

Transcript of

**Boat Act Advisory Committee Meeting for Slaughter
Creek, Elk River, Chester River, Miles River**

Date: **October 20, 2011**

Phone: 1-866-337-6778

Fax: 410-268-7006

Email: corbinandhook@corbinandhook.com

Internet: www.corbinandhook.com



CORBIN & HOOK
Reporting & Videoconferencing

- Specializing in Interactive Realtime & Rough ASCII Transcripts -

Taken October 20, 2011

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21

MEETING OF THE
MARYLAND BOAT ACT ADVISORY COMMITTEE

IN RE: SLAUGHTER CREEK, ELK RIVER (LOCUST POINT)
CHESTER RIVER, MILES RIVER

* * * * *

The above-entitled matter came on for hearing on Thursday, October 20th, 2011, commencing at 10:00 a.m., at the Talbot Community Center,, 10028 Ocean Gateway, Easton, Maryland 21601, John Bush, Committee Chairman, presiding.

COMMITTEE MEMBERS:

- | | |
|-------------------------------------|-------------------------|
| Robin Allison | Coles Marsh, Vice Chair |
| Mick Blackistone | Jon Sheller |
| Robert Nickel | Alvin L. Simon |
| Amy Craig | Bob Slaff |
| Russ Dwyer | John Ferman |
| Thornell T. Jones | Stephen Kling |
| Kenneth Kloostra | Frederick Levitan |
| Mike Grant, Regulations Coordinator | |

Reported by: Kelly A. Taylor

Taken October 20, 2011

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

2 THE CHAIRMAN: Good morning, everyone,
3 welcome to the Boat Act Committee hearing. We are
4 appointed by the state; this is a group made up of
5 20 boaters and people that live on the water or
6 have an interest in boating. I will be introducing
7 our panel here shortly. A couple of things to keep
8 in mind is that initially we're going to call up
9 the primary speaker for each area that we're going
10 to be covering. We would like you to keep it
11 brief; we have a lot of people here, we want
12 everyone to have an opportunity to speak. We
13 prefer that you do not necessarily repeat exactly
14 what the other person has said. If you are for or
15 against, you may wish to just say that so that we
16 can move along because we have a lot of people
17 here, we want everyone to have an opportunity to
18 express their opinion.

19 One thing to keep in mind is that we
20 represent all the waterways in the state of
21 Maryland, we represent everyone. Sometimes we

Taken October 20, 2011

1 satisfy one group and it does not work well with
2 the other group, but that means we're doing a good
3 job. So sometime everyone here will probably not
4 be satisfied but we certainly appreciate and we
5 want to hear your opinion and we do absolutely
6 weigh everything that you have had to say.

7 After we have had our meeting this
8 morning we will break for lunch. After lunch we
9 will have an executive session by the whole board
10 in which we will discuss just between the board the
11 issues which have been stated before lunch. You
12 are welcome to come back and listen to our
13 deliberation; however, you will not have an
14 opportunity to speak, all the speaking will be done
15 before lunch.

16 So we're going to start off by
17 introducing the vice chair to my right.

18 (Committee members introduce themselves.)

19 THE CHAIRMAN: We're going to start off
20 now with the group from Slaughter Creek. We
21 understand that there is no one here to represent

Taken October 20, 2011

1 them; however -- I'm sorry, we do have someone.

2 You may come up to the podium, sir.

3 MR. MARSH: Sir, if you'll sign and
4 print your name on that sheet there, you can state
5 your name there too for the record if you would,
6 sir.

7 (Pause in the proceedings.)

8 THE CHAIRMAN: We have two members who
9 just came in. We want to give them an opportunity
10 to -- I'm sorry, three, and we're going to give
11 them an opportunity to introduce themselves.

12 (Members introduce themselves.)

13 MR. BROMWELL: Robert Bromwell,
14 Slaughter Creek.

15 MR. MARSH: You want to say something
16 before Mr. Bromwell says something about Slaughter?

17 MR. GRANT: The request as you can see
18 on the screen is for six knots at all time in an
19 area about 900 yards north of the northernmost pier
20 and then the rest of the way down. Is that right?

21 MR. BROMWELL: Yes, sir, I'm looking at

Taken October 20, 2011

1 your chart up there. Is that -- okay, I can see
2 the houses, I was just looking. Yeah, the original
3 buoy that you put there was downriver quite a bit
4 further, but that looks about like --

5 MR. GRANT: There's a pointer right
6 there if you want to use it.

7 MR. BROMWELL: I think the original
8 marker was about here.

9 (Discussion held off the record.)

10 MR. BROMWELL: Coming off of that first
11 pier I think, right about there. Is that correct?

12 MR. GRANT: Your first pier is right
13 here.

14 MR. BROMWELL: Yeah, with the house
15 down --

16 MR. GRANT: Right about here.

17 MR. BROMWELL: Yes, sir, that would be,
18 so anywhere from right about there down is, would
19 be fine.

20 MR. GRANT: And your reasoning?

21 MR. BROMWELL: Well, there's a number of

Taken October 20, 2011

1 homeowners in the area that have, you know, signed
2 our petition. Mainly for washing of their property
3 and so forth and moving to put stones down and
4 around. The marina itself, the speed in and out,
5 probably a third of the boaters are courteous and
6 two-thirds of them aren't, and so as we all get
7 older, I've been a boater all my life, race boats,
8 powerboats, into speed, but I see people, there are
9 some right in this room who are getting on and off
10 boats when they come in pulling a two- or three-
11 foot wake, on high tides they have washed wake
12 right over the piers, and with more of our elderly
13 people now boating it's getting dangerous and
14 especially a lot of the fishermen even with smaller
15 boats, you know, cutting over close to it. It
16 just, whether it's a no wake zone or a six mile
17 zone, you know, I don't know, it's just to cut down
18 on the wakes for the safety of ourselves as well as
19 preservation of the shoreline.

20 MR. MARSH: Is that all you have, sir?

21 MR. BROMWELL: Yes, sir.

Taken October 20, 2011

1 MR. MARSH: How about the officer that
2 patrols that area, is the officer here? Would you
3 care to come up and give us your input?

