the skiers. Thank you.

21 THE CHAIRMAN: Okay. Thank you. Any

1 questions for Mr. Schomig? Thank you, sir.

2 MR. FOX: Hello, committee, my name is  
3 Robert Fox, I'm a Maynadier resident. My boat is  
4 in the 13 slip marina. I want to thank you for  
5 skipping lunch for us. It's much appreciated.

6 I use my boat more than probably anyone  
7 on the creek so I run it in and out of there  
8 numerous times. Previously on September 11th since  
9 the hour change there were several skiers on the  
10 course and they were exceeding the course. In  
11 addition to that, there were several other ski  
12 boats lined up waiting to use the course so that  
13 narrows the creek even more. When I tried to pull  
14 out there is a crabber who -- right along this  
15 shoreline between the 13 slip marina -- will put  
16 numerous crab pots out and they don't leave until  
17 noon, so between the crab pots and the skiers it's  
18 a very dangerous intersection when the skiers are  
19 there. I have to time my ingress and egress to my  
20 slip based on where the ski boat is on the course.  
21 I have had my boats damaged by ski boat -- minor, I

1 shall say -- rip my Rub Rail out because the ski  
2 boats come out to the end and they will do a hard  
3 spin turn, that is not a six inch wake. That  
4 creates a wake that's probably a foot in height and  
5 it comes right into our marina. So that's what I  
6 have to add.

7 THE CHAIRMAN: Okay. Thank you,  
8 Mr. Fox. Folks, any questions? Thank you, sir.

9 MR. WHITE: I'm Chris White, I live at  
10 Palisades, 509, we're right on the creek. My wife  
11 and I we're on Maynadier Creek, we have a number of  
12 small boats and I think guess I'm really concerned  
13 about the time change. My children come in on  
14 weekends and they use the small boats, they're in  
15 this area, and I am also concerned that other  
16 people outside of the creek would like to raft up  
17 there and they won't have the capability of doing  
18 that once the time has changed or since it has  
19 changed. I'm in agreement with a everything that's  
20 said here. Thank you.

21 THE CHAIRMAN: Any questions for

1 Mr. White? Thank you, sir.

2 MR. GOGGINS: Good afternoon, my name is  
3 Bruce Goggins. I live in Bayberry Hills, roughly  
4 between the four and the five, and I have been  
5 living there since 1982. I was involved in the  
6 original negotiations associated with original ski  
7 course and as a result of those negotiations we  
8 ended up with some restricted hours and some  
9 restricted boats. That was the idea, the reality  
10 has been quite different. The reality is that in  
11 addition to the people who are responsible  
12 waterskiers, there are some that are not, who come  
13 in there with boats that are not part of the  
14 approved boats. There are jet skis coming in.  
15 There are people coming in at hours outside of the  
16 normal hours for the course as it exists right now.  
17 Quite frankly, it is an issue of enforcement and we  
18 have, I have I'll say, pretty much given up trying  
19 to identify the issues associated with the people  
20 coming in and misusing the course. As people have  
21 said before people are going through so quickly

1 that you could not, even with a good set of  
2 binoculars, identify the boats. By the time you  
3 call DNR if they come out or they don't come out,  
4 if they do come out what can you say, someone was  
5 here. That was it.

6 The issue of the course itself as you  
7 can see it's one of two things. Either you're  
8 going to have waterskiers here or you are having  
9 nothing. There is no room for anybody to do  
10 anything but waterskiing when waterskiing is  
11 approved. This in effect means that the new hours  
12 that have been proposed are going to be the worst  
13 of all possible worlds. You're taking away this  
14 water from the use of people who are currently  
15 using it, you are denying the use of this water for  
16 all intents and purposes for the people that want  
17 to raft up, people that want to fish, people that  
18 want to swim. In addition to that, you are  
19 increasing the effects of erosion by the additional  
20 use of the course.

21 My final comment is I've just gone



1 through five years of trying to get a permit from  
2 DNR to control the erosion here and it has been  
3 time consuming and it has been expensive and it has  
4 not been pleasant so I'm opposed to the additional  
5 hours for all of the reasons that I have given.

6 Does anyone have any questions?

7 THE CHAIRMAN: Any questions for the  
8 gentleman? Thank you, Mr. Goggins.

9 MR. READ: Good afternoon, my name is  
10 George Read. I'm the dockmaster for the Maynadier  
11 community pier, I have been the dockmaster for  
12 quite a number of years. I have lived in  
13 Maynadier, I was the first owner in Maynadier.

14 I think there is two very, very  
15 important points that we have to keep in focus, one  
16 is shared use. The new hours of operation for this  
17 course restrict the use to other than -- only to  
18 the skiers. The second point that's critical is  
19 unauthorized use. This is a restricted ski course.  
20 The original permit required that the ski club come  
21 in on Thursday afternoon, a Thursday evening, and

1 remove the buoys to demark, to mark the course was  
2 the not to be used during the, during the off  
3 times. During the, just the recent past we went  
4 through a revalidation of the course with the Army  
5 Corps of Engineers and the ski club was really,  
6 really good, they brought in a buoy and set it at  
7 the end of course and it really made a big impact  
8 on the unauthorized use. Now that the course is  
9 open at the hours that you all have allowed that  
10 buoy is now gone, the outer turn buoys remain in  
11 position 24/7 during the entire boating season.  
12 Anybody coming into this creek they see oh, look at  
13 this beautiful ski course, it's wide open for us to  
14 use, I can pull my tube, I have seen 28 foot  
15 Robalos with tubes, children with the tubes trying  
16 to negotiate the ski course. So it's shared use of  
17 the creek and unauthorized use of the course. I  
18 think those are the two things that we have to keep  
19 in mind. Thank you. Any questions?

20 THE CHAIRMAN: Any questions for  
21 Mr. Read? Mr. Pepe.

1 MR. PEPE: Mr. Read, it's not a big  
2 issue, but do you know how long the two community  
3 docks have been in Maynadier Creek?

4 MR. READ: We built -- the Maynadier  
5 community dock was permitted and it was constructed  
6 in 1991. If Mr. Whitehall is still in the room he  
7 can tell you exactly, but in '91, and it was about  
8 the same time we had the original negotiations for  
9 the original position of the ski course.

10 THE CHAIRMAN: Anymore questions? Thank  
11 you, Mr. Read. Next.

12 MR. TAVENER: Hi, my name is Jim  
13 Tavener. I have been in Maynadier since '88, and I  
14 have had a sailboat in that Maynadier marina ever  
15 since. I'm very concerned. You know, I'm not  
16 against shared use, but I really would rather not  
17 see a ski course crammed into that beautiful area;  
18 however, that issue was already settled some time  
19 ago. But now extending it into the weekend I think  
20 is a huge mistake. I'm a little troubled, and I  
21 have trouble getting my sailboat in and out of my

1 small slip as it is, and if there is going to be  
2 ski boats around I don't think I'll be doing that.  
3 I'll just have to wait until they're done. Thank  
4 you.

5 THE CHAIRMAN: Any questions for  
6 Mr. Tavener? Thank you, sir.

7 MR. DAVIS: I'm Jim Davis. I'm a  
8 kayaker, boater, property owner in Maynadier Creek  
9 and I'm sort of last here, almost last, so I want  
10 to confirm that what everyone else has said -- I  
11 don't want to repeat it, because I know it's gone  
12 pretty long anyway -- but there is one point that  
13 hasn't seem to come up and, Mike, maybe you can  
14 help me with your pointer. There is a dock just at  
15 the end of the ski -- on the other side of creek,  
16 down two docks to the right. Top, straight across.  
17 That dock right there, that is my dock. And what  
18 this depiction doesn't show is that the ski course  
19 although it is supposed to stop up here further  
20 than that everyone, and I say everyone, I have  
21 never seen -- maybe one person -- start before my

1 dock. So in other words they're out on the open  
2 side, not quite that far up, but right where that  
3 dot is, starting the course so that limits the  
4 access even more in my mind compared to what this  
5 depiction shows.

6 THE CHAIRMAN: Any questions for  
7 Mr. Davis?

8 MS. TROVATO: I have a question. Do you  
9 have any idea how often there are skiers out on  
10 that course?

11 MR. DAVIS: Well, actually, I do. It's  
12 pretty regularly. And I won't say it's all of the  
13 time but when there is good weather and smooth  
14 water it's quite frequently.

15 MS. TROVATO: So would you characterize  
16 that as an hour a day?

17 MR. DAVIS: No, much more than that.

18 MS. TROVATO: What would you say?

19 MR. DAVIS: When I'm there it's usually  
20 in the evening and I'll see them there for couple  
21 of hours in the evening, and I'm assuming that it's

1 the qualified people but it may not be. And then I  
2 see them there in the morning, so it's more than  
3 that. I guess what I would also speak to is people  
4 have learned, people in the boating community  
5 learned, that's opened to the skiers and when  
6 they're not there people are stopping using the  
7 creek because of the skiers are there or they may  
8 wake up on Saturday morning and see them there. So  
9 that's what I'm seeing, significantly reduced use  
10 by anybody other than skiers and significantly  
11 increased use by skiers.

12 MS. TROVATO: Thank you.

13 THE CHAIRMAN: Anymore questions? Thank  
14 you, Mr. Davis. Next.

15 MR. RETTIE: Good morning, my name is  
16 Scott Rettie, I'm a Maynadier homeowner, and I  
17 agree with everything that has already been said.  
18 I won't repeat. I would like to emphasize that the  
19 point though that regarding the change that was  
20 made to the hours seem to run contrary to what this  
21 committee's focus has clearly been through your

1 statements and your questions, which is balancing  
2 the needs of the constituent petitioner or other  
3 user against the needs of all users of the water.  
4 And we've heard many, many people talk already  
5 today about the fact that the water's getting more  
6 crowded, there is more uses of the water, there is,  
7 you know, paddleboarding, which I don't remember  
8 being around 20 years ago, there is all of these  
9 new people on the water, the constituent of the  
10 skiers, and it's not even really the approved  
11 skiers, it's really more of the unapproved users of  
12 these ski course, that's a declining constituent.  
13 So it really seems so have run against the intent  
14 of the committee which is to keep those needs in  
15 balance to allow the, basically a very, a  
16 declining, small and declining constituent more  
17 access to the water which clearly if not deprives  
18 certainly impacts all of the other users who are  
19 out there trying to enjoy the same piece of water.  
20 Thank you for listening.

21 THE CHAIRMAN: Thank you. Any

1 questions?

2                   Okay. Folks who are against. Who do we  
3 have? Ma'am, do you want to speak for the  
4 petition?

5                   MS. GOGGINS: My name is Mary Anne  
6 Goggins (phonetic) and I'm a property owner in the  
7 creek. I guess in sitting here this morning  
8 listening to all of the discussions on the pros and  
9 cons I have not had clarification of the  
10 transparency involved by this committee on how you  
11 perhaps inadvertently or intentionally changed the  
12 hours for Maynadier Creek's waterskiing after  
13 putting out a public hearing notice in the  
14 newspapers, never holding one hearing and having  
15 any public discussion, so my points of interests  
16 are a full explanation from the committee members  
17 on how you determined and decided to increase the  
18 hours of operation, the transparency involved by  
19 not holding hearings for the public had been put in  
20 the paper and also how you would address the  
21 enforcement of these hours with all of the concerns



1 that people have stated as far as the universal use  
2 of the creek. How are you going to enforce these  
3 hours on a weekly basis? And I would like all of  
4 this published in the Annapolis paper.

5 THE CHAIRMAN: I'm sorry, that's not  
6 going to happen, ma'am, but I can speak to some of  
7 your points.

8 MS. GOOGINS: Excuse me, why wouldn't it  
9 happen? Isn't it --

10 THE CHAIRMAN: Ma'am --

11 MS. GOOGINS: There's a notice for  
12 public hearing and we had none.

13 THE CHAIRMAN: Ma'am, ma'am, let me  
14 answer your questions.

15 Okay. First of all, the enforcement is  
16 the responsibility of Maryland Natural Resources  
17 Police, so that's their job. It's not the  
18 committee's job to enforce those rules, it's the  
19 job of the Maryland Natural Resources Police. And  
20 they take their job very seriously and they're  
21 spread throughout the state trying to enforce all

1 of the rules in all of the areas so I'll divert  
2 that to them but I would at least like to put those  
3 words in.

4           Secondly, these areas, the reason we are  
5 here today is these, all of the ski areas were  
6 looked at by a committee, a subcommittee within the  
7 Boat Act Advisory Committee. The intent was to  
8 gather all of these ski areas and make them as  
9 universal as possible so that a NRP officer  
10 investigating a skiing complaint on the Upper  
11 Severn River or Upper South River would be looking  
12 at the same rules and applying them equally.

13           Now, the meeting was published and there  
14 was discussion; however, there was one thing that  
15 we were concerned that this created some changes  
16 that I believe not everybody is happy with and so  
17 we are revisiting this to allow you to, everybody,  
18 to speak on this. So we may or may not change this  
19 based on what we hear today. So we are being  
20 transparent about this and we were, we were in the  
21 past. Although it wasn't -- I don't think people

1 saw it on their radar so that's why we're here, so  
2 we're trying to be open. That's what we're doing.

3 MS. GOOGINS: Do you have in writing  
4 when the hearings were held to the public and who  
5 the discussion consisted of?

6 THE CHAIRMAN: Mr. Grant, I'll turn that  
7 over to Mr. Grant. He has when all the meetings  
8 were held and all of the transcripts are online  
9 so --

10 MS. GOOGINS: Thank you, very much.

11 THE CHAIRMAN: -- you can deal with him  
12 afterwards. Thank you. Okay. For the folks  
13 against the petition.

14 MR. TANG: Daniel Tang again. I just  
15 want to advocate for the waterskier. You know, it  
16 really comes into play where this is such a  
17 different situation than what we have on the South,  
18 but again it's contraction of boundaries and things  
19 like that they apply universally and I think each  
20 area has its own unique set of circumstances. I  
21 am, I feel I'm a pretty thick guy. I can ski the

1 majority of the times I go but, you know, I don't  
2 think I can ski more than 10 to 15 minutes at a  
3 particular time. I'm looking at this ski course  
4 etiquette that the Severn River Ski Club puts out  
5 and they say that during crowded sessions you limit  
6 yourself to six passes or three falls and you  
7 cannot -- in the course you're doing 10, 15 minutes  
8 per set so I think that in general you just -- it's  
9 not like you can just go up and back and forth and  
10 back and forth and do that for a half an hour like  
11 you could do maybe snow skiing. It's just a  
12 totally different activity level. And so that, you  
13 know, one person falls it's going to take a while  
14 to get the guy out and pull him out and there are  
15 periods and breaks that people want to get out of  
16 their marina or get past, you know, recognizing  
17 that there is an interval that, you know, people  
18 can pass. You just to kind of use your common  
19 sense. To speak of the volume of the people, you  
20 know, I don't know about the Severn River, how big  
21 it is, but the South River solicits for memberships

1 and there is like 10 families, 10 boats, you know.  
2 So it's not a huge volume of people using that  
3 particular ski course and I would assume that it  
4 applies somewhat to the Severn River. I do have to  
5 criticize the DNR, you know, for putting out maybe  
6 new rules, buoys, things like this, and it's not  
7 just the people who use them, but the people who  
8 don't use them, who don't understand this is an  
9 area that you shouldn't be pulling an inner tube  
10 through or a jet ski going through. However people  
11 learn about what the rules on the water are, it's  
12 just poorly publicized. It should almost go with  
13 your registration that these are the things, these  
14 are the things you should do whether you -- whether  
15 people pay attention to it or not -- but that's  
16 just as disruptive to the people who are trying to  
17 follow the rules and the people who don't, you  
18 know, know the rules. Like we said in six mile an  
19 hour, the two buoys and people are still going past  
20 it because they don't look, it's so small or they  
21 don't realize the change and it's not very well

1 advertised to the public. Thank you.

2 THE CHAIRMAN: Thank you. Any questions  
3 for Mr. Tang? Thank you, sir.

4 And we're hearing some of the same  
5 things over and over, some of it is enforcement,  
6 and again, unfortunately we as the Boat Act are not  
7 the enforcer of the rules and regulations that we  
8 recommend to the secretary so we understand. We  
9 feel your pain. We deal with this year after year  
10 also.

11 MR. WILSON: Jim Wilson and I represent  
12 the Severn and Magothy River Ski Club and I put a  
13 lot of hours in trying to get things straight with  
14 this. But I live on the water myself, I have a  
15 waterfront home. I know about erosion, and it has  
16 nothing to do with boats. I skied on the Severn  
17 River since the mid 70s, including in Maynadier all  
18 during the 70s and 80s. I cruise, sale, ski, I'm  
19 on the water all of the time. I mean that's my  
20 life. I'm on the water probably at least three  
21 days a week and I do a lot of raft, I used to raft

1 ups in the Maynadier all of the time and still do.  
2 I don't live on the Severn River right now, but  
3 anyway. I had submitted a lot of questions and  
4 answers to the committee earlier, a week or so ago,  
5 that addressed almost every issue here but what I  
6 would like to do is just hit the highlights here on  
7 what's going on.

8           The current permitted hours for the ski  
9 course as of this year are what should have been  
10 done in 1990 when this course was originally  
11 approved. There were a whole lot of things that  
12 went on that said we're going to do this  
13 temporarily to see what happens, that type of  
14 thing, and basically the only -- there is no  
15 factual reasons to restrict the hours. It's only  
16 potential issues and possible interference with  
17 other folks. And I have been on the course -- just  
18 to let you know, we kind of keep a semi-calendar on  
19 how much we use the course. The most times this  
20 year we have used the course are six times in a  
21 week. That's approximately an hour and a half to

1 two hours per time, six times a week, at most.

2 Average has been three. So just to let you know  
3 how many times we use it.

4           There are currently 14 boats that are  
5 permitted to use the ski course and I believe some  
6 of those might be on the South River. We have  
7 probably about 10 boats that I know of on the  
8 Severn River that use the course. We don't use it  
9 24-7. We don't use it all of the time. We work, I  
10 mean all of us are professionals, we all work. We  
11 try to go when we can get there.

12           Maynadier is very good because it's  
13 protected. We can go there almost anytime, the  
14 wind is blowing, other boats are out, doesn't  
15 matter we can go there and it's convenient. You  
16 can't ski Sunrise Beach, the other ski course,  
17 except early in the morning, that's it, and if it's  
18 windy, forgot about it. I have been many times  
19 when there are paddleboarders, raft up people, we  
20 went the other day and there were three boats  
21 rafted up that had been there two or three nights



1 and we just went over to them and said we're going  
2 to ski the course, we didn't want to startle you in  
3 case you see us going fast, they said no problem,  
4 people were here the other day doing the same  
5 thing. You want us to judge for you? We said  
6 okay, you know. Well, while we were skiing we  
7 watched three kayaks who were paddling around the  
8 creek, I mean that's not a big deal. We have  
9 pictures of a Heron sitting about a hundred feet  
10 from where the skier's dropped at the far end of  
11 creek. He sits there almost every time we're  
12 there, he is there all of the time. We're not  
13 affecting the wildlife. We hear the erosion thing,  
14 you guys know about the erosion, all of the studies  
15 that have gone on, ski boats have a very small  
16 wake, smaller than windblown wakes. I don't even  
17 want to go into that. And the course as you see it  
18 was approved by the Corps of Engineers, originally  
19 approved by, Maynadier Creek was originally  
20 approved by boating advisory folks back in 1987  
21 through 1990 as the best place upon the Severn to

1 set up a ski course and the buoys are basically 850  
2 feet by about 75 feet wide which is less than two  
3 percent of the river that it effects. It does not  
4 affect any raft ups, they raft up on both sides of  
5 the course. And when we're in there we have had  
6 crabbers, we have had fisherman, we have had  
7 kayakers, we have had waterboards -- or  
8 paddleboarders. Sorry, not waterboards. No, we  
9 don't do that. We have shells. I mean Peter Evans  
10 came out in a shell and we accommodate everyone.  
11 The way that we ski, just to make sure it's very  
12 clear, we only go down one place, right down the  
13 middle of that ski course, we stop at both ends.  
14 We do not make high speed turns, we stop at both  
15 ends. We always idle when we're making the turns,  
16 so when we stop the boat we're at idle and we  
17 average approximately 12 passes per hour. That  
18 means one way down, approximately 12 per hour.  
19 It's 45 seconds a pass so that's nine minutes per  
20 hour that the boat is on plane.

21 We always have an observer. When the

1 boat goes down there we see what's in front of us,  
2 if there is any other boat -- and we are under the  
3 regulations of DNR's rules of a hundred feet, we  
4 cannot go up within a hundred feet of other vessel  
5 or anything in the water -- so almost all of our  
6 guys are expert driver's, we have to be because  
7 we've been doing this a long time -- we stop and at  
8 the end, we turn around, and we go back.

9 Approximately nine minutes an hour on plane, that's  
10 the average. But it's always in one spot, so it's  
11 very predictable, very easy for anyone that's in  
12 there. And we've talked to a lot of people that  
13 come in and out and tell them what we're doing and  
14 a lot of folks, you know, it's great. You have  
15 crabbers sitting right there next to us and they  
16 have, you know, trout lines, the whole thing. But  
17 anyway, what we try to do is be courteous whenever  
18 we can and we just like to enjoy our sport.

19 Now, one of the issues is that they're  
20 saying it's too many hours. I mean this is a  
21 passion for us. We like to waterski and cutting

1 the hours back -- I mean heaven forbid we use the  
2 water. There is nobody there, I would say 90  
3 percent of the time there isn't anybody in that  
4 creek and, you know, a few times there are -- I  
5 have been there on Saturday mornings a couple of  
6 times there's usually a couple of fishermen and  
7 crabbers, we talk to them and that's that, they  
8 don't have any issue with it, they continue on with  
9 whatever they're doing. so the thing -- let me see  
10 the other issues were -- anyway, the point is that  
11 we are not disrupting the creek, there's not an  
12 environmental problem and the only -- whenever a  
13 boat comes in and out we're stopped almost all of  
14 the time. Most of the time we're stopped, only  
15 nine minutes an hour are we up on plane so that  
16 means, what, is that 41 minutes we're sitting  
17 there. That's it. So anyway if you have any  
18 questions I can probably answer them. I have been  
19 involved in this since the 1990 permit.

20 THE CHAIRMAN: Thank you. Any questions  
21 for Mr. Wilson? Thank you, sir. Next.

1 MR. GELB: I apologize, I know I'm, I'm  
2 from the South River. I appreciate what you said  
3 before --

4 MS. CRAIG: Name.

5 MR. GELB: Ira Gelb. I appreciate what  
6 you said about looking at the South River again. I  
7 want to -- just so you know where we're coming  
8 from. The South River, very different situation.  
9 And everything he said makes a whole lot of sense.  
10 The South River we're not near any other home,  
11 boat, there is no issue. That's a completely  
12 segregated area, where there is no in and out flow  
13 of traffic, only people are waterskiers,  
14 wakeboarders and tubers. What I ask you is when  
15 you look at it that the hours, like keeping it  
16 restricted from noon on Saturday and Sunday, those  
17 are the hours when it should be open on the South  
18 River to keep people in the safe area.

19 THE CHAIRMAN: We're talking about  
20 Maynadier so please --

21 MR. GELB: I wanted to give you some

1 information.

2 THE CHAIRMAN: Thank you. We want to  
3 keep this moving on Maynadier.

4 MR. SCHAFFER: My name is Roger  
5 Schaffer. I'm a resident of Severna Park, retired  
6 naval architect and professional engineer. I have  
7 skied on the Severn River since 1973. If all of  
8 this has a sense of deja vu, it's because it's  
9 true. The first public hearing on this matter was  
10 held in 1987. 24 years ago almost to the day I  
11 testified before this committee to effectively ask  
12 the committee to relax the then in force  
13 regulations to be what they are now. I think if  
14 the committee goes back, looks at their notes, they  
15 will see that at that time the committee agreed  
16 that the initial restrictions that were put on the  
17 course during the first year of operation on the  
18 trial basis were unjustified. specifically the  
19 restriction on the March 15th to June 15th period  
20 was the study of a DNR supported report of  
21 Dr. Dennison. Dr. Dennison's report clearly

1 indicated that the skiing had no effect on the  
2 growth of submerged aquatic vegetation in the  
3 creek. Despite the scientific evidence that was  
4 not an issue and despite the community's  
5 recommendation at the time the secretary at DNR did  
6 not approve any changes to the then in force  
7 regulations and I believe that was just under  
8 political pressure. I have documentation that  
9 summarizes the entire episode of 24 years of -- I  
10 won't say contentious -- activity here, but this  
11 issue has been gone over so many times it's  
12 ridiculous and we're back now where we were  
13 basically 24 years ago.

14 I will provide the committee with that  
15 information.

16 I would like to make one special point.  
17 The contention that the controlled ski area is a  
18 drag strip it's patently an exaggeration. It bears  
19 no resemblance of what actually goes on there and  
20 the committee is fortunate Amy Craig is a member  
21 and she can attest to the nature of our activity.

1 It's completely compatible with the activities that  
2 have historically been performed in the creek. The  
3 only thing that's changed over the past 24 years is  
4 the watershed has become developed, piers have been  
5 put in that has increased the use of the waterway.  
6 That has been dealt with, we have behaved  
7 responsibly, and the only issue here is basically a  
8 not my backyard situation. The waterfront property  
9 owners objecting seeing the creek as a needed  
10 resource, it's not their lake. I'll leave it at  
11 that. Thank you.

12 THE CHAIRMAN: Any questions for  
13 Mr. Schaffer? Thank you, sir, no questions.  
14 Next.

15 MR. YEARWOOD: My name is Captain  
16 Christopher Yearwood. I have a U.S. Coast Guard  
17 license, a Navy Masters, an ocean license, I'm a  
18 licensed bay and harbor pilot. I have a 19 foot  
19 ski boat, I paddleboard, ski in that creek, and  
20 even raft up in that creek and as far as the access  
21 in the chokepoint where the narrow's coming in and



1 the rest of the Maynadier Creek, I don't see it.  
2 You have 345 feet in the chokepoint there. The C&D  
3 Canal is 450 feet wide, I bring 800 foot ships  
4 through there and meet tugs and barges and other  
5 ships and have pleasure craft come by me, here  
6 again, it's never been a problem. There is no  
7 evidence to support any of these charges. That's  
8 all that I have to say. Thank you.

9 THE CHAIRMAN: Thank you. Any  
10 questions? Thank you, sir.

11 MR. VILLES: My name is Ben Villes  
12 (phonetic), I'm one of the users, waterskiers. All  
13 I want to say is we have people out all the time  
14 and anchor while I'm there, they don't leave, they  
15 come in most of the time and I have never seen  
16 anybody leave because we're there. That's all I  
17 want to say. Thank you.

18 THE CHAIRMAN: Any questions from  
19 anybody on the committee? No. Thank you.

20 MR. HAMPSON: My name is John Hampson,  
21 realizing I'm standing between you and guys and

1 lunch, I will say that I appreciate the committee's  
2 efforts and I have skied and Maynadier for many  
3 years and have rafted in there and enjoyed the  
4 water in many, many ways. Appreciate it.

5 THE CHAIRMAN: Thank you, sir. Any  
6 questions?

7 MR. LAWHON: My name is Ed Lawhon, I'm  
8 another waterskier that uses Maynadier regularly.  
9 In terms of the unauthorized users I would like to  
10 say we are at a hundred percent in agreement, we  
11 would like to keep the unauthorized users out.  
12 We're the ones that have to replace the ski balls  
13 that gets torn up by those running over them.  
14 Everything else pretty much has been said and I  
15 agree with it. Thank you.

16 THE CHAIRMAN: Any questions? Thank  
17 you, sir.

18 MR. VERPLOEG: I'm Tom VerPloeg and I  
19 live in Baltimore, Maryland, and I have been skiing  
20 and on the Severn for about 12 years and I'm pretty  
21 much in agreement with what was said. The idea

1 that there's -- we cannot coexist with other boats,  
2 I take issue with that. The big yellow blob there  
3 shows the overall course, but as it's been stated  
4 boats go and stop and they go from end to end and  
5 so we can always see what is entering Maynadier  
6 Creek and what lies ahead. Thanks.

7 THE CHAIRMAN: Any questions? Thank  
8 you, sir.

9 MR. MALEY: I'm Ed Maley, my family has  
10 owned property on the Severn River since I was five  
11 years old. I spent most of my adult -- most of my  
12 life on the weekends on the river. I don't live  
13 there, I live in Harford County. I grew up in  
14 Rockville. But with the exception of the 12 years  
15 I was in Navy the majority of my summers I spent my  
16 weekends at the Severn River. By adding these  
17 additional hours has allowed me to share the Severn  
18 River ski course with my family and it's been  
19 greatly appreciated. I thank you for your effort.

20 THE CHAIRMAN: Any questions?

21 MR. MALEY: One more thing, I have some

1 written comments that I have e-mailed to Mr. Grant  
2 and I'm going to provide some copies.

3 THE CHAIRMAN: Thank you, sir.

4 MR. GIST: I'm Ronnie Gist, Severna  
5 Park, not on the water, but I keep my boat on a  
6 lift on the Severn. I'm one of the Severn Ski Club  
7 members who has a boat that skis in Maynadier with  
8 permit, and I would just like to add I agree with  
9 everything on this side of the table, of course,  
10 but I would just like to add that we often are the  
11 folks that help to enforce in that if we are in  
12 there skiing and other folks come in in  
13 nontournament boats, jet skis, et cetera, and then  
14 they see us and they think they can go above six  
15 knots we often, always if we're there, say to them  
16 and say hey, you have to have a permit and have a  
17 tournament ski boat to ski here. We do that and  
18 otherwise I agree with everything else.

19 THE CHAIRMAN: Any questions? John  
20 Pepe.

21 MR. PEPE: Yes, sir. Just to expound a

1 little bit on what you said about unauthorized use  
2 of the course, do you see as a big problem as far  
3 as unauthorized boats coming in and using your  
4 course when you're not there?

5 MR. GIST: You know, it's a low  
6 percentage, I would say. I'm -- I mean again, none  
7 of us are there all that much. I don't remember  
8 for sure, but I think is literally maybe 10 boats  
9 that are in our club that have the permit. But when  
10 it happens we always do. I mean this summer for  
11 example, it hasn't happened one time, but in the  
12 past years -- I have been skiing there for 19 years  
13 on the Severn -- and I would say it's been a  
14 handful of times. So not very often.

15 THE CHAIRMAN: Any other questions?  
16 Thank you, sir.

17 MR. CUNNINGHAM: Good morning, Dave  
18 Cunningham, I've been a resident of Severna Park  
19 for approximately 40 years and skiing on the Severn  
20 River that entire time. One point I would like to  
21 reiterate is that shared use of the creek occurs

1 everyday and one -- our use does not preclude  
2 others. Thank you.

3 THE CHAIRMAN: Any questions for  
4 Mr. Cunningham? Thank you, sir. Next.

5 MR. HEFFNER: Royal Heffner, I'm a  
6 waterfront property owner for 20 years on Asquith  
7 Creek off of the Severn and the thought would never  
8 occur to me to restrict the use of Asquith Creek,  
9 which I overlook, let alone tell people that are  
10 using it that they should use it at a certain time  
11 of day, that they should adjust their work  
12 schedules so they can be there when it suits me. I  
13 think it's outrageous that other waterfront  
14 homeowners presume to have the right to do that.  
15 Thank you.

16 THE CHAIRMAN: Any questions for  
17 Mr. Heffner? Thank you, sir. Next.

18 MR. PARKER: My name is Mike Parker, I  
19 have been skiing on the Severn River both at  
20 Sunrise and Maynadier probably since 1993. I have  
21 never seen somebody come in to Maynadier and not be

1 able to pass the ski course, not once in my life.  
2 I raft up there almost every weekend, there is  
3 plenty of room for people to raft up and ski. When  
4 I have been skiing there and I see people rafting  
5 up, they love to watch us. We provide  
6 entertainment, and I see absolutely no reason to  
7 change anything right now as it is. I think we  
8 should just leave everything, the time right now is  
9 fine.

10 THE CHAIRMAN: Any questions for  
11 Mr. Parker? Thank you, sir. Next.

12 MS. RICHARDSON: My name is Robin  
13 Richardson. I'm a waterskier, a member of the  
14 Severn River and the Magothy River Ski Club. I  
15 would like to thank Mr. Parlin, Ms. Craig, Mr.  
16 Jones, Mr. Grant, the entire committee, we very  
17 much appreciate your work. I submitted written  
18 comments. If you have any questions on them, I  
19 will be happy to answer them; otherwise, there is  
20 just a few highlights I would like to make.

