

1 BOAT ACT COMMITTEE MEETING

2 Wednesday, April 20, 2011

3 Annapolis Friends Meeting

4 351 Dubois Road

5 Annapolis, Maryland 21401

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10 The Meeting of the Boat Act Committee was  
11 held on Wednesday, April 20, 2011, commencing at 9:58  
12 a.m., at the Annapolis Friends Meeting, 351 Dubois Road,  
13 Annapolis, Maryland 21401, before Heather Bjork Avalos,  
14 Notary Public.

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21 REPORTED BY: Heather Bjork Avalos

1 APPEARANCES:

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4 CHAIRMAN: John Bush

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6 VICE CHAIRMAN: Coles Marsh

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8 DIRECTOR OF BOATING SERVICES: Bob Gaudette

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10 REGULATIONS COORDINATOR: Mike Grant

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13 MEMBERS PRESENT:

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15 Robert Wickel                      Edric McSween

16 Jon Sheller                         Chris Parlin

17 Ken Kloostra                        Russ Dwyer

18 John Ferman                         Amy Craig

19 Fred Levitan                        Tammy Broll

20 Al Simon                              Bob Slaff

21 Thornell Jones                        Steve Kling

1 PROCEEDINGS

2 MR. BUSH: I'm not going to use the gavel  
3 because it's so close here. I want to welcome  
4 everybody to 2011. And we will come to order. We're  
5 going to start off by introducing all of the current  
6 members. We have two new members here. And they will  
7 introduce themselves at the end and then tell us a  
8 little bit about themselves.

9 MR. JONES: I'm Thornell Jones, Coast  
10 Guard Auxiliary. I live not far from here on the other  
11 side of the Severn. I've been boating for about  
12 twenty years.

13 MR. SIMON: Al Simon, member at large both  
14 past, present National Boating Federation and boating  
15 hall of fame.

16 MR. BUSH: You may want to speak a little  
17 louder. We have a new person on board here. And we  
18 want to make sure that she gets everything easily.

19 MRS. BROLL: Hi. I'm Tammy Broll. I live  
20 on the Eastern Shore of Maryland. I'm a member at  
21 large.

1                   MR. KLING: Good morning. I'm Steve Kling.  
2 I own a sailboat, and I use it. And I've been boating  
3 for a long time.

4                   MR. LEVITAN: Fred Levitan. Chesapeake Bay  
5 Recreational Boating Council. I've been on this board  
6 for many, many more years than I like to even think  
7 about.

8                   MRS. CRAIG: I'm Amy Craig. I'm from Upper  
9 Marlboro. I boat on the South River and primarily a  
10 recreational boater with small children.

11                   MR. FERMAN: I'm John Ferman. I live off  
12 of the South River. I'm a sailboater and member at  
13 large.

14                   MR. DWYER: I'm Russel Dwyer. I have a  
15 farm in Talbot County. I represent the watermen.

16                   VOIR DIRE MR. KLOOSTRA:

17                   MR. KLOOSTRA: My name is Ken Kloostra. I  
18 live on the Eastern Shore. And I have a motorboat.

19                   MR. PARLIN: Chris Parlin from Centerville,  
20 Maryland. I grew up on the Severn River. I represent  
21 boaters at large. I have a hundred-ton master's

1 license. I teach the Maryland basic boating course.

2 And I like to do all kinds of boating.

3 MR. MCSWEEN: Edric McSween. I own a  
4 powerboat. I live in Annapolis off the South River.  
5 And I belong to the Annapolis Sailing Power Squad.

6 MR. MARSH: I'm Coles Marsh. I represent  
7 the Yacht Club Community. And I have been boating  
8 pretty much all of my life, all kinds of boating.  
9 Pulled crab pots.

10 If I talk a little funny, that's my Smith  
11 Island accent.

12 MR. BUSH: And our first new member is  
13 right here.

14 MR. SHELLER: I'm Jon Sheller. I own a  
15 marina down in Deale, Maryland. I've been in Maryland  
16 ever since I was drafted into the Army in 1978 -- 1968.  
17 I went into the Navy instead.

18 MR. NICKEL: I'm Bob Nickel. I'm taking  
19 the vacated seat of John Milner (phonetic). I'm a  
20 general manager of a marina on Deep Creek Lake. I've  
21 been at it for nine years. Mostly recreational

1 boating, rental; you name it, we do it. I also have  
2 three young children. Originally born and bred in the  
3 Pittsburgh area. Done a little bit of everything.  
4 Spent some time in the Navy and ended up in Western  
5 Maryland. Glad to be here.

6 MR. BUSH: I'm John Bush, and I'm the  
7 chairman. And I've been boating several years. And I  
8 have a troller. And I live in Annapolis. I'm about  
9 ten minutes from our meeting today, which is great.

10 We're going to start off by introducing the  
11 regulations coordinator. Bob, you're going to do that.

12 MR. GAUDETTE: Yes. As all of you know,  
13 Mr. Lundsford retired with the volunteer separation  
14 program, took the money and ran, and is quite happy and  
15 is enjoying his initial retirement quite well. His  
16 wife is keeping him very busy.

17 And what I want to do is introduce to you  
18 the individual that I have decided to replace Bob as  
19 boating regulations coordinator for boating services in  
20 DNR. And that's Mike Grant. You know Mike has been  
21 here before. He's been helping out the last few months



1       oversee Summers Cove Marina in Chrisfield and Fort  
2       Washington Marina off the Potomac on Piscataway Creek.

3                       In addition to this job, I've been boating  
4       about fourteen years, not that long.

5                       My wife and I consider ourselves  
6       transvesselites. We have a powerboat. We have a  
7       sailboat. We go either way, sailing or power. But we  
8       own a powerboat. We started out sailing together. But  
9       we moved to the shore; and it made more sense to get a  
10      powerboat.

11                      Bob said I'm past commodore of Kent Island  
12      Yacht Club. Also a member of Chesapeake Commodores'  
13      Club. And we've been on Kent Island for about eighteen  
14      years. Been married to my wife about thirty-one years.  
15      We have two adult children. My son lives in Annapolis.  
16      My daughter lives in Chestertown. She's a teacher. He  
17      sells cars over here at Fitzgerald. And my daughter is  
18      getting ready to give birth any minute now. I'll be a  
19      grandfather sometime today. I'm a little bit nervous.  
20      Other than that, I have nothing else to share.

21                      Looking forward to working with everyone.

1 I'll be getting in touch with all of you letting you  
2 know when I'm going out in the boat looking at the  
3 rivers and issues we have.

4 MR. GAUDETTE: Anyone have any questions or  
5 advice for Mike?

6 MR. BUSH: I guess it's not time for you to  
7 sit down yet.

8 Do you want to talk at all at this point  
9 about the requests from the public?

10 MR. GRANT: Sure.

11 First of all, I would like to read  
12 something that we received speaking about one of our  
13 members here. This is a letter from the National Law  
14 Enforcement Officer Memorial Fund. And it's addressed  
15 to George Johnson, Superintendent of Natural Resources  
16 Police.

17 "Dear George, I'm pleased to inform you  
18 that we recently received a very generous donation in  
19 support of the National Law Enforcement campaign from  
20 my uncle, Alvin Simon. The donation was made in honor  
21 of the Natural Resources Prince George's Police and all

1 who have served and all who have died in the  
2 performance of duty. We're clearly pleased to receive  
3 this donation and in honor of the Maryland Natural  
4 Resources Police. Knowing how close Al is to your  
5 department, I want to make sure you were aware of this  
6 special gift. I'll also mention he'll be contacting  
7 you about possibly identifying artifacts from your  
8 department's history. It might be appropriate for  
9 donations for the museum. We're all interested in  
10 adding to our extensive collection and want to ensure  
11 the history of the National Resource Police is told in  
12 the law enforcement museum. Please note that I join my  
13 uncle in saluting the work you and your officers do for  
14 our nation. Regards."

15 MR. BUSH: I'm going to let Bob talk about  
16 a the wake boats -- We're going to take a break for a  
17 second while Bob gets in and gets settled in.

18 (There was a break in the proceedings.)

19 MR. GAUDETTE: You have this piece of paper  
20 I handed out? It has the speed limit considerations  
21 for wakeboarding and wake skating and wake surfing.

1                   I sent out an e-mail to everyone in March  
2 to give you a heads-up on this stuff. The one at the  
3 top is new for you.

4                   In my discussions with Frank Dawson, there  
5 is a desire and there is actually -- Frank is my boss.  
6 The department is moving towards in their -- in making  
7 new regulations to have a basis that's as objective as  
8 possible in proposing regulations. That's a little  
9 difficult in what we do, but we still want to strive  
10 for that whenever we can.

11                   And I want to just basically indicate that  
12 what they're looking for is more structured criteria;  
13 not necessarily fill-in-the-blank criteria but more  
14 structured criteria in how we approach this. Because  
15 if you read our transcripts -- if you actually sat down  
16 and read them, it's kind of hard to follow sometimes  
17 exactly what we're evaluating. So what I'm trying to  
18 do is establish some actual set criteria. So when we  
19 send a recommendation from this committee to John, it  
20 will be based on certain things that we're looking at.  
21 And we'll actually say that when we actually give him a

1 summary.

2                   The proposed criteria that I just come up  
3 with is boat speed, boat congestion, boating  
4 activities. And that all relates to boating safety. I  
5 think we all agree to that. And the tools we use for  
6 this is our own observations when we go out and do the  
7 inspections and site visits, NRP citations and  
8 recommendations.

9                   We are going to get a little more objective  
10 with regards to the use of estimating boating speed.  
11 We're going to use a radar gun. We're going to use a  
12 Vascar-type system so we can actually know how fast are  
13 these boats really going on the creek.

14                   Because, you know, you go to these meetings  
15 and you get a lot of different information. We're  
16 don't know how accurate it is. We're going to try to  
17 get a little more accurate on that as well as getting  
18 public comments.

19                   Boat wakes is continuing to be a big issue.  
20 It's not only in this state. It's becoming a big issue  
21 in other states also. We got into the whole issue on

1 wake boats. We're going to get away from wake boats  
2 per se. We're going to basically apply it to all  
3 boats.