4 THE REPORTER: Officer, sign your name
5 before you speak, please. Thank you.

6 OFFICER CADOW: I'm Officer Cadow and I
7 work Dorchester County. I've worked Dorchester for
8 about 20 years and I'm here on Sergeant Bowman's
9 behalf, he had court today, and he denied this I
10 think on the basis of most of the boat traffic was
11 small boats. To my knowledge we haven't had a boat
12 accident or any property damage related to wake. I
13 think if -- what he put here was that if there was
14 any need it would be in front of Mr. Tyler's
15 marina. That's all that I have.

16 MR. MARSH: Okay. That's fine. Anybody
17 else wish to speak for or against? Okay. For
18 those standing there's one chair up here. We can
19 pull another chair from up here for you.

20 MR. GRANT: There's two more chairs in
21 the back.

Taken October 20, 2011

1 MR. MARSH: Some in the back. No more?

2 No one else wishes to speak to that?

3 MR. GRANT: We've heard from
4 approximately, oh, 32 people concerning this and
5 the petition was 27 for and we have a total of five
6 people against, and that came through e-mails
7 online at DNR or phone calls. A couple of the
8 comments we have were I do not -- I do a lot of
9 crabbing in the area, never had or seen a problem,
10 we don't need it. I know for a fact there's an
11 alternative motive for the speed change and I don't
12 feel that anybody should be inconvenienced for one
13 person. And for, to protect vessels and people in
14 the marina and the shoreline. And against, it
15 would extend travel time and it's not necessary,
16 there's no evidence of any issue.

17 MR. MARSH: Thank you, Mike. Does
18 anybody on the committee have any questions at all
19 to ask? No one. Move along. Mike, we're going to
20 do Elk River and Locust Point. Could you bring
21 that up for us?

Taken October 20, 2011

1 MR. GRANT: The request, it's pretty
2 much identical for both marinas, Locust Point came
3 in first and then the folks from Triton Point at
4 Plum Point had the same request, that is to protect
5 their piers and vessels in both locations and more
6 specifically at Triton there's a fuel pier, they
7 get a lot of rocking. As you can see, the red line
8 pretty much denotes the channel area. It's an old
9 river, it's about two to three feet around the area
10 where it says channel, but there's a lot of
11 recreating in that area, a lot of the folks on that
12 side of the river are tubing and skiing, et cetera.
13 Up around the point above Locust there's a ski
14 course. That course will not be affected or
15 doesn't affect this issue. And as you come down on
16 the canal, I'm sorry, the channel, at the bottom
17 left-hand corner, that little area right there is
18 up to 18, 19 feet of water. It's very deep there,
19 but the rest of the area right there is very
20 shallow. So again the folks at Locust and Plum
21 would like some protection for their docks and for

Taken October 20, 2011

1 the residents and people using the fuel pier.

2 MR. MARSH: Is the officer that patrols
3 that area -- come up and speak. Make sure you
4 state your name and sign, or point.

5 CPL. BAKEOVEN: Morning, everyone,
6 Corporal Bob Bakeoven with the Maryland Natural
7 Resources Police assigned to Cecil County for the
8 past seven years. I'm quite familiar with the
9 request and the speed zones. However, we have not
10 as a team received any complaints at all pertaining
11 to the speed zone up there. Like you said, it's a
12 very shallow area and the channel is very narrow,
13 but as far as complaints from boat owners or
14 landowners, we have received nothing. We do patrol
15 quite frequently and I don't believe I have written
16 a ticket up there for speed other than personal
17 watercraft. That's about it.

18 MR. MARSH: Question for the officer,
19 anyone on the board?

20 MS. CRAIG: Has the channel changed, has
21 the location of the channel changed so it's closer

Taken October 20, 2011

1 to a marina or further away from the marina?

2 CPL. BAKEOVEN: No, that channel is
3 pretty much staying the same. As we're talking
4 right now they're in the process of dredging toward
5 Locust Point all the way up to Brandon Shores.

6 MR. FERMAN: What about the two other
7 large piers that are down on the channel on the
8 right-hand side, are they private piers or --

9 CPL. BAKEOVEN: Yeah, they're private
10 piers, but we've never received a complaint. For
11 the most part when people come through there, the
12 large boats, they're usually below six knots.
13 That's not an issue. What you have the problems
14 from is Jet Skis, which is a normal pain anyway.

15 MR. GRANT: These two long piers here
16 are both marinas. This one I believe is owned by
17 the same people that own Locust and this is another
18 marina here.

19 THE CHAIRMAN: The one question I had is
20 you've had no complaints from either one of the
21 marinas which are now requesting that we change the

Taken October 20, 2011

1 rules in that area?

2 CPL. BAKEOVEN: That's correct, sir, no
3 complaints at all.

4 THE CHAIRMAN: Thank you.

5 MR. MARSH: Thank you. Is there a
6 spokesman for Locust Point, Triton Point? Get up
7 and do that, and there's several signed up for
8 that. After the spokesman speaks, if you, if
9 you've got something else to say about that, you're
10 welcome to get up and speak, we got your name
11 signed in and so please get up and speak. We'll
12 have supporters of the request first and--

13 MR. KRAPF: My name is Fred Krapf, I'm
14 the owner of Locust Point Marina, we're the ones
15 that petitioned for this change. Our primary
16 concern really is safety at this point. I know the
17 officer just said that there hadn't really been any
18 formal complaints made, and that's really our
19 fault, but going -- the boats that do pass the two
20 piers of Locust Point, as boats go through there
21 they do tend to throw a wake through the piers, and

Taken October 20, 2011

1 the primary concern that we have is the actual
2 staging dock, which is a floating dock that's
3 between the two right up on land where our ramp
4 customers launch their boats and haul their boats.
5 We have witnessed, and probably, once again I'll
6 reiterate that we should have been making more
7 calls to the DNR, but the wake rolls through there
8 and we've seen people have very hazardous
9 conditions trying to board and deboard boats,
10 especially on that staging, that floating staging
11 dock right there, and, you know, we've as early as
12 this summer actually witnessed one of our
13 customers, you know, using the ramp fell off the
14 boat due to a wake that was going by. Fortunately
15 she wasn't hurt and we didn't report the incident,
16 but it's really safety is our concern here and it
17 just seems like even though there's no reported
18 incidents it's only a matter of time before
19 something does happen. Boats pass by the pier at
20 all sorts of speeds throwing all sizes of wakes.
21 Really -- and within less than a hundred feet from

Taken October 20, 2011

1 the pier.