21 Number one, there is room on the river

1 for all of us. This notion that somehow the hours  
2 of access is translated into hours of actual  
3 operation is simply incorrect. As I note in my  
4 comments, it's just a matter of access. I would  
5 like to thank the committee for this increased  
6 access because it allows my high schooler to ski  
7 after school, Will, who is a straight A student,  
8 almost ready to be an Eagle Scout, we keep track of  
9 those things at my house. He's busy, he has an  
10 internship at local hospital and he is in the  
11 surgical unit there, he's runs track for his high  
12 school, so skiing on the weekend is in fact his  
13 only opportunity and I thank you very much for  
14 allowing him that access. The ski club a has not  
15 grown any in the last couple of years. I believe  
16 we have the same number of boats, I believe we have  
17 about the same number of skiers. Occasionally we  
18 have a guest skier who will ski with us and is  
19 usually from the Naval Academy or someone who has a  
20 skier in town, a friend, and if any of you want to  
21 ski that would be lovely too. But the number of



1 skiers hasn't change so the actual use at Maynadier  
2 hasn't changed so this whole notion that somehow  
3 this increased access translates into somehow  
4 increased usage is fundamentally incorrect. It  
5 also doesn't comport with the whole notion of what  
6 the waterskiing is and what a toll it takes on your  
7 body. Trust me, we would love to ski and ski and  
8 ski but unfortunately six passes is darn pretty  
9 good, two sets is about the most of us ever do so.  
10 I suggest to you that the information that was  
11 reflected in one of the comments that I saw,  
12 Mr. Lance Brasher (phonetic), that's incorrect, the  
13 notion that increased use somehow is related with  
14 the hours of accessibility. Importantly this  
15 comment that the ski course becomes a drag racing,  
16 a drag race, that is a little bit inexplicable and  
17 hard to understand. There is no drag racing, there  
18 is no racing with waterskiing. I ski at 26, I'm up  
19 to 27 now, I'm delighted with that. I don't  
20 anticipate going faster. My kid skis 36 and he's  
21 delighted, that's as fast as they get. The rest of

1 the folks I ski with are all expert and they ski  
2 faster and shorter lines and most don't go over 36,  
3 most ski at 30. So this suggestion of either  
4 reckless behavior or unsafe behavior is simply  
5 incorrect. There are no facts, there are no  
6 incidents that would support any such allegation.

7           Finally, with respect to what I really  
8 seeing happening is a long-term goal to shut down  
9 the Maynadier Creek course. We very much ask that  
10 you do not let this happen. The course has been in  
11 existence for 26 years, most of these landowners,  
12 with the exception of these folks over here,  
13 reflected that in their testimony that they had  
14 moved in after the course had been established.  
15 It's an important course, it's a valuable resource.  
16 It's one of only three controlled ski areas in the  
17 state of Maryland. Maryland is a tough area, tough  
18 state to ski in if you like to waterski. It's a  
19 fabulous sport, but it's a technical sport. It  
20 requires three, a skilled driver, of which we have  
21 many, it requires an observer, and it requires a

1 waterskier. It's not a sport for folks who do it  
2 recklessly or who do it idly. Folks can be very  
3 involved in this sport and we're also very involved  
4 with the folks that come to watch us. I think I  
5 have been out there, most of the time I have been  
6 out there some people come up and ask us about the  
7 sport, ask if they can sit and watch. As you heard  
8 one of my friends mention that sometimes they like  
9 to judge us and we're okay with that. We really  
10 appreciate it. We appreciate the fellowship on the  
11 water. I have never seen an instance where a ski  
12 boat driver did not allowed and afford another  
13 boater or user right-of-way and we do this for  
14 several reasons. One is it's polite and two is it  
15 comports with the boating regulations as we  
16 understand them and, three, whoever it is may leave  
17 a wake and that's not safe. So for all sorts of  
18 good reasons but primarily safety the user always  
19 get the right-of-way.

20 I don't have any questions other than  
21 with respect to unauthorized use. I have been out

1 there once or twice and someone has done it. We  
2 have taken advantage of both of those instances and  
3 Dave was with us one time and did a fabulous job of  
4 educating the kids that were improperly using the  
5 course. They didn't realize, they were kids, so we  
6 took it as an opportunity for education and we've  
7 never had another problem with those kids. If the  
8 committee has any questions, I'm happy to answer  
9 them.

10 THE CHAIRMAN: Ms. Allison.

11 MS. ALLISON: You just led that into a  
12 question I have been thinking about asking for the  
13 last three or four or five people. Any suggestions  
14 on how the neighboring community who faces the  
15 water may be able to help you with unauthorized  
16 vessels using the water? And the second question  
17 is any suggestions about how to better educate the  
18 populous about what they can and can't do?

19 MS. RICHARDSON: I'm always all about  
20 education so I think anything we can do. If we  
21 have a waterski day, we all come out and bring

1 coffee and donuts and share our sport, it might  
2 bring some folks into the sport. Importantly we  
3 increase knowledge. What I have been hearing from  
4 the folks that are opposed today and the comments I  
5 have read are folks that do not understand the  
6 sport and it's a lack of education, waterskiing is  
7 a difficult sport. It takes a substantial  
8 investment of time and money. You got to have a  
9 boat, you got to have a boat driver, so I think  
10 anytime we get together with boats and teach them  
11 about the sport provides some information about the  
12 sport we help foster a greater understanding of it.  
13 Some of these things are going to have to be on a  
14 case-by-case basis, but in terms of your question  
15 can we get together with the community I would be  
16 delighted to. I would be delighted to have a  
17 morning coffee with them, I would be delighted to  
18 bring the coffee. I think a lot of this is just a  
19 question of misunderstanding. There is room in the  
20 river for everyone and room for everyone to  
21 peacefully coexist. The amount of time on the

1 water is so slight compared to the total daylight  
2 hours that it would be almost amusing except for  
3 the fact it threatens what we love to do and what  
4 we live for. So in terms of can we improve the  
5 signage, I think signage can always be improved. I  
6 would be happy to talk to the community about that.  
7 I have a couple of ideas. I believe that Ed Maley  
8 of our group had an idea about signage. Anytime we  
9 can promote visibility, safety, and a greater  
10 understand of waterway and everyone's  
11 responsibility I think would be helpful.

12 THE CHAIRMAN: Thank you. Anymore  
13 questions? Thank you, Ms. Richardson.

14 MS. RICHARDSON: Thank you, very much.

15 THE CHAIRMAN: Next.

16 MR. WALKER: Good afternoon, my name is  
17 Ken Walker, I'm the president of Severn and Magothy  
18 River Ski Club. Just a couple of things, a lot of  
19 our members have been here today said it all. I  
20 want to point out I'm not sure how many boats are  
21 actually registered and have a sticker. I thought

1 it was more than 10, but in any case, we have about  
2 50 members in our e-mail list and they come out  
3 pretty regularly. Just having the boat is  
4 important, but we have, as a boat owner we have to  
5 have other people to watch and to ski with and so  
6 it's actually a bigger community than that and the  
7 question about what we can do to help. One of the  
8 issues that we've had in Maynadier comes down to  
9 enforcement where DNR gets a call because we're in  
10 there using the course properly and lawfully and  
11 the officer comes down and he pulls up next to us  
12 and we have a chat for a while and he says okay,  
13 you guys are doing a good job and he leaves so  
14 essentially the residents are calling for no reason  
15 and at that point after so many calls the DNR is  
16 not going to respond as quickly because they don't  
17 know whether it's actually a call or not.

18           One of the other ways is we could use  
19 some better education. I have a son who's 15 years  
20 old and took the boater safety course and there is  
21 never any discussion in the boater safety course

1 about restrictions within the, you know, ski  
2 courses or elsewhere and there is talks about speed  
3 limits and stuff like that, but certainly they  
4 could put something in that course that would, give  
5 some clue that hey, when you see these buoys that  
6 say six mile an hour speed limit except if you have  
7 a controlled ski area sticker for your boat and  
8 then how you go about getting one of those would  
9 probably be a good addition to that course. That's  
10 all that I have.

11 THE CHAIRMAN: Mr. Hellner.

12 MR. HELLNER: Since you're the president  
13 of the ski club you're probably the perfect person  
14 for me to ask this question. Earlier we heard  
15 testimony about turn buoys that your ski club had  
16 agreed to remove when the course is not in use.  
17 The testimony was the buoys are always there or  
18 they don't get taken up, is that true or not true?  
19 What's the deal with the turn buoys?

20 (Discussion held off the record.)

21 MR. HELLNER: Whomever can answer the



1 question.

2 PARTICIPANT: That has to do with the  
3 Corps of Engineers, that's in the Corps of  
4 Engineers' permit and the original one back in 1990  
5 which was a stipulation to remove the six turn  
6 buoys which was a hazard of navigation and then the  
7 current one we do not remove them so we don't have  
8 a hazard; in other words, when we take them off  
9 there is nothing marking those anchors and a boat  
10 can run over them. The sub buoys are there two to  
11 three feet down.

12 MR. HELLNER: I think I understand, the  
13 buoys are present and in compliance with the Army  
14 Corps.

15 PARTICIPANT: That's correct, it's  
16 called a permanent course now.

17 MR. HELLNER: Nothing to do with the  
18 hours.

19 PARTICIPANT: No.

20 MR. WALKER: We did have a buoy that we  
21 made up as part of the suggestion discussion, issue

1 that we had earlier, and we put it in front of the  
2 forth when we weren't using it, we still have it,  
3 because we didn't include that in the permit that  
4 we --

5 (Discussion held off the record.)

6 THE CHAIRMAN: Okay.

7 MS. CRAIG: Can you tell us the average  
8 age of your club members?

9 MR. WALKER: Probably average age is  
10 probably early 50s, I would guess.

11 MS. CRAIG: Do you have children that  
12 are members as well?

13 MR. WAKER: Sure, yeah. I mean a lot of  
14 us take our kids out to ski. We have families that  
15 are -- it's a family club. I would say the people  
16 that are using the course primarily are people that  
17 have been skiing for some time and they are in the  
18 40s and 50s, a few us in our 60s.

19 THE CHAIRMAN: Anymore questions for  
20 Mr. Walker? Thank you, sir. Anymore speaking  
21 against the petition? Okay. None seen. We do not

1 have a NRP officer to speak on behalf of this.

2 Okay. Thank you.

3           Alrighty. One last one, Mattawoman  
4 Creek. We're going do that real quick and then we  
5 break.

6           Folks, I would like to thank everybody  
7 that came here and spoke today. It was a lot of  
8 information and we truly appreciate everybody's  
9 input.

10           (Discussion held off the record.)

11           THE CHAIRMAN: Mr. Grant, are you ready?

12           MR. GRANT: Mattawoman Creek. Bottom  
13 line is that has 11 in support, zero opposed, and  
14 the one of the supporting groups is the Navy -- let  
15 me turn this on.

16           THE CHAIRMAN: I was going to say, so we  
17 can see it.

18           MR. GRANT: Okay. Potomac River, Indian  
19 Head area. The original six knot line is here.  
20 Petitioner present, Bob Lunsford, asked it to be  
21 moved over to here. We have heard from Naval

1 Support Activities South Potomac they have no  
2 problem with it. Evidently there is a very large  
3 US Air Force ski club in this area and they're  
4 thrilled to have it moved up to this point, it  
5 gives them more room to make it around Thoroughfare  
6 Island down here. Let me back up. Maybe there is  
7 a better picture, they ski up in this area here, so  
8 it's, that's the way that it is.

9 THE CHAIRMAN: Thank you. Any questions  
10 for Mr. Grant? Okay. Anybody here to speak in  
11 favor of the changes at Mattawoman Creek?  
12 Mr. Lunsford, would you like to speak as the  
13 requester?

14 MR. LUNSFORD: As petitioner I can only  
15 say for years where the line is being requested to  
16 be moved, for years it was thought to be the speed  
17 limit just because the buoys were misplaced over  
18 several years and it's wide open, navigable  
19 thoroughfare, it's wide open through there and it  
20 doesn't seem to be any reason for the speed limit  
21 in that section.

1 THE CHAIRMAN: Okay, any questions for  
2 Mr. Lunsford? Thank you, sir. Anybody here to  
3 speak against the petition? Hearing none and no  
4 one from NRP to speak on this also. Okay, I  
5 suggest that we break for lunch. 30 minutes,  
6 please.

7 (Luncheon recess.)

8 THE CHAIRMAN: All right, we're  
9 reconvening our meeting. Back on the record.

10 Executive session, deliberation here for  
11 different areas, Parkside Marina, Frog Mortar Creek  
12 and the request specifically is, Mike.

13 MR. GRANT: Oh, to extend six knot in  
14 front of the marina at all times during the boating  
15 season. Currently it's just weekends.  
16 Specifically asked for April 1st through October  
17 31st, just 15 days earlier than your boating season  
18 and 15 days later.

19 THE CHAIRMAN: Okay.

20 MR. GRANT: It would be probably  
21 requested to keep it within the boating season.

1 THE CHAIRMAN: If that's within the  
2 boating season, that's the request. Any motion on  
3 the Frog Mortar, Parkside? Mike, could you bring  
4 that back up on the screen, please?

5 MR. KLING: For purposes of discussion I  
6 would offer a motion that we recommend no change in  
7 regulation.

8 MR. HELLNER: Second.

9 THE CHAIRMAN: So motion was no change  
10 to the current regulations by Steve Kling and  
11 seconded by Joe Hellner. Okay. Discussion.

12 MR. KLING: Well, I would say that we  
13 looked at this previously. I don't think it was  
14 2003, I think it was more like seven years ago, but  
15 I don't see any material change. We heard a lot of  
16 emotionally laden words but substantively I don't  
17 think we see a change. We've been up there and  
18 looked at it during the week and it's very little  
19 traffic. I think we are -- I think we acknowledge  
20 and realize there is a situation that the marina  
21 may have extended perhaps inappropriately into the

1 channel and we try not to solve those problems.

2 MS. TROVATO: So primarily what we heard  
3 was there was a concern about congestion and yet  
4 when we see the report from Corporal Schulte he  
5 says that he has not observed any violations. He  
6 doesn't endorse the speed zone in this area, at  
7 this time. And he is evidently stationed right  
8 there, sees a lot of what is happening there in  
9 that creek at that time and I think he's, I totally  
10 would like to support his recommendation. And  
11 secondly, there has been no documented incidents of  
12 wake damage or other problems. There was some  
13 concern about the outfall pipe from Lockheed  
14 Martin, which is in about three feet of water and  
15 very close to the shoreline, I don't think that's  
16 an issue and I also don't think that the  
17 groundwater treatment system in place by Lockheed  
18 Martin has anything at all to do with boating. So  
19 whatever those actions are they're independent of  
20 boating.

21 Also, living on the Severn River I can

1 say clearly that the stand-up paddleboarders and  
2 the kayakers on that very busy river manage to win  
3 their way safely with all of the other uses of the  
4 water at that time. So I really do support Steve's  
5 proposal.

6 THE CHAIRMAN: Any other discussion?  
7 Kathy.

8 MS. SMITH: Well, at the risk of being  
9 devil's advocate I would just like to say that, you  
10 know, there did seem to be a lot of people  
11 representing, some owners at the marina who were  
12 voicing their safety and other concerns. Now,  
13 personally having been there also during the week  
14 for the visit there really wasn't much activity to  
15 support it and it seemed to me, on the other hand,  
16 this is such a dense area of Baltimore County that  
17 you can well imagine high traffic volumes after  
18 work or during what we would consider boating  
19 hours. And I don't know, I just feel like I would,  
20 you know -- I'll just take the position of those  
21 who did make those safety concerns. They feel



1 threatened in some way.

2 THE CHAIRMAN: Mr. Pepe.

3 MR. PEPE: Yes. As to what Kathy said,  
4 we did hear from a number of people at the marina,  
5 they talked about rough boat wakes and things being  
6 knocked off the boats and damage, but there is no  
7 reports of it. There is nothing presented to us,  
8 there is no incidents from NRP. We hear this a lot  
9 when this type of situation comes up and, you know,  
10 I would like to see some evidentiary information.  
11 I would like to see pictures, I would like to see  
12 some reports. Obviously, we don't want to see  
13 anybody get injured and not have made -- but to  
14 make regulation changes based on what people are  
15 telling us and not having any evidence to back it  
16 up I think we would be heading down the wrong path  
17 at this point.

18 THE CHAIRMAN: Any other discussion?

19 Mr. Lunsford.

20 MR. LUNSFORD: I'll make one quick  
21 comment and that's if the committee were to

1 recommend in favor of the proposed regulation  
2 people on the in slips on, especially on the south  
3 end are probably going to experience much worse  
4 wakes of boats coming on and off plane than they  
5 are getting now at boats going by at speed. We've  
6 had that condition before where we put the speed  
7 limit too close to the facility that was requesting  
8 them and it actually made the situation worse. So  
9 we're not talking about 15 hundred feet, that's a  
10 bare minimum, but we need a buffer on either side  
11 of that would be my guess in order to accomplish  
12 what is actually being asked for and I think that  
13 closes down a disproportionately large section of  
14 the creek.

15 THE CHAIRMAN: Thank you. Robin.

16 MS. ALLISON: Last time we visited this  
17 we had representatives from the fishing, commercial  
18 fishing industry here that testified that it would  
19 encumber them, if I remember correctly, if there  
20 was a speed limit put -- and I think it was all  
21 year at that time -- but that it would impede them

1 from their jobs as they saw them. I would also  
2 agree with both, Bob, about creating worse wakes on  
3 either end of this. Thank you.

4 THE CHAIRMAN: All right. Thank you.  
5 Anybody else? Mr. Hellner.

6 MR. HELLNER: Without repeating what  
7 other members of the committee said I would, I  
8 would agree with what's been said so far. I'm not  
9 compelled to see why the additional restriction  
10 based on the evidence and the facts, while  
11 respectful of the testimony.

12 Also I wanted to add by direct  
13 observation, I was out with Mike inspecting a few  
14 months ago this area. I couldn't see a problem  
15 there. As we've said many times our function is  
16 not to enforce and I don't see that the, what is  
17 under the purview of this committee will be a  
18 solution to the issues they raise or the best  
19 possible solution.

20 I operate both large boats and small  
21 boats and my small boat I was out with Mike, he was

1 running the DNR boat, I was running the little one,  
2 and I zipped along just to see where the wake went  
3 and what kind of impact I would have and my little  
4 boat didn't do a thing. Maybe if I ran a few feet  
5 up on the boats on that long pier I would possibly  
6 disrupt them. Now, if I pulled up on the big  
7 boat -- I didn't directly test that -- but I think  
8 that as a recreational boater there is a balance  
9 beyond, you know, we all have to share the water,  
10 paddleboaters, et cetera. We don't just run along  
11 next to another boater and disrupt them. I would  
12 throttle back if this didn't look right and I saw  
13 paddleboaters, I wouldn't say I have a right to go  
14 fast so those paddleboaters be damned. No, part of  
15 your obligation as boaters -- I know I'm preaching  
16 to the choir -- I just want to make a point for the  
17 record, just because there is not a speed limit  
18 does not mean that boaters get to do what they  
19 want. We all have an obligation to avoid harming  
20 other boaters and ourselves in an indiscriminate  
21 situations. The rules of the road the highest

1 obligation of the road is to avoid damaging others  
2 and boats and property, et cetera. I would like to  
3 believe as a long-term recreational boater most of  
4 us are that way. We're very serious about not  
5 doing or causing the things that the testifiers  
6 reported would happen.

7 I think I'll go back to the point  
8 earlier made if there was more evidence to say that  
9 somehow the rule of restricting speed during the  
10 week would somehow -- first of all, I need to know  
11 what it is we're correcting, and I think that was  
12 asked during the testimony, what do you think we  
13 can do correct the issue you're saying, I need some  
14 evidence and some correlation between the two and I  
15 didn't hear any. Thank you.

16 THE CHAIRMAN: Thank you, Joe. Go  
17 ahead, Robin.

18 MS. ALLISON: I brought it up before but  
19 there is one whole area -- and I don't know if Mike  
20 can find it again or not -- about the know no  
21 paddle zone, which looks like a very private and

1 secluded, flat area. When you're talking about  
2 paddleboards and kayaks having an area in which to  
3 paddle, I'm wondering why the people that lease  
4 those things would have closed it off because DNR  
5 didn't, so I'm just curious why that's closed off.

6 THE CHAIRMAN: That was -- if you look  
7 at that map that came from the presenters and it's  
8 on their own personal self-imposition. It would be  
9 like anybody that runs a rental company that says  
10 you can run our little 21 foot boat around the bay  
11 but you can't run it out into the ocean. So it was  
12 their own self-imposed rule that hey, we don't want  
13 you to go to the left.

14 MS. ALLISON: But if we're addressing a  
15 congestion issue and they have personally closed  
16 off one area I basically am saying why aren't they  
17 allowing people in that area if they're concerned  
18 about congestion?

19 THE CHAIRMAN: All right. Any other  
20 comments, discussion? Ready for a vote? All  
21 right. The motion is to make no change to the

1 current regulations. All in favor signify by  
2 saying aye.

3 (Vote taken.)

4 THE CHAIRMAN: Opposed? Hearing none,  
5 it's unanimous.

6 Mr. Grant, Broad Creek was the next area  
7 of review. Okay, microphone.

8 MR. GRANT: Yep. Oh, I'm sorry,  
9 microphone, yep.

10 Broad Creek, South River, relocate the  
11 upper Broad Creek six knot zone approximately 15  
12 hundred feet to the south. From here to here.

13 THE CHAIRMAN: Okay. Is there a motion  
14 on Broad Creek?

15 MS. CRAIG: I make a motion that there  
16 is no change to the speed zone on Broad Creek.

17 MR. MARSH: I second that.

18 THE CHAIRMAN: Motion was seconded by  
19 Coles Marsh. Discussion on the motion?  
20 Mr. Lunsford.

21 MR. LUNSFORD: Mike, isn't there, real

1 quick, a six knots zone at all time at the very end  
2 of Broad Creek?

3 MR. GRANT: Yeah, that's this right  
4 here -- no, it's six knots Saturdays --

5 MR. LUNSFORD: Saturdays, Sundays and  
6 holidays -- I'll repeat it -- and 35 knots weekdays  
7 during the day. Okay, thank you, I was -- I  
8 thought there was a six knot all time, all year at  
9 the very head of creek but I'm mistaken. So thank  
10 you.

11 MS. SMITH: I would like to say that I  
12 was watching this creek this summer just because  
13 it's in my neighborhood and tried to go out there  
14 at different times of the week at different times  
15 of the day and I would venture a guess that I was  
16 out there at least a half a dozen times, so that's  
17 like not a huge number, but probably more like 10  
18 times, and I have to say during those 10 times  
19 everybody that was using the creek was using it as  
20 intended. Like I saw a couple of people tubing in  
21 the mouth, it just lends itself to that, and I



1 would say that it seemed like a nonissue in terms  
2 of coexisting uses.

3 THE CHAIRMAN: Thank you, Kath. Other  
4 discussion? Ramona.

5 MS. TROVATO: Mike, could you go back  
6 one page to that list? So the petitioners were  
7 quite concerned about erosion from wake waves and  
8 we have reports from the state as well as the study  
9 that we read some number of meetings ago that  
10 indicate that the boat wakes are typically not the  
11 problem, that it is typically erosion from wind.  
12 The -- which means the shoreline is, continues to  
13 be protected except from mother nature. I think  
14 the paddleboarders and kayakers know what safe  
15 activities are and know how to conduct safe  
16 activities in the presence of other boats. I think  
17 there is becoming less and less calm water and safe  
18 enclosed waterways for waterskiers to ski on. I  
19 think they're also a use that should be protected  
20 and I think that it would be in the best interest  
21 of the citizens of the state to have this small

1 little area of this creek to waterski in where I  
2 think the other activities you'd continue as well.

3 MS. CRAIG: I would like to comment that  
4 both my children learned to ski in this creek  
5 because it is a small, protected area and we do  
6 have to go over six knots in order to get those  
7 little bodies up on plane and if we did not have  
8 the creek as an enclosed, somewhat, controlled area  
9 for them to learn how to ski they would be out on  
10 the main body of the river and I would not feel  
11 comfortable even being a so called expert  
12 waterskier putting my little children out in that  
13 big body of water with boats speeding by, just  
14 rough water. This is one of the few areas where  
15 you can teach children to ski, children or adults,  
16 and actually I have taught a physically disabled  
17 person how to ski in that area as well and you  
18 can't do that everywhere so it's very important  
19 that we have those areas and we all coexist. There  
20 is plenty of six knot area at the head of that  
21 creek where paddleboarders can go if they want a

1 completely calm area.

2 THE CHAIRMAN: Thank you, Amy.

3 THE CHAIRMAN: Mr. Hellner.

4 MR. HELLNER: Yeah. For the same  
5 argument that I made with the other issue that we  
6 just saw I think the -- I won't repeat that -- but  
7 I would say again what I was hearing throughout the  
8 testimony was the issues more have to do with  
9 basically getting along and I think we can all  
10 agree here as boaters and boating professionals  
11 that are here as well that everything we do out  
12 there is more or less a coalition of will. You can  
13 pass laws and regulations to try to keep idiots and  
14 people, criminals, if you will, but people that do  
15 the wrong thing, and the burden I think is on this  
16 committee not to punish the 99 that do the right  
17 thing because of the idiots so therefore I see that  
18 this is an area that we heard a lot of testimony  
19 that indicates it's a wonderful, protected place  
20 for many types of boat users and by God, I'm  
21 committed to taking care of the paddleboarders, et

1 cetera, and I think they are actually committed to  
2 understanding, educating themselves about their  
3 responsibility as vessel operators. It may be a  
4 paddleboard, but it's still a vessel, and we can  
5 all get along together and restricting the creek is  
6 not the right answer. Thank you.

7 THE CHAIRMAN: Thank you, Joe. Any  
8 other discussion?

9 MS. ALLISON: One last comment. It  
10 sounded -- I agree completely with you, Joe, and  
11 part of the other problem I think we're continuing  
12 to hear is wakeboard boats and wakeboards and I  
13 know they don't necessarily build as big a wake in  
14 that small area and shallow area as they would like  
15 to but that doesn't mean they don't go in there and  
16 at some point in time I think we need to address  
17 wakeboards again.

18 MR. KLING: Robin, to that point, we --  
19 you might have been out of town for a couple of  
20 weeks -- we did a very extensive look at the  
21 whole -- I mean one guy was talking about

1 wakesurfing and wakeboarding being different  
2 ventures. We were looking at proposed trying to  
3 define a creek width below which you couldn't  
4 wakeboard and then we got the data from the  
5 professor from the Naval Academy on wave  
6 attenuation. Maybe we can still dig that up. It  
7 was pretty clear, it was really a nonissue.

8 MS. ALLISON: It's a moot point?

9 MR. KLING: Yeah. Mike, maybe you can  
10 bring that data up?

11 MR. GRANT: Yes.

12 MR. KLING: Next month.

13 THE CHAIRMAN: Ramona.

14 MS. TROVATO: I just want to support  
15 that recommendation because it comes up at every  
16 public hearing that the boat wakes are causing the  
17 erosion, I think it would behoove the committee to  
18 revisit the reports from the experts that we've had  
19 before.

20 MR. GRANT: The Maynard study.

21 MS. TROVATO: That study, and the study

1 on the wave attenuation and those two, I think, but  
2 especially the one on wave attenuation because they  
3 went out of their way to explain to us -- it was an  
4 amazing short distance when the waves actually  
5 dissipated to being gentle. Remember that study?

6 MR. GRANT: Are you talking about the  
7 graph, the interactive graph that you plug in the  
8 Boston Whaler or 36 Sea Ray or whatever and it will  
9 tell you at what speed and what distance the wake  
10 will dissipate?

11 MS. TROVATO: I would like my memory  
12 refreshed at the next meeting, please.

13 MR. GRANT: Wouldn't we all.

14 THE CHAIRMAN: Anymore discussion on the  
15 motion to make no change to Broad Creek regulation?  
16 Okay. All in favor of making no change signify by  
17 saying aye.

18 (Vote taken.)

19 THE CHAIRMAN: All opposed? Hearing  
20 none, motion passes unanimously.

21 MR. KLING: Just one comment another

1 study if we're going to revisit this stuff. Bob,  
2 Len Casanova, maybe five, six years, before he  
3 retired he pulled together all of the then current  
4 data and brought us, gave us a briefing of research  
5 materials, I probably have that somewhere. On the  
6 impact of boat wakes and it was a broader view.

7 MR. GRANT: Got it.

8 MR. KLING: Isn't that who it was?

9 MR. LUNSFORD: I'm pretty sure it was,  
10 yeah. At the time Len Casanova was in charge of  
11 the department's shoreline erosion control and  
12 Mike, the place to look is C3, or D3, the library.

13 MR. GRANT: I can get it through Tom  
14 Brower who went out in the boat on Broad Creek, so  
15 I'm sure we can get it for you.

16 THE CHAIRMAN: Okay.

17 MS. TROVATO: So you've already  
18 mentioned that we're going to take a look at the  
19 upper South River ski area, I just want to make  
20 sure that that stays on the agenda for the next  
21 time.

1 THE CHAIRMAN: Yes. And we have  
2 something back to us by next meeting.

3 MR. GRANT: On what?

4 THE CHAIRMAN: On looking at the upper  
5 South River.

6 MR. GRANT: Yes.

7 THE CHAIRMAN: Ann has indicated yes.  
8 Okay.

9 MS. TROVATO: We're seeing thumbs up.

10 MR. HELLNER: On the subject of  
11 understanding the science behind boats versus  
12 erosion, I know we're -- we now know have the  
13 minutes to review again, when we talked about that  
14 it occurred to me that maybe if it's possible this  
15 could, these things could be posted on the DNR  
16 website somehow so that the general public as with  
17 ourselves can educate themselves about where the  
18 science stands, what the studies look like, because  
19 we hear a lot of testimony by people that are  
20 absolutely convinced that boats are a problem and  
21 understanding the facts and the science I think



1 might help everybody come to better resolutions on  
2 issues like this.

3 THE CHAIRMAN: Thank you. Okay. Let's  
4 move forward to Maynadier Creek. Maynadier ski  
5 area.

6 MR. GRANT: To be precise there was no  
7 petition per se to turn back time to the original  
8 time frame, that was an agreement on our part to  
9 hold another public meeting to discuss the  
10 dissatisfaction that some people had in the  
11 community with changes that we implemented last  
12 year.

13 THE CHAIRMAN: Correct. So whoever  
14 makes a motion make sure it's very specific as to  
15 what exactly you want to either change or put in  
16 place or leave it as is.

17 MR. KLING: I don't have a motion to  
18 make. Bob and I were having this discussion about  
19 this. I mean my personal view was I think we got  
20 to this situation because we didn't put up a buoy  
21 and give public notice.

1 MR. GRANT: That's one issue.

2 MR. KLING: And on the other hand we've  
3 had very comprehensive presentation from both sides  
4 and it would seem a shame to bring people back to  
5 do that all over again.

6 THE CHAIRMAN: Buoy was put out -- I'm  
7 sorry -- that's why we're back here and that's why  
8 the buoy was put for this specific, to address the  
9 requirements for this meeting. That's why we're  
10 back here and that's why everybody has their chance  
11 and notification.

12 MR. LUNSFORD: The original change when  
13 we went -- but there was no buoy in place when we  
14 changed it and made the uniform -- when we expanded  
15 the hours, there was no notice to the public.

16 THE CHAIRMAN: Correct, that's kind of  
17 why did -- yeah, we're back here now and we're kind  
18 of at the right place and time to go ahead and move  
19 forward with this.

20 MR. KLING: All right. Then I would  
21 offer a motion that we recommend that we maintain

1 the extending hours of operation.

2 MS. CRAIG: Second.

3 (Discussion held off the record.)

4 THE CHAIRMAN: Okay. So I'll rephrase  
5 it. Mr. Kling said was to maintain the current  
6 expanded hours and take no action to restrict those  
7 back to what they were before and they were  
8 seconded by Amy. Make sure that everybody is on  
9 the same page here. Okay. Discussion?

10 MR. JONES: I would like to just  
11 recognize the fact that it's 25 years later and a  
12 lot of things have changed in those 25 years and  
13 even though the number of skiers hasn't changed  
14 there is a reason to be looking at this and I think  
15 the outcome of our discussions so far is very  
16 appropriate.

17 (Discussion held off the record.)