4                   There are a couple of issues that I would  
5 like to consider.

6                   One is should we establish a wave-height  
7 standard for boats that impact marine structures,  
8 shorelines, sensitive environmental areas, and other  
9 waterway users.

10                   If you recall the last meeting, I indicated  
11 that the standard for marinas is a one-foot-design  
12 height. In other words, you shouldn't have more than a  
13 one-foot-design height because it starts impacting  
14 small craft pretty significantly.

15                   If we establish a standard that we're  
16 shooting for, that would give us some objective reason  
17 for determining when to impose -- as one of the tools,  
18 just one of them -- to impose a speed limit. So if we  
19 have someone in a sheltered creek and you've got boats  
20 throwing three-foot waves in there, is that reasonable  
21 for somebody to get a three-foot wave hitting their

1 pier. It's not. I hope you agree that it's not.

2                   So one of the tools he have now, which we  
3 never had before, is the Maynard Model, the one that I  
4 showed you and that can predict wave heights based upon  
5 the weight of the vessel and the hull coefficient. We  
6 already know it works well for small planing boats.  
7 We're going to test it this summer on displacement  
8 boats and see how it works.

9                   My gut feeling is it's going to work very  
10 well. So far it's worked very well in what we've  
11 looked at for what other studies have found boat  
12 heights to be -- boat-wake heights to be. When we plug  
13 it into our model, it comes within about a tenth of a  
14 foot of what they're actually finding in the field. So  
15 it's very good.

16                   In addition for boat wakes, we're still  
17 going to have shore-erosion controlling if we get a  
18 request to go out and do an analysis. But we're going  
19 to ask that that analysis be a little more  
20 comprehensive. They started out very comprehensive in  
21 the early days. And they've gotten less and less

1 comprehensive; so it's just a one-paragraph summary.

2           We need to really have a checklist of  
3 things what they've gone through and looked at to the  
4 extent of the soils, natural conditions, fetch, all the  
5 kinds of things that would impact shore erosion.

6           So I would like to get your thoughts on the  
7 idea of shooting for a target wave height when you're  
8 looking at a proposed area.

9           What we'll do is when Mike goes out and  
10 does his observations and when you go out and do your  
11 observations or from personal experience that you know,  
12 if we can figure out what kind of boats are typically  
13 using this creek and where they're boating on the  
14 creek, I can estimate what that wake height is going to  
15 be hitting that pier. That's assuming that the pier is  
16 in at least a foot and a half of water.

17           Once you get into a foot and a half of  
18 water, that wave is going to start to break. But for  
19 the most part, they're probably going to be -- the  
20 piers and stuff are going to be in water deeper than  
21 that.

1                   How it impacts shorelines depends on,  
2 obviously, the slope of the shoreline and everything  
3 else. You can't account for everything.

4                   So I'm trying to come up with some kind of  
5 standard that we can go by to say if someone comes in  
6 and says, I have someone skiing in front my property  
7 and they're bothering me because my boat rocks at my  
8 dock, if we figure out that that boat is only throwing  
9 a six-inch wake, is that reasonable. That boat would  
10 be rocking in a marina. Okay.

11                  So I would hope that we could try to  
12 establish some kind of standard which we could base on  
13 something that's actually been used in the design of  
14 marine facilities. Because I think that no one can  
15 complain if a wave hitting their dock is equal to the  
16 design of what a wave would be if they had it in a  
17 marina.

18                  I would like to get your thoughts on that.

19                  MR. BUSH: Well, you mentioned about the  
20 effect this will have on shoreline. I thought we had  
21 discussed at one time that wakes were not -- did not

1 affect shoreline.

2 MR. GAUDETTE: Generally speaking, that is  
3 true.

4 MR. BUSH: Should we get into that at all  
5 now?

6 MR. GAUDETTE: The shoreline is going to  
7 fall more on the shoreline erosion control evaluation  
8 more so than anything else.

9 But for the wake heights, they're more of  
10 an impact on structures -- structures and people.  
11 People using the waterway.

12 For example, if you have a situation where  
13 someone comes in and says, this is an area heavily used  
14 by watermen or it's a big fishing area, and you have a  
15 lot of large boats in a very enclosed area coming  
16 through there throwing three- or four-foot wakes, we  
17 use the model and find out they're going to be getting  
18 hit with a two- or three-foot wake while they're doing  
19 this. Is that reasonable for us to assume that --  
20 should there be a speed limit there.

21 It's just another tool that we can use to

1 allow us to evaluate these that will give us a little  
2 more of an objective view if we're setting some  
3 standards.

4                   Right now if someone asked me -- or the  
5 secretary asked me what is an acceptable wave height  
6 hitting a dock, I can't give it to him.

7                   MR. KLING: I think the basic thrust here  
8 is sound. I think having some criteria that we can  
9 turn to certainly makes your life and the secretary's  
10 life easier. And I'm thinking about the guys down at  
11 St. Leonard's Creek and their dissatisfaction. It  
12 seems to be though that this -- at least before this  
13 gets written down anywhere, it needs -- I think most of  
14 us -- I think there is an unspoken presumption on the  
15 part -- at least most members of the community,  
16 certainly Russ, that we don't want to regulate -- the  
17 presumption is against regulation, against taking open  
18 water away from people.

19                   If I think if we're going to articulate  
20 things -- and assuming people agree that's a reasonable  
21 starting point -- that we -- a burden is on the person

1 wanting to take away open water or wanting to impose a  
2 speed limit. I think that --

3 MR. GAUDETTE: The presumption is not  
4 necessarily to automatically regulate but to show us  
5 that you need a regulation.

6 MR. KLING: In my view, personally, I want  
7 to leave the maximum water available to the public --  
8 boating public as historically has been opened to the  
9 public. I think we need -- with the wave height,  
10 certainly if we're saying it's no worse than a marina,  
11 on the other hand, that gives us a lot to stand on.  
12 That's -- to the public, that's a six-inch wave.

13 MR. GAUDETTE: To the public.

14 MR. KLING: Yeah. That's a pretty good  
15 wave.

16 And I'm thinking about the situation we  
17 had -- for you new guys, we had a pretty lengthy,  
18 dramatic issue on the St. Leonard's Creek.

19 MR. GAUDETTE: Still continuing.

20 MR. KLING: And I think that -- in your  
21 description, you were talking about, you know, yeah, a

1 foot and a half of water at the pier.

2                   But I think we need to frame -- if we go  
3 that way, frame it carefully. Those guys are going to  
4 be screaming, look, I got two feet of wave at my  
5 bulkhead. Obviously, you're discounting that.

6                   But when you have the old model for  
7 armoring a shore and the negative impacts that has, we  
8 need to be --

9                   MR. GAUDETTE: That needs to be a  
10 consideration.

11                  MR. KLING: We need not to get trapped  
12 there.

13                  MR. GAUDETTE: Right. In other words, if  
14 someone has a reflecting wall and they're getting peak  
15 waves because it's reflecting off the wall, that's  
16 certainly, not necessarily, the boater's fault. That's  
17 really the fact that the property owner should have put  
18 some stone in there to break that up.

19                  MR. KLING: And the other thought I had --  
20 we had the issue on the Chester River where the guy  
21 stuck his marina.

1                   MR. GAUDETTE: All the way out into the  
2 channel.

3                   MR. KLING: Yeah. He was getting waves  
4 bigger than a foot. We need a way to say, that's his  
5 fault, not ours, or not --

6                   MR. GAUDETTE: We can coach that.

7                   But do you think we should have some kind  
8 of target, for the most part because those are  
9 exceptions -- some type of a target wave height that we  
10 should shoot for that are impacting people that live on  
11 the water?

12                   Obviously, if someone has a dock on the  
13 bay, they're going to get natural waves much higher  
14 than that. That might be a different situation.

15                   MR. KLOOSTRA: If what we're looking for is  
16 some standard, whether it's 1.5 times the standard or  
17 two times the standard, if we have a standard which we  
18 can hang our hat on, which is the one for the marinas,  
19 it seems to make sense that we should have done that  
20 one foot as being the baseline from where we're  
21 measuring up or down.

1 MR. GAUDETTE: Russ.

2 MR. DWYER: I understand what you're doing.  
3 But I don't think it's going to work. The wave is not  
4 from boats. It's from a particular boat. If we create  
5 a -- you have a creek that fifty boats use, forty-nine  
6 of them only create a two-inch wave where you've got  
7 one boat that --

8 MR. GAUDETTE: I think you take that into  
9 account, Russ.

10 In other words, if the majority of the  
11 vessels on that creek are producing a one-foot -- or a  
12 seven-inch wake and you got one or two people creating  
13 a larger wake, I think that's an anomaly.

14 Does that make sense to everybody?

15 Obviously, we have to use a lot of common  
16 sense in this. It would be nice to be able to  
17 indicate -- and we can structure this out with a policy  
18 statement how we're going to look at things and the  
19 things we're going to consider so that if someone comes  
20 in and makes that argument to the secretary that we can  
21 indicate that, you know, the majority of boats in this

1 creek that we viewed don't create that large of a wake.

2 Yes, ma'am.

3 MRS. BROLL: I understand what you're  
4 trying to do. I think it's going to be very difficult.  
5 I think we need to be very careful that we -- that the  
6 criteria that we come up with is general or open enough  
7 for interpretation. There are a lot of factors. In  
8 some cases, I think boat wakes are a direct opposite  
9 effect on we're trying to regulate the boat wake yet  
10 we're trying to regulate speed. In fact, one can  
11 cause -- going at a slower speed with a certain type of  
12 boat can cause more damage or cause --

13 MR. GAUDETTE: Absolutely.

14 MRS. BROLL: I think it's very difficult.  
15 And, I mean, there are a lot of natural factors; i.e.,  
16 weather shoreline depth -- you know, so many factors  
17 here. I think we could probably come up with a general  
18 criteria. Like you had said, we need to look at this  
19 category, this category, which is great. But I think  
20 we need to be very careful that we don't pin ourselves  
21 or the secretary into a box where someone can come up

1 and say you're not going by your own guidelines here.

2 MR. GAUDETTE: That's absolutely true. I  
3 think you would be a great candidate for a work group  
4 to work on this issue.