2 So the other thing that we are somewhat
3 concerned about, I know this is looking to the
4 future, the officer just mentioned that they are,
5 there's a dredging project reactivated upstream
6 from Locust Point where there is a public ramp
7 that's going to be probably more heavily utilized
8 as soon as they get that channel open, and
9 certainly that's going to add to our concerns, but,
10 you know, once again, you know, safety is a primary
11 concern. Certainly damage to boats is something
12 else we're worried about, but that's, that's about
13 it. You can see how close that channel runs to
14 those two piers of ours, and like I said, it's
15 primarily a weekend problem. Obviously that's why
16 we're not asking for an at all times speed zone.
17 That's pretty much it.

18 MR. MARSH: Any questions from the
19 committee? Mick first.

20 MR. BLACKISTONE: How long are your
21 piers there?

Taken October 20, 2011

1 MR. KRAPF: Between three to four
2 hundred feet.

3 MR. BLACKISTONE: What size boats do you
4 have?

5 MR. KRAPF: The largest boat that we
6 have moored is 35 to 36 feet and the smaller ones
7 20.

8 MR. MARSH: Amy.

9 MS. CRAIG: That was my question.

10 MR. MARSH: Steve.

11 MR. KLING: Two questions I guess.
12 You're at the head of the river, who's going past
13 you, how much traffic is going by you?

14 MR. KRAPF: It's not a lot of traffic,
15 but certainly summer between the holidays and
16 weekends it's mostly not people traveling any
17 destination, it's recreational boating, it's
18 wakeboarding and waterskiing and it's stuff that's
19 going -- there's certainly plenty of other places
20 where we can avoid going right past the piers while
21 doing their recreational activities, but they're

Taken October 20, 2011

1 like basically coming right past the docks doing
2 it.

3 MR. GRANT: The new ramp is up here; is
4 that correct?

5 MR. KRAPF: Yes.

6 MR. GRANT: The redredging and a brand
7 new boat ramp up in this neck of the woods.

8 MR. KLING: My other question is what
9 change has there been in the last five years?

10 MR. KRAPF: I wouldn't say a dramatic
11 change, it's something that's existed since we've
12 been there. It's really the old rule of you're
13 responsible for your wake, and like I said, that's
14 primarily the issue that we're seeing, is just the
15 wakes rolling through the docks and causing a
16 hazardous situation for people that are boarding
17 the boats.

18 MR. MARSH: Mick.

19 MR. BLACKISTONE: How many slips do you
20 have?

21 MR. KRAPF: At Locust Point there's 85.

Taken October 20, 2011

1 MR. BLACKISTONE: And how far are you
2 from the new ramp?

3 MR. KRAPF: I think approximately about
4 a mile.

5 MR. MARSH: Russ.

6 MR. DWYER: The other two long piers,
7 are they your piers?

8 MR. KRAPF: The next closest one,
9 Taylor's Marina, is ours as well.

10 MR. DWYER: You don't have a problem
11 there?

12 MR. KRAPF: Not quite as much because
13 the channel doesn't run as close to the pier. It
14 kind of doglegs out from it so we don't see as much
15 of an impact from the wake there.

16 MR. FERMAN: When was your marina built?

17 MR. KRAPF: I believe it was in the
18 1950s.

19 MR. MARSH: Any other questions from any
20 of the committee? Thank you, sir. Anybody else
21 that wishes to speak for, you're welcome to speak.

Taken October 20, 2011

1 MR. KRAPF: I just want to make one last
2 comment, I just feel like if people were
3 responsible for the wake they were throwing, this
4 wouldn't be necessary.

5 MR. MARSH: Thank you, sir, appreciate
6 that.

7 Next person that wishes to speak? There
8 are several that wish to speak, this is for, speak
9 for, this is the one for the request. Nobody else
10 wishes to speak for. How about against?

11 MS. REICHLER: I would like to speak.

12 MR. MARSH: Absolutely, please do.

13 MS. REICHLER: Good morning, board. My
14 name is Dr. Jennifer Reichler, J.D. and I'm speaking
15 against the proposed speed limit changes at Triton
16 Marina and Locust Point. The proposed speed limit
17 change should not be put into effect for the
18 following reasons: First, there's already a law in
19 place to address this problem and it's an
20 enforcement issue, if there is one at all. Second,
21 it is the legislative intent for the DNR to

Taken October 20, 2011

1 implement the laws that help for enjoyment for each
2 of the citizens of the state of Maryland and this
3 does not do so. And lastly, there are ways to
4 remedy the situation by constructing a breakwater
5 system without negatively impacting the citizens.

6 For my first issue, this is the wrong
7 forum for this problem. There's already laws in
8 place to take away the wake from a surrounding
9 pier. If there has been a problem there, they
10 could have reported it to the local police officer,
11 the officer who had spoken earlier, or the Maryland
12 DNR and they could have added an extra patrol to
13 that area. The officer has already stated there
14 has been no speeding tickets up there in that area
15 and no incidents that he's experienced in his time
16 there.

17 Second, this is against the legislative
18 intent for the creation of the DNR. The DNR was
19 created to develop the wise use and enjoyment of
20 all natural resources to the greatest benefit of
21 the state and its citizens. Secondarily, under

Taken October 20, 2011

1 that Subtitle 7 of the State Boat Act says it is
2 the intent of this subtitle to foster the
3 development, use and enjoyment of all waters of
4 Maryland. This would go directly against that.
5 The current landowners there use that river for
6 recreational sports and as you can see the area
7 surrounding the channel is very shallow at two to
8 three feet all the way out to the channel in those
9 points. The only area up there to ski is within
10 that channel. Most of the local owners who own
11 boats, their boats are small, around 20 feet, and
12 that's what they use to ski from. They're not the
13 ones throwing any large wakes. The people who have
14 the large boats, the ones that are 36 feet and
15 above, are the slip owners at each of the marinas.
16 If the marinas are having problems with their own
17 boaters, they should be able to handle that.