18 THE CHAIRMAN: Sorry. Continued  
19 discussion, Mr. Pepe.

20 MR. PEPE: Yeah, Chris. Mike, could you  
21 pull up that table of percentages?

1 MS. ALLISON: The hours.

2 MR. GRANT: No. Yes.

3 MR. PEPE: Hours. I mean when you look  
4 at this -- now, this is something that was new to  
5 me today -- we knew there was a change that was  
6 implemented. This does seem to me in my estimation  
7 a little bit out of kilter. As far as percentage  
8 of how things were changed, I would like to see  
9 maybe a middle ground, maybe a little bit more  
10 usage on every day and limiting the hours in the  
11 afternoon. I just open that up for discussion  
12 because just that number kind of caught me by  
13 surprise when I saw it.

14 MR. JONES: This is Thornell. And I  
15 think the numbers are misleading when you talk  
16 about the percentages because the actual time is  
17 nowhere near the amount of time and it would be  
18 very hard for the actual time to be the allowed  
19 time because you can't stay on plane forever and  
20 it's the on plane time that really counts here.

21 MR. PEPE: I was actually addressing it

1 to the actual hours of usage, not the times that  
2 boats are on the water, but the allowable time.  
3 When you go from 34 to 84 percent, those numbers  
4 are very skewed. I think there could be a little  
5 bit of a middle ground, usage of the course for  
6 skiers all week long and not limiting them, you  
7 know, not allowing them there Saturday and Sunday,  
8 giving them a more uniform time every day of the  
9 week to use the course.

10 MS. CRAIG: I believe this is giving  
11 them the option of use it during the full daytime,  
12 in the morning and in the evening. Obviously the  
13 majority of these skiers being in their 40s, they  
14 probably go to work from 9 at that 5 so there is a  
15 large percentage of the day that's not, the course  
16 is not being used. This is for my personal  
17 experience, we would be at the river at 5:30 in the  
18 morning and at the course by 6 to ski and be gone  
19 by 7:30 and that's when there were a lot of people  
20 skiing. The number of skiers has, at least on the  
21 South River, has dwindled, so there isn't that big

1 group out there anymore. And, you know, having the  
2 hours in the afternoon, especially for  
3 Mrs. Richardson and her son and my children, at  
4 this point, I'm not going to get them up there at  
5 5:30 in the morning. I have a teenager now and  
6 she's a no go on that sort of thing so that  
7 would -- in the original hours that would limit us  
8 to four days a week and a certain period of time  
9 and that's if we can make it and if the conditions  
10 are good and a whole lot of ifs that don't  
11 necessarily need to be restricted because we're not  
12 going to be there for eight hours.

13 I mean, I personally find it very hard  
14 to get the ski time in between weather and other  
15 commitments. Having it further restricted for  
16 something that doesn't seem to be an obvious  
17 problem -- I mean most of the complaints were that  
18 the people in there were not supposed to be in  
19 there using the course anyway -- so I think we're  
20 punishing the wrong people.

21 MR. KLING: I would just say -- I've

1 been on this committee a while -- this was some of  
2 the most compelling, distinguishing of pros and  
3 cons, some of the most compelling and comprehensive  
4 testimony that I have heard. I think from the  
5 people wanting to roll back the hours we heard just  
6 the general, vague, erosion, other use. I mean the  
7 kind of things we often hear. And the skiers were,  
8 I thought, as organized and as fact-driven as  
9 anybody I can remember hearing. And the fact that  
10 we're talking about at most 14 boats, I was rafted  
11 up in that creek in June, six boats, skiers came  
12 in, absolutely no problem, there was people using  
13 the creek, it was absolutely not an issue. I don't  
14 have a dog in this fight. I don't waterski, I  
15 don't have a dog in this fight, but I think the  
16 evidence was great.

17 THE CHAIRMAN: Hard to waterski behind a  
18 sailboat, isn't it? As the chairman I try to let  
19 you let, you know, folks drive the conversation,  
20 but I'll say from growing up right next to this  
21 creek I have never seen the conflicts that have

1 been portrayed, I have haven't seen the center of  
2 that creek used as a drag strip, you know, so  
3 people tell you, tug on your heart strings a lot,  
4 implications what is going on in there, but the  
5 skiers have some very good points and like I said  
6 with Ms. Richardson and her son being able to  
7 waterski. My son is a waterskier and yeah, if you  
8 can get out in the afternoon after school that's  
9 wonderful time to get out there and spend family  
10 time together so I'm all for it.

11 MR. HELLNER: I would add to the  
12 comments already made that is -- and correct me,  
13 Mike, or anybody if I have got this wrong -- that's  
14 a six knot area all of the time, 24/7, seven days a  
15 week, so any boats going fast in there,  
16 regardless -- I shouldn't say it this way, because  
17 you I think I'm advocating -- if the ski course  
18 wasn't there anybody racing around there without  
19 the correct permits to properly operate on that ski  
20 course is in violation of the law so I would argue  
21 that the presence of the ski course and the



1 expanded hours in theory should not change or  
2 impact the fair use of the waterway by all  
3 concerned. The issues we've heard a lot in the  
4 testimony had to do with violating the law and  
5 that's not -- the fact the ski course is open I  
6 don't think at least on the evidence that we've had  
7 before us so far creates a magnet of let's go mess  
8 around in the creek and make, raise a ruckus and  
9 race our boats that can't go there regardless of  
10 whether the ski course is there or not, so I fail  
11 to see the correlation between the ski course and  
12 the bad behavior. The only folks that can go fast  
13 in there and we've heard the testimony, as you  
14 pointed out, Mr. Chairman, very experienced, very  
15 committed, very skilled people, three needed every  
16 time a boat goes up that course for a really small  
17 amount of time and there is only so many as the  
18 testimony has pointed out. I think somebody looked  
19 up the permits, I think Ramona you looked up the  
20 permits in the state.

21 MS. TROVATO: 25.

1                   MR. HELLNER: 25 permits in the whole  
2 state for boats that can legally operate in that  
3 creek and that's in the whole state so I just want  
4 to make these points out. Mr. Chairman, I don't  
5 see any issue that we can correct by changing the  
6 hours.

7                   MS. CRAIG: I just have an interesting  
8 fact. The ski course takes up one one hundredth of  
9 one percent of water within Maryland.

10                  THE CHAIRMAN: And actually, I want to  
11 dovetail to that. We talked about equal and trying  
12 to share the use of the water, state waters,  
13 amongst all user groups. One of the folks had a  
14 very good comment and that is there are only three  
15 regulated ski courses in the state of Maryland so  
16 for our professional waterskiers or those striving  
17 to be professionals or highly skilled waterskiers,  
18 not your weekend folks going out and finding a  
19 smooth body of water I think we're, we're  
20 accomplishing that goal by giving them a place to  
21 ski and giving them the hours to ski.

1 Ramona.

2 MS. TROVATO: I understand that the,  
3 there are evidently serious concerns with  
4 enforcement and perhaps education in Maynadier  
5 Creek and so perhaps what needs to happen is a  
6 better enforcement program next year to see if they  
7 can control whoever the bad actors are out there so  
8 the creek is used as regulated and maybe they can,  
9 we can have a buoy that's more clear about who can  
10 use the ski course and how you can use it which  
11 would help mitigate the concerns of the homeowners  
12 in that area because clearly they have concerns  
13 that need to be addressed. Being a waterskier  
14 myself and also a Severn River waterfront homeowner  
15 I have not experienced waterskiers being other than  
16 courteous and enormously professional. I lived  
17 behind the Sunrise Beach ski course, I see  
18 waterskiers all of the time, all year long, and I  
19 have only found them to be very courteous and to  
20 make way for anybody who needs to go through when  
21 they need to go through. So my experience is very

1 different, I don't see the enforcement and  
2 education issues, but clearly they do, and clearly  
3 I think it would be good to make some  
4 recommendation regarding enhanced enforcement in  
5 that area and better education at that ski course.

6 MS. ALLISON: Yeah, me too. The first  
7 impression is and maybe that's the homeowner's  
8 impression is that you more than doubled the time  
9 available for use on the course, but if there is  
10 only 14 or even if there is 20 boats using it how  
11 much are they going to use it, so I don't have a  
12 problem after I thought about how much more can  
13 they be there; however, there seems to be a  
14 problem, I agree completely with Ramona, there is  
15 an enforcement problem. It looks likes it's for  
16 boats that are not authorized. What about a buoy  
17 with the authorized sticker on it saying you see a  
18 boat that doesn't have this sticker, please report  
19 it. Or yeah, but there should be a way to --  
20 placate is the wrong word -- but we understand that  
21 the homeowners have an issue and that we're --

1 think about how to address it.

2 THE CHAIRMAN: Correct. All right.

3 Anymore questions discuss on the motions to leave  
4 it as expanded hours? All in favor of?

5 MS. ALLISON: Repeat the motion.

6 THE CHAIRMAN: The motion is to leave  
7 the expanded hours unchanged as they were put in  
8 place.

9 MR. LUNSFORD: No action.

10 THE CHAIRMAN: Correct. No action on  
11 what the current regulation is. All in favor?

12 (Vote taken.)

13 THE CHAIRMAN: All opposed?

14 MR. PEPE: No.

15 THE CHAIRMAN: Only one opposed. All  
16 right. Motion passes.

17 Mike, can you follow-up with the buoy  
18 folks and see what we can do with NRP on the  
19 enforcement and what we can do for better signage  
20 for that area?

21 MR. GRANT: Uh-huh.

1 THE CHAIRMAN: Thank you. Last one  
2 Mattawoman Creek.

3 MR. GRANT: To move the current line to  
4 the north about 4.5 miles. Again, move the current  
5 line north to this position right here.

6 THE CHAIRMAN: Okay. Do you have a  
7 motion on moving the line back to the proposed  
8 location?

9 MR. PEPE: I'll make a motion that we  
10 accept the change to move the line back.

11 THE CHAIRMAN: Motion by John Pepe.  
12 Second?

13 MR. MARSH: Second.

14 THE CHAIRMAN: Coles Marsh seconded.  
15 Discussion? Go ahead, John.

16 MR. PEPE: Is this from now on going to  
17 be called the Lunsford line?

18 (Discussion held off the record.)

19 THE CHAIRMAN: Okay. Anymore discussion  
20 on the motion? All right. Call the question, all  
21 in favor signify by saying aye.

1 (Vote taken.)

2 THE CHAIRMAN: Opposed?

3 MR. LUNSFORD: Abstained.

4 THE CHAIRMAN: Mr. Lunsford abstains.

5 The motion passes. That was fun.

6 We're going to move on to new business.

7 (Hearing adjourned at 3:14 p.m.)

8 \*\*\*\*\*

9

10

11

12

13

14

15

16

17

18

19

20

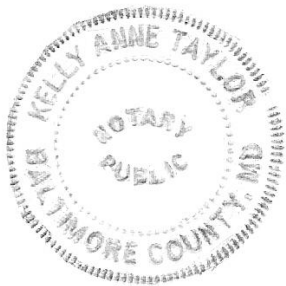
21

1 STATE OF MARYLAND  
2 COUNTY OF BALTIMORE

3

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

8



9

*Kelly Anne Taylor*

10

Kelly A. Taylor, Notary Public

11

12

13

14

15

16

17

18

19

20

21



MARYLAND BOAT ACT ADVISORY COMMITTEE

Transcript of Meeting of the Maryland Boat Act Advisory Committee taken October 11, 2016: 1..absolutely

<p style="text-align: center;"><u>1</u></p> <p><b>1</b> 7:19</p> <p><b>1.5</b> 11:14</p> <p><b>10</b> 13:15 16:12 21:16 46:12 88:13 91:6 96:1 100:16 104:13 147:2,7 148:1 151:7 164:8 174:1 191:17,18</p> <p><b>11</b> 79:2 109:8 114:1 178:13</p> <p><b>110</b> 55:4</p> <p><b>1171</b> 130:2</p> <p><b>11th</b> 132:8</p> <p><b>12</b> 11:7 13:15 50:19 93:20 96:19 97:3 100:16 106:15 113:7 153:17,18 161:20 162:14</p> <p><b>126</b> 21:18</p> <p><b>129</b> 23:3</p> <p><b>13</b> 132:4,15</p> <p><b>14</b> 92:12,15 151:4 206:10 211:10</p> <p><b>140</b> 14:20</p> <p><b>15</b> 11:5,16 21:3 27:4 60:16 69:1, 18 128:15 147:2,7 174:19 180:17,18 185:9 190:11</p> <p><b>150</b> 10:16 126:4</p> <p><b>15th</b> 70:15 113:1, 2 157:19</p> <p><b>16</b> 18:2 27:17 72:17</p> <p><b>17</b> 11:8</p> <p><b>176</b> 22:20</p> <p><b>18</b> 116:21</p> <p><b>19</b> 92:8 93:4 102:3 159:18 164:12</p>	<p><b>1931</b> 20:20</p> <p><b>1973</b> 157:7</p> <p><b>1980</b> 70:7,9,12, 13 71:4</p> <p><b>1982</b> 100:12 134:5</p> <p><b>1987</b> 152:20 157:10</p> <p><b>1990</b> 150:10 152:21 155:19 176:4</p> <p><b>1991</b> 138:6</p> <p><b>1992</b> 8:21</p> <p><b>1993</b> 165:20</p> <p><b>1994</b> 8:21</p> <p><b>1999</b> 21:18</p> <p><b>1st</b> 7:16 180:16</p> <hr/> <p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2</b> 104:1</p> <p><b>2.3</b> 12:5 27:5 28:8</p> <p><b>2.5</b> 12:5 32:4</p> <p><b>20</b> 16:12 69:13,19 72:17 91:7 103:9 106:14 108:9 142:8 165:6 211:10</p> <p><b>2000</b> 11:4</p> <p><b>2001</b> 22:3</p> <p><b>2003</b> 20:6 181:14</p> <p><b>2004</b> 17:8</p> <p><b>2010</b> 17:16</p> <p><b>2014</b> 11:4 70:14 107:12</p> <p><b>2015</b> 11:4 113:2</p> <p><b>2016</b> 13:1</p> <p><b>2017</b> 19:16 35:7</p> <p><b>21</b> 123:14 189:10</p> <p><b>235</b> 22:20</p> <p><b>24</b> 55:19 77:2</p>	<p>157:10 158:9,13 159:3</p> <p><b>24-7</b> 151:9</p> <p><b>24/7</b> 137:11 207:14</p> <p><b>25</b> 11:19 92:10 94:1 117:11 119:1 126:18 202:11,12 208:21 209:1</p> <p><b>26</b> 168:18 169:11</p> <p><b>27</b> 168:19</p> <p><b>28</b> 137:14</p> <p><b>2814</b> 104:20</p> <p><b>2818</b> 92:7</p> <p><b>2822</b> 79:18</p> <p><b>28th</b> 8:17,20</p> <p><b>29</b> 93:4</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>3.5</b> 31:19</p> <p><b>30</b> 39:8 50:17 57:11 80:1 90:15 92:10 97:5 98:5 99:16 100:12,16, 20 103:9 104:5 108:9 118:3 122:18 127:17 169:3 180:5</p> <p><b>31st</b> 7:17,20 180:17</p> <p><b>32</b> 113:21</p> <p><b>33</b> 119:1</p> <p><b>34</b> 8:7 13:6 14:16 47:17 104:10 113:18 118:3 204:3</p> <p><b>345</b> 160:2</p> <p><b>35</b> 11:18 69:13,19 125:10 191:6</p> <p><b>350</b> 12:19</p> <p><b>36</b> 168:20 169:2 197:8</p>	<p><b>379</b> 72:14</p> <hr/> <p style="text-align: center;"><b>4</b></p> <hr/> <p><b>40</b> 17:13 99:17 104:5,6 164:19</p> <p><b>40s</b> 177:18 204:13</p> <p><b>41</b> 155:16</p> <p><b>415</b> 27:8</p> <p><b>42</b> 71:12,16 86:10</p> <p><b>45</b> 106:16 122:19 153:19</p> <p><b>450</b> 82:20 160:3</p> <p><b>460</b> 12:20</p> <hr/> <p style="text-align: center;"><b>5</b></p> <hr/> <p><b>5</b> 64:16 90:16 204:14</p> <p><b>50</b> 99:8 109:4 120:19 174:2</p> <p><b>500</b> 21:5</p> <p><b>509</b> 133:10</p> <p><b>50s</b> 17:6 177:10, 18</p> <p><b>55</b> 71:12</p> <p><b>56</b> 69:4</p> <p><b>5:30</b> 204:17 205:5</p> <hr/> <p style="text-align: center;"><b>6</b></p> <hr/> <p><b>6</b> 97:2 204:18</p> <p><b>60</b> 55:3 71:15</p> <p><b>60s</b> 17:6 177:18</p> <hr/> <p style="text-align: center;"><b>7</b></p> <hr/> <p><b>7</b> 69:21</p> <p><b>70</b> 12:11 18:7</p> <p><b>70s</b> 149:17,18</p>	<p><b>75</b> 153:2</p> <p><b>7:30</b> 204:19</p> <hr/> <p style="text-align: center;"><b>8</b></p> <hr/> <p><b>8</b> 64:17</p> <p><b>800</b> 160:3</p> <p><b>80s</b> 98:19 100:13 149:18</p> <p><b>83</b> 119:4 121:19, 20</p> <p><b>84</b> 113:18 204:3</p> <p><b>85</b> 118:5 119:3</p> <p><b>850</b> 153:1</p> <p><b>85th</b> 20:18</p> <p><b>86</b> 87:1</p> <p><b>88</b> 138:13</p> <p><b>8th</b> 13:1</p> <hr/> <p style="text-align: center;"><b>9</b></p> <hr/> <p><b>9</b> 90:16 109:8 204:14</p> <p><b>90</b> 130:5 155:2</p> <p><b>91</b> 138:7</p> <p><b>99</b> 9:1 194:16</p> <hr/> <p style="text-align: center;"><b>A</b></p> <hr/> <p><b>a.m.</b> 97:2</p> <p><b>abandoned</b> 107:13</p> <p><b>abate</b> 75:4</p> <p><b>abatement</b> 74:17</p> <p><b>abilities</b> 101:10</p> <p><b>ability</b> 44:5 101:2,11,15</p> <p><b>absolutely</b> 166:6 199:20 206:12,13</p>
--	--	---	---	--

<b>Academy</b> 167:19 196:5	<b>actual</b> 41:5 44:5 123:6 167:2 168:1 203:16,18 204:1	<b>advocating</b> 207:17	<b>alignment</b> 114:6,8,18 123:20	<b>anchoring</b> 16:9 40:16 63:14
<b>acceptable</b> 88:14 91:12	<b>add</b> 6:3 7:16 39:3,4 46:15 82:14 84:4 88:12 98:20 99:9,13 127:13 133:6 163:8,10 186:12 207:11	<b>affect</b> 105:17 110:3 123:3 153:4	<b>allegation</b> 169:6	<b>anchors</b> 176:9
<b>access</b> 89:1,4 125:2 126:8 130:16 131:10 140:4 142:17 159:20 167:2,4,6, 14 168:3	<b>adding</b> 162:16	<b>affected</b> 57:21 58:1	<b>Allison</b> 66:11,12 67:4,9,14 78:9,10, 14,19 79:4,10 171:10,11 185:16 188:18 189:14 195:9 196:8 203:1 211:6	<b>and/or</b> 108:10
<b>accessibility</b> 168:14	<b>addition</b> 15:10 71:1,16 93:3 132:11 134:11 135:18 175:9	<b>affecting</b> 56:5 152:13	<b>allowable</b> 204:2	<b>Andrew</b> 72:13
<b>accident</b> 103:6	<b>address</b> 73:9 143:20 195:16 201:8	<b>afford</b> 170:12	<b>allowed</b> 22:14 84:12 98:1 112:16 113:9 125:1 137:9 162:17 170:12 203:18	<b>angle</b> 36:13
<b>accidents</b> 29:1 62:11,18 105:3,16	<b>addressed</b> 29:4 150:5 210:13	<b>afraid</b> 48:15 80:14	<b>allowing</b> 78:5 101:9 117:16 126:16 167:14 189:17 204:7	<b>Ann</b> 199:7
<b>accommodate</b> 2:6 4:12 153:10	<b>addressing</b> 189:14 203:21	<b>aftermath</b> 57:18	<b>alluded</b> 47:6	<b>Annapolis</b> 74:10 87:5 101:6 105:19,20 116:8 144:4
<b>accommodate</b> d 4:15	<b>adds</b> 118:2	<b>afternoon</b> 5:13 6:10,12 58:18 107:7 130:1 134:2 136:9,21 173:16 203:11 205:2 207:8	<b>Alrighty</b> 178:3	<b>Anne</b> 70:12 143:5
<b>accomplish</b> 185:11	<b>adjacent</b> 13:2	<b>age</b> 93:19 177:8, 9	<b>altered</b> 54:4	<b>annual</b> 71:12
<b>accomplishing</b> 209:20	<b>adjust</b> 165:11	<b>age</b> 93:19 177:8, 9	<b>amazing</b> 197:4	<b>annually</b> 35:3
<b>account</b> 83:15	<b>administrative</b> 111:16 126:20	<b>agencies</b> 113:11	<b>ambivalent</b> 71:17	<b>answering</b> 81:3
<b>acknowledge</b> 181:19	<b>adult</b> 162:11	<b>Agency</b> 51:10	<b>amount</b> 36:8 43:7 54:6 55:15 56:16,18 106:1 128:7 172:21 203:17 208:17	<b>answers</b> 59:18 150:4
<b>acknowledged</b> 3:4	<b>adults</b> 193:15	<b>agenda</b> 198:20	<b>amounts</b> 71:7	<b>anticipate</b> 168:20
<b>acre</b> 21:3	<b>advantage</b> 9:14 171:2	<b>agree</b> 6:1,2 39:1 42:1 79:15 82:13 106:4 127:11 141:17 161:15 163:8,18 186:2,8 194:10 195:10 211:14	<b>amplified</b> 90:7	<b>anymore</b> 33:10 38:16 79:11 86:11 104:18 121:1 138:10 141:13 173:12 177:19,20 197:14 205:1
<b>act</b> 2:9 4:5,8 49:11 145:7 149:6	<b>advertised</b> 149:1	<b>agreed</b> 8:16,19 157:15 175:16	<b>amplitude</b> 55:4, 5	<b>anytime</b> 61:14 104:1 151:13 172:10 173:8
<b>action</b> 65:3 74:1 75:8 76:5 202:6	<b>advisories</b> 32:16	<b>agreement</b> 98:20 133:19 161:10,21 200:8	<b>amusing</b> 173:2	<b>apologize</b> 30:17 58:3 59:4 156:1
<b>actions</b> 182:19	<b>advisory</b> 2:9 4:5,8 14:6 19:5, 11,13 20:10 33:8, 19 41:2 57:3 145:7 152:20	<b>aground</b> 121:9	<b>Amy</b> 158:20 194:2 202:8	<b>appears</b> 67:11
<b>active</b> 33:3	<b>advocate</b> 87:9 146:15 183:9	<b>ahead</b> 6:3 81:11 162:6 188:17 201:18	<b>analogy</b> 57:15	<b>applications</b> 51:8
<b>activities</b> 63:15 76:12 159:1 179:1 192:15,16 193:2		<b>air</b> 57:12 179:3	<b>anchor</b> 15:12 116:13 121:4,7 160:14	<b>applies</b> 148:4
<b>activity</b> 41:13 43:19 62:7 63:18 84:10,14 108:18 110:18 111:1 147:12 158:10,21 183:14		<b>airport</b> 12:14 17:4,5 18:11 19:6 57:19	<b>anchored</b> 23:18 50:3 108:12 121:6	<b>apply</b> 55:3 89:7 146:19
<b>actors</b> 210:7		<b>algae</b> 75:21		<b>applying</b> 145:12
				<b>apportionment</b> 131:3
				<b>appreciated</b> 132:5 162:19
				<b>appreciation</b> 88:15

<p><b>approval</b> 76:5</p> <p><b>approve</b> 78:7 80:4 158:6</p> <p><b>approved</b> 8:21 9:3,7 75:2 94:11 129:15 134:14 135:11 142:10 150:11 152:18,19, 20</p> <p><b>approximate</b> 12:3 22:18 112:9, 11</p> <p><b>approximately</b> 12:11,19 69:1,18, 21 84:8 108:15 109:4 127:17 130:5 150:21 153:17,18 154:9 164:19 190:11</p> <p><b>April</b> 7:16,19 8:12 13:1 70:15 180:16</p> <p><b>aquatic</b> 158:2</p> <p><b>architect</b> 157:6</p> <p><b>area</b> 5:6,17 11:3 12:3,4,8,17 13:2,3 15:12,19 17:8,9 23:2,5,6,19 24:9, 11,14,19 25:8,13, 21 26:13,19 27:3, 10 28:5,18 29:3,4, 5 30:21 31:7,10 33:8,20 34:10 35:5 36:3,5 37:20 39:9 41:10,19 42:6,16 43:10,13, 16 44:13 45:5 46:6 47:10 49:12, 19 50:17,18 54:17 57:20 61:14 62:3, 4 63:2 64:16 65:8 66:14 67:10,11 68:6 69:11,16,18 70:2,6,8 71:5,14 73:14 84:6,9 87:8 88:2 89:7,9,11,20, 21 90:7 91:11 92:14 93:19,21 95:2,3 96:3,5,11, 12 97:4,21 98:8 99:1,9,11 101:7 103:10 108:8,13,</p>	<p>14 109:2 110:17 111:12,17,20 112:9,18 114:20 115:8 116:8 122:7 133:15 138:17 146:20 148:9 156:12,18 158:17 169:17 175:7 178:19 179:3,7 182:6 183:16 186:14 188:19 189:1,2,16,17 190:6 193:1,5,8, 17,20 194:1,18 195:14 198:19 200:5 207:14 210:12 211:5</p> <p><b>areas</b> 3:9 6:7 26:7 40:17 43:17 61:16 68:9 71:3 73:11 88:4 89:5 94:14 110:10 111:3,13 113:3 145:1,4,5,8 169:16 180:11 193:14,19</p> <p><b>argue</b> 43:2 119:19 207:20</p> <p><b>argument</b> 36:18 194:5</p> <p><b>Army</b> 20:13 114:7 117:15 137:4 176:13</p> <p><b>Arnold</b> 130:2</p> <p><b>arrival</b> 21:10</p> <p><b>arriving</b> 64:18</p> <p><b>arrow</b> 79:21</p> <p><b>art</b> 76:2</p> <p><b>Arundel</b> 70:13</p> <p><b>Asquith</b> 165:6,8</p> <p><b>assigned</b> 28:17, 19 62:3,13 63:9 107:9</p> <p><b>assisting</b> 124:14</p> <p><b>association</b> 10:19 37:19 38:5 80:7 115:5 130:4, 5,8,14 131:1</p>	<p><b>assume</b> 58:15 124:2 148:3</p> <p><b>assuming</b> 118:3 140:21</p> <p><b>assure</b> 67:7</p> <p><b>attempt</b> 9:21 47:19,21</p> <p><b>attempting</b> 56:7,9</p> <p><b>attend</b> 20:2</p> <p><b>attention</b> 16:5 148:15</p> <p><b>attenuation</b> 196:6 197:1,2</p> <p><b>attest</b> 77:3 158:21</p> <p><b>attracted</b> 10:15</p> <p><b>audience</b> 2:16 6:18,19,21 7:3 106:11 114:6</p> <p><b>August</b> 77:9 113:8</p> <p><b>authorized</b> 211:16,17</p> <p><b>automatically</b> 24:11</p> <p><b>average</b> 31:15, 21 63:10 70:1 78:20 151:2 153:17 154:10 177:7,9</p> <p><b>avid</b> 44:11 77:3</p> <p><b>avoid</b> 9:12 77:8 79:16 187:19 188:1</p> <p><b>aware</b> 4:5 39:17 84:11 109:15 111:10,11</p> <p><b>aye</b> 190:2 197:17</p> <hr/> <p style="text-align: center;"><b>B</b></p> <hr/> <p><b>back</b> 5:14 6:11 7:3 9:21 13:5 23:11 29:8 33:12 34:1 35:17 48:13,</p>	<p>14 49:6 59:6 61:11 70:9 81:19 83:6,8,21 90:5 91:10,11,15,16 94:15 97:10 103:1 104:10 106:16 111:16 115:1 116:1,14 117:1,6, 14 119:5 120:21 121:1,5 122:15,20 123:1 124:19 126:9 131:15,17 147:9,10 152:20 154:8 155:1 157:14 158:12 176:4 179:6 180:9 181:4 184:15 187:12 188:7 192:5 199:2 200:7 201:4,7,10,17 202:7 206:5</p> <p><b>backfilled</b> 80:8</p> <p><b>backing</b> 48:13</p> <p><b>backs</b> 55:17</p> <p><b>backward</b> 5:14</p> <p><b>backyard</b> 159:8</p> <p><b>bad</b> 50:8 105:16 208:12 210:7</p> <p><b>balance</b> 45:11 142:15 187:8</p> <p><b>balancing</b> 142:1</p> <p><b>bald</b> 73:14</p> <p><b>ballast</b> 88:12 91:3</p> <p><b>balls</b> 17:11 161:12</p> <p><b>Baltimore</b> 10:19 11:2 28:18 32:4 62:12,16 161:19 183:16</p> <p><b>ban</b> 19:10</p> <p><b>band</b> 34:8</p> <p><b>bank</b> 73:3,11,18</p> <p><b>banks</b> 73:11</p> <p><b>bare</b> 185:10</p>	<p><b>barely</b> 100:16</p> <p><b>barges</b> 160:4</p> <p><b>based</b> 10:16 12:15 31:2 32:15 36:11 118:5 121:13 132:20 145:19 184:14 186:10</p> <p><b>basic</b> 54:1</p> <p><b>basically</b> 5:6,16 7:13 25:13 27:2 34:12 64:9 112:5 142:15 150:14 153:1 158:13 159:7 189:16 194:9</p> <p><b>basis</b> 17:13 29:6 39:20 45:20 64:11,14 117:9 144:3 157:18 172:14</p> <p><b>Bauersfeld</b> 82:9,10</p> <p><b>bay</b> 4:10 24:18 39:8 75:20 76:8 111:2 115:20 131:5 159:18 189:10</p> <p><b>Bayberry</b> 125:21 134:3</p> <p><b>beach</b> 64:3,9 65:14 99:4,6,20 151:16 210:17</p> <p><b>bears</b> 158:18</p> <p><b>beautiful</b> 137:13 138:17</p> <p><b>begging</b> 53:13</p> <p><b>begin</b> 33:6</p> <p><b>beginner</b> 87:16</p> <p><b>beginning</b> 112:9 128:13</p> <p><b>behalf</b> 115:6 130:3,21 178:1</p> <p><b>behaved</b> 159:6</p> <p><b>behavior</b> 169:4 208:12</p>
---	--	--	---	---