5 MRS. BROLL: Did I tell you about that  
6 two-year trip I was taking?

7 MR. GAUDETTE: I fully expected that we  
8 would have to draft something to show around. I would  
9 like to have a small work group that could work with a  
10 few people that we could then shoot something out and  
11 send something around.

12 Steve, are you interested in something like  
13 that? Tammy?

14 MRS. BROLL: If Steve is on, I'm there.

15 MR. GAUDETTE: Anyone else interested in  
16 doing that? Okay. Is that okay with everybody? So we  
17 have those three.

18 MR. BUSH: I have something to add but not  
19 on a person, on the committee.

20 MR. GAUDETTE: Okay.

21 MR. BUSH: The issue of shoreline, I

1 believe you should take that out of there completely.  
2 Because if you leave it in there, people who say that  
3 wakes cause shoreline erosion are going to be all over  
4 us. And we've come out -- the position was that wakes  
5 from boats do not cause shoreline erosion.

6 MR. GAUDETTE: Generally speaking, that is  
7 correct. But there could be situations. Because we  
8 have actually regulated areas for speed limit because  
9 of a shoreline issue. But it's very rare. Because you  
10 have to pass so close to the shoreline. So like a  
11 narrow entrance where there might be a marsh or  
12 something like that, we could structure it that way.  
13 So in those cases where -- because the studies do show  
14 that if you're passing within, like, fifty feet of a  
15 shoreline, twenty-five feet of a shoreline at the right  
16 speed, you could create a problem. So it's rare, but  
17 it has happened. So it's certainly not generally the  
18 case.

19 MRS. CRAIG: You have to take into account  
20 the kind of shoreline, whether it's a --

21 MR. GAUDETTE: Absolutely. That's good.

1                   MR. KLING: One of the big problems we face  
2 is there is just lack of public awareness, lack of  
3 public understanding. We've had one of the creeks down  
4 off of St. Mary's River, the guy was calling us names.  
5 But he was describing -- and very passionately -- in  
6 terms of jet ski-generated erosion, a situation that  
7 couldn't possibly be erosion.

8                   MR. GAUDETTE: Right. Not from jet skis.

9                   MR. KLING: I mean, it was erosion; but it  
10 wasn't --

11                   MR. GAUDETTE: Certainly in the case of St.  
12 Leonard Creek there is a lot of historic information to  
13 show that there has been erosion in St. Leonard Creek  
14 for a long time. At the same time, there is a lot of  
15 evidence that shows there has been an increase of boat  
16 traffic there as well. So you have to kind of weigh  
17 all of that when you're looking at how to deal with  
18 that particular situation. I'll get into that later  
19 when I explain the whole hearing situation.

20                   But it's an interesting issue to deal with.  
21 It will help us. As you're going through your

1 decisions, the things you would look at could be boat  
2 speed, boat congestion, boat activity. And you would  
3 actually name that out and follow it right in the  
4 transcript. Makes it easy to understand if the  
5 secretary wants to look at it. And it gives you, sort  
6 of, a more structured basis for making your decision.  
7 A lot of times, we just have discussions -- right? --  
8 about it. It's hard to track exactly what we're  
9 talking about sometimes. It's good to have that  
10 structure. I think it would help a lot.

11                   So we'll have that work group. That will  
12 help a lot.

13                   Boat wakes from wakeboarding and wake  
14 skating and surfing.

15                   We talked last time about the fact that  
16 there are engineered wake boats that work very well  
17 that do not create great-sized wakes when they're  
18 operating normally.

19                   The Maynard Model shows at a hundred feet  
20 you have a wake of one foot or less -- and you have to  
21 stay a hundred feet off a structure anyway or a

1 shoreline. That seems to be reasonable.

2                   But you also have a situation where you  
3 have people who are modifying their existing boats with  
4 ballast tanks. Whatever boat that might be -- it could  
5 be a Master Craft or it could be a Boston Whale or it  
6 could be a John boat. Who knows. But what I put down  
7 here is a couple of things that I thought we may want  
8 to do for those boats that are being modified.

9                   And one is requiring labels on the portable  
10 ballast tanks -- this wouldn't happen until next  
11 season. Requiring labels on portable ballast tanks or  
12 bags showing the weight of the ballast to ensure that  
13 the operator is not exceeding the vessel operating  
14 capacity.

15                   So if you have a giant bag in the back of  
16 that boat, it's going to have 800 pounds written on it,  
17 you know. We'll just require it. And then it will go  
18 ahead -- and so if an officer stops a boat, he can add  
19 everything up and see if they're exceeding the  
20 capacity.

21                   The other is to require the ballast be

1 distributed on the vessel in a manner as to not make it  
2 unstable and/or unsafe to operate.

3                   And that can mean a couple of things. If  
4 the boat is going along the water like this and they  
5 got 800 pounds of ballast in the stern, and let's say  
6 they have a bunch of people in the back of the boat,  
7 everybody is in the back of the boat, the weight is in  
8 the back of the boat. And the operator can't even see  
9 in front of him or her. So that's not a safe  
10 situation.

11                   An officer could go ahead and indicate, you  
12 people just get up front to balance your boat out. Or  
13 they can distribute additional ballast to the front.  
14 So they can use the ballast any way they want. I  
15 didn't say artificial ballast. I kind of worded it  
16 that way on purpose. We're not looking to necessarily  
17 penalize some people. We just want to make sure  
18 they're operating their boats safe.

19                   If a person is on there and can't have  
20 enough people to balance out that boat to make it  
21 reasonable, that would be a problem. They shouldn't be

1 operating that boat.

2                   And, certainly, with the economy the way it  
3 is, not as many people can buy the wake boats -- you  
4 know they're selling well -- as they can to pick up a  
5 bag, for, you know, \$100 and put it in the back of  
6 their boat.

7                   Do those two things sound reasonable?  
8 Because we want to have a hearing on this in the fall.  
9 We want to make this a hearing item.

10                   MRS. CRAIG: Is the labeling going to be  
11 required from the manufacturer?

12                   MR. GAUDETTE: We would make it so the  
13 manufacturer put that in. But, let's say, you have a  
14 bag in your boat and you put on it 50 pounds. And  
15 we'll give instructions to the officer on how to  
16 calculate, a rough estimate, on how to do that if they  
17 feel it's really off. And they're not going to stop a  
18 boat unless they see it's out of balance. Hopefully,  
19 people use enough common sense.

20                   Because there are a lot of issues out  
21 there, especially on Severn River, where people are

1 putting in their boats -- they started with hot water  
2 heaters -- filling them up, putting them in their  
3 boats. And they're riding around bow high. The  
4 operator is on their toes and can't even see out the  
5 front of the bow with traffic all about them. People  
6 in the boat, waterskiers nearby, the whole bit. It's  
7 not a good thing.

8 Does that sound reasonable?

9 MR. NICKEL: The typical wakeboard boat  
10 that has the manufacturer's ballast --

11 MR. GAUDETTE: They're fine. Not an issue  
12 at all.

13 I was really impressed with those boats  
14 when we saw one get demonstrated for us. It turns on a  
15 dime. It's perfectly stabilized. All computerized. I  
16 was -- I expected something totally different.

17 MR. NICKEL: In regards to that, obviously,  
18 most of your larger bodies of water -- particularly  
19 Deep Creek Lake -- you're making a regulation on there,  
20 and it's going to limit a lot of the areas where most  
21 of this boat traffic is going to occur, which lends to

1 a lot of boat traffic thus more accidents.

2                   Maybe we should take a good hard look at  
3 some of those -- particularly Deep Creek Lake -- some  
4 of the areas affected. Because the main channel is  
5 relatively wide but you have a lot of fingers that most  
6 of this is happening on.

7                   MR. GAUDETTE: It kind of goes into number  
8 three.

9                   Number three is, require additional  
10 operational restrictions for water sports that require  
11 very large boat wakes. I do not say wake boat here. I  
12 don't say Master Craft wake boats.

13                   Basically, if you are simply wakeboarding,  
14 there is no evidence that I can see that would require  
15 someone to be more than a hundred foot off of a pier  
16 because the boat wake is -- fully loaded wake boat,  
17 6,000 pounds, people on board, you're going eighteen  
18 knots and you're wakeboarding. It creates less than a  
19 one-foot wave height.

20                   So, to me, that's something that would fall  
21 into the -- if that's reasonable. Okay.

1                   Now, if you're wake skating or wake  
2 surfing, that's another animal. Because you're  
3 probably going ten knots. You're throwing a monster  
4 wake. And that wake is a lot bigger when it hits that  
5 dock, easily one and a half feet.

6                   If you're looking at -- so the question is,  
7 what is a reasonable distance for someone wake surfing  
8 or wake skating to be from a shoreline or a dock,  
9 whichever is closer. To get to -- using the model, if  
10 you're throwing a four-foot wake, which is about what  
11 they throw at those speeds at the vessel, you have to  
12 be a -- 300 feet away to get under one foot.

13                   Now, I will tell you there are other states  
14 around us that are considering this right now, exactly  
15 the same thing. That could keep that type of activity  
16 out of the smallest creeks; but wouldn't be as  
17 restrictive, Steve, as what was originally proposed.  
18 And it's based on real numbers.

19                   I suspect that some other states, for  
20                   Wakeboarding, will be greater than a  
21 hundred feet. I think it's going to be more

1 restrictive. I see that coming.

2 Q The motor sports industry has -- realizes  
3 that this the whole wake issue, in general, but  
4 especially for wake boats because they're kind of  
5 tagged as a problem, the industry is starting to  
6 realize that this is a problem, that they're getting  
7 more and more complaints about this. And more and more  
8 areas are going to get shut down because of it.

9 So the question is, are they going to be  
10 more proactive in supporting this and hopefully saving  
11 that industry; or are they going to fight it and just  
12 let the chips fall where they may. That's in a flux  
13 right now?

14 But 300 feet -- if someone is getting a  
15 maximum wake out of a wake boat or if they're gutted  
16 behind a thirty foot -- I just used four feet because  
17 that's kind of a standard you use if you're wake  
18 surfing. That would be something that I think would  
19 require that there be a restriction on for distance.