18 Lastly, there are ways to remedy the
19 situation. If the marina really feels that they
20 are getting too much wake from a Jet Ski, then they
21 install breakwaters. I know a few of the different

Taken October 20, 2011

1 piers at that area like Taylor's Marina used to
2 have a breakwater in place where they had vertical
3 planes at the end of the piers to address this
4 issue. They have since been removed to add extra
5 slips onto the end of the pier. If they removed
6 those breakwaters and now are having problems with
7 different waves from the boaters, then they should
8 simply take away those slips and reinstate already
9 preexisting vertical pylons.

10 It is not the purpose of the law to take
11 the obligations of a commercial marina and place
12 the burden on the state and its citizens. The
13 marina is in the business of docking and protecting
14 boats. There are already laws in place to aid in
15 this and if the marinas feel that this is not
16 enough, then they should be the ones to remedy the
17 situation.

18 The legislative intent of the DNR and
19 the State Boat Act were to foster the development,
20 use and enjoyment of the waters of Maryland. The
21 right to further this intent is to not allow the

Taken October 20, 2011

1 proposed speed limit and to keep the waters as they
2 should be, for the enjoyment of the citizens.

3 Thank you.

4 MR. MARSH: Thank you. Questions for
5 you, hold on just a minute, we've got a question
6 for you. Al.

7 MR. SIMON: The majority of the
8 recreational boaters, are they local people or are
9 they from out of state?

10 MS. REICHLER: The people who own the
11 property there are the, most of the people who are
12 actually using the waters. They're local people
13 with smaller size boats who go out and ski in the
14 area. Any of the larger boats that are from out of
15 state are the ones that are docked in the slips at
16 these marinas. As you can see, we're at the top of
17 the river, there's not much further you can go, so
18 if anybody's up there skiing it's the people who
19 are local or the people who own slips at the
20 marinas.

21 MR. MARSH: Any other questions? Thank

Taken October 20, 2011

1 you very much.

2 MS. REICHLE: Thank you for your time.

3 MR. MARSH: Anyone else who wishes to
4 speak against. Yes, sir.

5 THE REPORTER: Print your name before
6 you speak, please.

7 MR. REICHLE: Good morning. My name is
8 Warren Reichle, I'm a waterfront homeowner at
9 Locust Point in Elkton, Maryland and I do oppose
10 the proposed speed limit restrictions. And I'll
11 apologize to you now, I thought you would be
12 hearing Locust Point separate from Triton, so I'm
13 going to bounce between my two prepared speeches if
14 you would, please. I also carry with me 14 letters
15 from homeowners who are unable to attend and
16 they're in opposition of the speed limit
17 restriction, and I also carry another separate 14
18 letters from homeowners, because we thought we
19 would be hearing this separately, opposing the
20 Triton Marina request.

21 This section of the river is not a

Taken October 20, 2011

1 boater destination, it is home for us. And over
2 the 40-plus years that I've been at Locust Point
3 I've watched speedboaters from dry stack hydrofoils
4 to cigarettes run the channel, ski club skiers
5 practice with tykes, and rocking chairs with skis
6 mounted on them, seaplanes taking on and off and
7 Jet Skiers trying to catch any wake that they can.
8 This is what we love about this place, it's how we
9 live. This section of the river is where my
10 siblings and I learned to ski, where my wife and
11 her siblings learned to ski, and where we taught
12 our children to ski while their grandparents
13 watched from their chairs on the bulkhead, where my
14 mother-in-law of 92 years sat and encouraged my
15 youngest daughter, who was in the river at high
16 tide not more than 30 feet from her, as she saw her
17 come up on skis for the first time. That was her
18 last summer on the river. And -- sorry. This is
19 how we live here and it's part of our lives, and
20 part of this also contains boat wakes and wave
21 actions, we grew up with it.

Taken October 20, 2011

1 If the DNR restricts the speed in front
2 of Locust Point, skiing traffic will be forced over
3 to the Taylor and the Cove Marinas. Those are the
4 two below Locust Point on the right-hand side. And
5 we have to do it at high tide. But we will be
6 forced to go over there. The Locust Point owners
7 are the same owners as Taylor's as they have
8 stated. And that they will be -- it's reasonable
9 to presume that if we all start skiing in front of
10 there that they're going to need to put request for
11 a speed restriction there. The Cove Marina, the
12 one downriver from it, is not part of this, but
13 they're going to be forced into it because
14 everybody's going to be there. So what we're going
15 to end up with is petitions coming later to
16 restrict the river in those two places. Then
17 what's going to end up happening is now we all have
18 to either go upriver around the point at high tide
19 with the ski club and terrorize those people up
20 there or, because of the flats that are in the area
21 downriver, we would all have to go below Elkmore,

Taken October 20, 2011

1 between the channel, the navigable intercoastal
2 waterway and Elkmore, and terrorize those folks
3 there.

4 That additional congestion I believe and
5 my neighbors believe is going to create a safety
6 issue and a navigational issue because of the
7 existing channel and all the congestion that will
8 be in those locations. Since we live on the water
9 we make it our responsibility to protect our
10 property, our bulkheads, our piers, our floats,
11 with mooring, boatlifts and that sort of thing. We
12 do not try to shift the responsibility upon the
13 state or the public. Yet this is what the marina
14 is attempting to do. When Locust Point Marina had
15 fuel pumps at the end of the dock, Harry Ott that
16 built it back in the '80s -- in the 50s, I'm sorry,
17 had breakwater boards across the head of both piers
18 to protect the boats within the piers from wake and
19 wave action. Since the pumps have been removed,
20 the breakwaters have been removed and deep water
21 slips added to the head of the piers, exposing them

Taken October 20, 2011

1 directly to boat traffic and exposing those boats
2 within the piers as well.