<p><b>behoove</b> 196:17</p> <p><b>belong</b> 4:8</p> <p><b>Belvoir</b> 123:15</p> <p><b>Ben</b> 160:11</p> <p><b>benchmark</b> 81:17</p> <p><b>bend</b> 48:9</p> <p><b>benefit</b> 85:14</p> <p><b>benefits</b> 78:1</p> <p><b>Bergen</b> 110:7</p> <p><b>big</b> 14:8 37:14 44:3 45:8 46:6 56:20,21 83:1,5,7, 17 85:7,11 88:19 89:2 97:6 99:19 102:17 105:10 129:18 137:7 138:1 147:20 152:8 162:2 164:2 187:6 193:13 195:13 204:21</p> <p><b>bigger</b> 43:18 45:1 88:8 104:6 174:6</p> <p><b>biggest</b> 121:12</p> <p><b>binoculars</b> 135:2</p> <p><b>Bird</b> 44:19</p> <p><b>bit</b> 29:8 31:18 32:14 33:15 34:1, 17 40:6 47:7 50:5 70:15 88:3 89:6 102:19 115:14,17 117:13 164:1 168:16 203:7,9 204:5</p> <p><b>Blauch</b> 49:17,18</p> <p><b>blob</b> 162:2</p> <p><b>blooms</b> 74:14 75:21</p> <p><b>blowing</b> 151:14</p> <p><b>bluff</b> 73:12</p> <p><b>board</b> 53:4 80:7</p> <p><b>boards</b> 43:12</p>	<p><b>boardwalk</b> 35:2</p> <p><b>boat</b> 2:9 4:5,8 23:18,20 29:1 39:10 44:18 45:13 46:4 47:3,4,16,20 48:3,8 49:9,20 50:7,17,18 51:16 52:13 55:16 58:1, 7,11 60:3,7,10,11 62:6 64:8,19 65:1 70:7,12,19 71:6,7 78:15 82:2,11 83:21 85:11 86:4 87:19 88:4 89:11, 15,19 90:4 91:2,4 93:1,4 94:11 95:11,12,20 97:5 102:5,8,19 104:10 109:11 116:14 117:8 120:10 121:5,8 125:7,14 129:1,8 131:13 132:3,6,20,21 145:7 149:6 153:16,20 154:1,2 155:13 156:11 159:19 163:5,7,17 170:12 172:9 174:3,4 175:7 176:9 184:5 186:21 187:1,4,7 189:10 192:10 194:20 196:16 198:6,14 208:16 211:18</p> <p><b>boat's</b> 47:1 104:12</p> <p><b>boated</b> 39:8 92:9</p> <p><b>boater</b> 86:19 93:19 104:21 105:4 114:12 139:8 170:13 174:20,21 187:8, 11 188:3</p> <p><b>boaters</b> 3:19 15:11 16:1,6,7,11 24:6 28:7 41:15 42:19 45:6 46:16 48:11 53:3 54:3 60:6,20 103:8 114:20 128:6 187:15,18,20 194:10</p>	<p><b>boating</b> 11:20 16:6,7 35:14,20 53:4,9 54:17 62:7, 11 63:3 69:20 71:13 83:15 119:20 125:3 137:11 141:4 152:20 170:15 180:14,17,21 181:2 182:18,20 183:18 194:10</p> <p><b>boats</b> 7:21 8:4 16:12 24:5 28:15 35:2 36:19 40:15 42:7 45:1,7,8,17 48:2 50:2,8 53:11 60:18,21 63:11 71:9 73:20 75:15 80:3 81:11 83:9, 18 85:2,6,12,15 86:7 88:8,12,20 90:1,9 93:10 98:5 99:6,17 100:1,16, 19 102:4,5 103:14 104:5,6,9 105:10 108:9,10 120:20 121:2 122:7,17 123:17 129:1,3,5, 15,17 132:12,21 133:2,12,14 134:9,13,14 135:2 139:2 148:1 149:16 151:4,7, 14,20 152:15 162:1,4 163:13 164:3,8 167:16 172:10 173:20 184:6 185:4,5 186:20,21 187:5 188:2 192:16 193:13 195:12 199:11,20 204:2 206:10,11 207:15 208:9 209:2 211:10,16</p> <p><b>Boatyard</b> 11:10 12:1 66:2</p> <p><b>Bob</b> 9:1 178:20 186:2 198:1 200:18</p> <p><b>bode</b> 95:8</p> <p><b>bodies</b> 193:7</p>	<p><b>body</b> 99:2 168:7 193:10,13 209:19</p> <p><b>bog</b> 58:16</p> <p><b>Boston</b> 197:8</p> <p><b>bothering</b> 96:5</p> <p><b>bottom</b> 57:21 70:16 126:14 178:12</p> <p><b>Bouder</b> 62:15</p> <p><b>boundaries</b> 146:18</p> <p><b>boundary</b> 82:4</p> <p><b>Bowleys</b> 41:18</p> <p><b>brand</b> 30:13</p> <p><b>Brasher</b> 168:12</p> <p><b>break</b> 46:21 106:14 107:1 178:5 180:5</p> <p><b>breakdown</b> 34:5</p> <p><b>breaking</b> 84:2</p> <p><b>breaks</b> 147:15</p> <p><b>Brentzel</b> 50:15, 16 53:21 55:1 56:2 58:8,13 59:4, 16</p> <p><b>Brian</b> 10:21</p> <p><b>bridge</b> 51:8 110:17</p> <p><b>briefing</b> 198:4</p> <p><b>briefly</b> 17:2 22:10</p> <p><b>bring</b> 14:13 160:3 171:21 172:2,18 181:3 196:10 201:4</p> <p><b>brings</b> 82:18</p> <p><b>broad</b> 68:16,19, 20 69:1,5 71:5 72:9,16 73:1,3 74:7,12 75:15,19 76:3 78:4 86:14 92:9,13,16 97:9, 10,11,14,18 98:11</p> <p>99:18 102:3 103:7 104:7 106:13 107:5 109:1 110:21 111:1,14, 15 112:6 114:19 190:6,10,11,14,16 191:2 197:15 198:14</p> <p><b>broader</b> 198:6</p> <p><b>Broadneck</b> 107:9</p> <p><b>Broadview</b> 69:10,14 72:14 74:16,21 77:1 79:18,20 82:10,11 84:20,21 92:7 104:21</p> <p><b>brought</b> 32:19 137:6 188:18 198:4</p> <p><b>Brower</b> 198:14</p> <p><b>Bruce</b> 82:13 134:3</p> <p><b>buffer</b> 185:10</p> <p><b>build</b> 8:14 195:13</p> <p><b>building</b> 8:3 18:5</p> <p><b>built</b> 9:14 138:4</p> <p><b>bulkhead</b> 80:4 100:20</p> <p><b>bulkheaded</b> 69:5 70:9 71:14 73:10</p> <p><b>bulkheading</b> 65:16,17</p> <p><b>buoy</b> 27:2,9 37:13 38:9 69:8 72:20 73:14 75:9 78:2 80:21 81:2,4, 15 137:6,10 176:20 200:20 201:6,8,13 210:9 211:16</p> <p><b>buoys</b> 10:10,15, 17 18:13,14,21 23:16 31:16,17 37:12,14 38:12,14</p>
---	---	---	--

40:15 47:21 48:6 69:6 72:9 75:7 77:17 137:1,10 148:6,19 153:1 175:5,15,17,19 176:6,10,13 179:17	<b>Canal</b> 160:3 <b>canoe</b> 80:12 <b>canyon</b> 90:5 <b>capability</b> 133:17 <b>Captain</b> 159:15 <b>car</b> 57:12 <b>care</b> 8:10 194:21 <b>careful</b> 93:1 <b>carry</b> 60:6 <b>Casanova</b> 198:2,10 <b>case</b> 5:11,21 21:14 108:2 152:3 174:1 <b>case-by-case</b> 172:14 <b>cases</b> 63:2 <b>catering</b> 21:13 <b>caught</b> 203:12 <b>caused</b> 70:18 108:6 126:21 129:4 131:13 <b>causing</b> 62:9 100:18 188:5 196:16 <b>caution</b> 37:13 <b>caves</b> 73:15 <b>CDM</b> 14:14 16:18 17:2 <b>celebrating</b> 20:18 <b>cellphones</b> 2:10,11 <b>center</b> 11:11 12:2,18 74:10 103:15 207:1 <b>certification</b> 22:2 <b>cetera</b> 110:11 163:13 187:10 188:2 195:1	<b>chairman</b> 2:2 3:11,13 7:12 13:10,19 14:19 27:14 28:9 29:7 30:5 31:12 35:10 38:11 40:2 42:10 44:7 46:1,9,17 47:12 49:15 50:13 53:16 54:11,14 55:10 58:2 59:19 61:2 65:4 66:9,10 68:11,14 71:18 72:1,3,11 78:8 79:11 82:7 84:16, 20 85:17 86:7,11 90:18 92:3 93:12 95:17 98:10,13 100:2,6 101:21 104:17 106:7,10, 18 107:3 110:5 111:6 112:2 114:2 123:19 127:6,9 129:20 131:21 133:7,21 136:7 137:20 138:10 139:5 140:6 141:13 142:21 144:5,10,13 146:6,11 149:2 155:20 156:19 157:2 159:12 160:9,18 161:5,16 162:7,20 163:3,19 164:15 165:3,16 166:10 171:10 173:12,15 175:11 177:6,19 178:11, 16 179:9 180:1,8, 19 181:1,9 183:6 184:2,18 185:15 186:4 188:16 189:6,19 190:4, 13,18 192:3 194:2,3 195:7 196:13 197:14,19 198:16 199:1,4,7 200:3,13 201:6,16 202:4,18 206:17, 18 208:14 209:4, 10 <b>chairman's</b> 127:18 <b>chairperson</b> 67:1 72:1	<b>chairs</b> 2:5 <b>chance</b> 93:15 201:10 <b>chances</b> 75:10 <b>Chandonait</b> 104:19,20 <b>change</b> 7:14 9:21 14:5,21 15:2, 18 16:1,14 18:18 32:21 49:19 65:10,13 66:3 70:6 94:5 96:15, 17,18 111:12,16 114:16 117:9 118:5 119:2 120:13 126:18,20 127:21 132:9 133:13 141:19 145:18 148:21 166:7 168:1 181:6,9,15,17 189:21 190:16 197:15,16 200:15 201:12 203:5 208:1 <b>changed</b> 10:13 16:11 76:20 97:13 127:1 133:18,19 143:11 159:3 168:2 201:14 202:12,13 203:8 <b>changing</b> 10:20 16:16 26:16,17,18 31:2 37:12 54:19 105:17 209:5 <b>channel</b> 9:15,16 10:12 12:7,13,15, 17,18,19 16:10 20:9,11 23:14,19 40:18 41:10 47:20 104:7 182:1 <b>chaos</b> 125:9 <b>character</b> 127:1 <b>characteristic</b> 118:13 125:13 <b>characterize</b> 140:15 <b>charge</b> 4:1,9,19 198:10	<b>charges</b> 160:7 <b>chart</b> 85:20 <b>chat</b> 174:12 <b>chemicals</b> 10:4 <b>Chesapeake</b> 4:10 11:11 12:1 24:18 39:8 48:4 75:20 76:8 131:5 <b>child</b> 60:7 89:17 95:13 105:5,13,14 <b>children</b> 60:5 92:11 105:8 133:13 137:15 177:11 193:4,12, 15 205:3 <b>choice</b> 126:3 <b>choir</b> 187:16 <b>chokepoint</b> 159:21 160:2 <b>chokepoints</b> 70:1 <b>Chris</b> 24:16 112:5 115:9 133:9 202:20 <b>Christine</b> 39:7 <b>Christopher</b> 159:16 <b>church</b> 21:7 56:13 74:10 <b>circle</b> 83:7 104:10 <b>circumstance</b> 15:15 <b>circumstances</b> 15:3 146:20 <b>citations</b> 11:8 <b>citizen</b> 11:6 <b>citizens</b> 4:20 192:21 <b>City</b> 28:18 <b>clarification</b> 6:16 130:20 143:9 <b>clarify</b> 90:20
<b>C</b>				
<b>C&amp;d</b> 160:2 <b>C-h-a-n-d-o-n-a-i-t</b> 104:20 <b>C3</b> 198:12 <b>CAD</b> 107:10 <b>calculation</b> 118:3 <b>California</b> 102:18 <b>call</b> 2:8 12:7 39:18 46:13 60:9 80:18 103:5 107:5 135:3 174:9,17 <b>called</b> 176:16 193:11 <b>calling</b> 174:14 <b>calls</b> 11:6 80:15 81:20 105:3,15 174:15 <b>calm</b> 94:14,18,19 117:3 192:17 194:1 <b>calmer</b> 67:21 68:9 88:3				



MARYLAND BOAT ACT ADVISORY COMMITTEE

Transcript of Meeting of the Maryland Boat Act Advisory Committee taken October 1, 2016

<b>classes</b> 25:15 42:4,5	<b>cocktail</b> 116:9, 11	<b>commercialize</b> <b>d</b> 76:19	82:11,12 98:16 99:3 107:20 109:5,6 115:3 117:2 136:11 138:2,5 141:4 171:14 172:15 173:6 174:6 200:11	<b>compliments</b> 72:7
<b>clay</b> 71:2	<b>code</b> 124:4	<b>commercially</b> 38:13		<b>comport</b> 168:5
<b>clean</b> 10:6 18:6 22:2 34:16 35:17 45:12 57:18,20	<b>coexist</b> 118:11 121:14,15,17 125:15 126:15,17 162:1 172:21 193:19	<b>commission</b> 128:1,11 130:10, 13		<b>comports</b> 170:15
<b>cleaning</b> 35:16 37:10 53:19	<b>coexisting</b> 192:2	<b>commitments</b> 205:15	<b>community's</b> 158:4	<b>composition</b> 71:1
<b>cleanliness</b> 75:5	<b>coffee</b> 172:1,17, 18	<b>committed</b> 194:21 195:1 208:15	<b>company</b> 20:21 189:9	<b>comprehensiv e</b> 201:3 206:3
<b>clear</b> 33:12 52:11 55:9 130:17 153:12 196:7 210:9	<b>cognizant</b> 4:6	<b>committee</b> 2:9, 16 3:15,19 4:1,5,9 5:1,16 6:15,17 7:1 8:12 13:11 14:6 19:20 20:10 28:10 42:14 44:8 48:16 49:2 61:18 71:19, 21 72:1 82:6 84:21 88:16 95:19 106:14 109:17 110:6 111:10,12 113:14 114:3,11 125:19 128:12 129:13 131:17 132:2 142:14 143:10,16 145:6,7 150:4 157:11,12, 14,15 158:14,20 160:19 166:16 167:5 171:8 184:21 186:7,17 194:16 196:17 206:1	<b>compare</b> 102:9	<b>comprised</b> 130:6
<b>climate</b> 71:1	<b>COMAR</b> 124:4, 10 125:1 130:17	<b>common</b> 147:18	<b>compared</b> 102:9 140:4 173:1	<b>compromise</b> 44:6 78:6 117:20
<b>clock</b> 51:1 90:4	<b>combined</b> 70:17	<b>communicatio n</b> 33:4	<b>comparison</b> 113:15	<b>compromised</b> 22:20 31:2
<b>close</b> 24:1 34:10 48:2 71:10 80:15 81:20 84:10 88:6 89:13 93:8 103:5 105:3,15 107:17 109:7 110:1 123:16 126:1 182:15 185:7	<b>comfortable</b> 193:11	<b>communities</b> 70:5 74:12,19 115:8 117:15 130:6	<b>compatible</b> 159:1	<b>con</b> 87:2
<b>closed</b> 99:12 111:4 113:1 189:4,5,15	<b>comfortably</b> 87:20	<b>community</b> 17:16 33:3 35:1,4 38:9 69:4,14 72:15 74:21 75:1 77:10 79:20 80:6	<b>compelled</b> 186:9	<b>concentrations</b> 17:16 33:21 34:8, 19
<b>closely</b> 34:20 73:18	<b>commend</b> 35:19 80:20		<b>compelling</b> 72:21 206:2,3	<b>concern</b> 41:20 42:1 108:5 113:17 122:16,17 124:15 182:3,13
<b>closeness</b> 84:7	<b>comment</b> 11:12 24:17 67:13,17 135:21 168:15 184:21 193:3 195:9 197:21 209:14		<b>competition</b> 129:3	<b>concerned</b> 10:14 14:7 117:11 133:12,15 138:15 145:15 189:17 192:7 208:3
<b>closer</b> 8:5 48:5 50:4,10	<b>comments</b> 7:4 20:3 75:13 86:17 163:1 166:18 167:4 168:11 172:4 189:20 207:12		<b>competitive</b> 98:18	<b>concerns</b> 4:6, 13,19 23:6 99:14 102:12 106:5 114:16 143:21 183:12,21 210:3, 11,12
<b>closes</b> 185:13	<b>commercial</b> 63:15,20 65:19 101:8,18 107:14 108:18 185:17		<b>complaint</b> 107:18 109:21 145:10	<b>concerns</b> 4:6, 13,19 23:6 99:14 102:12 106:5 114:16 143:21 183:12,21 210:3, 11,12
<b>closing</b> 98:21 99:9			<b>complaints</b> 11:3 29:2 62:8,18, 19 107:15,17 109:19 205:17	<b>concerns</b> 4:6, 13,19 23:6 99:14 102:12 106:5 114:16 143:21 183:12,21 210:3, 11,12
<b>club</b> 119:17 136:20 137:5 147:4 149:12 163:6 164:9 166:14 167:14 173:18 175:13,15 177:8,15 179:3			<b>completed</b> 9:1 31:5	<b>concerns</b> 4:6, 13,19 23:6 99:14 102:12 106:5 114:16 143:21 183:12,21 210:3, 11,12
<b>clue</b> 175:5			<b>completely</b> 33:21 59:5 70:8 71:14 156:11 159:1 194:1 195:10 211:14	<b>concerns</b> 4:6, 13,19 23:6 99:14 102:12 106:5 114:16 143:21 183:12,21 210:3, 11,12
<b>coalition</b> 194:12			<b>complex</b> 63:21	<b>concerns</b> 4:6, 13,19 23:6 99:14 102:12 106:5 114:16 143:21 183:12,21 210:3, 11,12
<b>Coast</b> 18:14 38:7 159:16			<b>compliance</b> 176:13	<b>concerns</b> 4:6, 13,19 23:6 99:14 102:12 106:5 114:16 143:21 183:12,21 210:3, 11,12

MARYLAND BOAT ACT ADVISORY COMMITTEE

Transcript of Meeting of the Maryland Boat Act Advisory Committee taken October 1, 2016

<b>conditions</b> 32:3 46:12,19 71:9 124:4 205:9	<b>considered</b> 128:2	<b>continue</b> 87:10 155:8 193:2	65:5,14 66:6,12 67:5,12,14 107:5, 6,7,8 110:5,8,15 111:7 182:4	68:7 116:10 118:13
<b>conductive</b> 118:10	<b>consist</b> 18:2	<b>Continued</b> 202:18	<b>corporate</b> 21:7	<b>cover</b> 70:11
<b>conduct</b> 42:18 192:15	<b>consisted</b> 107:13 146:5	<b>continues</b> 192:12	<b>Corps</b> 20:13 80:4 114:7 117:16 137:5 152:18 176:3,14	<b>covered</b> 46:5
<b>conducted</b> 64:12	<b>consoles</b> 103:15	<b>continuing</b> 73:2 195:11	<b>correct</b> 55:14 108:21 176:15 188:13 200:13 201:16 207:12,19 209:5	<b>covers</b> 107:10
<b>configuration</b> 131:16	<b>constant</b> 62:5	<b>continuous</b> 59:8,9 79:2	<b>corrected</b> 128:20	<b>crab</b> 74:10 132:16,17
<b>confirm</b> 139:10	<b>constellation</b> 51:5	<b>contraction</b> 146:18	<b>correcting</b> 188:11	<b>crabber</b> 132:14
<b>conflicts</b> 206:21	<b>constituent</b> 118:21 142:2,9, 12,16	<b>contractor</b> 20:14	<b>correctly</b> 36:21 104:11 185:19	<b>crabbers</b> 117:5 153:6 154:15 155:7
<b>congested</b> 23:5 25:8 27:11 29:12 31:7 102:9	<b>constraints</b> 28:2	<b>contradicts</b> 128:10	<b>correlation</b> 188:14 208:11	<b>crabbing</b> 63:14 108:17
<b>congestion</b> 26:14 44:14 99:10 100:13 182:3 189:15,18	<b>constricted</b> 41:10	<b>contrary</b> 141:20	<b>cost</b> 56:14 76:9 126:4	<b>craft</b> 73:7 74:1 78:4 160:5
<b>congratulated</b> 49:3	<b>constructed</b> 138:5	<b>contribute</b> 75:5	<b>costly</b> 74:14	<b>Craig</b> 13:12 37:11 90:20 91:14 92:2 106:21 156:4 158:20 166:15 177:7,11 190:15 193:3 202:2 204:10 209:7
<b>congregate</b> 110:12	<b>construction</b> 9:4 17:21 18:1 31:4	<b>contributing</b> 36:15 75:21	<b>Councilman</b> 115:9	<b>crammed</b> 138:17
<b>conjunction</b> 21:12	<b>consuming</b> 136:3	<b>contributor</b> 89:2	<b>counts</b> 203:20	<b>crazy</b> 102:10
<b>Conrad</b> 8:17 9:10,17 14:13 18:16 19:19 27:18 29:14 30:11,21 32:12 33:1 36:1, 16 37:8,20 38:6 64:2 67:13,16 68:13	<b>contact</b> 8:13 18:20 19:5,10,11 64:1	<b>control</b> 57:3 136:2 198:11 210:7	<b>county</b> 11:2 21:11 22:3 28:18 62:12,16 70:13 115:8 162:13 183:16	<b>create</b> 54:18 88:12,14 90:9 94:16
<b>cons</b> 143:9 206:3	<b>contacted</b> 8:17, 20	<b>controlled</b> 112:19 113:3 158:17 169:16 175:7 193:8	<b>creates</b> 27:12 133:4 208:7	<b>creating</b> 29:2 31:7 33:7 45:2 50:11 91:7 186:2
<b>conscience</b> 53:14	<b>contaminants</b> 17:17 19:9 33:11 56:9	<b>convenient</b> 151:15	<b>creation</b> 74:20	<b>creation</b> 74:20
<b>conservationis ts</b> 75:3	<b>contaminated</b> 18:4 33:16	<b>conversation</b> 6:20 206:19	<b>creation</b> 74:20	<b>creek</b> 7:11,15 9:9,13 10:9 11:3 12:11 14:5 15:5, 19,20 17:13 18:8 20:7 22:15,16,19 23:9 24:3 25:18 31:20 32:7 33:13, 18 34:7,15,17 35:9,17 36:8 38:1, 10 43:18 46:14
<b>considerable</b> 64:7,10 106:1	<b>contaminates</b> 59:12	<b>conveyed</b> 36:10	<b>courses</b> 175:2 209:15	
<b>consideration</b> 28:3 113:17	<b>contend</b> 89:17	<b>conveys</b> 35:3	<b>court</b> 2:20	
<b>considerations</b> 16:16	<b>content</b> 71:2	<b>convinced</b> 199:20	<b>courteous</b> 24:6 154:17 210:16,19	
	<b>contention</b> 158:17	<b>cooking</b> 45:9	<b>cove</b> 25:10,11 43:10,11 66:19	
	<b>contentious</b> 117:14 128:3 158:10	<b>copies</b> 117:18 163:2		
	<b>continually</b> 128:16	<b>copy</b> 14:18		
		<b>Corporal</b> 11:1 28:16,17 29:7 61:11,13,21 62:2		

47:11 48:11 56:13 60:17 61:16 63:12,13 65:16 68:8,15,17,19,20 69:1,6,11,21 70:2 71:5 72:9,16 73:1, 3,4,8,10 74:7,8,9, 12 75:5,15,19 76:3,15 77:5,14, 17,21 78:5 79:6 82:15,18 83:1,3 84:11 85:10 86:14 92:9,13,16 93:3 97:9,10,11,14,18 98:11 99:18 101:18 102:3,9,10 103:2,7,11,12 104:7,15 105:3 106:13 107:5,17 108:11 109:1 110:21 111:1,21 112:10,11 114:13, 14,17 115:2,4,17, 18,19 116:4,6,17, 20 117:9,15,20 118:9,13,18 119:1,7,10,13 120:3,8,11,14,18 121:8,11,13,18 122:5,6,7,9 123:2, 5,7 125:2,5,6,7, 14,21 126:2,7,21 127:1,2,4 128:2,3, 8,9,14,15 130:12, 17 131:7,10,19 132:7,13 133:10, 11,16 137:12,17 138:3 139:8,15 141:7 143:7 144:2 152:8,11,19 155:4,11 158:3 159:2,9,19,20 160:1 162:6 164:21 165:7,8 169:9 178:4,12 179:11 180:11 182:9 185:14 190:6,10,11,14,16 191:2,9,12,19 193:1,4,8,21 195:5 196:3 197:15 198:14 200:4 206:11,13, 21 207:2 208:8 209:3 210:5,8	<b>Creek's</b> 143:12 <b>creeks</b> 74:10 116:5 119:12 131:4,5 <b>criminals</b> 194:14 <b>crisscrossing</b> 88:7 <b>critical</b> 39:11 71:4 136:18 <b>criticize</b> 148:5 <b>cross</b> 117:8 124:17 125:1 130:18 <b>crossing</b> 23:21 <b>crowd</b> 2:6,13 <b>crowded</b> 142:6 147:5 <b>cruise</b> 76:15 149:18 <b>cruiser</b> 93:5 <b>Cunningham</b> 164:17,18 165:4 <b>curious</b> 66:21 189:5 <b>current</b> 12:7 16:3 22:15 24:9 66:3,7 69:2,6,13 70:3 75:7 150:8 176:7 181:10 190:1 198:3 202:5 <b>cut</b> 27:14 <b>cutout</b> 83:2 <b>cutting</b> 154:21 <hr/> <b>D</b> <hr/> <b>D3</b> 198:12 <b>daily</b> 29:6 <b>damage</b> 28:13, 14 29:1 62:11 64:10,11 69:5 90:9 182:12 184:6 <b>damaged</b> 132:21	<b>damaging</b> 18:21 188:1 <b>damming</b> 74:15 <b>damned</b> 187:14 <b>danger</b> 37:12 38:14 45:9 <b>dangerous</b> 11:8 27:11 39:21 45:14 48:21 50:11 83:20 88:7 132:18 <b>dangers</b> 49:11, 13 <b>Daniel</b> 84:19 86:19 146:14 <b>dark</b> 79:3 <b>darn</b> 168:8 <b>dash</b> 23:9 <b>data</b> 31:20 196:4, 10 198:4 <b>daughter</b> 92:15 <b>Dave</b> 164:17 171:3 <b>Davis</b> 71:21 72:6,13 78:9,13, 17,21 79:7,12 139:7 140:7,11, 17,19 141:14 <b>day</b> 55:20 78:20 79:1 81:6 93:16 94:13 95:5 98:1,9 117:7 118:4 140:16 151:20 152:4 157:10 165:11 171:21 191:7,15 203:10 204:8,15 <b>daylight</b> 118:17 119:4 173:1 <b>days</b> 7:19 61:17 97:18 120:5 149:21 180:17,18 205:8 207:14 <b>daytime</b> 204:11 <b>dead-end</b> 60:17 <b>deal</b> 14:8 56:20, 21 146:11 149:9	152:8 175:19 <b>dealer</b> 87:6,8 <b>dealt</b> 131:2 159:6 <b>death</b> 131:5 <b>decades</b> 18:15 56:19 <b>decal</b> 129:7,12 <b>decided</b> 67:9 143:17 <b>decision</b> 115:13 <b>deck</b> 56:14 79:1 <b>declining</b> 142:12,16 <b>decreased</b> 106:3 <b>deep</b> 88:13 91:19 94:15 102:10 <b>deeper</b> 91:1 <b>deepest</b> 12:8 <b>define</b> 196:3 <b>definite</b> 23:6 <b>degrade</b> 47:9 <b>degrades</b> 47:7 <b>degree</b> 116:19 <b>deja</b> 157:8 <b>deliberation</b> 180:10 <b>Deliberations</b> 4:12 <b>delighted</b> 168:19,21 172:16, 17 <b>delivers</b> 75:18 <b>delivery</b> 76:1 <b>demark</b> 137:1 <b>Dennison</b> 157:21 <b>Dennison's</b> 157:21 <b>dense</b> 183:16	<b>denying</b> 135:15 <b>Depalo</b> 40:3 42:21 43:5 <b>Department</b> 41:19 <b>department's</b> 198:11 <b>depending</b> 22:18 <b>depict</b> 12:15 <b>depiction</b> 139:18 140:5 <b>depicts</b> 12:6 <b>deprives</b> 142:17 <b>depth</b> 12:7 16:1 31:15 <b>deputy</b> 51:2 <b>design</b> 17:20 <b>designated</b> 84:9 94:7,10 95:2 96:2 98:7 110:17 <b>designed</b> 52:21 74:3 <b>desirably</b> 91:20 <b>desire</b> 108:2 <b>destructive</b> 45:2,3,5 <b>detect</b> 34:2,7 <b>detected</b> 19:9 <b>determine</b> 11:5 <b>determined</b> 143:17 <b>determining</b> 71:4 <b>develop</b> 51:7 <b>developed</b> 159:4 <b>developing</b> 73:15 <b>development</b> 21:10 69:9 76:4 <b>devil's</b> 183:9
--	---	--	---	--



<b>diagram</b> 23:8 26:21	190:19 192:4 195:8 197:14 200:18 202:3,9, 17,19 203:11	157:20 158:5 174:9,15 187:1 189:4 199:15	<b>dramatic</b> 127:21	<b>earned</b> 21:4
<b>difference</b> 37:15		<b>DNR'S</b> 154:3	<b>draw</b> 54:3 56:5	<b>earth</b> 51:4
<b>differential</b> 54:4	<b>discussions</b> 2:14 126:10 143:8 202:15	<b>dock</b> 21:18 60:14 74:21 82:20 83:5 85:1 100:11 107:17,19 110:1 138:5 139:14,17 140:1	<b>drawing</b> 23:10	<b>east</b> 73:2,11 82:18 83:3,7
<b>difficult</b> 42:17 77:4 123:5,13 125:3 172:7	<b>display</b> 129:6	<b>dockmaster</b> 136:10,11	<b>drawings</b> 20:11, 15	<b>Eastern</b> 24:21 25:2,12 30:14 40:4,8 68:4
<b>dig</b> 196:6	<b>displays</b> 124:13	<b>docks</b> 60:13 69:4 79:8 88:6 100:18 138:3 139:16	<b>drawn</b> 23:19	<b>easy</b> 154:11
<b>diminish</b> 75:16	<b>displeased</b> 4:15,17	<b>document</b> 128:12	<b>dredging</b> 21:20	<b>Echavarren</b> 84:18,19 85:20 86:1,5,9
<b>direct</b> 51:2 67:20 68:3 186:12	<b>disposed</b> 33:16	<b>documentation</b> 10:2 20:15 158:8	<b>drive</b> 70:21 75:11 92:21 206:19	<b>ecology</b> 77:21
<b>direction</b> 68:1 87:18	<b>disproportiona tely</b> 185:13	<b>documented</b> 28:13,21 182:11	<b>driver</b> 169:20 170:12 172:9	<b>economy</b> 89:2
<b>directly</b> 15:16 47:20 49:20 65:18 187:7	<b>disrupt</b> 187:6,11	<b>dog</b> 77:10 206:14,15	<b>driver's</b> 154:6	<b>Ed</b> 161:7 162:9 173:7
<b>director</b> 51:2	<b>disrupting</b> 155:11	<b>dollars</b> 21:5 56:15 76:6 80:2 126:5	<b>drives</b> 103:14	<b>edge</b> 10:11 73:12 123:16 126:2
<b>disabled</b> 45:11 193:16	<b>disruptive</b> 148:16	<b>donuts</b> 172:1	<b>driving</b> 100:18	<b>edging</b> 48:3
<b>disagree</b> 6:19	<b>dissatisfaction</b> 200:10	<b>door</b> 25:13	<b>drop</b> 116:13	<b>educate</b> 171:17 199:17
<b>disappointed</b> 77:11	<b>disservice</b> 93:2	<b>dot</b> 27:1 68:7 140:3	<b>dropped</b> 100:15 152:10	<b>educating</b> 171:4 195:2
<b>discharge</b> 18:9 34:16 58:7	<b>dissipate</b> 71:11 197:10	<b>dotted</b> 13:2	<b>Dry</b> 24:4	<b>education</b> 171:6,20 172:6 174:19 210:4 211:2,5
<b>discharged</b> 18:6	<b>dissipated</b> 197:5	<b>doubled</b> 211:8	<b>due</b> 21:9 38:9 47:1,2 58:8 62:7 77:14 94:5 99:21 105:16	<b>Edwards</b> 11:10 12:1 66:2
<b>discharging</b> 55:19	<b>distance</b> 10:16 23:1 47:6,8 82:19 197:4,9	<b>dovetail</b> 209:11	<b>dump</b> 53:20	<b>effect</b> 10:2 54:20 56:4 64:15 83:14 89:2 121:17 135:11 158:1
<b>discreet</b> 59:8	<b>distances</b> 12:10 27:8	<b>dovetails</b> 89:6	<b>duration</b> 70:21	<b>effectively</b> 85:4 118:8,11,18 157:11
<b>discuss</b> 200:9	<b>distinguishing</b> 206:2	<b>downstream</b> 75:6,9 78:2	<b>dwindled</b> 204:21	<b>effectivity</b> 53:6 54:5 59:11
<b>discussed</b> 115:16	<b>disturbance</b> 54:7	<b>dozen</b> 90:12 191:16	<hr/> <b>E</b> <hr/>	<b>effects</b> 135:19 153:3
<b>discussing</b> 5:17	<b>diver</b> 40:4 80:11	<b>dozens</b> 99:6	<b>e-mail</b> 9:18 174:2	<b>efficiency</b> 54:5
<b>discussion</b> 13:18 58:17 106:9,17 112:1 113:12 127:8 143:15 145:14 146:5 174:21 175:20 176:21 177:5 178:10 181:5,11 183:6 184:18 189:20	<b>Divers</b> 25:3 40:5	<b>draft</b> 37:2	<b>e-mailed</b> 163:1	<b>effort</b> 162:19
	<b>diverse</b> 3:19	<b>drag</b> 119:8,14 121:16 122:21 158:18 168:15,16, 17 207:2	<b>Eagle</b> 167:8	<b>efforts</b> 14:7 56:11 73:4 161:2
	<b>divert</b> 145:1		<b>earlier</b> 46:16 47:6 57:9 150:4 175:14 177:1 180:17 188:8	<b>egress</b> 132:19
	<b>diving</b> 80:14		<b>early</b> 151:17 177:10	