20 I would like your thoughts on that.

21 MR. NICKEL: I would be totally against it

1 because it would restrict --

2 MR. GAUDETTE: To the main part of the  
3 creek?

4 MR. NICKEL: You would have thirty boats in  
5 such a congested area.

6 MR. GAUDETTE: How much of that do you get  
7 there?

8 MR. NICKEL: Wakeboarding?

9 MR. GAUDETTE: No, not wakeboarding.  
10 Wake surfing and wake skating.

11 MR. NICKEL: Very minimal. But it's  
12 coming. Deep Creek seems to be behind the traffic on  
13 the water-sports side. It's going to come.

14 MR. GAUDETTE: It's going to come. Because  
15 the older crowd, my age, does more wake skating and  
16 wake surfing than they do wakeboarding. Generally  
17 speaking, not always.

18 MR. NICKEL: It would limit the body of  
19 water automatically though. It's sixty-four miles of  
20 shoreline. There are a lot of little coves. That's  
21 where they tend to ride currently, even the local ski

1 club.

2 MR. GAUDETTE: That should be fine. And  
3 wakeboarding is okay too. It's that the wake skating,  
4 wake surfing where you're throwing a wake that's  
5 probably going to be two or three times as high.

6 Is that something that is reasonable for us  
7 to condone in areas that are small.

8 MR. NICKEL: Good question. So you're  
9 saying to differentiate the two would be a hundred foot  
10 for standard wake --

11 MR. GAUDETTE: The standard wakeboard might  
12 be the same as a ski boat, which is a hundred feet away  
13 from a structure.

14 I don't see any issue with the wake boat  
15 being an issue. If you're going along and you're going  
16 eighteen knots --

17 MR. NICKEL: But you have to be at a  
18 consistent speed to regulate.

19 MR. GAUDETTE: If you're going along and an  
20 officer sees someone right on the stern of a boat and  
21 that boat is like this, they're wake skating or wake

1 surfing. He would say they have to move further out,  
2 300 feet away.

3 MR. DWYER: Are we getting many complaints  
4 for not creeks but --

5 MR. GAUDETTE: No. This is something I  
6 think we want to get a little bit ahead of the curve  
7 on. You're in areas like Severn Narrows where they are  
8 doing some of this. It's creating a lot of issues.

9 If you're in areas that are -- this is  
10 actually -- as Bob said, it's kind of in the infancy  
11 stage. It's not getting real big yet.

12 The biggest issues right now with  
13 wakeboarding is boats that put ballast in their boat  
14 artificially and go bow high.

15 And the other is potentially this  
16 wake-surfing issue where they throw these gigantic  
17 wakes.

18 MR. DWYER: I think you give certain areas  
19 more ammunition to shut down.

20 MR. GAUDETTE: Well, if someone is wake  
21 surfing in an area that's really narrow, they're going

1 to be hit with some really big wave action. I mean,  
2 really extra ordinary -- I see that. I hate to see you  
3 have the same thing here and you have to shut down and  
4 throw everyone else in another waterway.

5                   What you could do would be what you do with  
6 jet skis. If an area is less than a certain width, you  
7 just can't go in there at all, which is basically what  
8 you're doing. You're basically doing the same thing.

9                   MR. DWYER: I just hate to give ammunition  
10 out there to regulate.

11                   MR. GAUDETTE: Well, we're taking away a  
12 lot of the ammunition by the wakeboarding itself,  
13 saying that we don't see the evidence that the wake is  
14 that big.

15                   MR. DWYER: I don't remember that many  
16 complaints. It's more speed than the wakeboards. Like  
17 you said, maybe it will come.

18                   MR. GAUDETTE: I think some of the  
19 complaints too are multiple wakeboarders in an area,  
20 multiple skiers in an area, which we really can't  
21 regulate.

1                   MR. NICKEL: Say you have twenty boats out  
2 there and they're all wake skating, you have twenty  
3 boats in one particular area nonstop.

4                   MR. GAUDETTE: If it comes to that --

5                   MR. NICKEL: On Deep Creek, that is going  
6 to happen.

7                   MR. GAUDETTE: You'll be concentrating on  
8 the more open water. No doubt about that.

9                   MR. NICKEL: What happened to the old  
10 "you're responsible for your wake"? That is on the  
11 boats?

12                   MR. GAUDETTE: It is. And I would say that  
13 there is not a whole lot of teeth in that. Generally  
14 speaking, it's not enforced very well. I think this  
15 would be something a little more targeted. They do it  
16 when they can. It's a hard thing to prove sometimes.

17                   MR. DWYER: It's not going to be the same  
18 thing with this.

19                   MR. GAUDETTE: Well, this is a situation  
20 where it's a little more -- in other words, the officer  
21 puts a distance on and they're within a certain

1 distance and they're okay. It makes it very cut and  
2 dry.

3 MRS. CRAIG: Don't we have the same  
4 large-wake issue with the people with their kids behind  
5 the boat on a tube?

6 MR. GAUDETTE: Not necessarily, no. Most  
7 people tube at a speed that doesn't create that  
8 four-foot wake. They just don't do it. If you're  
9 tubing along --

10 MRS. CRAIG: But you could be wake skating  
11 or surfing and not have a four-foot wake also. It  
12 sounds like we're targeting a specific activity.

13 MR. GAUDETTE: Yes, we are. We definitely  
14 are. But we're also trying to approach this so that if  
15 you're doing an activity that throws a large wake --  
16 and the only thing that really is that way right now --

17 MRS. CRAIG: But the large wake is the  
18 issue, not the activity.

19 MR. GAUDETTE: Well, the activity is the  
20 only way you can enforce it. You can't enforce it  
21 based on wake height. You have to enforce it based on

1 an activity. And it's the only activity that we know  
2 that requires a large wake like that. And, generally  
3 speaking, you're in that size wake range when you're  
4 doing that. You're in that 3.5- to four-foot wake  
5 range.

6 MRS. CRAIG: So if a person is doing some  
7 other activity causing the same size wake, that's okay?

8 MR. GAUDETTE: Like what?

9 MRS. CRAIG: Like tubing with their kids.

10 MR. GAUDETTE: If they're tubing with their  
11 kids, they're pulling it at fifteen to eighteen knots,  
12 which is fine.

13 MRS. CRAIG: And when it's behind a  
14 forty-foot boat making a four-foot wake --

15 MR. GAUDETTE: They're not making a  
16 four-foot wake behind that boat going that fast.

17 MRS. CRAIG: Let's say in a bizarre world  
18 where that might happen --

19 MR. GAUDETTE: You're looking at miniscule  
20 cases compared to a situation where you have an  
21 activity --

1                   MRS. CRAIG: At this point, we're at the  
2 miniscule cases with the activity.

3                   MR. GAUDETTE: I want to be ahead of the  
4 curve and be proactive as opposed to being reactive for  
5 this particular issue.

6                   MRS. CRAIG: I would prefer not to be over  
7 active.

8                   MR. GAUDETTE: I will tell you that we will  
9 be in a situation where we are going to be consistent  
10 with other states on this issue.

11                  MR. KLING: I would just offer an  
12 observation. We had -- at least three of our petitions  
13 we dealt with last year were directly attributable to  
14 people upset with wakeboarding activities in their  
15 creek.

16                  MR. GAUDETTE: That's correct.

17                  MR. KLING: And it's my understanding that  
18 there is some push down on this issue from the  
19 secretary.

20                  MR. GAUDETTE: Push down on what issue?

21                  MR. KLING: On the whole wakeboarding --

1                   MR. GAUDETTE: The whole wakeboarding issue  
2 is a concern to the secretary. But it was mainly wake  
3 boats. I'm not going to deal with it as wake boats.

4                   MR. KLING: The larger comment I would make  
5 is it's just okay to say some activity is not  
6 appropriate in some places. That's okay.

7                   On Deep Creek, you can't have big boats.  
8 You can't bring in a big sailboats even though it could  
9 operate fine. Some things you just have to take  
10 somewhere else to do.

11                   That's my thought on it.

12                   MR. GAUDETTE: I do not think there is an  
13 argument, based upon what we've seen, that wake boats  
14 can create intrusively large wakes when they're  
15 operating just pulling a wakeboard. Again, it's an  
16 issue that I can indicate to the secretary. We tested  
17 it. We found what the wake heights are. We have  
18 this -- basically, a one-foot wake height is not  
19 unreasonable compared to what you would have in a  
20 marina.

21                   I'm trying to tie this whole thing together

1 logically for him.

2 MR. MARSH: Would this ad hoc adding  
3 ballast to a boat violate --

4 MR. GAUDETTE: No. As long as you don't  
5 exceed your capacity weight.

6 The officer would need to know that  
7 whatever they're adding to that boat -- with everything  
8 else they have on board the boat -- doesn't exceed  
9 their capacity plate. That's one issue. Because the  
10 boat could swamp. I mean, there are people that go way  
11 beyond their capacity plates and just swamp the boat.  
12 As a matter of fact, there are warnings that come with  
13 the bags when you buy them that say do not exceed your  
14 capacity plate. But there are still boats that get  
15 swamped.

16 So the idea would be to help -- one,  
17 prevent that from happening.

18 And, two, make sure that they're not  
19 operating in such an angle that they can't see in front  
20 them, which is happening. It's definitely happening.

21 MR. BUSH: Is that all?

1 MR. GAUDETTE: That's it for me.

2 Is there -- because we would like to go  
3 ahead and pursue something this fall through a hearing,  
4 as one of our regulatory hearings on this whole issue.

5 Is that okay with everyone if we pursue  
6 that?

7 We've got the labeling the ballast,  
8 distributing the ballast in such a way that it's not  
9 unstable or unsafe to operate, and then we've got this  
10 additional restriction for wake surfing and wake  
11 skating.

12 MR. BUSH: Do you want to get the report  
13 back from the committee to you before we go out for a  
14 public hearing on this issue?

15 MR. GAUDETTE: Well, the report -- the  
16 secretary wanted something this year on wake boats.  
17 We're not going to do it this year. We're going to  
18 shoot to have it for next season, which means we need  
19 to do something this fall.