3 Some 20 years ago a Cecil County court
4 ordered the marinas not to extend beyond their
5 current state. They ignored that rule by expanding
6 and were negligent to their clients by removing the
7 breakwaters in that expansion process. The locals
8 know to stay off the piers with wakes. We do just
9 that. DNR regulation regarding this would need to
10 be enforced. Instead, DNR is considering yet
11 another rule that the out-of-town boaters won't
12 adhere to, that DNR cannot enforce, while you take
13 away a way of life that we've enjoyed for
14 generations.

15 The remedy here is for the state to
16 enforce existing boating rules and the marinas to
17 accept their responsibility to their clients with
18 responsible designs through the application of
19 proven and standard industry technology. There are
20 a great number of families on the river that are
21 multigenerational, citizens with history who are

Taken October 20, 2011

1 concerned with our future and the future of
2 generations to come. This speed restriction would
3 not be in the best interest of those citizens.

4 Also, in consideration of the Triton
5 request. When I was a young boy my father had his
6 boat at Triton as well as Locust Point. The gas
7 dock had and still does have its breakwaters, the
8 two existing piers. The piers that you see
9 somewhat to the -- upriver, around the point, those
10 are not active right now because they're, they were
11 the floating docks that my family's boat was at.
12 Those docks were replaced by the two fingers that
13 run parallel to the channel. Those fingers are
14 exposing each and every one of those boats to any
15 wave action upriver. If you were on the Elk this
16 morning when I left, the wind at 20 knots is
17 throwing a white cap that is ungodly up there.
18 Yet, these boats are not only exposed to wake
19 action, they're exposed to the normal action of the
20 river, and that's one of the things that Ed Taylor
21 and Zach Grunak (phonetic) and Harry Ott, and Plum

Taken October 20, 2011

1 Point when those were built, that's why those
2 breakwaters were there, and the Locust Point with
3 their floating docks at the ramp, that is a new
4 addition, you know, and I believe that the marina
5 should have considered that and considered the
6 safety of its people by maybe designing some type
7 of breakwater as well. And we cannot come within a
8 hundred feet of the pier right now because there
9 are seven private buoys that run from the heads of
10 the pier out to the channel, creating a
11 navigational hazard. You can't run a boat
12 responsibly between the channel and the head of
13 that marina because there are seven buoys there
14 that aren't supposed to be there. That's the end
15 of my presentation.

16 MR. MARSH: Thank you, sir. Any
17 questions? Mick.

18 MR. BLACKISTONE: Where do you live
19 along the river?

20 MR. REICHLER: If you see the Taylor
21 Marina I live three homes north upriver. I don't

Taken October 20, 2011

1 have a pier, but I'm between that, the Taylor
2 Marina and the next pier you see jetting out.

3 MR. BLACKISTONE: Okay.

4 MR. REICHLER: I also own the property on
5 the other side of the home which I hope to build my
6 retirement home so that my children can use the
7 waterfront home.

8 MR. MARSH: Any other questions? No.
9 Thank you, sir. Appreciate that. Anyone else
10 against that would like to speak?

11 MS. CHOOKESSI: Hello, I'm Rebecca
12 Chookessi. I've never spoken at a podium before so
13 I'm going to massacre this, but I live in the upper
14 Elk River, approximately right around here, and I'm
15 speaking on behalf of my parents and I and a couple
16 of my friends that couldn't be here today. We,
17 every summer we always enjoy boating. I don't have
18 a boat myself but my friends do, they take me with
19 them wherever they go, but having, excuse me, but
20 having these wakes -- I'm sorry.

21 MR. MARSH: That's all right.

Taken October 20, 2011

1 MS. CHOOKESSI: But really storm damage
2 is more important, like concerning -- I'm so sorry.
3 I'm very nervous.

4 MR. MARSH: That's okay, go ahead.

5 MS. CHOOKESSI: But the biggest point I
6 have right now is -- yeah, I know. Congestion and
7 safety is the biggest safety hazard that will be
8 imposed by installing these wake markers, because
9 where I am most of the, where the ramp, the new
10 ramp that is built won't -- I'm so sorry.

11 MR. MARSH: We understand what you're
12 trying to say.

13 MRS. CHOOKESSI: I'm her mother, I could
14 take over for her.

15 MR. MARSH: That's good, Mom, that's
16 good.

17 MRS. CHOOKESSI: I'm Lois Chookessi, I
18 live at 269 River Road, as she pointed out, right
19 around the corner of that cove. What is the
20 motivation for the petition is what I want to know?

21 MR. MARSH: Speak into the mic.

Taken October 20, 2011

1 MRS. CHOOKESSI: What is the motivation
2 for the petition? Is it safety? Okay. How many
3 safety emergencies have there been at Locust Point?
4 Or Triton? Okay. None. Has it been proven that
5 past boat damage has resulted from recreational
6 wakes? No, to my knowledge it has not. This is
7 about a small business lobby whose clientele are
8 largely from out of state trying to impose their
9 will on the local population. Excuse me. It's
10 about transient convenience for nonresidents at the
11 expense and convenience of the local residents.
12 The real safety issues will become forcing
13 recreational boating activities into the, downriver
14 into the Elk and C&D Canal, which is the shipping
15 channel, and the upper Elk River will get shipped
16 up into our area, so traffic will be forced
17 downriver into the shipping channel or will be
18 forced into the Elk, which is the cove right around
19 that corner where I live. Very shallow water, you
20 only have a little bit of distance down there in
21 the front where you can actually ski, which will

Taken October 20, 2011

1 cause major congestion. A lot of people stuck out
2 there in the summer, believe me, they don't know
3 the water. Two Jet Skis stuck out there this past
4 week.

5 This increased waterway congestion will
6 obviously impose a risk to the safety of the
7 boaters. This is the real danger. I beg this
8 panel not to cave to the commercialization and
9 overregulation of our waterway community. Instead
10 let the DNR enforce the regulations that have been
11 in place, and I feel they have been doing a good
12 job and I thank you.