<b>elaborate</b> 33:14	153:13,15	<b>entertainment</b> 166:6	<b>established</b> 20:19 169:14	<b>exacerbating</b> 53:11
<b>element</b> 56:21	<b>energy</b> 70:21 71:13 75:16	<b>enthusiasts</b> 76:10	<b>Estates</b> 72:15 74:16,21 77:1 84:20,21	<b>exact</b> 93:21
<b>elements</b> 57:6,7	<b>enforce</b> 144:2, 18,21 163:11 186:16	<b>entire</b> 15:18 16:9 20:7 29:5 33:20 65:15 69:21 102:15 103:4 117:8 137:11 158:9 164:20 166:16	<b>estimated</b> 27:5 126:4	<b>exaggeration</b> 158:18
<b>elevation</b> 31:19, 20	<b>enforced</b> 73:21	<b>environment</b> 21:20 50:11 54:16,21 59:2 92:17 95:9 102:12 117:4	<b>estimates</b> 22:16	<b>exceeding</b> 132:10
<b>eliminate</b> 74:9	<b>enforcement</b> 80:19 134:17 143:21 144:15 149:5 174:9 210:4,6 211:1,4, 15	<b>environmental</b> 9:12 15:5 22:9 28:4 31:3 32:10, 12,14 36:13,14 48:17 51:10 53:8, 10,11,19 155:12	<b>estimation</b> 203:6	<b>exceeds</b> 23:13
<b>eliminated</b> 19:14	<b>enforcer</b> 149:7	<b>environments</b> 26:16	<b>etiquette</b> 147:4	<b>excellent</b> 74:17
<b>eliminates</b> 101:17	<b>engage</b> 7:3	<b>episode</b> 158:9	<b>evaluate</b> 19:3	<b>exception</b> 121:2,5 162:14 169:12
<b>eliminating</b> 101:2,5,16	<b>engaged</b> 115:9	<b>equal</b> 209:11	<b>Evans</b> 114:11,12 124:1 153:9	<b>excessive</b> 8:2 51:16,17 52:13 90:14
<b>Elk</b> 98:16 99:3	<b>engineer</b> 14:14 16:18 31:14 58:15 59:7 157:6	<b>equally</b> 28:1 145:12	<b>evening</b> 64:17 97:16 116:11 136:21 140:20,21 204:12	<b>exclusively</b> 34:9
<b>emergency</b> 41:18,20	<b>Engineers</b> 20:13 80:4 114:7 137:5 152:18 176:3	<b>equipment</b> 18:21	<b>evenings</b> 120:8	<b>excursions</b> 25:14
<b>Emert</b> 92:5,6 93:13	<b>Engineers'</b> 176:4	<b>Eric</b> 102:2	<b>event</b> 19:2	<b>Excuse</b> 5:4 144:8
<b>emotionally</b> 181:16	<b>enhance</b> 69:6 75:10	<b>erode</b> 99:20	<b>events</b> 17:19	<b>executive</b> 5:15 6:8,12 180:10
<b>emphasis</b> 30:7 130:20	<b>enhanced</b> 211:4	<b>erodibility</b> 71:4	<b>everybody's</b> 59:20 178:8	<b>exist</b> 22:13 46:13 49:13
<b>emphasize</b> 83:11,13 131:6 141:18	<b>enhancing</b> 77:21	<b>erosion</b> 69:3 70:12,18,20 71:6 73:2,15 74:6 75:4, 16,18 77:20 78:3 99:14,20 100:3, 19,21 101:13 126:10 129:4 131:12 135:19 136:2 149:15 152:13,14 192:7, 11 196:17 198:11 199:12 206:6	<b>everyday</b> 2:21 52:17 165:1	<b>existence</b> 169:11
<b>empirical</b> 52:20	<b>enjoy</b> 39:10 43:21 44:17,21 60:21 64:20 81:10 82:1 88:9,20 89:5 92:11 116:10 117:3 142:19 154:18	<b>error</b> 111:20	<b>everyone's</b> 28:7 173:10	<b>existing</b> 25:21 43:4 49:12
<b>enclosed</b> 96:5 192:18 193:8	<b>enjoyable</b> 50:6	<b>essentially</b> 53:12 174:14	<b>evidence</b> 158:3 160:7 184:15 186:10 188:8,14 206:16 208:6	<b>exists</b> 66:4 134:16
<b>encountered</b> 77:10	<b>enjoyed</b> 161:3		<b>evidentiary</b> 184:10	<b>expand</b> 108:2 109:20
<b>encumber</b> 185:19	<b>enjoying</b> 77:14		<b>evidence</b> 158:3 160:7 184:15 186:10 188:8,14 206:16 208:6	<b>expanded</b> 108:16 201:14 202:6 208:1
<b>end</b> 3:10 11:15 17:15 24:3,8 51:6, 8,9 87:12 98:4,8 111:9 122:19 123:14,18 128:19 133:2 137:7 139:15 152:10 154:8 162:4 185:3 186:3 191:1	<b>enormously</b> 210:16		<b>evolution</b> 16:15	<b>expanding</b> 21:10
<b>ended</b> 134:8	<b>enter</b> 46:6		<b>evolved</b> 15:3	<b>expansion</b> 108:2,17 109:7,8, 14,15
<b>endorse</b> 182:6	<b>entering</b> 162:5		<b>evolving</b> 20:21 21:1 24:15	<b>expect</b> 19:15 56:20
<b>endorsed</b> 75:2			<b>exacerbate</b> 55:7	<b>expedited</b> 18:1
<b>ends</b> 4:17			<b>exacerbated</b> 74:2	

<b>expense</b> 74:20		93:6 103:16 152:3	<b>Figure</b> 31:20	114:15 115:3
<b>expensive</b> 136:3	<b>F</b>	168:21 187:14	<b>filed</b> 28:14	127:9 131:10
<b>experience</b> 44:1 85:3 95:10 99:19 185:3 204:17 210:21	<b>fabulous</b> 169:19 171:3	207:15 208:12	<b>files</b> 13:16	133:8 143:2
<b>experienced</b> 43:20 208:14 210:15	<b>faces</b> 59:20 171:14	<b>faster</b> 93:10 168:20 169:2	<b>filtering</b> 33:12	146:12 150:17
<b>expert</b> 52:5 154:6 169:1 193:11	<b>facilities</b> 39:11	<b>fault</b> 124:18	<b>filtration</b> 32:18	152:20 154:14
<b>experts</b> 52:7,9 196:18	<b>facility</b> 17:21 18:14 26:12 56:17,18 67:8 185:7	<b>favor</b> 23:21 64:4 72:19 80:21 81:9 179:11 185:1 190:1 197:16	<b>final</b> 135:21	163:11,12 169:1, 12 170:1,2,4 172:2,4,5 178:6 206:19 208:12 209:13,18
<b>explain</b> 9:17 17:2 42:13,19 109:16 197:3	<b>fact</b> 47:2 52:1 53:7 79:7 94:5 110:19 122:1 142:5 167:12 173:3 202:11 206:9 208:5 209:8	<b>favorite</b> 26:13	<b>finally</b> 76:13 105:20 169:7	<b>follow</b> 3:16 55:11 148:17
<b>explained</b> 8:8,9, 11	<b>fact-driven</b> 206:8	<b>favours</b> 24:5	<b>find</b> 3:8 6:10 41:14 66:18 107:11 111:17 129:16 188:20 205:13	<b>foot</b> 13:1,3 18:3 32:5 34:13 47:17 72:17 73:19 83:4, 9 86:10 93:4,5 97:5 98:5 99:17 104:5,10 117:6 133:4 137:14 159:18 160:3 189:10
<b>explanation</b> 143:16	<b>factor</b> 70:19	<b>fear</b> 8:4	<b>finding</b> 209:18	<b>forbid</b> 105:14 155:1
<b>expound</b> 163:21	<b>factory</b> 17:6	<b>Federation</b> 74:11 75:13	<b>fine</b> 38:8 116:2 166:9	<b>force</b> 8:4 121:17 123:1 157:12 158:6 179:3
<b>express</b> 114:15	<b>facts</b> 169:5 186:10 199:21	<b>fee</b> 129:11	<b>finishing</b> 96:19	<b>forced</b> 88:2 92:17
<b>extend</b> 22:14,19 180:13	<b>factual</b> 150:15	<b>feedback</b> 37:18	<b>Fire</b> 41:18	<b>forces</b> 82:17 94:13
<b>extended</b> 110:9 181:21	<b>fail</b> 208:10	<b>feel</b> 18:19 27:11 30:2 146:21 149:9 183:19,21 193:10	<b>fish</b> 135:17	<b>Forest</b> 51:11
<b>extending</b> 138:19 202:1	<b>fair</b> 36:7 208:2	<b>feeling</b> 36:7,11 37:21 38:3	<b>fisherman</b> 117:5 128:6 153:6	<b>forever</b> 203:19
<b>extends</b> 18:7 19:7 123:4	<b>fairly</b> 55:12 79:5	<b>feels</b> 36:16	<b>fishermen</b> 155:6	<b>Forget all</b> 58:20
<b>extensive</b> 195:20	<b>Fairwinds</b> 24:10	<b>feet</b> 10:11 12:8,9, 12,20 13:4 16:12 18:7 19:7,8 22:20 23:3 27:4,9 32:1 36:20 60:16 69:2, 18 82:20 88:13 91:11 152:9 153:2 154:3,4 160:2,3 176:11 182:14 185:9 187:4 190:12	<b>fishing</b> 63:13,15 107:14 108:18 117:7 185:17,18	<b>forgot</b> 107:5 151:18
<b>extent</b> 70:19 97:11	<b>fall</b> 92:14	<b>fellowship</b> 170:10	<b>fit</b> 101:16 127:2	<b>form</b> 74:3
<b>external</b> 54:7	<b>fallen</b> 39:16 120:19 124:15	<b>felt</b> 64:17 66:7	<b>fixing</b> 36:15	<b>format</b> 3:16
<b>extracting</b> 33:11	<b>falls</b> 36:6 105:14 114:6 147:6,13	<b>fence</b> 34:13 56:7,9 59:6,9	<b>flat</b> 110:10 189:1	<b>fortunate</b> 158:20
<b>extraction</b> 33:10	<b>familiar</b> 3:21 35:5 130:13	<b>fence</b> 34:13 56:7,9 59:6,9	<b>floating</b> 21:18 38:14 39:15 46:21	<b>forward</b> 7:9 14:1 39:3 59:21 61:6 122:11 200:4 201:19
<b>extremely</b> 95:7 98:6	<b>families</b> 103:12 148:1 177:14	<b>fetch</b> 70:21	<b>floor</b> 60:8	<b>foster</b> 172:12
<b>eyes</b> 104:4 123:8	<b>family</b> 20:19 96:14 97:3 162:9, 18 177:15 207:9	<b>fewer</b> 74:4	<b>flow</b> 33:17 55:15, 17 156:12	<b>found</b> 17:16 210:19
	<b>Farms</b> 123:15	<b>fight</b> 8:9 206:14, 15	<b>fly</b> 60:11	
	<b>fast</b> 24:5 48:11 71:3 80:19 81:16	<b>figurative</b> 56:8	<b>flying</b> 96:16	
			<b>focus</b> 94:3 115:15 136:15 141:21	
			<b>folks</b> 2:15 5:10 38:18 48:20 51:14,19 58:19 61:6,14 70:14	

<b>Fox</b> 132:2,3 133:8	<b>fully</b> 73:9 119:12	<b>glare</b> 104:3	<b>Grant's</b> 27:4	<b>guidelines</b> 57:4
<b>frame</b> 8:16 9:1 13:13 61:20 62:12 112:15 200:8	<b>function</b> 186:15	<b>glassy</b> 87:17	<b>graph</b> 197:7	<b>Gunner</b> 93:18
<b>frankly</b> 134:17	<b>functions</b> 21:7	<b>glazing</b> 59:20	<b>grapples</b> 42:14	<b>Gunpowder</b> 39:9
<b>Fred</b> 8:17 14:12 19:18 36:13 47:5 49:2 67:12	<b>fundamentally</b> 168:4	<b>Glebe</b> 111:2	<b>grass</b> 22:4 80:9	<b>gunwales</b> 45:13
<b>Freon</b> 57:13	<b>future</b> 83:15	<b>Glen</b> 98:16 99:3	<b>grasses</b> 76:1	<b>guy</b> 80:13 81:7 146:21 147:14 195:21
<b>frequency</b> 54:8 55:6 62:6 85:6	<b>G</b>	<b>Glenn</b> 17:5,6	<b>great</b> 2:12 31:11 44:5 58:20 117:3 154:14 206:16	<b>guys</b> 40:11 152:14 154:6 160:21 174:13
<b>frequent</b> 73:16	<b>gain</b> 65:11 66:1	<b>God</b> 105:14 194:20	<b>greater</b> 62:6 172:12 173:9	<b>H</b>
<b>frequently</b> 47:3 83:4,9 140:14	<b>gate</b> 44:3	<b>Goggins</b> 134:2, 3 136:8 143:5,6	<b>greatest</b> 4:10	<b>H-a-t-c-h</b> 79:18
<b>Friday</b> 39:15,20	<b>gather</b> 145:8	<b>good</b> 8:19 14:3 17:1 26:2 28:16 44:9 47:15 55:1 60:12 71:21 82:9 84:18 96:20 102:11 107:7 116:1 127:7,15 130:1 134:2 135:1 136:9 137:6 140:13 141:15 151:12 164:17 168:9 170:18 173:16 174:13 175:9 205:10 207:5 209:14 211:3	<b>greatly</b> 54:6 85:14 162:19	<b>half</b> 11:18,19 24:20 76:10 101:2,11 106:16 111:14 147:10 150:21 191:16
<b>friend</b> 56:12 167:20	<b>gave</b> 77:12 198:4	<b>GOOGINS</b> 144:8,11 146:3,10	<b>grew</b> 162:13	<b>Hampson</b> 160:20
<b>friends</b> 170:8	<b>Gelb</b> 95:19,20 98:12 156:1,5,21	<b>Goose</b> 98:17 99:5,16	<b>ground</b> 33:6 203:9 204:5	<b>hand</b> 2:18,20 3:4,5 183:15 201:2
<b>frightening</b> 46:20	<b>general</b> 60:4 68:6 89:19 147:8 199:16 206:6	<b>gracious</b> 81:3	<b>groundwater</b> 10:7 17:21 18:4 19:13 33:17 34:6, 14 35:15 37:10 53:2 182:17	<b>handful</b> 164:14
<b>Frog</b> 7:10,15 10:8 11:3,15 14:5 15:4,19 17:12 18:8 20:7 32:7 33:18 34:7,15 35:9 36:8 38:10 61:16 63:11,19,21 68:9,15 180:11 181:3	<b>generally</b> 64:16 109:9 130:12	<b>grandparents</b> 103:12	<b>groups</b> 178:14 209:13	<b>handicapped</b> 60:5
<b>front</b> 11:21 15:16 25:20 26:12 27:9 48:2,8 49:4 51:15 64:6 65:16,17 67:13 127:12 154:1 177:1 180:14	<b>generate</b> 53:1 91:8	<b>Grant</b> 5:5 7:10, 12 13:11,14 20:4 68:16,20 71:19 81:2 106:20 112:2,3,4 113:13 114:3 146:6,7 163:1 166:16 178:11,12,18 179:10 180:13,20 190:6,8 191:3 196:11,20 197:6, 13 198:7,13 199:3,6 200:6 201:1 203:2	<b>Grove</b> 95:12	<b>hands</b> 51:20
<b>frozen</b> 120:4	<b>gentle</b> 197:5	<b>grandparents</b> 103:12	<b>growing</b> 95:6 206:20	<b>happen</b> 37:4,6 41:1,17 42:4 49:5 102:21 120:15 123:12 144:6,9 169:10 188:6 210:5
<b>frustration</b> 51:19	<b>gentleman</b> 81:11 98:21 128:13 136:8	<b>Grant</b> 5:5 7:10, 12 13:11,14 20:4 68:16,20 71:19 81:2 106:20 112:2,3,4 113:13 114:3 146:6,7 163:1 166:16 178:11,12,18 179:10 180:13,20 190:6,8 191:3 196:11,20 197:6, 13 198:7,13 199:3,6 200:6 201:1 203:2	<b>grown</b> 167:15	<b>happened</b> 19:3 33:15 37:4 126:18 164:11
<b>fuel</b> 21:21	<b>gentlemen</b> 50:15	<b>graceful</b> 81:3	<b>growth</b> 75:3 158:2	<b>happening</b> 45:20 169:8 182:8
<b>full</b> 79:1 119:20 127:3 143:16 204:11	<b>geometry</b> 82:15,21	<b>graciously</b> 81:3	<b>Guard</b> 18:14 38:7 159:16	<b>happy</b> 145:16 166:19 171:8 173:6
<b>Full-time</b> 63:3	<b>George</b> 136:10	<b>graciously</b> 81:3	<b>guess</b> 30:1 55:18 93:11 97:2 124:2 125:18 133:12 141:3 143:7 177:10 185:11 191:15	<b>harbor</b> 32:4 159:18
	<b>get along</b> 195:5	<b>graciously</b> 81:3	<b>guessing</b> 109:4	
	<b>getaway</b> 125:9	<b>graciously</b> 81:3	<b>guest</b> 167:18	
	<b>girl</b> 77:11	<b>graciously</b> 81:3	<b>guests</b> 105:6	
	<b>Gist</b> 163:4 164:5	<b>graciously</b> 81:3		
	<b>give</b> 5:11 23:20 27:8,15 50:20 93:10 95:1 113:4 122:5 124:11 156:21 175:4 200:21	<b>graciously</b> 81:3		
	<b>giving</b> 43:6 204:8,10 209:20, 21	<b>graciously</b> 81:3		

<b>harbored</b> 8:1	<b>hearings</b> 143:19 146:4	<b>hindered</b> 76:4	125:11 132:9	<b>hunting</b> 63:18
<b>hard</b> 26:7 55:21 133:2 168:17 203:18 205:13 206:17	<b>heart</b> 207:3	<b>historically</b> 159:2	140:16 147:10 148:19 150:21 153:17,18,20 154:9 155:15 175:6	<b>hurricane</b> 120:5
<b>Hare</b> 98:15 100:5	<b>heaven</b> 155:1	<b>history</b> 20:17 32:19		<b>husband</b> 44:18 47:17 48:7,12 92:10
<b>Harford</b> 162:13	<b>Heffner</b> 165:5,17	<b>hit</b> 104:1 107:18 124:20 150:6	<b>hours</b> 55:20 94:8,13 95:5 113:16,18 114:9, 16 115:13,15 118:3,5,17 119:3, 4 129:16 130:19 131:9,14,18 134:8,15,16 135:11 136:5,16 137:9 140:21 141:20 143:12,18, 21 144:3 149:13 150:8,15 151:1 154:20 155:1 156:15,17 162:17 167:1,2 168:14 173:2 176:18 183:19 201:15 202:1,6 203:1,3, 10 204:1 205:2,7, 12 206:5 208:1 209:6,21	<b>hydraulic</b> 33:6
<b>harm</b> 58:7	<b>held</b> 13:18 106:9, 17 112:1 113:12 127:8 146:4,8 157:10 175:20 177:5 178:10 202:3,17	<b>hits</b> 58:11		<hr/> <b>I</b> <hr/>
<b>harmful</b> 10:4	<b>Hellner</b> 29:11 55:10,11 58:2,10, 14 59:14,17 65:6, 7,21 66:9 175:11, 12,21 176:12,17 181:8,11 186:5,6 194:3,4 199:10 207:11 209:1	<b>hitting</b> 47:10		<b>idea</b> 8:19 26:3 27:8 37:17 93:9 116:4 134:9 140:9 161:21 173:8
<b>harming</b> 187:19	<b>helpful</b> 173:11	<b>hold</b> 42:5 90:18 200:9		<b>ideal</b> 88:11
<b>Harry</b> 82:10 85:12	<b>helping</b> 40:7 80:20	<b>holder</b> 49:18 60:3		<b>ideas</b> 173:7
<b>harsh</b> 42:15	<b>Heron</b> 152:9	<b>holders</b> 7:14 8:4,13 20:1 62:8		<b>identify</b> 10:10 134:19 135:2
<b>Hatch</b> 79:17 82:8	<b>Hertz</b> 55:3	<b>holding</b> 143:14, 19		<b>idiots</b> 194:13,17
<b>hate</b> 42:12	<b>hey</b> 129:9 163:16 175:5 189:12	<b>hole</b> 116:12		<b>idle</b> 153:15,16
<b>Haven</b> 100:10	<b>high</b> 24:4 39:14 40:21 41:11 45:18 48:6 54:8 73:17 74:1 75:7 77:4,15 78:6 79:5,8 99:21 120:2 153:14 167:6,11 183:17	<b>holidays</b> 7:18 11:17 26:1 69:12 113:6 191:6		<b>idly</b> 170:2
<b>hazard</b> 27:12 105:5 176:6,8	<b>higher</b> 17:17 33:20 55:5 71:7 120:6	<b>hollowed</b> 73:15		<b>ifs</b> 205:10
<b>head</b> 15:20 43:15 62:16 178:19 191:9 193:20	<b>highest</b> 34:1,8 187:21	<b>home</b> 64:18 85:18 149:15 156:10	<b>house</b> 55:4 56:14 86:1,2 167:9	<b>ignore</b> 28:1
<b>heading</b> 68:1 108:21 184:16	<b>highly</b> 209:17	<b>homeowner</b> 141:16 210:14	<b>housing</b> 21:14	<b>Iliff</b> 75:14
<b>heads</b> 24:8	<b>highlights</b> 150:6 166:20	<b>homeowner's</b> 211:7	<b>hug</b> 47:5	<b>imagine</b> 26:5 183:17
<b>hear</b> 5:7 14:2 61:21 145:19 152:13 184:4,8 188:15 195:12 199:19 206:7	<b>Hills</b> 125:21 134:3	<b>homeowners</b> 165:14 210:11 211:21	<b>huge</b> 15:5 41:21 42:3,8 66:15 85:13 89:19 116:18,19 138:20 148:2 191:17	<b>immediately</b> 115:4
<b>heard</b> 38:17 51:14,18 99:14 116:11 142:4 170:7 175:14 178:21 181:15 182:2 194:18 206:4,5 208:3,13	<b>hinderance</b> 83:19	<b>homes</b> 89:10 96:4	<b>hugging</b> 123:9	<b>impact</b> 9:12 15:5 21:20 24:14 26:19 28:7 31:3 32:10, 12,14,21 33:7,8 38:1 41:5 48:18 53:19 54:16,21 55:21 59:1 83:13 137:7 187:3 198:6 208:2
<b>hearing</b> 7:10 30:8 40:14 46:2 58:16 61:10 71:19 72:7 98:14 109:6 127:7 143:13,14 144:12 149:4 157:9 172:3 180:3 190:4 194:7 196:16 197:19 206:9		<b>honest</b> 104:14	<b>hull</b> 74:2	<b>impacts</b> 142:18
		<b>honestly</b> 118:19	<b>hulls</b> 76:20	<b>impede</b> 185:21
		<b>hope</b> 39:21 48:15 55:8	<b>hundred</b> 10:11 19:7 27:4 56:15 60:16 63:11 69:1, 18 73:13,19 83:4, 9 117:6 119:13 120:16 152:9 154:3,4 161:10 185:9 190:12	<b>impervious</b> 21:16
		<b>hoping</b> 53:7	<b>hundredth</b> 209:8	<b>implemented</b> 52:21 126:19 200:11 203:6
		<b>hospital</b> 167:10		<b>implications</b> 207:4
		<b>hour</b> 85:16 91:6, 7,16 101:16 106:16 115:19 116:17 119:10,13		



<b>implore</b> 128:11	<b>incorrect</b> 20:11 167:3 168:4,12 169:5	172:11 178:8 184:10	121:9 209:7	156:11 158:4,11 159:7 162:2
<b>important</b> 21:19 23:4 130:19,20 136:15 169:15 174:4 193:18	<b>increase</b> 50:2 55:6 63:8 73:6 74:3 77:17 91:4 143:17 172:3	<b>ingress</b> 132:19	<b>interests</b> 28:5 143:15	176:21 182:16 188:13 189:15 194:5 201:1 206:13 209:5 211:21
<b>Importantly</b> 168:14 172:2	<b>increased</b> 15:8 50:9 83:12 94:1 118:5 121:21 131:12,14 141:11 159:5 167:5 168:3,4,13	<b>inhibiting</b> 84:5	<b>interference</b> 150:16	<b>internal</b> 91:3
<b>imposed</b> 59:9, 10 63:6 67:5 131:11	<b>increases</b> 55:5	<b>initial</b> 157:16	<b>internal</b> 91:3	<b>issued</b> 9:19
<b>impossible</b> 45:18 123:5 125:3,14	<b>increasing</b> 73:6 135:19	<b>inject</b> 75:12	<b>internship</b> 167:10	<b>issues</b> 37:8 45:16 64:21 119:11 129:14 131:10,15 134:19 150:16 154:19 155:10 174:8 186:18 194:8 200:2 208:3 211:2
<b>impression</b> 211:7,8	<b>incredible</b> 56:16,17	<b>injured</b> 39:13 49:6 184:13	<b>interrupting</b> 30:18 58:3	
<b>improperly</b> 171:4	<b>indefinitely</b> 18:15 56:19	<b>input</b> 6:6 38:9 178:9	<b>interruptions</b> 2:12	<hr/> <b>J</b> <hr/>
<b>improve</b> 73:3 173:4	<b>independent</b> 182:19	<b>inquired</b> 108:1	<b>intersection</b> 132:18	<b>James</b> 127:16
<b>improved</b> 28:7 173:5	<b>Indian</b> 178:18	<b>inside</b> 45:9 86:6	<b>interval</b> 147:17	<b>Janet</b> 44:10
<b>improvements</b> 35:8	<b>indication</b> 23:20	<b>insight</b> 65:11 66:1	<b>interviewed</b> 107:19 109:9,10	<b>January</b> 120:3
<b>inaction</b> 51:19	<b>indiscriminate</b> 187:20	<b>inspecting</b> 186:13	<b>introduce</b> 3:11 20:4	<b>Jeff</b> 130:2
<b>inadvertent</b> 111:11,20	<b>individual</b> 8:9	<b>inspections</b> 107:14	<b>introduced</b> 20:4	<b>Jersey</b> 87:7
<b>inadvertently</b> 143:11	<b>individuals</b> 61:9 130:6	<b>installed</b> 10:9 76:3	<b>introductions</b> 3:7	<b>Jessie</b> 75:14
<b>inappropriatel y</b> 181:21	<b>industrial</b> 17:7 34:3	<b>instance</b> 108:15 109:18 170:11	<b>investigating</b> 17:9 145:10	<b>jet</b> 4:4 25:6 26:4 29:16 37:2 44:11 79:5 101:4 105:11,12 107:16 108:10,19 109:2, 21 134:14 148:10 163:13
<b>inch</b> 133:3	<b>industry</b> 53:4 185:18	<b>instances</b> 110:19 171:2	<b>investment</b> 76:7 172:8	<b>Jim</b> 124:6 138:12 139:7 149:11
<b>incidents</b> 8:15 11:4 28:21 107:12 169:6 182:11 184:8	<b>inexperience</b> 105:2	<b>instill</b> 10:7	<b>involved</b> 17:3 38:6,7 40:5 70:16 134:5 143:10,18 155:19 170:3	<b>job</b> 144:17,18,19, 20 171:3 174:13
<b>inclined</b> 124:20 126:12	<b>inexperienced</b> 40:12 105:4	<b>intended</b> 191:20	<b>ira</b> 95:20 156:5	<b>jobs</b> 186:1
<b>include</b> 177:3	<b>inexplicable</b> 168:16	<b>intending</b> 115:10	<b>irresponsible</b> 27:20 28:1	<b>Joe</b> 181:11 188:16 195:7,10
<b>includes</b> 18:17	<b>influence</b> 11:9	<b>intense</b> 76:4	<b>island</b> 98:17 99:4,5,16 179:6	<b>John</b> 28:11 54:14 160:20 163:19
<b>including</b> 131:19 149:17	<b>influencing</b> 70:20	<b>intent</b> 128:14 142:13 145:7	<b>issue</b> 13:19 35:13,20 40:19 41:15 42:3,8 53:9, 10,11 55:7 65:2 80:19 97:10 98:2, 3 100:17 112:15 117:10 124:2 125:18 130:9,11 131:2 134:17 135:6 138:2,18 150:5 155:8	<b>join</b> 14:12
<b>income</b> 21:8	<b>information</b> 27:16 52:3 157:1 158:15 168:10	<b>intentionally</b> 143:11	<b>interested</b> 108:1	<b>Jones</b> 166:16 202:10 203:14
<b>incorporates</b> 130:14		<b>interest</b> 192:20	<b>interesting</b> 3:14 81:1,5,14	<b>judge</b> 152:5 170:9

<b>July</b> 113:8	<b>kilter</b> 203:7	<b>Ladies</b> 50:15	<b>led</b> 17:18 19:5 171:11	<b>likes</b> 105:5 211:15
<b>jump</b> 105:13	<b>kind</b> 8:6 25:1 29:15 41:15 60:10 80:10 81:1,4 84:9, 14 91:9 104:16 110:13 120:7 125:15 147:18 150:18 187:3 201:16,17 203:12 206:7	<b>lady</b> 46:16	<b>leeching</b> 53:1 56:10	<b>limb</b> 49:10
<b>June</b> 113:2,7 157:19 206:11	<b>kinda</b> 80:6 90:14	<b>lake</b> 102:10 116:6 159:10	<b>left</b> 13:20,21 18:11 43:18 48:1 121:6 189:13	<b>limit</b> 2:12 6:4 7:15 14:5 15:18 16:3 18:18 26:1 27:21 30:4 36:17, 19 37:5 44:3 49:19 63:3,6,17 64:15 66:4 72:9, 20 73:1,14 75:7 78:2,12 81:8 83:4, 8,10 85:10,15 86:17 92:20 105:17 106:3,6 123:20 147:5 175:6 179:17,20 185:7,20 187:17 205:7
<b>K</b>	<b>kinds</b> 90:13	<b>Lance</b> 168:12	<b>legally</b> 209:2	<b>limited</b> 19:12 24:14 28:5 85:11 94:8
<b>Kath</b> 192:3	<b>Kling</b> 30:5,6,17 42:12 43:2 181:5, 10,12 195:18 196:9,12 197:21 198:8 200:17 201:2,20 202:5 205:21	<b>land</b> 21:6,21 34:6 53:5 71:3 80:1 99:4	<b>legislation</b> 128:8	<b>limits</b> 15:7 22:11 53:7 70:10 73:17 140:3 175:3
<b>Kathy</b> 183:7 184:3	<b>kneel</b> 77:7	<b>landfill</b> 17:8,17 33:16	<b>Lehman</b> 39:7	<b>Linda</b> 60:2
<b>kayak</b> 41:1 77:1 102:19 113:21	<b>knew</b> 57:16 96:18 102:11 203:5	<b>landowners</b> 169:11	<b>leisure</b> 64:20 76:11	<b>Lindberg</b> 93:18
<b>kayaker</b> 4:4 44:12 77:3 80:11 139:8	<b>knocked</b> 42:6 77:8 184:6	<b>lane</b> 72:14 77:10	<b>Len</b> 198:2,10	<b>lined</b> 132:12
<b>kayakers</b> 16:7 25:6 26:4 30:9 40:13 41:2 42:4 48:10 68:5 69:7 77:6 103:3 116:20 121:14 153:7 183:2 192:14	<b>knot</b> 7:16,17 14:4 25:21 63:3,6,17 69:1 72:9 112:10 178:19 180:13 190:11 191:8 193:20 207:14	<b>large</b> 26:10 35:1 37:18 113:14 129:3 179:2 185:13 186:20 204:15	<b>lends</b> 191:21	<b>lines</b> 13:4 82:16 94:21 117:6 154:16 169:2
<b>kayaking</b> 16:7 40:17 44:16 48:19 102:15,16 103:2	<b>knots</b> 11:15,18, 19,20 12:4,6 16:2 48:21 64:4,5 65:15 69:12 163:15 191:1,4,6 193:6	<b>late</b> 2:3 19:15 35:7 98:19	<b>length</b> 47:3 77:17 112:11 127:3	<b>list</b> 38:19 174:2 192:6
<b>kayaks</b> 15:10 29:19 72:18 73:8 76:16 77:2,13 93:7 152:7 189:2	<b>knowledge</b> 172:3	<b>law</b> 207:20 208:4	<b>let alone</b> 165:9	<b>listen</b> 53:13
<b>KB</b> 25:3 40:4,5	<b>L</b>	<b>lawfully</b> 174:10	<b>letter</b> 18:17 25:1 36:10 113:14	<b>listening</b> 142:20 143:8
<b>keeping</b> 33:7 156:15	<b>knob</b> 124:21	<b>Lawhon</b> 161:7	<b>letters</b> 114:21	<b>literally</b> 39:16 43:9 82:4 122:21 164:8
<b>Kelly</b> 2:20 7:8 39:1 127:11	<b>laboratory</b> 51:2	<b>laws</b> 194:13	<b>letting</b> 15:14	<b>live</b> 44:19 45:6 52:16 72:14 82:2, 10 84:19 85:19 90:6 92:18 98:15 99:3 101:12 102:2 103:9 104:20 114:20 120:14 126:9 127:16,20
<b>Kelvin</b> 50:16	<b>lack</b> 172:6	<b>lead</b> 5:19 6:1	<b>level</b> 147:12	
<b>Ken</b> 173:17	<b>laden</b> 75:19 181:16	<b>leading</b> 73:12	<b>levels</b> 10:4	
<b>Kent</b> 79:17		<b>leads</b> 43:10	<b>liability</b> 124:18	
<b>kid</b> 98:4 168:20		<b>leaking</b> 57:13	<b>Liberty</b> 95:12	
<b>kids</b> 88:2 92:14 93:1 95:21 96:8 103:12,18,19 110:10 116:13 128:6 171:4,5,7 177:14		<b>learn</b> 88:2 105:1 127:19 148:11 193:9	<b>library</b> 198:12	
<b>killed</b> 39:13 98:7		<b>learned</b> 141:4,5 193:4	<b>license</b> 93:20 159:17	
		<b>learning</b> 43:12	<b>licensed</b> 159:18	
		<b>lease</b> 189:3	<b>lies</b> 162:6	
		<b>leave</b> 14:19 121:3,4,11 132:16 159:10 160:14,16 166:8 170:16 200:16	<b>Lieutenant</b> 11:7	
		<b>leaves</b> 174:13	<b>life</b> 44:10 49:10 73:4 75:4 102:7, 15 105:20 149:20 162:12 166:1	
		<b>leaving</b> 68:6	<b>lift</b> 77:2 85:5 102:6 163:6	
			<b>lifts</b> 85:2	
			<b>light</b> 76:1	