20 Certainly, the issue with regards to what  
21 the work group is going to do is a little more broad, I

1 think, than just dealing with this wake-boat issue.  
2 It's more of a general for all proposed future speed  
3 limits. I'm not sure if that will have an impact on  
4 what would we do for that 300 foot. But the fact that  
5 we were shooting for that design height as a general  
6 rule of thumb with some conditions -- I think it would  
7 still fall within that.

8                   But the department would like to propose  
9 that we go with those two items and the 300 foot for  
10 wakeboarding, wake skating. And then we just get the  
11 information from you guys, the information from the  
12 public, including Deep Creek Lake out there, and see  
13 what we come up with for recommendation to the  
14 secretary.

15                   MR. Marsh: Did we say 300 for  
16 wakeboarding?

17                   MR. GAUDETTE: No.

18                   It was wake skating and wake surfing.  
19 Wakeboarding is fine.

20                   MR. NICKEL: Wakeboarding is your standard  
21 hundred feet from --

1                   MR. GAUDETTE: Yeah. If we were in a  
2 situation where we measured a wake boat and it was  
3 throwing you -- having a three-foot wake hitting the  
4 shoreline -- which is what I kind of expected -- but,  
5 in fact, the wake is designed in such a manner on those  
6 boats that it dissipates fairly quickly. So it  
7 actually does a pretty good job.

8                   MR. NICKEL: Does the NRP have the ability  
9 to enforce something like this?

10                  MR. GAUDETTE: Yes.

11                  MR. NICKEL: Because it can be ambiguously  
12 hazy.

13                  MR. GAUDETTE: No. No. They're not going  
14 to be measuring any wave heights. They're not  
15 measuring any wave heights at all.

16                  MR. NICKEL: So if somebody calls and has a  
17 complaint, someone is operating their boat --

18                  MR. GAUDETTE: Well, they would see what  
19 kind of activity it is. If they're wake surfing, then  
20 they would go ahead and measure. They would go up to  
21 them and measure how far they are from the shoreline or

1 the dock with a distance meter.

2 MR. MARSH: It seems to me that would be  
3 difficult.

4 MR. GAUDETTE: They do it already for jet  
5 skis. They do it already for waterskiing.

6 MR. MARSH: But how are they going to tell  
7 other than it's a big wake?

8 MR. GAUDETTE: They're not looking at the  
9 wake. They're looking at the activity.

10 If someone is behind a stern of a boat on a  
11 wakeboard, right behind it, holding a rope, from you to  
12 me, they're going to be going pretty slow and throwing  
13 a big wake. But they're not really concerned with  
14 that. They're going to be looking at the activity.  
15 They're going to go up to that boat. They know they're  
16 wake surfing. They'll stop and measure on both sides  
17 and see how far away they are from the dock or  
18 shoreline. That's how they would do it.

19 MR. MARSH: And the skating and the  
20 surfing, they're going to come and measure how far.

21 MR. GAUDETTE: Just for them. Where

1 they're at at the time they're doing it.

2 Wakeboarding is not an issue.

3 MR. MARSH: There are two types of boats  
4 that you sell --

5 MR. GAUDETTE: You can do it on a regular  
6 boat.

7 MR. MARSH: So I can surf behind my boat;  
8 and if I put enough weight in the back --

9 MR. GAUDETTE: Or if you get the right  
10 angle.

11 MR. NICKEL: And you may have a heavier  
12 boat. You may have a 4,200 pound boat that is going to  
13 throw off enough wake that you don't need to put  
14 ballast --

15 MR. GAUDETTE: Right. Exactly.

16 MR. NICKEL: Then I can understand it's  
17 more regulated on the speed.

18 MR. MARSH: Wave surfing and skating behind  
19 the same type of wave that I can --

20 MR. GAUDETTE: There are certain shaped  
21 waves that are better for wake surfing and wake skating

1 because they adjust their hydrofoil on a boat that is  
2 really made to do it to make it work. So it creates a  
3 perfect wave shape for them.

4 MR. MARSH: Skating and surfing?

5 MR. GAUDETTE: Yeah. It's a more peaky  
6 wave. It's a science.

7 MR. NICKEL: Your average novice is -- I'm  
8 not a huge wakeboarder myself, so I don't know as much.

9 If you get out there and you got your avid  
10 wakeboarder or skater -- she could tell you where she  
11 needs the wake to be or whatnot. Your normal boat on  
12 whatever is going to throw off a wake that you very  
13 well could wake skate off or surf. I guess you're  
14 right.

15 MR. GAUDETTE: I might be able to surf  
16 behind that Carver thirty-two in the right conditions.

17 MR. MARSH: If you go slow enough.

18 MR. NICKEL: I would find it -- as you  
19 listed the breakdown of wake height, generally that  
20 kind of boat is not going to put off a four-foot wake.

21 MR. MARSH: So if I came up and I'm wake

1 skating and I'm -- I make a run. And I'm going down to  
2 the creek. And I'm doing that. And I get down near  
3 the other end, I say I'm just going to wakeboard  
4 back --

5 MR. GAUDETTE: Well, they have to see you  
6 doing it while you're doing it. They have to  
7 actually -- usually somebody -- that's the same,  
8 though, if you're jet skiing. If you're cutting close  
9 to a pier on a jet ski, okay, they're not going to stop  
10 someone unless it's obvious they're in a confined area,  
11 in an area they shouldn't be in.

12 MR. KLING: Can we have a live  
13 demonstration of Coles wake surfing?

14 MR. GAUDETTE: That's a good idea.

15 That's all I have, Mr. Chairman.

16 MR. BUSH: Thank you.

17 I guess now we'll get to Mike.

18 And you can -- do you want to talk about  
19 the regulatory requests.

20 MR. GRANT: Yes. We have fourteen requests  
21 this year. It'll take them in the order I have them,

1 not what's on your sheet.

2                   The first one is the Chester River in front  
3 of the Chester River Yacht Club. They would like to  
4 establish a minimum wake zone for the extent -- that  
5 may not be on there. Is Chester on there?

6                   MR. FERMAN: You might want to go in order.

7                   MR. GRANT: Mallows Bay, number one.  
8 Evidently, Bob Lundsford and Tom Roland got together  
9 last year and talked about Mallows Bay. Of course,  
10 that's the famous depository for a lot of World War II  
11 vessels. There is a new ramp down there. And coming  
12 out of the bay, they would like to see a six-knot zone  
13 in that area just for safety reasons. Again, Lundsford  
14 was part of it. So I have to talk to him to get more  
15 information on that one.

16                   Middle River, the entire main body of  
17 Middle River. Requesting six knots all the time  
18 Saturday, Sunday, holiday, during the boating season.

19                   That's a big area. That comes from the  
20 mouth of the river all the way up to -- all the  
21 tributaries are already controlled somewhat. And

1 people at Boley's (phonetic) would like it six all the  
2 time during boating season. They get slapped around  
3 petty well.

4 Mill Creek is right around the corner here.  
5 Famous Jimmy Cantler's Seafood Restaurant is up there.  
6 They have a six knot in the main stem right now. But  
7 he has issues in front of his gas dock.

8 People would like to see the six knot  
9 pulled back some to where you just enter the confluence  
10 of Mill Creek and Martins Cove to pull the six knot  
11 back there so that the gas dock isn't harassed, that  
12 little point of land where Cantler's is. It's pretty  
13 well beaten up.

14 And a couple of marinas around Martin Cove,  
15 they're getting harassed as well. So they would like  
16 to see a six knot in there.

17 Oyster Creek is a little lake, for lack of  
18 a better term, right off the bay. They have a manmade  
19 -- or they shored up a little canal coming into it.  
20 And they have a bunch of interlopers, as they describe  
21 them, coming in and using that for jet skiing, et

1 cetera. And kind of ruins their peace and quiet. So  
2 they would like to have a controlled speed limit in  
3 there.

4                   Rock Creek has raised its head again. This  
5 is somewhat confusing, evidently, because the -- from  
6 Maryland Yacht Club around the left to -- I forget the  
7 name of that cove. It's just to the left where most of  
8 their piers are. Then the main body in there -- they  
9 would have to have a six all the time during the  
10 boating season for their fuel lot, for their boaters.

11                   Evidently, sometime back -- maybe it was  
12 three or six years ago you-all did something to create  
13 a six knot. But it didn't get in the reg properly.  
14 And only part of the river was created with six knot.  
15 They want the main stem. So when you came in right  
16 now, they want it six knots all the time. The other  
17 side of the creek don't want that. They would like to  
18 be able to run their jet skis in there but not the  
19 larger boats. So it's no large boats but jet skis. So  
20 that's coming from the yacht club itself.

21                   MR. SIMON: The same questions they had the

1 last year.

2 MR. GRANT: Three years ago. But there was  
3 a problem with the reg. How do I describe it. We can  
4 correct it -- I'm sorry. I'm on the wrong creek.

5 MR. LEVITAN: Last year I think we agreed  
6 to put a watch-your-wake sign up at the Maryland Yacht  
7 Club.

8 MR. GRANT: Right. On their gas dock or  
9 up. Okay. All right.

10 MR. MARSH: I think we did that.

11 MR. GRANT: This is something different.  
12 This is actually another request that -- the last  
13 official one was '08, evidently. My bad. That's  
14 another creek. I'm confusing myself.

15 MR. BUSH: Is everyone's attention now back  
16 on --

17 MR. GRANT: Sorry. So any other questions  
18 on Rock Creek?

19 Severn Narrows.

20 MR. JONES: That was last year, wasn't it?

21 MR. GRANT: Not to my knowledge.

1                   They may have had a request for a sign.  
2   But that doesn't mean it was an actual regulatory  
3   change. They just requested a sign.

4                   Are you talking about Severn Narrows?

5                   MR. JONES: No. No.

6                   MR. GRANT: Okay. My apologies.

7                   Severn Narrows -- as best as I know, this  
8   is the first one. They may have asked last year, but  
9   it didn't get taken until this year.

10                  MR. PARLIN: They asked for the one further  
11   up the river. Severn Narrows has a Saturday, Sunday,  
12   holiday --

13                  MR. GRANT: They want it all the time now.

14                  They said they get a lot of nasty waves at  
15   night during the week. People rush home from work and  
16   want to go skiing or whatever.