13 MR. MARSH: Thank you very much, we
14 appreciate both of you doing that. Mom, stay
15 around a minute, somebody might want to ask you a
16 question, daughter or mom, either one. Either one,
17 any questions?

18 MRS. CHOOKESSI: And I have been there
19 for 28 years and my family was there 30 years
20 before that. We've been there all of our lives.

21 MR. MARSH: Thank you so much, we

Taken October 20, 2011

1 appreciate you doing that. Al has one question
2 over here.

3 MR. SIMON: Did I understand that some
4 personal watercraft got stuck out there?

5 MRS. CHOOKESSI: Yes. As you go around
6 the corner, Locust Point to the right, if you don't
7 stay within a certain area between there, if you
8 are going through that channel, that water can go
9 as low as two foot. People can come around there,
10 you have to stay in a certain spot. Locals know
11 where to go, locals know the area.

12 MR. MARSH: Thank you. Anybody else
13 have a question? Thank you very much, we
14 appreciate both of you speaking. Anybody else
15 against? Thank you.

16 THE REPORTER: Print your name please
17 before you --

18 MR. SCHAFER: I got here a few minutes
19 late --

20 THE CHAIRMAN: Print.

21 MR. SCHAFER: Good morning. My name is

Taken October 20, 2011

1 Zach Schafer, I spent 26 years living on the Elk
2 River. That's because I'm 26. My grandparents
3 purchased a property on the Elk River two doors
4 down from the Reichles in 1936, we've been there
5 for almost 80 years and we've been enjoying it the
6 whole time. We really valued our relationship with
7 the marinas around us. We live literally next door
8 to Taylor Marina. My father helped Ed Taylor take
9 care of his boat when my father was a teenager.
10 We've had a good relationship with them and their
11 clientele. I don't view this as an adversarial
12 relationship, I view it as a problem that is like
13 to both the marinas and the residents that we don't
14 want -- you know, erosion, damaging our boats are
15 problems for us as much as they are for the marina,
16 so if there are irresponsible boaters out there, we
17 have as much an interest in containing those
18 activities as possible, but as the previous
19 speakers have thoroughly gone through this is a way
20 of life for us. We have enjoyed waterskiing, we
21 have enjoyed just running through the water.

Taken October 20, 2011

1 That's why we're on the water, that's why we love
2 the Chesapeake Bay, and to restrict those
3 activities is really to, to curtail why we love
4 this area, and there really is not another place
5 like the upper Elk River to me and my friends and
6 to my family and to go down below the canal is a
7 much wider open space, it's not suitable for
8 skiing, it's a place with very, very large
9 commercial shipping traffic and it's, it's just not
10 home, and this part of the river is home and there
11 are solutions as the other speakers have gone
12 through to contain wake and to contain
13 irresponsible boating.

14 I just helped my sister pass her DNR
15 boating safety course and she knows all about the
16 hundred-foot restriction and most of -- I can speak
17 for all of my friends who've ever driven a boat,
18 for my family and our neighbors that we see on the
19 boats, we're responsible people because we like to
20 be responsible caretakers of this part of the river
21 and if there are problems, particularly if the new

Taken October 20, 2011

1 ramp north of us is starting to bring in traffic
2 that is not mindful of either the, where the
3 channel is or just what the rules are, there are
4 ways to enforce that, and I understand this is a
5 time of scarce resources for everyone in the state
6 and there are only so many river police to go
7 around, but if there are problems it would be
8 useful and I would support having more enforcement
9 in our part of the river because as a skier we
10 don't like erratic boat drivers coming too close to
11 us, too close to our skiers, too close to our homes
12 or our docks, and I would support, you know,
13 working with the marina to call those in and solve
14 those problems. But to curtail the use of the
15 river, which is common to be enjoyed by all of us,
16 I think would be a real tragedy.

17 And if you see just a few residents,
18 neighbors, friends of this part of the river today,
19 I only found out about this after the public
20 comment deadline had passed because I don't
21 currently own a boat, I'm not currently out on the

Taken October 20, 2011

1 river every day and the buoy was too far away in a
2 fairly obscure part of the cove to the south there
3 to see, so I only found out about it because of
4 neighbors who were out there, and if more people,
5 more of our neighbors who don't own boats were out
6 there seeing the buoy with the number to call in to
7 find out more about the proposed restrictions, you
8 would have more people here. This is a really
9 tight community that really enjoys using the river.

10 MR. MARSH: Thank you very much, we
11 appreciate that. Any questions from the committee?
12 Okay, none. Thank you very much. We appreciate
13 you.

14 MR. SCHAFER: Thank you.

15 MR. MARSH: Anybody else to speak
16 against? Try to not -- we understand your
17 concern -- to not repeat too much of what has been
18 said.

19 MS. REICHLER: I will try really hard,
20 but Ken, get your business cards out, you're going
21 to have a lot of people looking to buy real estate

Taken October 20, 2011

1 in Locust Point when I'm done.

2 Good morning. My name is Karen Reichle.

3 THE CHAIRMAN: Use the microphone.

4 MR. MARSH: There we go. State your
5 name for the record.

6 MS. REICHLER: Sure. I'm Karen Reichle.
7 As a resident of over 15 years of Locust Point I
8 strongly oppose the new speed restrictions. I love
9 Locust Point and the close-knit community that it
10 is. We come from various walks of life and income
11 levels, but we all have the love of the upper Elk
12 and the Chesapeake Bay in common. Can you tell?
13 Whether we're boating enthusiasts or kayakers,
14 crabbers or bird watchers, variety is the spice of
15 life on the upper Elk. This speed restriction will
16 change this area forever. The locals are losing
17 our rights to enjoy the river so that the
18 out-of-towners can sit on their boats on the
19 weekend and not rock. The economy is bad and gas
20 is expensive, we understand, very few boats on the
21 river this year; however, a lot of the boats had

Taken October 20, 2011

1 sat at the docks for days, and we understand that
2 the cost is expensive, but we sat and watched these
3 people use their boats as a summer home and I
4 understand that it is for them.