MARYLAND BOAT ACT ADVISORY COMMITTEE

Transcript of Meeting of the Maryland Boat Act Advisory Committee taken October 11, 2016

133:9 134:3 149:14 150:2 161:19 162:12,13 173:4  <b>lived</b> 44:10 92:8 102:3 103:5 136:12 210:16  <b>lives</b> 56:13 114:13  <b>living</b> 21:4 69:8 73:5 74:20 75:6,8, 10 76:2 78:3 80:9 100:12 134:5 182:21  <b>local</b> 167:10  <b>locate</b> 9:2 110:2  <b>located</b> 49:20 75:6 89:3  <b>location</b> 12:1 18:12 78:2 122:13  <b>locations</b> 17:14  <b>Lockheed</b> 8:3, 20 10:3,6,9,17 14:15 16:19 17:3, 8 18:17 23:2 33:2 35:4 36:6,10 37:7 40:6 48:17 49:2 52:4 56:6,15,20 57:19 58:21 182:13,17  <b>logical</b> 124:9  <b>long</b> 3:3 7:19 19:7 64:3,9 65:14 93:16 138:2 139:12 154:7 187:5 204:6 210:18  <b>long-term</b> 78:1 169:8 188:3  <b>longer</b> 15:4 68:17  <b>looked</b> 107:10 111:13 112:7 145:6 181:13,18 208:18,19  <b>loses</b> 49:10  <b>loss</b> 50:9	<b>Lost</b> 59:20  <b>lot</b> 14:18 29:18,21 33:2 35:4 52:19 54:7 78:15 81:12, 13 84:6 90:3 96:15 99:14 103:13,15,17 104:5 105:11 108:17,19 110:15, 18,19 111:3 115:18 118:20 126:10 149:13,21 150:3,11 154:12, 14 156:9 172:18 173:18 177:13 178:7 181:15 182:8 183:10 184:8 194:18 199:19 202:12 204:19 205:10 207:3 208:3  <b>lots</b> 41:12  <b>love</b> 131:4,5 166:5 168:7 173:3  <b>loved</b> 105:20  <b>lovely</b> 167:21  <b>low</b> 53:1 58:8 164:5  <b>lower</b> 32:2 34:19 53:7 69:19  <b>lowering</b> 106:6  <b>lunch</b> 106:14,15 132:5 161:1 180:5  <b>luncheon</b> 180:7  <b>Lunsford</b> 13:16 178:20 179:12,14 180:2 184:19,20 190:20,21 191:5 198:9 201:12  <b>Lynne</b> 100:8  <hr/> <b>M</b> <hr/> <b>made</b> 11:12 13:14 64:15 111:10,11,14 112:6 115:11 120:13 137:7 141:20 176:21	184:13 185:8 188:8 194:5 201:14 207:12  <b>magnet</b> 208:7  <b>magnificent</b> 58:21  <b>Magothy</b> 149:12 166:14 173:17  <b>mailing</b> 25:3  <b>main</b> 11:17 70:19 76:10 89:7,14 92:1 97:4 99:2 108:20 110:20 193:10  <b>maintain</b> 201:21 202:5  <b>maintained</b> 22:2  <b>maintaining</b> 56:19  <b>maintenance</b> 85:2  <b>major</b> 60:9 84:4  <b>majority</b> 23:10 113:19 147:1 162:15 204:13  <b>make</b> 2:3 6:8 16:16 37:5,14 41:7 52:20 57:15 81:18 83:5,7 93:14,15 104:4,9 106:15 111:18 130:21 131:18 145:8 153:11,14 158:16 166:20 179:5 183:21 184:14,20 187:16 189:21 190:15 197:15 198:19 200:14,18 202:8 205:9 208:8 209:4 210:20 211:3  <b>makes</b> 42:17,20 116:4 124:9 125:2 156:9 200:14  <b>making</b> 36:14 58:5 85:12 153:15 197:16	<b>Maley</b> 162:9,21 173:7  <b>manage</b> 51:7 183:2  <b>management</b> 112:20 128:1,11  <b>map</b> 25:9 43:13 189:7  <b>mapped</b> 33:9  <b>March</b> 8:17 113:1 157:19  <b>Marietta</b> 17:7  <b>marina</b> 7:15 9:7, 11,13,19 10:5,14, 21 11:21 12:2,20 14:12 15:6,16,21 16:13 18:12 20:21 21:3,9,16,18 22:2, 6,13 23:21 24:1,4 26:12 28:15 29:9 30:19,20 31:1 39:14 40:9 42:5 44:19 45:7 46:4,6, 11 47:5,17 48:4 49:18 50:3 60:4,6 62:9 64:2,3,6 65:8,9,11,19 85:3, 14 86:3,8,9 95:12 102:4,6,14 123:15 132:4,15 133:5 138:14 147:16 180:11,14 181:20 183:11 184:4  <b>marina's</b> 21:19  <b>marinas</b> 9:4 22:3 24:4 37:20 60:18,20 63:21 78:10,13,14 84:5 123:9  <b>marine</b> 10:19 11:2 37:19 38:5 41:17 62:13,17  <b>mark</b> 14:2,4,13 16:18 17:1 32:13 38:13 49:3 52:14 137:1  <b>marked</b> 18:13  <b>marker</b> 26:1 38:3 81:18	<b>markers</b> 10:13  <b>marking</b> 37:17 176:9  <b>markings</b> 20:9, 11  <b>marsh</b> 80:9,10 85:17,18,21 86:4 190:17,19  <b>Martin</b> 8:3,20 10:3,6,9,17 12:14 14:15 16:19 17:3, 4,5,6,7,8 18:11,17 23:2 35:4 37:7 40:6 49:2 52:4 56:6,15,20 57:19 58:21 107:5,6,7,8 110:6,15 182:14, 18  <b>Martin's</b> 36:6 48:17  <b>Mary</b> 47:16 143:5  <b>Maryland</b> 2:9 4:3 12:2 67:6 107:8 119:21 129:11 144:16,19 161:19 169:17 209:9,15  <b>mass</b> 55:15,17  <b>Massachusetts</b> 105:19  <b>massive</b> 44:14 45:14 100:13  <b>Mastercraft</b> 87:6,7 88:18,21  <b>Masters</b> 159:17  <b>material</b> 181:15  <b>materials</b> 198:5  <b>Mattawoman</b> 178:3,12 179:11  <b>matter</b> 52:5,8 53:8 110:19 124:8 151:15 157:9 167:4  <b>Max</b> 11:1 28:17  <b>maximum</b> 28:6
--	--	---	--	---



<p><b>Maynadier</b> 68:18 106:19 107:4 111:21 112:11,19 114:13 115:17 116:4 122:5 127:16 128:1 130:12 131:7 132:3 133:11 136:10,13 138:3,4,13,14 139:8 141:16 143:12 149:17 150:1 151:12 152:19 156:20 157:3 160:1 161:2,8 162:5 163:7 165:20,21 168:1 169:9 174:8 200:4 210:4</p> <p><b>Maynard</b> 196:20</p> <p><b>MDE</b> 8:2,20 9:2,3 10:6 18:8 19:3 34:21 35:19 51:12 58:21</p> <p><b>means</b> 6:3 39:4 52:6 74:5 85:1 93:20 135:11 153:18 155:16 192:12</p> <p><b>meant</b> 57:9</p> <p><b>meantime</b> 8:13</p> <p><b>measured</b> 57:8</p> <p><b>measurements</b> 27:7 52:20 57:5</p> <p><b>mechanical</b> 21:21</p> <p><b>meet</b> 160:4</p> <p><b>meeting</b> 2:8 8:12 145:13 180:9 197:12 199:2 200:9 201:9</p> <p><b>meetings</b> 3:1 88:17 128:3 146:7 192:9</p> <p><b>Melissa</b> 11:7 92:5</p> <p><b>member</b> 115:5 128:11 158:20 166:13</p>	<p><b>members</b> 3:8, 11,18 5:1,16 6:15 28:10 61:18 72:1 119:17 143:16 163:7 173:19 174:2 177:8,12 186:7</p> <p><b>memberships</b> 147:21</p> <p><b>memory</b> 197:11</p> <p><b>mention</b> 170:8</p> <p><b>mentioned</b> 65:7 70:7 99:11 198:18</p> <p><b>mess</b> 57:18,20 208:7</p> <p><b>microphone</b> 2:17,19 3:3,5 7:7 29:10 46:17 54:14 190:7,9</p> <p><b>mid</b> 119:21 120:1 149:17</p> <p><b>middle</b> 11:17 25:17 39:9 50:18 65:18 103:20 119:9,15 153:13 203:9 204:5</p> <p><b>Mike</b> 5:5,8 13:10, 12 20:4 22:12 27:4 31:9 66:18 112:3 114:21 115:21 117:10 122:3,10,14,15 124:4,5 126:19 139:13 165:18 180:12 181:3 186:13,21 188:19 190:21 192:5 196:9 198:12 202:20 207:13</p> <p><b>mile</b> 76:10 115:18 116:17 119:9,13 148:18 175:6</p> <p><b>miles</b> 11:14 69:21 84:8 85:16 89:12 91:6,7,15 101:16 125:11</p> <p><b>mind</b> 137:19 140:4</p>	<p><b>mine</b> 56:13</p> <p><b>minimal</b> 21:20</p> <p><b>minimizes</b> 23:2</p> <p><b>minimum</b> 129:2 185:10</p> <p><b>minor</b> 132:21</p> <p><b>minus</b> 31:19 32:4</p> <p><b>minute</b> 107:1 115:19 122:20,21</p> <p><b>minutes</b> 5:20 6:5 11:16,18,19 12:5 22:12,17 27:4,5,15,17 28:8 39:4 86:17 88:16 96:19,21 97:5 106:16 147:2,7 153:19 154:9 155:15,16 180:5 199:13</p> <p><b>misleading</b> 203:15</p> <p><b>misplaced</b> 179:17</p> <p><b>mistake</b> 107:4 138:20</p> <p><b>mistaken</b> 191:9</p> <p><b>misunderstand ing</b> 172:19</p> <p><b>misusing</b> 134:20</p> <p><b>mitigate</b> 74:13 78:3 210:11</p> <p><b>Monday</b> 112:21</p> <p><b>Mondays</b> 118:1</p> <p><b>money</b> 56:16,18 106:1 172:8</p> <p><b>monitored</b> 120:12</p> <p><b>monitoring</b> 17:11 51:4</p> <p><b>month</b> 196:12</p> <p><b>months</b> 71:11 77:5 113:7 119:21 186:14</p>	<p><b>monumental</b> 49:9</p> <p><b>moored</b> 16:12 62:10 79:6</p> <p><b>moot</b> 196:8</p> <p><b>morning</b> 5:8,18 13:13 14:3 17:1 28:16 44:9 47:15 71:21 79:2 82:9 84:18 127:15 141:2,8,15 143:7 151:17 164:17 172:17 204:12,18 205:5</p> <p><b>mornings</b> 120:9 155:5</p> <p><b>Mortar</b> 7:11,15 10:9 11:3,15 14:5 15:5,19 17:13 18:8 20:7 32:7 33:18 34:7,15 35:9 36:8 38:10 61:16 63:12,19,21 68:9,15 180:11 181:3</p> <p><b>mother</b> 77:12 192:13</p> <p><b>motion</b> 6:8 181:2,6,9 189:21 190:13,15,18,19 197:15,20 200:14, 17 201:21</p> <p><b>motorboat</b> 47:17</p> <p><b>motorboaters</b> 25:7 26:5</p> <p><b>motoring</b> 108:14</p> <p><b>mouth</b> 91:18 191:21</p> <p><b>move</b> 7:9 14:1 26:9 39:3 40:16 43:13,14 48:5 61:6 68:8 69:17 114:4 200:4 201:18</p> <p><b>moved</b> 9:11 82:3 92:8 103:7 105:18 169:14 178:21</p>	<p>179:4,16</p> <p><b>movement</b> 54:18</p> <p><b>moving</b> 39:5 59:21 69:8 75:9 78:1 80:21 92:18, 20 127:14 157:3</p> <p><b>mud</b> 74:13</p> <p><b>multi-use</b> 27:20</p> <p><b>multiple</b> 61:15</p> <hr/> <p style="text-align: center;"><b>N</b></p> <hr/> <p><b>narrow</b> 24:12 26:7 45:5 116:5 120:2,4 123:4</p> <p><b>narrow's</b> 159:21</p> <p><b>narrowed</b> 119:20</p> <p><b>narrows</b> 132:13</p> <p><b>NASA</b> 51:3,4 52:10</p> <p><b>natural</b> 8:14 12:21 15:21 27:3 67:6 73:3 75:5 82:21 107:8 144:16,19</p> <p><b>naturally</b> 16:2</p> <p><b>nature</b> 43:17 118:12 121:13 158:21 192:13</p> <p><b>nautical</b> 11:14 69:21</p> <p><b>naval</b> 157:6 167:19 178:21 196:5</p> <p><b>navigable</b> 122:7 179:18</p> <p><b>navigate</b> 26:8 77:4 78:4 123:6, 17</p> <p><b>navigation</b> 123:13 176:6</p> <p><b>Navy</b> 159:17 162:15 178:14</p>
---	--	---	--	--

<b>neat</b> 80:10	<b>nontournament</b> 163:13	<b>O</b>	<b>offer</b> 181:6 201:21	<b>operators</b> 73:7, 16 195:3
<b>necessarily</b> 100:1 195:13 205:11	<b>noon</b> 96:21 97:1 113:1 118:1 132:17 156:16	<b>Oak</b> 95:12	<b>office</b> 107:9	<b>opinion</b> 92:20 93:2 118:20 120:13,18 126:14, 15
<b>neck</b> 123:4	<b>normal</b> 10:4 11:6 29:5 118:4 134:16	<b>object</b> 118:6	<b>officer</b> 9:18 80:17 145:9 174:11 178:1	<b>opinions</b> 5:12 6:7
<b>needed</b> 8:11 33:9 159:9 208:15	<b>north</b> 68:1	<b>objecting</b> 159:9	<b>officers</b> 6:6	<b>opportunity</b> 19:20 105:21 167:13 171:6
<b>negative</b> 33:7 38:1 59:10	<b>note</b> 4:21 20:9 65:9 167:3	<b>objection</b> 66:5	<b>official</b> 10:1	<b>opposed</b> 10:20 65:12,13 66:1,3 113:20 114:1 136:4 172:4 178:13 190:4 197:19
<b>negligible</b> 76:9	<b>notes</b> 20:4 157:14	<b>obligation</b> 187:15,19 188:1	<b>offset</b> 73:19 91:5	<b>opposite</b> 100:11
<b>negotiate</b> 137:16	<b>notice</b> 23:21 143:13 144:11 200:21 201:15	<b>observation</b> 108:7 186:13	<b>oftentimes</b> 48:7,10,12	<b>option</b> 204:11
<b>negotiation</b> 117:14	<b>noticed</b> 40:10 46:20 49:21 80:19	<b>observations</b> 73:16	<b>older</b> 45:11 46:16	<b>order</b> 2:8 44:20 128:5 131:18 185:11 193:6
<b>negotiations</b> 134:6,7 138:8	<b>notification</b> 201:11	<b>observe</b> 64:21 65:3 73:17	<b>on-site</b> 21:21 30:15 40:10	<b>organizations</b> 51:13
<b>neighbor</b> 77:11	<b>notion</b> 167:1 168:2,5,13	<b>observed</b> 73:21 182:5	<b>one-third</b> 9:5,14 22:14 23:9,13	<b>organized</b> 114:15 206:8
<b>neighbor'</b> 82:5	<b>nowadays</b> 88:18	<b>observer</b> 153:21 169:21	<b>online</b> 146:8	<b>original</b> 13:7 14:17 27:4 71:15 112:19 113:15 117:12 118:15,16 131:16,18 134:6 136:20 138:8,9 176:4 178:19 200:7 201:12 205:7
<b>neighborhood</b> 126:1,6 191:13	<b>NRP</b> 6:6 8:14 9:18 11:1,3,6 63:6 145:9 178:1 180:4 184:8	<b>obstructed</b> 48:9	<b>open</b> 94:7 97:4 98:8 111:5 112:21 124:18 137:9,13 140:1 146:2 156:17 179:18,19 203:11 208:5	<b>originally</b> 10:12 37:16 113:18 128:1 150:10 152:18,19
<b>neighboring</b> 171:14	<b>number</b> 9:3 17:11 46:12,14 50:2 73:6 81:2 97:17 107:19 113:10 116:18,19 119:3 133:11 136:12 166:21 167:16,17,21 184:4 191:17 192:9 202:13 203:12 204:20	<b>obvious</b> 205:16	<b>opened</b> 141:5	<b>Osken</b> 47:15,16
<b>neighbors</b> 126:2	<b>nickname</b> 116:9	<b>occasion</b> 63:15 105:12 121:1	<b>opening</b> 127:18 130:15	<b>other's</b> 116:11
<b>neutral</b> 65:12	<b>night</b> 39:15,20 60:13 117:1	<b>occasional</b> 62:8 65:1	<b>opens</b> 43:18	<b>outcome</b> 202:15
<b>newspapers</b> 143:14	<b>nights</b> 151:21	<b>Occasionally</b> 167:17	<b>operate</b> 47:18 72:17 109:2 113:4 124:11 186:20 207:19 209:2	<b>outer</b> 137:10
<b>nice</b> 23:15 92:13 94:18 96:5	<b>nighttime</b> 128:5	<b>occasions</b> 46:14 80:12	<b>operated</b> 17:7 20:19 50:18	<b>outfall</b> 18:7,12 23:2,17 27:9 31:10,15,17,18 32:1,6 34:10 36:1, 9,12 37:17 40:8
<b>NOAA</b> 116:2	<b>NOA</b> 116:2	<b>occur</b> 39:14 165:8	<b>operates</b> 25:12 40:9	
<b>nonexpansion</b> 108:5 109:8,9,14	<b>numbers</b> 45:19 203:15 204:3	<b>occurred</b> 71:13 87:21 100:15 199:14	<b>operating</b> 11:8 18:15 25:11 35:6 93:21 113:15,16	
<b>nonissue</b> 192:1 196:7	<b>numerous</b> 77:15 132:8,16	<b>occurring</b> 63:18	<b>operation</b> 32:17 43:9 62:21 94:8 114:17 115:13 131:14,18 136:16 143:18 157:17 167:3 202:1	
<b>nonpowered</b> 73:7 76:14 78:4		<b>occurs</b> 63:14 164:21		
		<b>ocean</b> 102:17 159:17 189:11		
		<b>October</b> 7:16,20 180:16		
		<b>odds</b> 120:9		

<p>49:21 50:1 182:13</p> <p><b>outflow</b> 8:3 10:8 12:11,16,19 25:21 31:1 56:4</p> <p><b>outhouses</b> 21:6,15</p> <p><b>outlet</b> 36:20</p> <p><b>outrageous</b> 165:13</p> <p><b>outreach</b> 35:4</p> <p><b>outskirts</b> 122:8</p> <p><b>overblown</b> 97:19</p> <p><b>overdredging</b> 9:13</p> <p><b>overhead</b> 115:21</p> <p><b>overlook</b> 165:9</p> <p><b>overnight</b> 63:14</p> <p><b>owned</b> 20:19 107:21 108:3 162:10</p> <p><b>owner</b> 4:7 8:18 9:10 10:14 14:12 29:9 30:19 40:4 46:4 47:16 50:17 65:9 67:7,19 72:15 92:6 95:6, 20 100:9 109:11 121:6 136:13 139:8 143:6 165:6 174:4</p> <p><b>owners</b> 5:1 39:10 64:3 65:8, 12 75:18 94:20 126:9 159:9 183:11</p> <p><b>ownership</b> 118:8 121:18 127:3</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p><b>p.m.</b> 64:17</p> <p><b>package</b> 18:16</p>	<p><b>paddle</b> 66:16,20 67:10,18 77:13 188:21 189:3</p> <p><b>paddleboard</b> 29:21 30:9 76:20 77:3,8 93:7,8 125:6 159:19 195:4</p> <p><b>paddleboarder</b> 40:21</p> <p><b>paddleboarder</b> <b>s</b> 4:4 16:8 25:5 26:4 30:13 48:1,4 69:7 77:7 116:20 120:21 121:15 151:19 153:8 183:1 192:14 193:21 194:21</p> <p><b>paddleboardin</b> <b>g</b> 16:8 40:18 44:16 48:19 102:17 142:7</p> <p><b>paddleboards</b> 15:10 29:19 43:13 72:18 73:8 76:16, 18 123:7 189:2</p> <p><b>paddleboat</b> 67:8</p> <p><b>paddleboaters</b> 187:10,13,14</p> <p><b>paddlecraft</b> 77:18</p> <p><b>paddlers</b> 40:12 41:15 42:4 43:21 67:20</p> <p><b>paddling</b> 66:20 152:7</p> <p><b>paid</b> 129:11</p> <p><b>pain</b> 149:9</p> <p><b>Palisades</b> 133:10</p> <p><b>paper</b> 143:20 144:4</p> <p><b>paraphrase</b> 42:15 127:17</p> <p><b>parents</b> 95:12</p>	<p><b>Parish</b> 130:2</p> <p><b>Park</b> 157:5 163:5 164:18</p> <p><b>Parker</b> 165:18 166:11</p> <p><b>parking</b> 22:4</p> <p><b>Parkside</b> 7:15 8:1 10:18 11:10, 13 12:3 15:7,16 18:12 21:9,16 22:6 40:9 42:5 46:4,11 47:16 49:18 60:3 62:8 180:11 181:3</p> <p><b>Parkside's</b> 22:19</p> <p><b>Parlin</b> 166:15</p> <p><b>part</b> 17:5 22:1 29:5 61:12 65:2 80:19 88:1 89:14 92:1 105:9,11 108:20 110:20 113:16 116:4 128:17 129:3 134:13 176:21 187:14 195:11 200:8</p> <p><b>partially</b> 9:15 47:1,2</p> <p><b>PARTICIPANT</b> 176:2,15,19</p> <p><b>participate</b> 6:11</p> <p><b>participated</b> 70:14</p> <p><b>partly</b> 87:9</p> <p><b>partnership</b> 74:18</p> <p><b>pass</b> 19:18 26:13 147:18 153:19 166:1 194:13</p> <p><b>passage</b> 23:3 43:11,20</p> <p><b>passed</b> 117:17 128:8 129:2</p> <p><b>passes</b> 55:16 147:6 153:17 168:8 197:20</p>	<p><b>passing</b> 23:18 24:2 62:9</p> <p><b>passion</b> 154:21</p> <p><b>past</b> 28:21 43:16 49:21 81:17 116:18 137:3 145:21 147:16 148:19 159:3 164:12</p> <p><b>patently</b> 158:18</p> <p><b>path</b> 86:3 184:16</p> <p><b>patients</b> 80:16</p> <p><b>patrol</b> 28:19 29:5 64:12</p> <p><b>patrols</b> 11:6 62:4 110:4</p> <p><b>pattern</b> 8:15 126:17</p> <p><b>Paul</b> 38:6 98:15</p> <p><b>pause</b> 107:2</p> <p><b>pay</b> 148:15</p> <p><b>peacefully</b> 172:21</p> <p><b>peninsula</b> 21:3, 4 70:6</p> <p><b>people</b> 4:15 15:9 16:8,9 29:18 30:2 36:5 39:16 42:1 43:11 44:16,18 45:1,3,9,10,20 48:3,20 55:13 57:1 64:18 70:16 71:16 80:6 81:5, 12,13,14,15,20 82:2 83:2,17 84:5, 6,10 88:8 90:8,10, 12 93:9 96:14,15 97:11,14,17,20 100:14 101:6,9,11 102:20 103:7,9, 15,17 104:2 105:9 106:5 107:20,21 108:3,11 109:9,18 110:11,15 112:13 113:20,21 114:14, 19 116:7,10,15 117:8,20 118:21 120:7 121:3,11 123:6 124:6</p>	<p>125:9,10,11 126:8 129:7,8 133:16 134:11,15,19,20, 21 135:14,16,17 141:1,3,4,6 142:4, 9 144:1 145:21 147:15,17,19 148:2,7,10,15,16, 17,19 151:19 152:4 154:12 156:13,18 160:13 165:9 166:3,4 170:6 171:13 174:5 177:15,16 183:10 184:4,14 185:2 189:3,17 191:20 194:14 199:19 200:10 201:4 204:19 205:18,20 206:5, 12 207:3 208:15</p> <p><b>people's</b> 101:15</p> <p><b>Pepe</b> 28:11,12 31:12,13 32:8 53:16,17 54:10 137:21 138:1 163:20,21 184:2,3 202:19,20 203:3, 21</p> <p><b>percent</b> 71:12 99:8 119:2,4,13 120:6,16,20 121:19,20 153:3 155:3 161:10 204:3 209:9</p> <p><b>percentage</b> 55:19,20 118:17 120:1 164:6 203:7 204:15</p> <p><b>percentages</b> 202:21 203:16</p> <p><b>perfect</b> 104:8,12 175:13</p> <p><b>performed</b> 159:2</p> <p><b>period</b> 59:15 118:2 157:19 205:8</p> <p><b>periods</b> 147:15</p> <p><b>permanent</b> 176:16</p>
---	---	---	---	---

<p><b>permeating</b> 53:2</p> <p><b>permission</b> 113:4 124:11</p> <p><b>permit</b> 9:2,3,20 18:8,13 113:10 117:12 122:12 124:14 129:10 136:1,20 155:19 163:8,16 164:9 176:4 177:3</p> <p><b>permits</b> 207:19 208:19,20 209:1</p> <p><b>permitted</b> 124:12 138:5 150:8 151:5</p> <p><b>person</b> 5:19 6:2 61:8 86:15 98:1 113:3 124:10,17 127:12 139:21 147:13 175:13 193:17</p> <p><b>personal</b> 15:9 76:14 78:18 189:8 200:19 204:16</p> <p><b>personally</b> 130:21 183:13 189:15 205:13</p> <p><b>personnel</b> 63:5, 7,8</p> <p><b>perspective</b> 43:3,5,6 50:20 109:17 123:2</p> <p><b>Peter</b> 104:19 114:12 153:9</p> <p><b>petition</b> 5:7,10, 21 6:9 7:21 8:8,18 13:7 14:17 39:6 42:2 61:5,7,10 71:15 72:7,8 77:20 79:14 86:14 103:8 106:13 115:12 143:4 146:13 177:21 180:3 200:7</p> <p><b>petitioner</b> 14:2, 4,11 71:20 114:5, 10 142:2 178:20 179:14</p>	<p><b>petitioners</b> 69:2 192:6</p> <p><b>Phil</b> 25:2,12 40:3 68:2,3,4</p> <p><b>philosophics</b> 52:18</p> <p><b>phonetic</b> 9:19 38:6 100:9 102:2 143:6 160:12 168:12</p> <p><b>phosphorous</b> 75:19</p> <p><b>photographs</b> 36:4</p> <p><b>physical</b> 36:1</p> <p><b>physically</b> 193:16</p> <p><b>physics</b> 58:6</p> <p><b>picture</b> 29:11 66:17 101:1 179:7</p> <p><b>pictures</b> 152:9 184:11</p> <p><b>piece</b> 48:18 94:18 142:19</p> <p><b>pier</b> 8:5 69:14 72:16 75:1 82:12 103:19 107:21 136:11 187:5</p> <p><b>piers</b> 20:12 22:19 23:8 39:15 46:21 159:4</p> <p><b>piling</b> 20:14 27:9</p> <p><b>pilings</b> 10:12 23:11 37:17 38:4 47:3,4</p> <p><b>pilot</b> 159:18</p> <p><b>pinched</b> 27:10 31:1,10 49:12 68:9</p> <p><b>pipe</b> 8:3 10:8,16 31:16 55:14,16, 17,19 58:11 182:13</p> <p><b>pipes</b> 10:10,17 12:11,16,19</p>	<p><b>placate</b> 211:20</p> <p><b>place</b> 15:6,8 19:8 23:17 31:5 32:16, 17 89:13 96:4 106:4 116:7 117:3,12 130:2 152:21 153:12 182:17 194:19 198:12 200:16 201:13,18 209:20</p> <p><b>places</b> 102:9</p> <p><b>plan</b> 22:1 112:20</p> <p><b>plane</b> 29:16 153:20 154:9 155:15 185:4 193:7 203:19,20</p> <p><b>planning</b> 21:17</p> <p><b>plant</b> 10:7 32:18 33:4</p> <p><b>planting</b> 69:17</p> <p><b>plants</b> 75:4</p> <p><b>play</b> 146:16</p> <p><b>playing</b> 81:6</p> <p><b>pleasant</b> 136:4</p> <p><b>pleasure</b> 128:6 160:5</p> <p><b>plenty</b> 103:1 166:3 193:20</p> <p><b>plotted</b> 27:6,7</p> <p><b>plug</b> 197:7</p> <p><b>Plumber</b> 38:6</p> <p><b>point</b> 2:7 5:15 24:10 54:9 61:8 62:14 64:10,16 70:8 73:9 80:1 82:16,19 83:11 84:3 85:19 86:14 88:19 121:19 126:3 130:20 136:18 139:12 141:19 155:10 158:16 164:20 173:20 174:15 179:4 184:17 187:16 188:7 195:16,18 196:8 205:4</p>	<p><b>pointed</b> 208:14, 18</p> <p><b>pointer</b> 139:14</p> <p><b>points</b> 17:12 58:4 59:7,8 84:4 136:15 143:15 144:7 207:5 209:4</p> <p><b>police</b> 8:14 62:13,16 67:7 80:17,20 96:18 107:9 144:17,19</p> <p><b>polite</b> 170:14</p> <p><b>political</b> 158:8</p> <p><b>polluted</b> 74:8,9</p> <p><b>pooling</b> 74:15</p> <p><b>poorly</b> 148:12</p> <p><b>popular</b> 76:16 95:7 116:7,14</p> <p><b>popularity</b> 74:2 83:12 87:4 94:2</p> <p><b>populous</b> 171:18</p> <p><b>portrayed</b> 207:1</p> <p><b>position</b> 36:6 131:6 137:11 138:9 183:20</p> <p><b>possibly</b> 187:5</p> <p><b>post</b> 27:21</p> <p><b>posted</b> 199:15</p> <p><b>poster</b> 35:1</p> <p><b>potential</b> 131:12 150:16</p> <p><b>Potomac</b> 178:18 179:1</p> <p><b>pots</b> 132:16,17</p> <p><b>pounds</b> 91:5</p> <p><b>power</b> 26:9</p> <p><b>powerboat</b> 72:17 73:1 76:20 77:9 80:11</p> <p><b>powerboater</b> 44:11</p>	<p><b>powerboaters</b> 80:16</p> <p><b>powerboats</b> 77:15 79:5</p> <p><b>powercraft</b> 78:6 79:8</p> <p><b>Powerpoint</b> 66:15</p> <p><b>practice</b> 113:9</p> <p><b>preaching</b> 187:15</p> <p><b>precipitously</b> 120:19</p> <p><b>precise</b> 58:12 200:6</p> <p><b>preclude</b> 165:1</p> <p><b>predictable</b> 154:11</p> <p><b>prefer</b> 43:19</p> <p><b>prepared</b> 6:14</p> <p><b>presence</b> 71:3 122:17 192:16 207:21</p> <p><b>present</b> 5:5,9, 11,18,20 19:20 34:5 81:15 124:5 125:12 176:13 178:20</p> <p><b>presentation</b> 5:19 27:17 42:2 52:14 66:15 130:16 201:3</p> <p><b>presentations</b> 131:1</p> <p><b>presented</b> 5:8 8:11 52:3 130:15 184:7</p> <p><b>presenters</b> 28:11 29:10 38:16 53:13 189:7</p> <p><b>presenting</b> 75:17</p> <p><b>presently</b> 108:13</p> <p><b>presents</b> 92:13, 16</p>
---	---	---	---	--