17                  MR. KLING: Who is the --

18                  MR. GRANT: Jim Craig.

19                  Slaughter Creek, down by Taylor's Island.  
20   That's a very large open area just above the bridge.  
21   There is a marina on the right that is kind of betwixt

1 and between.

2                   He's got a good-sized marina. And he just  
3 opened a new restaurant. The large, go-fast boats  
4 frequent the area now. While he likes the business, he  
5 doesn't like the wakes.

6                   On the other side, you have a public  
7 landing on Taylor Island. They come whipping out of  
8 there.

9                   He wants a six knot in there.

10                  MR. KLOOSTRA: Who is "he"?

11                  MR. GRANT: This gentleman at the  
12 restaurant. He's the -- Slaughter is Robert Bromwell.

13                  Smoot Bay. Smoot Bay is the bay just off  
14 the new National Harbor.

15                  Evidently, National Harbor requested and  
16 received a minimum wake zone to the west right up to an  
17 area of -- a hazard area that's smack dab in the middle  
18 of the river up there. And the main channel runs on  
19 the Virginia side.

20                  The fast-boat people -- or people that want  
21 to go zipping up there say they're forced now -- they



1 another line, evidently. It's a new line. They're  
2 just asking us to move the minimum-wake zone more to  
3 the east, about fifty yards into the Smoot Bay itself.

4 MR. KLOOSTRA: It seems to me that we  
5 just -- just shaving a tiny bit, we're going to be  
6 visiting these same areas over and over again if  
7 somebody else comes along.

8 We've tried to have a -- visit the area and  
9 don't come back for three years. But know we're back  
10 on this one, although it sounds really logical that we  
11 could go back again. If we're doing this, we're going  
12 to be experts on one area because we'll do it again and  
13 again.

14 You're the gatekeeper that keeps them out  
15 of there by saying we already did that. Or do we to  
16 have to make that decision?

17 MR. GRANT: Well, if it's within the three  
18 years -- if it's after three years, we have to  
19 entertain it.

20 The Smoot Bay was not part of the  
21 discussion last year, from what I understand. It was

1 merely the speed limit around the bridge not in the  
2 bay. That's the only reason I entertained it.

3 Now, if we want to knock that other request  
4 above the bridge out, I guess you can do that.

5 MR. MARSH: Mike, I think there was  
6 something that had to do with they built the bridge  
7 structure, they moved a marker from where it was.

8 MR. GRANT: Protection marker for the  
9 bridgework --

10 MR. MARSH: The question that came up last  
11 year is do we keep that marker where it is -- that was  
12 a temporary marker -- or do we move it to where it was  
13 originally. I don't know whatever happened with that.  
14 Did we --

15 MR. GRANT: I believe the NRP officer  
16 recommended that we leave it where it was; and there  
17 was no action taken, if I recall.

18 MR. MARSH: And I remember we were going to  
19 leave it alone and make it a permanent marker. That's  
20 what we visited last year.

21 MR. GAUDETTE: I think that in this

1 particular case that what we had there was creating, in  
2 essence, a hazard to people that were traditionally  
3 using that area by pushing them into an area that was  
4 going to create a problem with their boats. That's the  
5 only reason I think that it was appropriate to go ahead  
6 and make an adjustment here because we were  
7 literally --

8 MR. GRANT: It's littered with outdrives,  
9 evidently.

10 MR. GAUDETTE: We weren't aware of that.  
11 And no one raised that at the hearings we had or  
12 anything like that. That's the only reason we're doing  
13 that adjustment.

14 MR. GRANT: I think the hearing last time  
15 was specific to that temporary zone of the bridge  
16 construction, not Smoot Bay.

17 Smoot Bay now has a legitimate anchorage  
18 for mooring field right there in that in area.

19 MR. BUSH: I understand that they were  
20 going to have a mooring for 300 boats there. Is that  
21 correct?

1                   MR. GRANT: I can't speak to the number,  
2 but I know there was going to be a mooring.

3                   MR. BUSH: If that is the case, I don't see  
4 how you can move anything into a mooring area with 300  
5 moorings. That's not even --

6                   MR. KLING: We're not doing that now.  
7 That's not a discussion to have now.

8                   MR. SIMON: I think they got the permission  
9 from the Corps of Engineers.

10                  MR. GRANT: I believe that's correct.

11                  In fact, the last meeting, one of the  
12 hearings we were at, Bob Lundsford asked me why they  
13 had already put out the minimum-wake zone in there.  
14 And I couldn't answer it because I didn't know they  
15 had. That's going to be for their mooring field. I  
16 have to check the record to see if they have the  
17 permission in the file.

18                  Elk River. We have two of them. They're  
19 literally right across from one another, Locust Point  
20 and Triton Point.

21                  Locust Point is a bit higher up. Triton

1 Point is on the western shore. They're two different  
2 marinas. They're requesting six knots in front of them  
3 basically. There are a lot of skiers, a lot of  
4 wakeboarders.

5 Evidently, there are still some  
6 speed-controlled buoys out in front of Locust Point  
7 that everybody is ignoring. They would like to have  
8 some new ones put out. There are two separate  
9 requests. It would be up to you whether or not you  
10 want to join them together or make one area. They're  
11 that close.

12 Miles River. Mr. Gargali (phonetic) who is  
13 a friend of the judge would like to make it six knots  
14 at all times from number twelve all the way down to  
15 number five, over to Leads, and into the harbor. So  
16 the entire main body where all the races are.

17 MR. DWYER: We just did that.

18 MR. GRANT: And your name came up.

19 MR. KLING: We did just --

20 MR. GRANT: It's been three years. It has.  
21 Because they waited. Believe me, they're being very

1 patient.

2 MR. DWYER: We met at the library. It's  
3 been three years?

4 MR. GAUDETTE: I think it has. Time flies  
5 when you're having fun.

6 MR. GRANT: I explained to the petitioner  
7 that in the case of any of their sailing vessels that  
8 were in a race could be pulled over by NRP. And he  
9 said that won't be an issue.

10 I have to meet with him next Tuesday to  
11 discuss it and make sure we're on the same page. The  
12 map he sent me literally shuts down the entire main  
13 body out in front of the club and everything.

14 Potomac River. This is all the way up the  
15 Potomac River by the Potomac River Fish and Game Club.  
16 At the ramp, there is also a six-knot-minimum-speed  
17 area smack in front of the ramp. The gentleman is  
18 complaining that vessels are whipping by and kids can't  
19 float in their tubes and enjoy the water.

20 So he would like to extend the area for the  
21 entire width of -- I believe there are either

1                   Motor homes or some kind of camping that  
2 whole length up there. They would like to extend the  
3 six knot of the minimum wake zone for that entire mile,  
4 essentially. That just came in recently.

5                   Chester River is in front of the Chester  
6 River Yacht Club. Currently, there is a minimum-wake  
7 buoy or a watch-your-wake buoy. They would like to  
8 extend that a little bit farther north and south. They  
9 have a lot of sailing, as the Miles River group has.  
10 They have a marina right there now. They would like to  
11 slow the boats down in front of their marina.

12                   And St. Thomas Creek is down off of the  
13 Patuxent. It's, essentially, across from St.  
14 Leonard's. It's a very high-bluffed creek. There are  
15 a lot of people in there with their jet skis, et  
16 cetera. People have sent me a batch of pictures with  
17 erosion. And that's mostly what it is. They would  
18 like that shut down to six all the time as well.

19                   That's all I have.

20                   MR. JONES: Is this because of jet skis?

21                   MR. GRANT: A lot of traffic. Too much

1 traffic. They just want their creek back. I don't  
2 mean to sound sarcastic. I've had some interesting  
3 conversations.

4 MR. BUSH: Thank you.

5 Bob, would you like to do the legislative  
6 update right now?

7 MR. GAUDETTE: Sure will.

8 This was a very quiet legislative session  
9 at the state. The only bill that we had that came up  
10 had to do with Summers Cove Marina that provided them  
11 the ability to procure capital projects and make  
12 improvements without having to go through the  
13 Department of General Services. There was no other  
14 boating-related legislation that I was aware of.

15 Now, at the federal level, that's another  
16 story.

17 Have any of you heard of the Clean Boating  
18 Act? Okay. You're aware of it.

19 Then what you should do is try to make an  
20 effort, if you can, to make it to the next public  
21 listening session on April 29th at the DoubleTree Hotel

1 at 210 Holiday Court, Annapolis at 7:00 p.m.

2 I went to the first one which was on March  
3 18th. These are the only places in the country they're  
4 going to hold these actual public sessions. There are  
5 Webinars that they're having. But as far as actually  
6 seeing the folks up there and actually asking them  
7 questions in person, Annapolis is the only area they're  
8 going to do this in.

9 Congress passed the Clean Boating Act in  
10 2008 as an amendment to the Clean Water Act to address,  
11 in essence, a lawsuit that happened in California about  
12 discharges from boats. EPA was basically forced into  
13 this along with Congress.

14 They're going to get into a lot of issues  
15 regarding bilge water, engine maintenance, cleaning  
16 your boat, antifouling paint, and gray water.

17 They seemed to give the impression that  
18 they were going to be reasonable in this. However, I  
19 think they're going to get pressure by Congress because  
20 the regulations would go through the Coast Guard on  
21 this, not through EPA.

1                   There were a lot of interesting questions  
2 that were asked at the hearing, including who would  
3 enforce this. Because the Coast Guard generally  
4 doesn't enforce this stuff. They're mainly Homeland  
5 Security at this time. And their comment was the state  
6 is going to enforce this.

7                   In which case I testified and said unless  
8 money comes in, states are not going to be enforcing  
9 this. Because it's very, very hard to -- it's very  
10 difficult to catch someone who is overboarding sewage  
11 because you're overboarding underwater, unless you're  
12 right behind them when it happens.

13                   This is one that I would watch closely.  
14 After the second hearing, I'll be sending in my own  
15 comments.

16                   Donna Marrow from our office, who handles  
17 all the clean marinas and pump outs, was there. And  
18 she sent in her comments, which were very good.

19                   But this is one that I think you should try  
20 to attend. It will be the last one they're going to  
21 have. You'll get a chance to meet these guys face to

1 face. They'll give you a PowerPoint presentation on  
2 what they're looking at, why they're looking at it.