5 The problem is I sit on my dock and I
6 see these boat owners turn their boats bow in/stern
7 out on windy days, set up their dock chairs, have
8 their drinks and any little wave would be a
9 disturbance at that point in time. The waves that
10 we see today from the high tide and last Saturday
11 are far more dangerous to those boats than any wave
12 from any small boat that goes up and down that
13 river. We sat and watched the boats at Locust
14 Point Marina last Saturday bounce all over the
15 place. The ropes were very loose because the tide
16 was high and the waves were bouncing them from side
17 to side and up and down.

18 I guess my concern is is there any
19 documentation as to the damage that these waves are
20 doing? In this day of technology I find it hard to
21 believe there is no photos, no documentation, no

Taken October 20, 2011

1 reports to DNR, no one has taken any pictures.
2 There's a web cam at Locust Point Marina, you can
3 go online and see what's going on at the marina.
4 No one has caught boat owners coming closer than a
5 hundred feet of the pier and causing damage to the
6 boats? I find that hard to believe that we
7 wouldn't have photos of this and the damage that's
8 being done.

9 I guess my concern is that the present
10 Locust Point Marina has a new owner, and he's the
11 fifth owner since I've lived here. I understand a
12 lot of the stuff he's not aware of and I've never
13 met him, but I do have photos of when that pier was
14 built and home video that I could share with him.
15 It was the late 1950s, it was the first marina to
16 go in at Locust, it was actually called Ott's Beach
17 right at the corner where the Locust Point Marina
18 was. My parents were excellent, wonderful, very
19 close friends of those original owners. When they
20 bought it it was farmland. The idea of Locust
21 Point or Ott's Beach was that families could come

Taken October 20, 2011

1 down and enjoy the beach, boating and swimming.
2 There were seaplanes that landed there all the time
3 when I was a child. This six-mile-per-hour limit
4 will now keep the seaplanes from landing. They
5 land the direct course from the little airport over
6 behind Triton, Cecil County Airport. They land at
7 the head of the river and they drive down. We
8 won't have seaplanes anymore. So this is changing
9 quite a few things for everyone.

10 We're limited on skiing in the area,
11 Cabin Johns Cove, when I was a child we used to ski
12 down there. Bohemia River there's speed
13 restrictions, so that's limited our skiing area.
14 We ski in the channel or the shipping area. So
15 we're very limited up in the upper part of the
16 Chesapeake as to where we can ski and this would
17 eliminate another area. I beg of you and I beg of
18 the board to please keep our area the way it is.
19 It's been that way for the generations, I would
20 love to pass this down to my children, my
21 grandchildren and my great grandchildren just as my

Taken October 20, 2011

1 parents did. Thank you for your time.

2 MR. MARSH: Thank you very much, we
3 appreciate that. Anyone have any questions from
4 the board? No questions.

5 MS. REICHLER: I would like to ask Ken if
6 this is going to decrease our property values as
7 well?

8 MR. MARSH: That's a little bit off of
9 the subject.

10 MS. REICHLER: I would never sell, but it
11 is a concern.

12 MR. MARSH: Thank you very much.

13 THE CHAIRMAN: That's not part of the
14 issue, so thank you very much.

15 Are you against, sir?

16 MR. BALDWIN: Yes.

17 MR. MARSH: Thank you, sir. Try to
18 keep, if we can, to about three minutes or so, and
19 not be redundant if possible. Because we've got
20 quite a bit of work to do today and we don't want
21 those that are sitting there not to have an

Taken October 20, 2011

1 opportunity, so we understand your concern, we'd
2 like to hear from you, sir.

3 MR. BALDWIN: Thank you. My name is
4 Richard Baldwin and I can take a hint, I will be
5 brief. I just want to say that I'm a relatively
6 new resident to the Locust Point area, we've been
7 there for four summers. I retired about a year ago
8 and have spent most of this summer at home. We're
9 located between Locust Point Marina and Cove Point
10 Marina, Cove Marina, and we've got a 150-foot pier.
11 We're at 7 River Road. At the end of that pier I
12 keep a 18-foot ski boat for my grown children to
13 use and my only testimony is that I've just not
14 seen any problems in the area. Our boat has not
15 been beat because of wakes or anything like that.
16 We have more of a problem with weather and
17 weather-related issues. That's all I have.

18 MR. MARSH: Thank you. Any questions?
19 Thank you, sir. Appreciate that.

20 Anybody else against? Are there any
21 other questions from the committee? Anybody else

Taken October 20, 2011

1 wish to speak for or against, we want to be sure
2 that everybody has an opportunity. Okay. We're
3 moving on. Thank you for coming, we appreciate
4 your concerns over that and thank you for coming
5 and speaking.

6 Chester River. Let's wait a minute for
7 Mike to give us a rundown.

8 MR. GRANT: The Chester River Yacht and
9 Country Club is requesting, originally a no wake,
10 but they were happy I believe with a six-knot zone
11 during the boating season. Their concern is
12 because of the channel as you can see right here,
13 you have a mark here, so everything on the inside,
14 there's a lot of traffic coming down and coming up,
15 and this item, I'll draw this pier in because
16 Google Earth didn't have the pier, they're getting
17 a lot of damage. They have a sailing program,
18 junior sailing, which is affected by this, they
19 operate up in this area a lot. They get wake a
20 great deal. We have kayakers, nonpowered vessels
21 that frequent the area, and also I believe

Taken October 20, 2011

1 Washington College has a shell program, which is a
2 bit more involved in the discussion, but they also
3 use the area. This whole area up on this side is
4 about I believe around nine feet of water in here
5 and then it gets steadily shallower over here on
6 the Queen Anne's side. That is their request.

7 MR. MARSH: Okay. Thank you very much.
8 We would like to have the officer first if we
9 could, sir, just to give us his views on that, if
10 we could. Thank you.