<b>Preserve</b> 77:1	<b>privileges</b> 4:6	<b>promoting</b> 77:20	<b>publicized</b> 148:12	185:6,20 200:15, 20 201:6,8
<b>Preserves</b> 69:9, 15 74:16 75:1	<b>pro</b> 87:2	<b>proof</b> 49:7	<b>published</b> 144:4 145:13	<b>puts</b> 147:4
<b>president</b> 130:8 173:17 175:12	<b>proactively</b> 45:16	<b>properly</b> 111:19 174:10 207:19	<b>pull</b> 18:4 34:14 46:17 47:19 48:1, 14 104:7 121:4 132:13 137:14 147:14 202:21	<b>putting</b> 33:12 48:12 49:3 80:2 83:16 85:7,13 103:16 128:14 129:17 143:13 148:5 193:12
<b>pressed</b> 59:2	<b>problem</b> 30:7, 10,11,19 35:18 36:14 89:12 102:14,15 104:12 105:2 121:12,21 128:17 129:4,14 152:3 155:12 160:6 164:2 171:7 179:2 186:14 192:11 195:11 199:20 205:17 206:12 211:12,14, 15	<b>property</b> 4:7 5:2 8:1 21:12 28:4 72:15 75:18 76:8, 17 79:19 82:4 90:2 92:6 94:20 95:6 100:9 105:18 106:1,2 107:21 108:3,12 126:9 139:8 143:6 159:8 162:10 165:6 188:2	<b>pulled</b> 121:7 187:6 198:3	<b>PWCS</b> 77:15 79:6,9
<b>pressure</b> 33:6 53:1 54:4 58:9 158:8	<b>problems</b> 100:14,19,20 101:13 182:1,12	<b>proportioned</b> 54:6	<b>pulling</b> 48:5,14, 20 81:16 88:8 89:18 148:9	<hr/> <b>Q</b> <hr/>
<b>pressure's</b> 59:9,10	<b>proceedings</b> 107:2	<b>proposal</b> 183:5	<b>pulls</b> 174:11	<b>qualified</b> 141:1
<b>presume</b> 165:14	<b>process</b> 8:8 10:19 21:17	<b>proposed</b> 73:13 135:12 185:1 196:2	<b>pummels</b> 53:5	<b>qualitatively</b> 56:3
<b>pretty</b> 12:10 35:5 36:3,4 37:2 46:4,7 99:11 129:18 134:18 139:12 140:12 146:21 161:14,20 168:8 174:3 196:7 198:9	<b>processes</b> 34:4	<b>proposing</b> 78:11	<b>pumping</b> 52:20 54:2,5 59:12	<b>quality</b> 35:9,13
<b>prevent</b> 45:16 69:3	<b>produce</b> 14:16	<b>pros</b> 143:8 206:2	<b>punish</b> 194:16	<b>quarter</b> 9:6 22:16
<b>prevented</b> 77:14	<b>products</b> 34:5	<b>protect</b> 69:4,5,8 76:7,8 78:3	<b>punishing</b> 205:20	<b>Quarters</b> 41:18
<b>Preventing</b> 77:20	<b>profession</b> 58:16	<b>protected</b> 89:21 110:10 116:16 117:3 119:7 151:13 192:13,19 193:5 194:19	<b>purple</b> 13:1	<b>question</b> 6:16 9:15 29:9 31:13 32:9 54:19 55:2, 18 58:5 59:5,18 65:21 66:13 67:18 79:4 81:4,10 140:8 171:12,16 172:14,19 174:7 175:14 176:1
<b>previous</b> 20:5 96:7 131:8	<b>professional</b> 157:6 209:16 210:16	<b>protecting</b> 73:4	<b>purpose</b> 113:5 125:12	<b>questions</b> 6:14 7:2 13:11 28:9 29:6 38:16 42:11 44:8 46:2 47:12 49:15 50:14 53:16 54:12 61:2 63:4 65:5 68:12 71:18 78:8 79:11 82:8 84:16 86:11 90:19 92:3 93:13 95:17 98:14 100:7 101:20 102:1 104:17 106:8,10 110:6 111:6 114:2 127:6 129:20 132:1 133:8,21 136:6,7 137:19,20 138:10 139:5 140:6 141:13 142:1 143:1
<b>previously</b> 132:8 181:13	<b>professionals</b> 151:10 194:10 209:17	<b>Protection</b> 51:10	<b>purposes</b> 101:3,8,9,19 135:16 181:5	
<b>primarily</b> 35:12 73:11 92:9 94:4 96:3 170:18 177:16 182:2	<b>professor</b> 196:5	<b>provide</b> 25:1 128:6 158:14 163:2 166:5	<b>purview</b> 131:17 186:17	
<b>primary</b> 94:3 131:15	<b>program</b> 51:4 210:6	<b>provided</b> 122:4	<b>push</b> 41:9 99:1	
<b>prime</b> 120:7	<b>project</b> 16:18 40:6 73:5 74:15, 19 75:1 126:4	<b>providing</b> 71:10	<b>pushed</b> 50:3,9, 10 87:18 94:6	
<b>principal</b> 59:6 108:5	<b>projects</b> 76:2,7	<b>public</b> 27:12 76:7 125:3 143:13,15,19 144:12 146:4 149:1 157:9 196:16 199:16 200:9,21 201:15	<b>pushing</b> 40:19 94:12	
<b>principals</b> 52:7	<b>proliferation</b> 76:13		<b>put</b> 9:11 14:7 20:12 33:5 34:12 35:16 44:3 56:7,9, 14 78:11 80:8,9 100:20 104:16 106:3 112:16 115:21 117:12,17 122:10 128:13 132:15 143:19 145:2 149:12 157:16 159:5 175:4 177:1	
<b>principles</b> 54:2 55:2	<b>promote</b> 75:3 173:9			
<b>prior</b> 21:3				
<b>private</b> 69:4 72:16 75:18 76:6, 8 188:21				

<p>144:14 149:2 150:3 155:18,20 159:12,13 160:10, 18 161:6,16 162:7,20 163:19 164:15 165:3,16 166:10,18 170:20 171:8 173:13 177:19 179:9 180:1</p> <p><b>quick</b> 3:18 20:3 31:13 66:13 106:15 111:8 178:4 184:20 191:1</p> <p><b>quickly</b> 23:8 125:17 134:21 174:16</p> <p><b>quiet</b> 119:7</p> <p><b>quieter</b> 43:16</p> <hr/> <p style="text-align: center;"><b>R</b></p> <hr/> <p><b>race</b> 168:16 208:9</p> <p><b>racing</b> 168:15, 17,18 207:18</p> <p><b>rack</b> 77:1</p> <p><b>radar</b> 146:1</p> <p><b>raft</b> 26:13 109:10 116:8,10 117:1 120:20 133:16 135:17 149:21 151:19 153:4 159:20 166:2,3</p> <p><b>rafted</b> 108:13 151:21 161:3 206:10</p> <p><b>rafter</b> 121:3,15</p> <p><b>rafting</b> 166:4</p> <p><b>Rail</b> 133:1</p> <p><b>rainy</b> 120:5</p> <p><b>raise</b> 186:18 208:8</p> <p><b>Ramona</b> 35:11 192:4 196:13 208:19 210:1</p>	<p>211:14</p> <p><b>rampant</b> 46:13</p> <p><b>ran</b> 121:8 187:4</p> <p><b>range</b> 131:9,19</p> <p><b>rare</b> 121:1</p> <p><b>rate</b> 55:15,17</p> <p><b>Ray</b> 197:8</p> <p><b>reach</b> 10:17</p> <p><b>reached</b> 115:7</p> <p><b>reaches</b> 110:13</p> <p><b>read</b> 124:9 128:12 136:9,10 137:21 138:1,4,11 172:5 192:9</p> <p><b>readout</b> 51:2</p> <p><b>ready</b> 167:8 178:11 189:20</p> <p><b>real</b> 3:18 80:13, 15 81:7,15 98:3 103:21 111:8 178:4 190:21</p> <p><b>realignment</b> 112:12,14 131:11</p> <p><b>reality</b> 134:10</p> <p><b>realize</b> 2:2 17:11 54:16 96:15 131:16 148:21 171:5 181:20</p> <p><b>realizing</b> 96:17 160:21</p> <p><b>realty</b> 134:9</p> <p><b>reason</b> 41:16 50:2,19 53:10 67:20 80:3 101:6, 14 103:18 105:9, 11 145:4 166:6 174:14 179:20 202:14</p> <p><b>reasonable</b> 58:15 128:7</p> <p><b>reasons</b> 72:21 89:3 103:21 136:5 150:15 170:14,18</p> <p><b>rec</b> 80:14</p>	<p><b>recalls</b> 13:20</p> <p><b>receive</b> 62:7,20</p> <p><b>received</b> 8:7 11:2 13:6,7 25:10 29:1,3 62:19 113:14</p> <p><b>recent</b> 74:2 137:3</p> <p><b>recently</b> 9:11 95:13 105:18</p> <p><b>recess</b> 180:7</p> <p><b>reckless</b> 11:8 39:13 62:21 169:4</p> <p><b>recklessly</b> 170:2</p> <p><b>recognition</b> 60:11</p> <p><b>recognize</b> 202:11</p> <p><b>recognized</b> 2:18 8:12</p> <p><b>recognizing</b> 30:3 147:16</p> <p><b>recommend</b> 149:8 181:6 185:1 201:21</p> <p><b>recommendati on</b> 158:5 182:10 196:15 211:4</p> <p><b>recommendati ons</b> 4:16</p> <p><b>reconvening</b> 180:9</p> <p><b>record</b> 2:20 3:3 7:8 13:15,18,21 39:1 106:9,17 112:1 113:12 127:8,11 175:20 177:5 178:10 180:9 187:17 202:3,17</p> <p><b>recorded</b> 2:19 7:6</p> <p><b>recording</b> 3:1</p> <p><b>recovery</b> 40:7</p>	<p><b>recreation</b> 15:8 113:21</p> <p><b>recreational</b> 24:16 26:8,18 28:4 29:19 31:6 40:11 73:7 76:21 96:7 98:18 99:12 101:3,8,18 187:8 188:3</p> <p><b>recreationally</b> 72:17 87:15</p> <p><b>red</b> 12:3 27:1 79:20 91:16 92:19 100:11</p> <p><b>reduce</b> 18:19 33:6 36:11 44:4 53:6 73:2 75:16</p> <p><b>reduced</b> 19:14 36:16,19 37:5 53:3 54:6 59:11 141:9</p> <p><b>reducing</b> 43:7 44:3 59:11 75:14, 21</p> <p><b>reduction</b> 24:9</p> <p><b>refer</b> 116:11</p> <p><b>reference</b> 56:8</p> <p><b>reflected</b> 32:6 168:11 169:13</p> <p><b>reflective</b> 10:13 37:18</p> <p><b>refreshed</b> 197:12</p> <p><b>refrigerator</b> 57:12</p> <p><b>reg</b> 111:18</p> <p><b>regard</b> 54:15 59:1 130:16</p> <p><b>regions</b> 3:20</p> <p><b>registered</b> 173:21</p> <p><b>registration</b> 45:19 148:13</p> <p><b>regs</b> 124:10</p> <p><b>regular</b> 17:13 39:20 45:20</p>	<p>64:11,14 117:9</p> <p><b>regularly</b> 48:15 83:2 140:12 161:8 174:3</p> <p><b>regulated</b> 23:3 209:15 210:8</p> <p><b>regulation</b> 7:10 10:1,20 13:8 16:3 20:6 22:21 114:1 117:18 118:6 122:1 125:2 181:7 184:14 185:1 197:15</p> <p><b>regulations</b> 16:16 22:13,14,15 26:17 31:2 66:7 113:2 117:19 130:17 149:7 154:3 157:13 158:7 170:15 181:10 190:1 194:13</p> <p><b>regulatory</b> 15:7 22:10 73:19 83:10 119:2</p> <p><b>reiterate</b> 164:21</p> <p><b>related</b> 35:14 168:13</p> <p><b>relates</b> 52:12</p> <p><b>relative</b> 31:19</p> <p><b>relax</b> 157:12</p> <p><b>relocate</b> 68:21 72:8 190:10</p> <p><b>relocated</b> 81:9</p> <p><b>relocating</b> 72:19 77:16</p> <p><b>relocation</b> 78:7</p> <p><b>remain</b> 137:10</p> <p><b>remained</b> 62:5</p> <p><b>remediation</b> 35:15</p> <p><b>remember</b> 85:9 142:7 164:7 185:19 197:5 206:9</p>
--	--	--	--	---

<b>reminder</b> 2:15	<b>representative</b> 56:6	200:1	<b>result</b> 32:6 71:8 116:17 134:7	<b>risking</b> 123:18
<b>remove</b> 59:12 137:1 175:16 176:5,7	<b>representative</b> <b>s</b> 185:17	<b>resource</b> 159:10 169:15	<b>resulted</b> 51:21 117:16	<b>risks</b> 38:4
<b>removed</b> 21:15	<b>representing</b> 14:15 16:19 52:10,11 183:11	<b>Resources</b> 8:14 12:21 67:7 107:8 144:16,19	<b>results</b> 11:5 17:15 19:4 34:21 35:3	<b>Riva</b> 110:16
<b>rent</b> 40:11	<b>represents</b> 119:4	<b>respect</b> 4:10,18 94:19 130:19 169:7 170:21	<b>retailer</b> 88:18	<b>river</b> 11:18 25:17 39:9 44:19 50:18 65:19 68:21 70:11 74:8,11 75:13,20 76:11 78:16 80:7 84:7,12,13 85:9 87:4,11,12,18 88:1,10,19 89:4,8, 15 92:1,18 93:6 94:1,4 96:2 98:8, 19 99:1,2,10,17 100:10 101:3,12, 17 104:1 105:8 107:10 108:18,21 110:14,16,21 111:2,10 112:20 115:1,2,5 116:15 125:10,11 127:21 128:10 130:3,7,10 145:11 147:4,20, 21 148:4 149:12, 17 150:2 151:6,8 153:3 156:2,6,8, 10,18 157:7 162:10,12,16,18 164:20 165:19 166:14,21 172:20 173:18 178:18 182:21 183:2 190:10 193:10 198:19 199:5 204:17,21 210:14
<b>rental</b> 68:13 189:9	<b>request</b> 5:7 7:10,13 11:11 13:8,9,12 61:10 68:21 69:17 76:6 109:15 112:5 180:12 181:2	<b>respectful</b> 186:11	<b>retired</b> 80:17 157:5 198:3	<b>riverkeeper</b> 75:14
<b>rentals</b> 21:13 25:14 41:12,14	<b>requested</b> 15:2 20:7 38:1 61:20 179:15 180:21	<b>respond</b> 62:14 63:1,2 110:1 174:16	<b>Rettie</b> 141:15,16	<b>road</b> 126:1,5 187:21 188:1
<b>rented</b> 21:6	<b>requester</b> 179:13	<b>responded</b> 64:13	<b>revalidation</b> 137:4	<b>Robalos</b> 137:15
<b>renting</b> 21:4	<b>requesting</b> 11:20 12:4 14:21 70:5 185:7	<b>responsibility</b> 51:6 124:16 144:16 173:11 195:3	<b>reverse</b> 48:12 115:12	<b>Robert</b> 132:3
<b>rents</b> 29:21	<b>require</b> 63:5,7	<b>responsible</b> 46:7 51:5 85:1 134:11	<b>reversed</b> 118:7	<b>Robin</b> 67:2 166:12 185:15 188:17 195:18
<b>repairs</b> 22:1	<b>required</b> 136:20	<b>responsibly</b> 159:7	<b>review</b> 190:7 199:13	<b>rock</b> 39:16 80:2,8
<b>repeat</b> 139:11 141:18 191:6 194:6	<b>requirement</b> 73:20 129:2	<b>rest</b> 70:10 97:4 99:10 120:6 121:16 160:1 168:21	<b>reviewed</b> 75:2 88:16	<b>rocked</b> 64:11
<b>repeating</b> 79:16 186:6	<b>requirements</b> 201:9	<b>restoration</b> 33:4	<b>reviewing</b> 112:4	<b>rocking</b> 50:5
<b>repercussion</b> 126:21	<b>requires</b> 169:20, 21	<b>restrict</b> 126:8 136:17 150:15 165:8 202:6	<b>revisit</b> 196:18 198:1	<b>Rockville</b> 162:14
<b>rephrase</b> 202:4	<b>requiring</b> 76:9	<b>restricted</b> 117:17,21 126:17 128:4 129:15 134:8,9 136:19 156:16 205:11,15	<b>revisiting</b> 145:17	
<b>replace</b> 161:12	<b>rescue</b> 80:11	<b>restricting</b> 56:4 188:9 195:5	<b>Rice</b> 102:2	
<b>report</b> 29:8 39:18 45:19 61:13,21 157:20, 21 182:4 211:18	<b>research</b> 198:4	<b>restriction</b> 129:16 157:19 186:9	<b>Rich</b> 49:17	
<b>reported</b> 52:1 62:11 188:6	<b>resemblance</b> 158:19	<b>restrictions</b> 112:21 157:16 175:1	<b>Richardson</b> 166:12,13 171:19 173:13,14 205:3 207:6	
<b>reporter</b> 2:21 72:4	<b>resident</b> 45:5 114:13 132:3 157:5 164:18		<b>ridiculous</b> 42:8 158:12	
<b>reporting</b> 107:11	<b>residential</b> 74:12		<b>right-hand</b> 65:20	
<b>reports</b> 28:13 51:16 62:18,21 184:7,12 192:8 196:18	<b>residents</b> 7:13, 14 21:13 44:17 113:17 174:14		<b>right-of-way</b> 93:10 170:13,19	
<b>reposition</b> 8:15 70:4	<b>resolutions</b>		<b>rights</b> 101:10	
<b>represent</b> 3:9 4:2 52:12 103:10 114:19 149:11			<b>rip</b> 133:1	
<b>representation</b> 112:17			<b>risk</b> 18:19 36:12, 15 183:8	

<b>Roger</b> 157:4		<b>Saturdays</b> 7:17	180:15,17,21	146:20 147:8
<b>roll</b> 206:5	<b>S</b>	69:12 113:6	181:2	153:1
<b>Ronnie</b> 163:4		191:4,5	<b>secluded</b> 189:1	<b>sets</b> 168:9
<b>room</b> 50:9 103:1	<b>safe</b> 43:11 66:20	<b>save</b> 76:6	<b>seconded</b>	<b>setting</b> 20:13
135:9 138:6	67:10,11,18 77:16	<b>Scarborough</b>	181:11 190:18	<b>settled</b> 138:18
166:3,21 172:19,	92:14,21 96:12	11:7	202:8	<b>setup</b> 43:9
20 179:5	122:7,9 123:2	<b>scare</b> 57:1	<b>seconds</b> 122:19	111:19
<b>root</b> 75:11	156:18 170:17	<b>scary</b> 41:3 125:4	153:19	<b>Severn</b> 80:7
<b>rope</b> 10:16	192:14,15,17	<b>scenario</b> 121:10	<b>secretary</b> 149:8	110:20 112:20
<b>rough</b> 67:21	<b>safely</b> 77:12,18	<b>scenarios</b>	158:5	115:2,5 116:15
184:5 193:14	78:4 88:5 123:6,	126:11	<b>section</b> 23:12	125:10 127:21
<b>roughly</b> 134:3	18 183:3	<b>Schaffer</b> 157:4,	117:8 125:21	128:10 130:3,7,10
<b>Round</b> 115:20	<b>safer</b> 43:15,19	5 159:13	179:21 185:13	145:11 147:4,20
<b>route</b> 43:20	92:17	<b>Schauer</b> 46:3	<b>sediment</b> 75:19	148:4 149:12,16
<b>row</b> 125:6	<b>safety</b> 4:20 23:6	<b>schedules</b>	<b>sees</b> 182:8	150:2 151:8
<b>rowers</b> 116:21	27:12 28:7 40:19	165:12	<b>segregated</b>	152:21 157:7
<b>Royal</b> 165:5	41:19,21 42:3,8	<b>Schneider</b>	156:12	161:20 162:10,16,
<b>Rub</b> 133:1	53:12 60:20 69:7	10:21	<b>self-imposed</b>	17 163:6 164:13,
<b>ruckus</b> 208:8	73:6 77:21 89:20	<b>Schomig</b> 130:1,	67:2 68:12 189:12	19 165:7,19
<b>rule</b> 9:6,14	98:2,3 103:21	2 132:1	<b>self-imposition</b>	166:14 173:17
124:15 188:9	104:8 105:5	<b>school</b> 27:21	189:8	182:21 210:14
189:12	122:17 170:18	64:19 167:7,12	<b>selling</b> 88:19	<b>Severna</b> 157:5
<b>rules</b> 89:8 96:11	173:9 174:20,21	207:8	<b>semi-calendar</b>	163:4 164:18
98:9 144:18	183:12,21	<b>schooler</b> 167:6	150:18	<b>sewer</b> 21:11
145:1,12 148:6,	<b>sailboat</b> 72:18	<b>Schulte</b> 11:1	<b>sense</b> 29:15	<b>shacks</b> 21:5,15
11,17,18 149:7	85:5 117:1	28:16,17 61:11,	42:20 122:5 124:9	<b>shaking</b> 45:8
154:3 187:21	138:14,21 206:18	13,21 62:2 65:5,	147:19 156:9	<b>shallow</b> 12:10
<b>run</b> 10:15 74:15	<b>sailboaters</b> 4:3	14 66:6,12 67:5,	157:8	36:3 42:6 116:16
122:18 123:10	<b>sailing</b> 117:2	12,15 182:4	<b>sentence</b> 72:6	195:14
132:7 141:20	<b>sailor</b> 44:11	<b>science</b> 52:16	<b>September</b>	<b>shame</b> 201:4
142:13 176:10	<b>sale</b> 149:18	58:12 59:21	120:1 132:8	<b>shape</b> 104:12
187:10 189:10,11	<b>Salvetti</b> 14:14	199:11,18,21	<b>Sergeant</b> 9:18	<b>share</b> 34:21
<b>running</b> 78:15	16:18,21 17:1	<b>scientific</b> 158:3	62:15	124:21 162:17
90:4 119:8,14	31:17 33:14 35:21	<b>scientist</b> 52:2	<b>serve</b> 4:19	172:1 187:9
122:20 125:10	37:1,16	<b>Scott</b> 141:16	62:15	209:12
161:13 187:1	<b>sample</b> 17:12,	<b>Scout</b> 167:8	<b>service</b> 21:21	<b>shared</b> 17:15
<b>runoff</b> 74:9,14,	13,14	<b>screen</b> 116:3	33:3 51:11	22:12 52:3 77:1,5
17	<b>samples</b> 40:7	181:4	<b>services</b> 24:4	136:16 137:16
<b>runs</b> 126:1	<b>sampling</b> 19:4	<b>scuba</b> 80:11	40:5 41:21	138:16 164:21
167:11 189:9	32:15 35:3 70:10	<b>sea</b> 102:16 197:8	<b>session</b> 5:8,15	<b>sheet</b> 68:18
<b>Rushlow</b> 9:1	<b>sand</b> 71:2 80:9	<b>season</b> 11:21	6:8,12 180:10	<b>shell</b> 153:10
	<b>sat</b> 78:21	16:6 62:7 63:4,18	<b>sessions</b> 147:5	<b>shells</b> 153:9
	<b>satellites</b> 51:5	69:20 71:13 96:16	<b>set</b> 23:11 27:2	<b>shining</b> 104:2
	<b>Saturday</b> 11:16	119:20 137:11	42:16 135:1 137:6	<b>ships</b> 160:3,5
	141:8 155:5			<b>shoots</b> 82:20
	156:16 204:7			90:6



<p><b>shore</b> 12:12 19:8 34:9 53:20 70:12 71:2 82:17 83:1,6 93:9 103:4 126:5</p> <p><b>shoreline</b> 10:5 19:6 45:3 69:5,9 70:17,20 71:10 73:5,18 74:20 75:6,9,10,17 76:2 78:3 81:21 84:2 123:16 126:5 132:15 182:15 192:12 198:11</p> <p><b>short</b> 59:14 197:4</p> <p><b>shorter</b> 169:2</p> <p><b>shot</b> 115:21 116:3</p> <p><b>show</b> 20:15,20 31:9,10 76:15 121:2 139:18</p> <p><b>showed</b> 33:18 71:6,7 117:10</p> <p><b>showing</b> 24:12 25:20</p> <p><b>shows</b> 23:9 43:14 122:13 140:5 162:3</p> <p><b>shredders</b> 109:3</p> <p><b>shuffle</b> 2:5</p> <p><b>shut</b> 96:6 97:1 169:8</p> <p><b>shutting</b> 89:12</p> <p><b>side</b> 12:9 24:1 25:16 34:7 37:7 41:21 55:2 65:20 82:18,21 83:3 91:5 100:10 104:8,15 139:15 140:2 163:9 185:10</p> <p><b>sides</b> 153:4 201:3</p> <p><b>sign</b> 2:4 41:2,3,6 46:6 83:8 129:6</p> <p><b>sign-up</b> 68:17</p>	<p><b>signage</b> 128:17 129:15 173:5,8</p> <p><b>signature</b> 8:7</p> <p><b>signatures</b> 13:6 14:17,20 71:15</p> <p><b>signed</b> 103:8 114:21</p> <p><b>significant</b> 35:8 56:1 58:20 78:5</p> <p><b>significantly</b> 12:12 100:15 121:21 141:9,10</p> <p><b>signify</b> 190:1 197:16</p> <p><b>signs</b> 37:18</p> <p><b>silence</b> 2:10,11</p> <p><b>silt</b> 71:2 74:14</p> <p><b>silted</b> 16:10</p> <p><b>similar</b> 38:12</p> <p><b>simply</b> 73:21 131:8 167:3 169:4</p> <p><b>simultaneousl y</b> 77:5</p> <p><b>sink</b> 88:12 91:2</p> <p><b>sir</b> 42:9 47:13 53:17,21 54:9 55:2,8 56:2 57:11 58:2 59:17 60:1 72:3,11 84:17 86:12 100:7 104:18 106:7,12 129:21 132:1 133:8 134:1 139:6 149:3 155:21 159:13 160:10 161:5,17 162:8 163:3,21 164:16 165:4,17 166:11 177:20 180:2</p> <p><b>sit</b> 102:5 170:7</p> <p><b>site</b> 10:7 61:15, 18 110:2</p> <p><b>sites</b> 71:7</p> <p><b>sits</b> 152:11</p> <p><b>sitting</b> 55:19</p>	<p>57:14 143:7 152:9 154:15 155:16</p> <p><b>situation</b> 11:13 45:15 48:21 66:4 108:9 146:17 156:8 159:8 181:20 184:9 185:8 200:20</p> <p><b>situations</b> 187:21</p> <p><b>size</b> 12:3 74:4 84:13 112:9</p> <p><b>skewed</b> 204:4</p> <p><b>ski</b> 87:15 93:4 94:7,9,12 95:2,3,4 96:2,11 97:2,3,12, 15 98:1,8 99:11 102:8 107:16 108:19 110:17 111:9,13,17 112:16,17,20,21 119:5,8,17 120:10 121:2 122:13,18 125:12 126:16 127:3 129:1 132:11,20,21 133:1 134:6 136:19,20 137:5, 13,16 138:9,17 139:2,15,18 142:12 145:5,8 146:21 147:2,3,4 148:3,10 149:12, 18 150:8 151:5,16 152:2,15 153:1, 11,13 158:17 159:19 161:12 162:18 163:6,17 166:1,3,14 167:6, 14,18,21 168:7,8, 15,18 169:1,3,16, 18 170:11 173:18 174:5 175:1,7,13, 15 177:14 179:3,7 192:18 193:4,9, 15,17 198:19 200:4 204:18 205:14 207:17,19, 21 208:5,10,11 209:8,15,21 210:10,17 211:5</p> <p><b>skied</b> 121:7 149:16 157:7</p>	<p>161:2</p> <p><b>skier</b> 29:16 44:11 96:8 124:14,15 167:18,20</p> <p><b>skier's</b> 152:10</p> <p><b>skiers</b> 4:3,4 25:6 26:4 37:2 73:20 78:17 81:16 95:4 96:10 99:2,12 110:12 113:19 117:21 118:11,18 119:5 121:7,18 123:11,16 124:5 125:8,15 126:11 127:4 131:20 132:9,17,18 136:18 140:9 141:5,7,10,11 142:10,11 167:17 168:1 202:13 204:6,13,20 206:7,11 207:5</p> <p><b>skiing</b> 84:9,12 96:7,12 97:15,21 100:14 101:4 110:18 114:10 120:2,11 145:10 147:11 152:6 158:1 161:19 163:12 164:12,19 165:19 166:4 167:12 177:17 204:20</p> <p><b>skilled</b> 169:20 208:15 209:17</p> <p><b>skills</b> 105:1</p> <p><b>skim</b> 83:3</p> <p><b>skipping</b> 132:5</p> <p><b>skis</b> 79:5 105:12 108:10 109:2,21 134:14 163:7,13 168:20</p> <p><b>slalom</b> 96:7 113:5 117:21 119:5</p> <p><b>sledding</b> 108:20</p> <p><b>slide</b> 15:1 16:21 17:20 18:10 19:2, 17 21:2,9 22:5,7 23:7,15 24:15</p>	<p>25:9,19 26:2,3,11, 15,21 27:6,13 28:6 31:9 33:18 66:17 112:8 122:4</p> <p><b>slides</b> 66:14 122:4</p> <p><b>slight</b> 173:1</p> <p><b>slip</b> 7:14 8:4,13 19:21 21:18 48:13 49:18 60:3 62:8 123:14 132:4,15, 20 139:1</p> <p><b>slips</b> 50:5,10 65:17 185:2</p> <p><b>slope</b> 73:14</p> <p><b>slow</b> 16:2 24:11 27:3 54:17 60:16 81:8 91:8</p> <p><b>slower</b> 43:15 90:8</p> <p><b>slowing</b> 24:10 81:5 84:6</p> <p><b>slowly</b> 94:5</p> <p><b>slows</b> 55:17</p> <p><b>small</b> 23:12 37:2 47:9 60:5 97:19 118:20 127:2 133:12,14 139:1 142:16 148:20 152:15 186:20,21 192:21 193:5 195:14 208:16</p> <p><b>smaller</b> 45:4 70:19 152:16</p> <p><b>Smith</b> 14:14 16:19 17:2 110:7, 8 183:8 191:11</p> <p><b>smooth</b> 140:13 209:19</p> <p><b>snow</b> 147:11</p> <p><b>soft</b> 38:2</p> <p><b>soil</b> 71:9</p> <p><b>solicits</b> 147:21</p> <p><b>solution</b> 186:18, 19</p>
---	--	--	--	---