3                   But, certainly, if you have any issues with  
4 any of these items, I would strongly suggest that you  
5 be there. It has a huge impact on live-aboards. But  
6 certainly anyone else who has a vessel that washes  
7 their dishes and has gray-water discharges, they may  
8 end up saying to you -- they seemed to indicate that  
9 they weren't going to say you can't discharge gray  
10 water. But they may tell you what you can use to wash  
11 your dishes with. So it may be as simple as that.

12                   They seem to realize -- and Mrs. Gutierrez  
13 was there with me -- that they don't necessarily want  
14 to create a problem for boaters. They just want to be  
15 sure that what they're discharging is as clean as  
16 reasonable. But we're dealing with the federal  
17 government here. So, you know, sometimes that can spin  
18 a little out of control. So the more they hear from  
19 people that, you know, try to do it like the Clean  
20 Boater Program does now where you have regulations that  
21 say you should do A, B, C D, E, F, G as opposed to

1 something that will cost boaters a ton of money to  
2 do -- which a lot of boaters right now are kind of on  
3 the edge, should I stay in boating or shouldn't I. The  
4 gas prices are high. If I have to put more tanks in my  
5 boat.

6                   So I kind of portrayed that to them as did  
7 Boat US and a lot of other people who testified.

8                   So certainly go ahead -- I gave a packet  
9 that's online. If you can't be there on that date,  
10 then certainly send in your comments. They tell you  
11 how to do that. And keep an eye on this one. Because  
12 it could impact anything from the a John boat all the  
13 way up to, you know, Al's boat, and nonmotorized too.

14                   Because a lot of it has to do with invasive  
15 speeds, getting onto a boat and getting transferred  
16 from place to place. That's kind of what started the  
17 whole thing.

18                   Now it's gone into other areas. All  
19 discharges from boats -- they consider that to be a  
20 discharge from a boat if it's on your trailer or boat  
21 or whatever.

1                   So I suspect you may see things as simple  
2 as putting an absorption pad in the stern of your boat  
3 if you have a small boat so it absorbs any oils. It  
4 could be as simple as that.

5                   They're not indicating that you can't run  
6 your bilge pump. I don't think it's going to come to  
7 that. But I want to be sure that it doesn't come to  
8 that. That would, obviously, be a monster problem.

9                   I didn't get a sense that they want to slam  
10 the industry or slam the boaters necessarily, but they  
11 do have a mandate to look into this. And let's just be  
12 vigilant in keeping an eye on it. That's all I have.

13                   John, do you want to be the public meetings  
14 now on the agenda?

15                   MR. BUSH: Yes. We could. Yes.

16                   Does anyone need to break for a quick visit  
17 to the head? If not, we'll keep going.

18                   Go ahead then.

19                   MR. GAUDETTE: As you all know, after we  
20 had the public meeting for St. Leonard Creek and a  
21 recommendation was made by this committee, we put that

1 into the Maryland Registry. Once it goes into the  
2 Maryland Register, it becomes a proposed regulation.  
3 It's not a proposed regulation until it goes in the  
4 Register.

5           Once it's proposed, if the department  
6 receives a petition from fifty people, we must hold a  
7 public hearing, which we did on April 6th at the same  
8 place we had the public meeting in Prince Frederick, I  
9 believe. Yes. The College of Southern Maryland.

10           Most of the information presented was  
11 similar to what you heard at the public meeting. About  
12 seventy people attended. There was some additional  
13 scientific study information provided to me by the  
14 original petitioners regarding, I think, erosion  
15 issues. I think for the most part, in other states  
16 there were studies that were done.

17           But everybody was well behaved. It was a  
18 very structured hearing, similar to what I did for West  
19 River Moorings, if you remember that one. Even more so  
20 because of the strong divide in the community on this  
21 particular issue.

1                   If you recall, the committee recommended  
2 thirty-five knots day, twenty-five knots at night  
3 primarily because of the fact that there was some  
4 credible, I think, information provide there. There  
5 was certainly some speeding boats in those areas. It's  
6 a very, very, very popular creek. And you have Vera's  
7 there that's a very active business for boaters. There  
8 is a lot of activity.

9                   So, basically, what's going to happen now  
10 is in about two months, I'm going to come up with a  
11 recommendation in concert with the secretary. And  
12 we're going to run back through this group -- probably  
13 by e-mail -- and get your comments on it.

14                   I have no idea what that's going to be yet.  
15 Because I'm going to go over every single piece of  
16 paper that was handed to me and every single  
17 transcript, both from your meeting, which is made part  
18 of the record, as well as what was provided to me at  
19 the hearing, in anticipation that whatever decision is  
20 made may end up in court.

21                   So I'm going to be watching it very

1 carefully and make sure that every stone that is  
2 unturned -- so I'm taking everything into  
3 consideration.

4                   And once that comes out, if the  
5 recommendation is to continue what you recommended,  
6 then we'll simply put a final regulation, the second  
7 half of the process. You put in a proposed regulation.  
8 You get comment. Then there comes a point where you  
9 put in a final regulation. And you put in a comment.

10                   If there is no change, we just put in the  
11 final and it becomes a regulation.

12                   If there is any change to that, it has to  
13 go back in as a new proposed regulation and we're  
14 subject to one more hearing. We're subject to one more  
15 hearing if we change it.

16                   If we hold to that, then it's over for  
17 three years.

18                   MR. KLING: It's my understanding that, at  
19 least technically, the issue you had to consider --  
20 have to consider is the appropriateness, efficacy of  
21 the specific regulation recommended, which is 3525,

1 period.

2 MR. GAUDETTE: Correct.

3 MR. KLING: And I also suspect that some of  
4 those people try to relitigate the whole issue of --

5 MR. GAUDETTE: Exactly. That's exactly  
6 what happens.

7 MR. KLING: And that is not an appropriate  
8 consideration.

9 MR. GAUDETTE: Right. And, actually, if  
10 you read -- the transcript is online, by the way.

11 If you read it, you'll see that I actually  
12 specify that in my opening statement. However, they  
13 may say we think that's too high because -- and they  
14 can certainly say that.

15 And, actually, at the public hearing they  
16 can say anything they want. I try to keep them on  
17 track. Certainly, you heard a lot of the same  
18 arguments you heard the first time around.

19 It could be that the 3525 goes through.  
20 And there could be something else added to that as  
21 another totally new regulation. It could be that John

1 said there is no speed limit on the creek and just not  
2 go for a final. So there are a lot of different  
3 options he has. But it has been an interesting  
4 process.

5 With regard to boat noise, we do have two  
6 hearings scheduled.

7 One includes a hearing at Elkton High  
8 School on May 24th at 6:00 p.m., which will involve a  
9 proposed -- changing the regulations for noise for the  
10 Northeast Bohemia Rivers and tributaries as well as the  
11 Maryland portion of the C&D Canal.

12 And on May 26th at 6:00 p.m., the Deep  
13 Creek Lake State Park Discovery Center. At 6:00 p.m.  
14 We're going to go ahead and have the hearing for Deep  
15 Creek Lake.

16 Those are the only two areas we're looking  
17 at for changing the boat noise regulations because  
18 that's where most of the complaints come from, from  
19 those two areas.

20 MR. BUSH: Excuse me. Is it going to be  
21 practical to have the hearings that far apart? That's

1 two days apart.

2 MR. GAUDETTE: Yeah. That's good. It's a  
3 DNR hearing. It's not a Boat Act meeting. It's a  
4 formal DNR hearing.

5 And when you do noise -- boat noise is a  
6 little different than the normal regulation. There is  
7 actually part of the statute that indicates you have to  
8 give sixty days' notice before you hold the hearing and  
9 that you must also get concurrence from the Department  
10 of the Environment on what noise regulation you're  
11 asking for. So a letter has been sent to the secretary  
12 of MDE regarding what we're doing. We're waiting to  
13 here back on that. I anticipate that should be fine.

14 And then we have to wait sixty days after  
15 we advertise before we can hold the hearing. When that  
16 sixty days ends, then you have the hearing.

17 But, basically, under the noise-level  
18 limits, water at the Deep Creek Lake and from the mouth  
19 of the Northeast and Elk Rivers to include all  
20 tributaries including the Bohemia River and the C&D  
21 Canal, a person may not operate a vessel in such a

1 manner to exceed the following vessel noise levels --  
2 and this is right out of the Model Boat Noise Act  
3 that's been approved by the MMNA and everything. In  
4 other words, the manufactures have indicated they can  
5 meet this requirement.

6           On mufflers in those areas, a vessel must  
7 operate with a continuous muffler or noise suppression  
8 system and may not operate a device that bypasses,  
9 reduces, or eliminates the effectiveness of a muffler  
10 or engine noise suppression device or system.

11           The initial comments we got back from the  
12 Chesapeake Bay Power Boat Association was fairly  
13 favorable on this. It's just for isolated areas. They  
14 can still go in the bay and other places and operate  
15 them as they normally have. It's just these areas have  
16 the geographic features that create issues.

17           So that is what we're going to be doing.  
18 And, I guess, after that happens and we get through the  
19 process and we put it in the Register and get it done  
20 for next boating season, potentially the later part of  
21 this boating season -- but it's hard to say how fast

1 that will happen.

2                   These are all public hearings. They are  
3 all held by DNR. And all of you here, obviously, are  
4 welcome to attend.

5                   MR. NICKEL: I have one question. I wasn't  
6 involved.

7                   Were these all drafted by this group here?

8                   MR. GAUDETTE: That recommendation came out  
9 of -- that language basically came out of what was  
10 Senate Bill 70, which was a bill that didn't pass last  
11 year -- not this past session, but the session  
12 before -- and this is because of a technical issue that  
13 a senator had held it for the final vote. It passed  
14 both houses. It just couldn't go for the final, final  
15 vote.

16                   And, yeah, that's basically what, you know,  
17 we agreed upon doing. It's the minimum we can do. It  
18 just basically reduces it to two decibels, which is the  
19 Model Boat Noise Act, which is actually put out by  
20 NABLA, National Association of Boating Law  
21 Administrators.

1                   And, for example, Pennsylvania, theirs is  
2 even more restrictive than ours. They use the same  
3 noise levels, but they don't allow any cutoffs at all  
4 in Pennsylvania. They adopted the entire Model Boat  
5 Noise Act.

6                   MR. NICKEL: That's my main concern from  
7 the business standpoint. Let's be candid. It's a nice  
8 option that you can put on your boat. It's more  
9 high-powered engines. It helps them bring better  
10 performance, et cetera.

11                   And the concern I have with that -- I mean,  
12 I don't -- it's not a huge seller per se on the lake.  
13 Maybe I'll sell five or six a year. But it's where  
14 they came up with the dates and grandfathered that. I  
15 don't understand the logic of a boat that's purchased  
16 in 1993 --

17                   MR. GAUDETTE: Oh, that's done because  
18 that's when the manufacturers themselves designed the  
19 vessels so they would meet those noise levels.

20                   MR. NICKEL: Per se on the muffler device,  
21 where did we come up with that date?

1                   MR. GAUDETTE: That was on the noise-level  
2 limits. The noise-level limits is when they have the  
3 dates. There is no date on the mufflers.

4                   MR. NICKEL: A vessel manufactured after  
5 January, 1990 that is not equipped with a muffler or  
6 system which muffles or --

7                   MR. GAUDETTE: Oh, that's actually current.  
8 That's what's currently there now.

9                   MR. NICKEL: Okay.

10                  MR. GAUDETTE: That was in the original  
11 COMAR. What you see in bold is what's actually added.  
12 So that's been around a long time.

13                  MR. NICKEL: So they're saying as far as --  
14 so I have three boats sitting in my facility right now  
15 to the tune of \$9,000 to \$12,000. And I might have  
16 sold ten or fifteen last year, whatever the numbers may  
17 be. They're saying that you cannot use that system, so  
18 you're immediately penalizing the individuals with a  
19 new law.

20                  I can understand the regulation. But it  
21 should be enacted and grandfathered to, per say, what

1 boating year you're going to enact it. Anything prior  
2 to that should be -- I would recommend --

3 MR. GAUDETTE: Then you'll continue to have  
4 the same problem with the boats they're using.

5 MR. NICKEL: I understand. But they're all  
6 going to gravitate away.

7 MR. GAUDETTE: I understand. The decision  
8 was made to go ahead and just apply it to all boats.

9 MR. NICKEL: Back from 1990?

10 MR. GAUDETTE: Any boats. Correct.  
11 Exactly.

12 MR. BUSH: Is that all you have at the  
13 moment?

14 MR. GAUDETTE: That's all I've got.

15 MR. BUSH: Before we go any further,  
16 according to our agenda, we'll be going to lunch. But  
17 before we do that, Al brought a flag which every member  
18 is entitled to a flag like this that you can fly on  
19 your boat, with the exception of the four stars, which  
20 are -- which only -- I covered up one star. So you  
21 would not -- and any of the new members, we would like

1 to see to it that you get a flag without, quote, the  
2 five stars on it.

3 Al, you want to mention again what the five  
4 stars stand for?

5 MR. SIMON: I think Bob probably has one.

6 Only the people that were admirals on the  
7 Chesapeake Bay.

8 MR. BUSH: So the new members, anyone who  
9 doesn't have one, you can probably let Mike know so  
10 that he can get you a flag like this that you can fly.  
11 All right.

12 MR. GRANT: I'll send out an e-mail. I'll  
13 have to place another order.

14 MR. BUSH: All right.

15 Are we ready for lunch now?

16 MR. GRANT: Next meeting date.

17 MR. BUSH: Do you have a proposed next  
18 meeting date, Mike?

19 MR. GRANT: We haven't set it yet, but I  
20 assume this is the summer crab feast. We'll have to  
21 open a few dates, and we'll set a date.

1 I've been told we'll do it in August.

2 And you said there was another meeting  
3 before that?

4 MR. BUSH: So that would be in August. Is  
5 that correct?

6 MR. GRANT: We're looking towards August.

7 MR. BUSH: And that would be the next  
8 meeting we would have. And I guess the date for that  
9 and the location will be forthcoming sometime in the  
10 future.

11 MR. GRANT: Yes, sir.

12 Does anyone have any new information they  
13 would like to bring out?

14 MR. SIMON: I would like to make members  
15 aware that this book was just released in the past  
16 thirty days. It's the Modern History of Recreational  
17 Boating. It's very, very informative. If you're  
18 concerned about boating safety, this is the answer.

19 MR. SLAFF: Where do we get these?

20 MR. SIMON: Where did you get yours?

21 MR. GRANT: The place is in D.C., the

1 National Safe Boating --

2 MR. SIMON: Here it is. The National Safe  
3 Boating -- National Safe Boating Council.

4 Very, very informative.

5 MR. GRANT: And there is a picture of Al in  
6 the book.

7 MR. BUSH: The book is not free, is it?

8 MR. GRANT: It is not free. It's like \$45.

9 MR. SIMON: There is a lot of information  
10 here pertaining to Maryland. Lieutenant Street --  
11 Captain Street is in here, Bill Matthews, quite a few  
12 people that we've been associated with over the years.

13 MR. BUSH: I would like to suggest to Mike  
14 to e-mail us how we could obtain the book.

15 Is that convenient for you?

16 MR. GRANT: Absolutely.

17 MR. BUSH: Then we have one more comment to  
18 come from Mr. Jones.

19 MR. JONES: I would like to talk about  
20 boating safely. We're having a kickoff for  
21 safe-boating season on May 21st from noon to 4:00 at

1 City Dock in Annapolis. Trying to make this a very big  
2 annual kind of event. And I passed around an article  
3 about it. I hope that you will get out and get people  
4 out so that people start the season with safety on  
5 their minds.

6 Usually in the beginning of the season, in  
7 the first few days, there are usually some deaths that  
8 are definitely avoidable. And we find that a very good  
9 percentage of the boats that we do safety vessel checks  
10 on don't have all the proper equipment on them.

11 And this year we got Gary Jobson who is  
12 going to say a few words about boating safety after his  
13 many years as a championship sailor. I think that  
14 should be interesting to the public. We're going to  
15 have a Coast Guard cutter.

16 We had the Rank in there last year which  
17 sets the buoys in the upper part of the bay. This year  
18 we're going to have the sheerwater, which is a  
19 Hovercraft, 109-foot-long vessel with a  
20 thirty-nine-foot beam. It should be very interesting.  
21 We will allow tours on that vessel.

1                   And we'll have tours on the safe boat,  
2    which is the forty-five-foot vessel that was typically  
3    used in the surf. We have two of them here in this  
4    area now.

5                   We brought them over here because they're  
6    very fast, and the Coast Guard does have some  
7    operations where they need some fast boats. The  
8    sheerwater is very fast too.

9                   I was talking with a friend about it. He  
10   said one day he was golfing, I think, on the West  
11   Coast. He saw a vessel coming right at him. He said  
12   in a couple of minutes that boat is going to be on  
13   land. And that's exactly what happened. So it's a  
14   very interesting kind of boat.

15                  We'll have a lot of demonstrations. And  
16   the DNR Reserves and the Power Squad are participating  
17   with us.

18                  We'll have an exhibit by the sailing  
19   schools so people can learn how to sail. We'll try to  
20   get the power schools out so people can learn how to  
21   boat and understand the safety aspects of it from the

1 start.

2                   So I would just hope that you-all would  
3 support us with this. Thank you.

4                   MR. BUSH: Thank you.

5                   I think that at this point we can --

6                   MR. GRANT: John, real quick. We're going  
7 to shoot for -- in August, either the 11th, 18th, or  
8 24th for the meeting and crab feast.

9                   MR. KLOOSTRA: Can I make a request that we  
10 get nice, big crabs like we got last time.

11                   MR. GRANT: Yes, sir. Maybe we'll head out  
12 to the Kent Island Yacht Club.

13                   MR. BUSH: The dates again, please.

14                   MR. GRANT: The 11th, 18th, or 24th. All  
15 Thursdays.

16                   MR. PARLIN: 11th, 18th, and 25th are  
17 Thursdays.

18                   MR. GRANT: We can work out something.

19                   MR. JONES: By the way, while we're just  
20 sitting here, we're dealing with boating safety. I  
21 don't know if you know the stats.

1                   In automobiles, the annual death rate is  
2   0.16 deaths per 100,000 registered vehicles. For  
3   boats, it's 5.8 deaths for 100,00 registered vessels.

4                   We have a long way to go. And it hasn't  
5   been getting any better. In fact, it's gotten worse  
6   over the last few years. So we have work to do.

7                   MR. DWYER: I would like to make a motion  
8   we adjourn.

9                   MR. GRANT: I'm sorry. One more thing.

10                  For those of you who didn't get the e-mail,  
11   there will be a gathering for Mr. Lundsford right  
12   around the corner at 2:00 at Heros'. You go back out  
13   Dubois.

14                  MR. BUSH: When is this?

15                  MR. GRANT: Today. A gathering for Bob  
16   Lundsford at Heros' Pub at 2:00. Just go straight out  
17   Dubois, make a left on North Best Gate, make your first  
18   right on Ridgley. As soon as you cross over the Route  
19   50 bridge, it's right on your left. Can't miss it. At  
20   2:00.

21                  MR. SIMON: On the 16th of May, I'm leaving

1 for Iceland. Anybody want to go with me? My son says  
2 don't go alone. So anybody want to volunteer?

3 MR. BUSH: I've been to Iceland. You know,  
4 Iceland is not ice. And then Greenland is where the  
5 ice is; and they call that Greenland.

6 Now, we're going to go for the adjournment.

7 MR. DWYER: I make a motion we adjourn.

8 MR. BUSH: We are officially adjourned.

9 (Meeting adjourned at 11:40 a.m.)

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1 STATE OF MARYLAND.

2 COUNTY OF PRINCE GEORGE'S:

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5 I, Heather Avalos, a Notary Public in and for  
6 the state of Maryland, Prince George's County, do  
7 hereby certify that the foregoing is a true and  
8 accurate transcript of the proceedings indicated.

9

10 As witness, my hand and notarial seal this  
11 10th day of May, 2011.

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Heather Avalos, Notary Public