MARYLAND BOAT ACT ADVISORY COMMITTEE

Transcript of Meeting of the Maryland Boat Act Advisory Committee taken October 16, 2016..submerged

<b>solve</b> 30:8,10,12, 20 129:13 182:1	129:9 158:16	62:15 63:21 64:2 178:7	38:13 42:19 57:19 67:6 69:12 72:3, 11,12 74:11 75:2 76:2 79:14,16 113:6,11 127:10 144:21 169:17,18 192:8,21 208:20 209:2,3,12,15	<b>stopping</b> 141:6
<b>solvents</b> 34:3	<b>specific</b> 16:14 20:8 57:15,20 59:7 62:3 130:11 200:14 201:8	<b>spoken</b> 65:8 106:5	<b>stated</b> 9:7 56:6 144:1 162:3	<b>storage</b> 21:21
<b>son</b> 174:19 205:3 207:6,7	<b>specifically</b> 58:6 64:1 117:19 157:18 180:12,16	<b>spokesperson</b> 86:15,16	<b>statements</b> 127:18 142:1	<b>stored</b> 77:2
<b>sort</b> 90:21 114:19 117:2 120:11 126:19 139:9 205:6	<b>specifics</b> 115:15	<b>sport</b> 88:10 95:9 108:17 154:18 169:19 170:1,3,7 172:1,2,6,7,11,12	<b>states</b> 124:16	<b>storm</b> 32:3
<b>sorts</b> 170:17	<b>speed</b> 9:21 14:5 15:18 16:3 18:18 24:9 27:21 30:4 36:17,19 37:5 40:21 41:11 44:3 45:18 47:1 49:19 51:17 54:17,19 64:15 66:3 70:10 72:9,19 73:1,14, 17 74:1,5 75:7,15 77:15 78:2,6,11 79:5,8 81:8,18 83:8 85:10,11,15 91:8 92:20 100:17 102:14 105:17 106:3,6 108:3,13 111:9 123:20 128:14 153:14 175:2,6 179:16,20 182:6 185:5,6,20 187:17 188:9 190:16 197:9	<b>sports</b> 48:19 88:17 90:11,13 92:12	<b>station</b> 28:19 63:9 64:8	<b>storms</b> 100:21
<b>sound</b> 90:6	<b>speeding</b> 24:2 46:14 107:15 109:20 193:13	<b>spot</b> 15:21 154:10	<b>stationed</b> 182:7	<b>stormwater</b> 74:14
<b>sounded</b> 195:10	<b>speeds</b> 39:14 48:6	<b>spots</b> 116:15	<b>stats</b> 11:4	<b>straight</b> 139:16 149:13 167:7
<b>south</b> 50:3 68:21 69:2 70:11 74:8, 11 75:13,20 84:7, 12 85:8 88:1 89:3, 8 93:21 94:4 96:2 98:19 99:1 100:9 104:1 105:8 107:10 108:18,20 110:13,16 111:2, 10 115:1 123:14, 18 145:11 146:17 147:21 151:6 156:2,6,8,10,17 179:1 185:2 190:10,12 198:19 199:5 204:21	<b>spend</b> 207:9	<b>spread</b> 144:21	<b>stay</b> 41:8 81:21 93:8 94:20 103:4, 17,18 203:19	<b>Strawberry</b> 62:13 64:9
<b>southeast</b> 69:6	<b>spending</b> 56:16,17	<b>spring</b> 19:16 35:7	<b>stays</b> 198:20	<b>stretch</b> 95:15
<b>southeastern</b> 125:20	<b>spent</b> 80:1 85:8 105:21 117:1 162:11,15	<b>square</b> 129:10	<b>steered</b> 25:16	<b>strictly</b> 36:11
<b>southern</b> 25:16 72:10	<b>spin</b> 133:3	<b>squiggly</b> 13:4	<b>stem</b> 11:17 76:11	<b>striking</b> 36:12
<b>speak</b> 2:17,18 5:11 6:1,13,17 7:6 13:16 18:2 30:18 38:20,21 52:2 55:13 60:4 61:5,7, 9 68:2 79:13 86:13 87:5 93:15 96:4 106:12 111:8 112:14 127:10 141:3 143:3 144:6 145:18 147:19 178:1 179:10,12 180:3,4	<b>spirited</b> 2:13	<b>staff</b> 3:11	<b>sterile</b> 71:1	<b>strings</b> 207:3
<b>speaking</b> 3:6 35:21 177:20	<b>splash</b> 41:9	<b>stand</b> 32:11 42:10 48:8	<b>stern</b> 103:14	<b>strip</b> 19:5 119:8, 14 121:16 123:1 158:18 207:2
<b>special</b> 113:10	<b>split</b> 109:7	<b>stand-up</b> 72:18 73:8 76:16,18 102:17 183:1	<b>Steve</b> 46:3,10 181:10	<b>strive</b> 4:12
	<b>spoke</b> 9:11 46:16 52:8 61:4	<b>Standby</b> 82:7	<b>Steve's</b> 183:4	<b>striving</b> 209:16
		<b>standing</b> 160:21	<b>sticker</b> 94:10 124:14 129:10 173:21 175:7 211:17,18	<b>strong</b> 60:15
		<b>standpoint</b> 37:3	<b>sticks</b> 31:18 82:16	<b>strongly</b> 72:19
		<b>stands</b> 199:18	<b>stipulation</b> 9:20 176:5	<b>structures</b> 73:19
		<b>start</b> 3:5,10 19:12 34:19 35:6, 7 88:21 107:4 126:3 127:10 128:19 139:21	<b>stop</b> 36:19 60:19 80:2,8 123:11 124:8 139:19 153:13,14,16 154:7 162:4	<b>student</b> 167:7
		<b>started</b> 2:3,7	<b>stopped</b> 81:7 96:20 107:16 155:13,14	<b>studies</b> 83:13 152:14 199:18
		<b>starting</b> 19:15 126:6 140:3		<b>study</b> 70:7,12, 14,15 71:5,8 157:20 192:8 196:20,21 197:5 198:1
		<b>startle</b> 152:2		<b>stuff</b> 40:11 175:3 198:1
		<b>state</b> 3:20,21 4:2, 7,11,14,20 7:7 12:14 17:4 18:11		<b>subcommittee</b> 145:6
				<b>subdivisions</b> 69:10
				<b>subject</b> 8:2 52:5, 8 199:10
				<b>submerged</b> 10:8,10 158:2

<b>submission</b> 122:12	<b>supply</b> 56:10	<b>swing</b> 83:5	<b>taught</b> 193:16	<b>thick</b> 146:21
<b>submitted</b> 150:3 166:17	<b>support</b> 19:21 20:12,15 24:17 25:1 36:9 38:19, 20 39:6 79:13 114:1 127:9,10 160:7 169:6 178:13 179:1 182:10 183:4,15 196:14	<b>system</b> 34:11 35:7 52:6,21 53:6 54:2 56:10 59:12 107:11 182:17	<b>Tavener</b> 138:12, 13 139:6	<b>thing</b> 2:9 42:14 49:8 51:18 68:5 80:10 90:21 96:14,20 98:3 102:8 104:14 118:6,7 122:3 125:17 128:21 145:14 150:14 152:5,13 154:16 155:9 159:3 162:21 187:4 194:15,17 205:6
<b>substantial</b> 172:7	<b>supported</b> 115:12 157:20	<b>system's</b> 54:5	<b>teach</b> 172:10 193:15	<b>things</b> 15:2 20:5 31:7 40:14 44:12 57:2,3 60:9 82:12, 14 89:10 135:7 137:18 146:18 148:6,13,14 149:5,13 150:11 167:9 172:13 173:18 184:5 188:5 189:4 199:15 202:12 203:8 206:7
<b>substantively</b> 181:16	<b>supporting</b> 178:14	<hr/> <b>T</b> <hr/>	<b>teaching</b> 92:15	<b>thinking</b> 45:21 171:12
<b>successful</b> 75:8 76:3	<b>supports</b> 18:18	<b>table</b> 163:9 202:21	<b>team</b> 16:17 41:18 51:7 52:2	<b>Thornell</b> 203:14
<b>suck</b> 94:16	<b>supposed</b> 128:18,19 129:1 139:19 205:18	<b>tag</b> 14:12 16:17	<b>technical</b> 58:17 169:19	<b>thoroughfare</b> 179:5,19
<b>suction</b> 58:9 59:10	<b>surf</b> 83:17 88:15 91:7,13 102:16	<b>takes</b> 4:9 11:15 122:18,19 125:13 168:6 172:7 209:8	<b>technologies</b> 51:7	<b>thought</b> 77:16 90:1,3 165:7 173:21 179:16 191:8 206:8 211:12
<b>suggest</b> 71:8 168:10 180:5	<b>surface</b> 19:4 34:20 53:3	<b>taking</b> 15:6,8 33:10 43:3,8 101:11 105:7 109:12 135:13 194:21	<b>technology</b> 74:3 76:20	<b>thoughts</b> 109:12,13
<b>suggested</b> 44:4	<b>surfaces</b> 21:16	<b>talk</b> 7:1 22:10 56:21 81:14 103:11 114:18 142:4 155:7 173:6 203:15	<b>teenager</b> 205:5	<b>thousand</b> 18:3 19:7 34:13 56:15 80:2 91:4 126:4
<b>suggestion</b> 44:6 169:3 176:21	<b>surgical</b> 167:11	<b>talked</b> 22:9 24:17 26:16,17,18 81:3 108:10 119:11,16 124:4 129:7 154:12 184:5 199:13 209:11	<b>telling</b> 42:16 184:15	<b>thousands</b> 76:6
<b>suggestions</b> 171:13,17	<b>surprise</b> 203:13	<b>talking</b> 15:17 24:12,13 26:20 34:2 35:13,15 48:16 51:9,11 60:15 95:2 98:2, 11 110:11 112:13, 15 114:9 115:6 123:19 156:19 185:9 189:1 195:21 197:6 206:10	<b>temporarily</b> 150:13	<b>threat</b> 75:17
<b>suits</b> 165:12	<b>surrounding</b> 8:1 117:15	<b>talks</b> 175:2	<b>temporary</b> 81:2	<b>threaten</b> 75:8
<b>summarizes</b> 158:9	<b>surrounds</b> 115:4	<b>Tang</b> 86:19 91:2, 17 92:4 94:14 146:14 149:3	<b>tempting</b> 6:18	<b>threatened</b> 184:1
<b>Summarizing</b> 27:19	<b>survey</b> 12:16,21 31:19 107:19 109:6	<b>tasks</b> 87:5	<b>tend</b> 16:11	<b>threatens</b> 173:3
<b>summer</b> 21:4,14 28:20 71:11 90:15 164:10 191:12	<b>Susan</b> 47:16		<b>tendency</b> 47:5	<b>thrilled</b> 179:4
<b>summers</b> 162:15	<b>swath</b> 114:19		<b>tense</b> 116:19	
<b>summertime</b> 41:13 118:4	<b>sweeping</b> 126:20		<b>terms</b> 56:21 130:10 161:9 172:14 173:4 192:1	
<b>sun</b> 104:2	<b>swim</b> 116:13 124:19 128:7 135:18		<b>Terrace</b> 79:18 92:8 104:21	
<b>Sunday</b> 11:16 156:16 204:7	<b>swimmers</b> 4:3 124:19		<b>terror</b> 123:8	
<b>Sundays</b> 7:17 69:12 113:6 191:5	<b>swimming</b> 16:9 116:12		<b>Terry</b> 44:9,10	
<b>sunken</b> 107:14			<b>test</b> 187:7	
<b>sunrise</b> 69:19, 20 151:16 165:20 210:17			<b>testified</b> 109:18 157:11 185:18	
<b>sunset</b> 25:10,11 66:19 68:7 69:19, 20 113:1,7 118:2			<b>testifiers</b> 188:5	
			<b>testimony</b> 62:1 169:13 175:15,17 186:11 188:12 194:8,18 199:19 206:4 208:4,13,18	
			<b>theory</b> 59:14 208:1	

<b>throttle</b> 187:12	203:16,17,18,19, 20 204:2,8 205:8, 14 207:9,10,14 208:16,17 210:18 211:8	<b>tournament</b> 163:17	43:8 47:8 76:10 122:8	191:20
<b>throw</b> 99:19		<b>tournaments</b> 113:9	<b>traveling</b> 71:9 75:15	<b>tug</b> 207:3
<b>throwing</b> 97:6		<b>tow</b> 10:16 99:8	<b>Trawler</b> 86:10	<b>tugs</b> 160:4
<b>thrown</b> 60:7,8, 14	<b>timeline</b> 8:6	<b>towing</b> 73:20 105:13 108:6 113:5 124:14	<b>treat</b> 18:4 34:15	<b>turn</b> 48:1 81:18 88:4 91:21 101:14 104:4 133:3 137:10 146:6 154:8 175:15,19 176:5 178:15 200:7
<b>thumbs</b> 199:9	<b>times</b> 4:14 15:12 17:14 26:6 29:21 46:20 121:10 123:12 129:19 132:8 137:3 147:1 150:19,20 151:1, 3,18 155:4,6 158:11 164:14 180:14 186:15 191:14,16,18 204:1	<b>town</b> 167:20 195:19	<b>treating</b> 19:13	<b>turnaround</b> 122:19
<b>Thursday</b> 113:1 136:21		<b>Towne</b> 74:10	<b>treatment</b> 10:7 17:21 18:5 34:11 36:2 182:17	<b>turnarounds</b> 92:21
<b>Thursdays</b> 118:1	<b>today</b> 2:13,21 3:17 6:5,9 14:15, 19 15:4 16:20 20:1,15 23:4 52:4 57:7 112:13 114:18 115:17 131:2 142:5 145:5,19 172:4 173:19 178:7 203:5	<b>toxic</b> 53:19	<b>treatments</b> 19:15	<b>turned</b> 118:8 121:18
<b>ticket</b> 96:21		<b>track</b> 167:8,11	<b>tremendous</b> 47:4 87:4	<b>turnout</b> 2:5
<b>tide</b> 31:21 32:6	<b>today's</b> 22:13,21	<b>Trades</b> 10:19 37:19 38:5	<b>trial</b> 157:18	<b>turnover</b> 90:3
<b>tides</b> 32:3 99:21	<b>told</b> 50:21 60:9 124:6	<b>Tradewinds</b> 10:21 12:2	<b>trichloroethyle ne</b> 34:4	<b>turns</b> 85:12 127:3 153:14,15
<b>tie</b> 46:10 104:11	<b>toll</b> 168:6	<b>traffic</b> 36:8 40:20 41:11 42:17 43:16 50:4 58:1 62:6 71:8 77:4 78:15 87:13,19 89:11, 15,19 94:21 156:13 181:19 183:17	<b>trouble</b> 138:21	<b>TVS</b> 60:8
<b>tied</b> 81:12	<b>Tom</b> 161:18 198:13	<b>trafficked</b> 36:5	<b>troubled</b> 138:20	<b>two-thirds</b> 101:17
<b>tight</b> 47:10	<b>top</b> 31:18 108:21 139:16	<b>trafficking</b> 51:16 52:13	<b>trout</b> 117:6 154:16	<b>twofold</b> 95:1
<b>time</b> 7:16 8:16,19 9:1,3,8 12:5 13:13 14:10 27:5 29:3 30:4 32:5 34:17 40:13 41:16 42:9 43:7 49:1,14 55:16,21 59:3,15 61:20 62:12 64:20 71:10 77:7,12 80:5 90:12 94:19 97:2,21 98:1,6 102:6 103:4 104:9 108:8 112:15 113:19 118:19 119:2,13,16 120:1,7 121:19,20 125:8 127:20 128:4,7,9 130:11 132:19 133:13,18 135:2 136:3 138:8,18 140:13 147:3 149:19 150:1 151:1,9 152:11,12 154:7 155:3,14 157:15 158:5 160:13,15 164:11,20 165:10 166:8 170:5 171:3 172:8,21 177:17 182:7,9 183:4 185:16,21 191:1,8 195:16 198:10,21 200:7,8 201:18	<b>topic</b> 115:16	<b>tragedy</b> 49:9	<b>TROVATO</b> 35:12 36:18 37:9 140:8,15,18 141:12 182:2 192:5 196:14,21 197:11 198:17 199:9 208:21 210:2	<b>tying</b> 36:5
	<b>tore</b> 21:14	<b>transcripts</b> 146:8	<b>true</b> 15:4 111:18 119:18 157:9 175:18	<b>type</b> 38:3 52:5 62:21 88:10 150:13 184:9
	<b>torn</b> 161:13	<b>transit</b> 73:18	<b>Trumbauer</b> 115:9	<b>types</b> 57:2 62:19 194:20
	<b>tossed</b> 49:8	<b>translate</b> 55:12 58:19	<b>Trust</b> 168:7	<b>typical</b> 31:20
	<b>total</b> 14:20 63:20 71:12 118:12 173:1	<b>translated</b> 167:2	<b>Tube</b> 89:18 92:13 105:6,15 137:14 148:9	<b>typically</b> 192:10,11
	<b>totally</b> 89:9 128:9 147:12 182:9	<b>translates</b> 168:3	<b>tubers</b> 77:6 78:17 81:16 97:6 98:5 156:14	<hr/> <b>U</b> <hr/>
	<b>touch</b> 22:8 41:4	<b>transparency</b> 143:10,18	<b>tubes</b> 48:20 73:21 88:8 96:16 137:15	<b>U.S.</b> 51:11 117:15 159:16
	<b>tough</b> 169:17	<b>transparent</b> 145:20	<b>tubing</b> 105:8	<b>Ultimate</b> 24:20 25:4,10 43:14 66:19
		<b>transpired</b> 8:7		<b>ultimately</b> 75:20 117:16
		<b>travel</b> 12:4 27:5		<b>unanimous</b> 190:5



<b>unanimously</b> 197:20	<b>universal</b> 144:1 145:9	<hr/> <b>V</b> <hr/>	<b>violation</b> 207:20 197:9	
<b>unapproved</b> 128:21 129:4,17 142:11	<b>universally</b> 146:19	<b>vague</b> 206:6	<b>violations</b> 65:3 182:5	
<b>unauthorized</b> 136:19 137:8,17 161:9,11 164:1,3 170:21 171:15	<b>unjustified</b> 157:18	<b>valiant</b> 56:11	<b>violence</b> 51:21	
<b>unaware</b> 8:18	<b>unlimited</b> 128:9	<b>valuable</b> 169:15	<b>Virtually</b> 76:17	
<b>unclear</b> 54:1 128:18	<b>unmarked</b> 16:10	<b>values</b> 105:18 106:2	<b>visibility</b> 173:9	
<b>underestimate</b> 63:12	<b>unnatural</b> 76:5	<b>varies</b> 13:3	<b>visit</b> 29:6 183:14	
<b>underneath</b> 34:6	<b>unnecessarily</b> 76:4	<b>variety</b> 15:9	<b>visited</b> 61:18 185:16	
<b>understand</b> 4:7,17 5:2 13:14 36:21 37:1,16 52:6 53:17,18 56:2 58:5 65:10 66:5 90:8 102:12 117:13 148:8 149:8 168:17 170:16 172:5 173:10 176:12 210:2 211:20	<b>unsafe</b> 27:21 97:20 98:6 169:4	<b>vegetation</b> 71:3 158:2	<b>visits</b> 61:15	
<b>understanding</b> 41:6 55:21 59:5 172:12 195:2 199:11,21	<b>unscientific</b> 120:13,17	<b>velocity</b> 70:20	<b>visual</b> 41:6	
<b>understands</b> 48:16	<b>update</b> 35:2	<b>venture</b> 191:15	<b>voice</b> 3:14	
<b>understood</b> 109:16	<b>uphill</b> 8:9	<b>ventures</b> 196:2	<b>voicing</b> 183:12	
<b>underwater</b> 18:7 76:1	<b>upland</b> 17:9,12 34:6	<b>verbal</b> 62:1	<b>voltage</b> 55:5,7	
<b>unfamiliar</b> 130:4	<b>upper</b> 68:21 69:11 87:12 88:1 98:19 110:13 145:10,11 190:11 198:19 199:4	<b>Verploeg</b> 161:18	<b>volts</b> 55:4	
<b>uniform</b> 201:14 204:8	<b>uppers</b> 121:4,15	<b>versus</b> 108:4 199:11	<b>volume</b> 90:13 147:19 148:2	
<b>unique</b> 15:15 30:7 89:5,9 115:18 116:5 146:20	<b>ups</b> 150:1 153:4	<b>vessel</b> 93:21 107:18,20 108:4,6 109:11 113:4 124:11,13 130:18 154:4 195:3,4	<b>volumes</b> 183:17	
<b>unit</b> 11:2 62:13, 14,17 64:5 167:11	<b>upstream</b> 65:10 73:13 84:8	<b>vessels</b> 29:2 45:4,10 62:9,10 65:18 107:14,15 108:8 109:4,20 171:16	<b>vote</b> 6:9 53:14 109:12 189:20 190:3 197:18	
	<b>usable</b> 131:19	<b>Vibrate</b> 2:11	<b>vu</b> 157:8	
	<b>usage</b> 120:18 168:4 203:10 204:1,5	<b>vicinity</b> 38:10	<hr/> <b>W</b> <hr/>	
	<b>user</b> 114:12 142:3 170:13,18 209:13	<b>vice</b> 72:1 130:8	<b>wait</b> 3:4 39:12 41:7 49:5 139:3	
	<b>users</b> 4:2 24:18 26:8,9 28:2 51:8,9 121:14 125:15 131:19 142:3,11, 18 160:12 161:9, 11 194:20	<b>view</b> 6:11 12:6 18:10 22:5 23:15 198:6 200:19	<b>waiting</b> 77:2 132:12	
	<b>utilize</b> 93:1	<b>viewpoint</b> 5:3	<b>wake</b> 28:14 29:1, 2 46:7 51:17 52:13 53:5,10 54:7,8,15 55:2,16 58:11 62:10 64:7, 10 69:3,5 70:7 71:6 74:5 77:14 80:2,8 83:17 85:13 88:14 90:8 91:7,9,12,20 94:17 99:19 102:20 105:13 107:18 108:6 133:3,4 141:8 152:16 170:17 182:12 187:2 192:7 195:13	<b>wait</b> 3:4 39:12 41:7 49:5 139:3
	<b>utmost</b> 4:18	<b>views</b> 4:18 130:15	<b>wakeboard</b> 87:10 95:3 102:7 103:14 195:12 196:4	
		<b>Villes</b> 160:11	<b>wakeboarder</b> 77:6 86:20 87:16	
		<b>violating</b> 208:4	<b>wakeboarders</b> 74:5 94:17 103:13 156:14	
			<b>wakeboarding</b> 76:19 83:12,16 87:3 94:2 95:7 196:1	
			<b>wakeboards</b> 73:20 83:16 195:12,17	
			<b>WAKER</b> 177:13	
			<b>wakes</b> 8:2 26:10 42:7 45:2,8,14 46:21 47:7 58:7 60:14,19 70:12,19 71:11 74:1,4 83:18 84:1 85:7 97:6 129:18 131:13 152:16 184:5 185:4 186:2 192:10 196:16 198:6	
			<b>wakesurf</b> 87:10 94:15 95:21 97:7, 8	
			<b>wakesurfer</b> 86:20	
			<b>wakesurfing</b> 88:11 90:21 94:3 196:1	
			<b>Walker</b> 173:16, 17 176:20 177:9, 20	
			<b>walking</b> 77:9	
			<b>wanted</b> 8:10 58:18 103:17 115:11 117:20 156:21 186:12	
			<b>wanting</b> 90:8 206:5	

MARYLAND BOAT ACT ADVISORY COMMITTEE

Transcript of Meeting of the Maryland Boat Act Advisory Committee taken October 30, 2018

<p><b>waste</b> 33:15 53:19</p> <p><b>watch</b> 77:13 94:21 103:19 166:5 170:4,7 174:5</p> <p><b>watched</b> 79:1 81:6 152:7</p> <p><b>watching</b> 191:12</p> <p><b>water</b> 4:2 18:6 19:4,5,10,11 21:10 30:3 32:1 33:12 34:20 35:8, 13,16,17 36:21 41:2,4,8 42:18 43:1,4,8,21 44:2, 5,10,17,21 45:6 53:2 54:18 56:10 57:7 67:21 68:10 75:3 80:15 81:7 87:17 88:14 91:1, 12 92:12 94:7,16, 18,19 95:9,10,15 101:5,15 102:5,16 103:9 104:3,4,11 108:20 109:3 110:10 124:18 127:21 128:10 129:11 135:14,15 140:14 142:3,6,9, 17,19 148:11 149:14,19,20 154:5 155:2 161:4 163:5 170:11 171:15,16 173:1 182:14 183:4 187:9 192:17 193:13,14 204:2 209:9,12,19</p> <p><b>water's</b> 73:12 142:5</p> <p><b>waterboards</b> 153:7,8</p> <p><b>watercraft</b> 15:9 18:20 73:17 75:7 76:15 78:18</p> <p><b>waterfowl</b> 63:18</p> <p><b>waterfront</b> 4:6 5:2 72:15 76:17 84:21 92:6 107:21</p>	<p>149:15 159:8 165:6,13 210:14</p> <p><b>watermen</b> 4:3</p> <p><b>waters</b> 4:1,11,14 28:19 101:7 209:12</p> <p><b>watershed</b> 159:4</p> <p><b>waterski</b> 87:10, 20 92:15 97:6,8, 12,13,21 113:3 154:21 169:18 171:21 193:1 206:14,17 207:7</p> <p><b>waterskier</b> 37:11 44:12 76:9 86:20 87:17 88:5 95:20 98:18 113:5 146:15 161:8 166:13 170:1 193:12 207:7 210:13</p> <p><b>waterskiers</b> 18:20 37:3 74:4 77:6 85:7 94:17 101:1 109:3 110:1 118:9,10 131:7 134:12 135:8 156:13 160:12 192:18 209:16,17 210:15,18</p> <p><b>waterskiing</b> 10:15 63:16 85:8 87:3 89:5 94:3 97:17 98:4 101:4 108:19 130:12 135:10 143:12 168:6,18 172:6</p> <p><b>waterskis</b> 92:16 96:1</p> <p><b>watersports</b> 24:21 25:2,5,11, 12 30:15 40:4,8 43:14 44:20 68:5 86:21 87:6 89:6</p> <p><b>waterway</b> 9:5,6 78:5 159:5 173:10 208:2</p> <p><b>waterways</b> 4:8, 21 26:19 76:21</p>	<p>131:4 192:18</p> <p><b>wave</b> 70:21 71:12 74:1 75:8, 16 76:5 196:5 197:1,2</p> <p><b>waves</b> 55:6 69:3 70:18 77:9 88:12 100:1 102:16,18 104:12 192:7 197:4</p> <p><b>ways</b> 89:1 115:18 161:4 174:18</p> <p><b>weather</b> 140:13 205:14</p> <p><b>website</b> 116:3 199:16</p> <p><b>week</b> 7:19 15:13 16:4,6 29:12,15 32:2 44:15 69:13 97:15,19 111:4 118:3 149:21 150:4,21 151:1 181:18 183:13 188:10 191:14 204:6,9 205:8 207:15</p> <p><b>weekday</b> 26:3 29:17 30:1 40:18 47:19</p> <p><b>weekdays</b> 41:11,14 61:19 64:14 191:6</p> <p><b>weekend</b> 29:13 41:12 47:18 63:10 64:13 78:20 81:12 85:15 87:1 90:15 100:17 110:20 128:5 129:18 138:19 166:2 167:12 209:18</p> <p><b>weekends</b> 26:1 44:15 63:16 85:4 90:11 97:16 99:7 111:3 120:9 133:14 162:12,16 180:15</p> <p><b>weekly</b> 8:2 144:3</p> <p><b>weeks</b> 116:21 195:20</p>	<p><b>weight</b> 91:4,6 129:2</p> <p><b>well-versed</b> 100:2</p> <p><b>wells</b> 18:2 33:11 34:14</p> <p><b>western</b> 82:17 83:1,6</p> <p><b>Whaler</b> 197:8</p> <p><b>whatnot</b> 109:3</p> <p><b>white</b> 102:16 133:9 134:1</p> <p><b>Whitehall</b> 127:15,16 129:21 138:6</p> <p><b>Whomever</b> 175:21</p> <p><b>wide</b> 15:8 116:6, 16 122:6 137:13 153:2 160:3 179:18,19</p> <p><b>wider</b> 99:18</p> <p><b>width</b> 9:5,6 112:11 196:3</p> <p><b>wife</b> 84:19 95:21 96:8 133:10</p> <p><b>wildlife</b> 152:13</p> <p><b>Wilson</b> 14:2,3,4 60:2,3 124:6 149:11 155:21</p> <p><b>win</b> 183:2</p> <p><b>wind</b> 70:20 71:12 87:18 151:14 192:11</p> <p><b>wind-driven</b> 70:18</p> <p><b>windblown</b> 152:16</p> <p><b>windsurfer</b> 4:4</p> <p><b>windy</b> 151:18</p> <p><b>wise</b> 78:6</p> <p><b>wonderful</b> 96:4 194:19 207:9</p>	<p><b>wondering</b> 28:12 32:20 189:3</p> <p><b>word</b> 52:15,18 211:20</p> <p><b>words</b> 30:6 140:1 145:3 176:8 181:16</p> <p><b>work</b> 5:7 6:7 20:2 37:10 40:7 51:12 52:3,16 58:20 59:1 64:19 128:10 151:9,10 165:11 166:17 183:18 204:14</p> <p><b>worked</b> 19:3 38:5,7 128:16</p> <p><b>working</b> 10:6,18 15:9 29:10 34:20 74:13</p> <p><b>workings</b> 3:15</p> <p><b>works</b> 7:1 41:20 54:2</p> <p><b>worlds</b> 135:13</p> <p><b>worse</b> 185:3,8 186:2</p> <p><b>worst</b> 135:12</p> <p><b>worthy</b> 58:4</p> <p><b>wrap</b> 27:15 81:13 98:11</p> <p><b>wraps</b> 46:8</p> <p><b>writing</b> 146:3</p> <p><b>written</b> 61:12,20 98:17 99:5 163:1 166:17</p> <p><b>wrong</b> 55:14 101:19 184:16 194:15 205:20 207:13 211:20</p> <p><b>Wyman</b> 100:8</p> <hr/> <p style="text-align: center;"><b>Y</b></p> <hr/> <p><b>yachting</b> 11:11 12:2 101:7</p> <p><b>yards</b> 73:13</p>
---	---	---	--	--

MARYLAND BOAT ACT ADVISORY COMMITTEE

Transcript of Meeting of the Maryland Boat Act Advisory Committee taken October 11, 2016 year..zooming

**year** 7:18 14:9  
17:15 20:18 21:5,  
17 24:20 29:18  
30:14,15 34:18  
35:18 40:10 50:7  
77:11 87:21  
92:12,13,15 93:7  
96:6 99:13 100:3,  
4 111:14 119:20  
120:12 149:9  
150:9,20 157:17  
185:21 191:8  
200:12 210:6,18

**years** 13:15 15:2  
24:20 28:20 39:8,  
10 46:12 50:1,5,  
17,19 51:18 57:11  
62:4,5 74:13  
76:14,18 90:1,15  
92:8,10 94:1  
95:11 96:2,3  
100:13,16,20  
102:3 104:13  
116:9 117:11  
119:1 120:17  
126:18 127:17  
128:15 130:5  
136:1,12 142:8  
157:10 158:9,13  
159:3 161:3,20  
162:11,14 164:12,  
19 165:6 167:15  
169:11 174:19  
179:15,16,18  
181:14 198:2  
202:11,12

**Yearwood**  
159:15,16

**yellow** 10:9  
12:6,10 13:2 68:7  
91:15,19 162:2

**yoga** 25:14 42:5

**young** 46:16  
89:17 92:11

**youth** 85:8

---

**Z**

---

**zipped** 187:2

**zone** 27:20,21  
28:2 66:16,20

67:18 69:1,19  
70:3 95:4 97:12  
108:13,16 110:9,  
17 111:9 112:10,  
17,18 182:6  
188:21 190:11,16  
191:1

**zones** 59:10  
97:13 109:20  
111:9,13

**zoom** 81:19

**zooming** 36:20  
81:7