11 State your name and print it there if
12 you would, sir.

13 OFFICER BATCHELOR: I'm Officer Steven
14 Batchelor assigned to Kent County. I've been there
15 for two years. I'm very familiar with this river,
16 I grew up on the Chester River my whole life, and
17 this area, most of the traffic that you can find is
18 usually small crabbing vessels, normally 20 feet
19 and below. There's some larger boats that come in
20 and they're usually the ones that will use this
21 channel. Most of the smaller boats are actually

Taken October 20, 2011

1 over on this side, on the Queen Anne's, and if you
2 go further south of the area, that's where they'll
3 have most of the skiing activities, it comes into a
4 big cove. And like the other gentleman was saying,
5 there is a lot of sailing activity here and
6 kayakers and Washington College rowing team that
7 practices in this area, but I don't see there's a
8 need for it just because most of the traffic that
9 does come up to this area is usually boats that are
10 under 20 feet and they're not drawing or throwing
11 that much wake.

12 There is some larger boats that go to a
13 marina that's up here on the Kent County side and
14 some that come for, during the holiday weekends
15 like Fourth of July, Labor Day and Memorial Day
16 weekend, but it's, it doesn't, I mean it's not a
17 lot of traffic like you would see on other rivers.
18 The other marina is up here and there's a small one
19 off a set of condos that's a privately owned pier,
20 but most of the traffic is just, like I said, is
21 vessels that are under 20 feet in length.

Taken October 20, 2011

1 MR. MARSH: Any questions for the
2 officer?

3 MR. LEVITAN: Have you seen any safety
4 problems with the sailing programs in that area?

5 OFFICER BATCHELOR: I've on occasion
6 seen some smaller boats getting close to them and
7 usually if I'm in the area I will go over to them
8 and say hey, give them some distance, stay away
9 from them, don't rock them. I do the same thing
10 with the kayaks, but it's not that often. Most of
11 the boats that are coming through, because there's
12 one landing, actually there's a landing here at the
13 marina they use some and there's one farther up and
14 the rest of the landings are farther down on the
15 river and most of the time they're staying down
16 south closer to Rolph's Wharf where there is a
17 speed zone, but there is some between Rolph's and
18 the Chester River Bridge.

19 THE CHAIRMAN: I have one question, sir.
20 Have you received many complaints in this area and
21 if so, what are they?

Taken October 20, 2011

1 OFFICER BATCHELOR: I received one
2 complaint the whole -- there's only one complaint
3 that I know of this summer, I received it from the
4 yacht club for a vessel throwing too much wake, and
5 I wasn't in the area at the time. I went over
6 there and when I got there it was just smaller
7 vessels running around.

8 MR. MARSH: Russ.

9 MR. DWYER: Isn't there a couple of
10 buoy, private buoys that say you're responsible for
11 your wake in front of the marina?

12 OFFICER BATCHELOR: Yes, there is.

13 MR. MARSH: Where are they located?

14 MR. DWYER: About where the markings are
15 now.

16 OFFICER BATCHELOR: About where the
17 markings are.

18 MR. GRANT: We gave them two signs, they
19 did have signs on either end, on the north side and
20 the south side.

21 MR. DWYER: I believe those signs have

Taken October 20, 2011

1 been there for 10 or 15 years.

2 MR. MARSH: Any other questions for the
3 officer? Thank you very much.

4 The next speakers are for the proposal
5 mostly, and if you state the name and print it,
6 we'd appreciate that very much. These are for the
7 proposal. Thank you.

8 MR. ROBBINS: My name is Hanson Robbins
9 and I'm commodore of the Chester River Yacht and
10 Country Club. We have submitted a formal request
11 and Mr. Grant has been to visit the site and we
12 have discussed some of the concerns that Washington
13 College has regarding our request. As Mr. Grant
14 outlined, we have two docks and the channel runs
15 very close to those docks. Most of the time on
16 weekends right there we do have large boats come up
17 to visit Chestertown and they anchor up at the
18 marina area. Some of these large boats, most of
19 the large boats are very respectful about slowing
20 down in front of our docks, but there are some that
21 don't, and we have photographs to show the kind of

Taken October 20, 2011

1 speeds that some of them have made.

2 In the summertime during July and
3 mid-August and early August we have a very active
4 sailing program with very young kids, 10 to 14,
5 learning to sail, and as you would expect they are
6 out all across the river and a lot of them are just
7 beginners and they do, they do capsize fairly
8 often. We have small boat racing on Friday nights
9 and hope to expand that as an activity. We have
10 seen big boats go by and absolutely cause a rocking
11 horse effect on all of the boats that are tied up
12 at the dock. We have seen speedboats come by and
13 swamp shells that are rowing on the river on a
14 quiet afternoon. It's quite a concern there during
15 the time.

16 Now, John Wagner, who is the head of the
17 Washington College boating operations, he's here
18 today and he and I have talked. They have a
19 concern about having rowing races on the river, and
20 the course goes right in front of our club. Their
21 season is really the fall and the spring, and so

Taken October 20, 2011

1 I'm suggesting a compromise that would satisfy
2 their needs and our needs and that is to split the
3 river. On the right-hand side of the river, the
4 Queen Anne's County side of the river, there would
5 be no speed limit. That would allow people who
6 have Jet Skis and small boats to go at any speed.
7 And as for a six-mile-an-hour zone north and south
8 of our docks, that would apply from May 15 to
9 September 1st, that's our season, and the rest of
10 the time don't have any speed. I'd be glad to
11 answer any questions.

12 MR. MARSH: Thank you, sir. Any
13 questions from the committee? Just a moment.
14 Steve, do you have --

15 MR. KLING: Yeah. It was my impression
16 that you were requesting a speed limit in the red
17 checked area, but you just waived halfway cross the
18 river. What are you asking, what are you --

19 MR. ROBBINS: The initial, the initial
20 request as we submitted to you was for the whole
21 river all the way across, so we're asking for a

Taken October 20, 2011

1 compromise of just splitting the river.

2 MR. KLING: Mike, could you speak to
3 that? I see you shaking your head.

4 MR. GRANT: I misunderstood the request.
5 I'm looking at the original request.

6 MR. ROBBINS: At the time we submitted
7 the request we had not talked to Washington College
8 people.

9 THE CHAIRMAN: Just a second, sir. We
10 want to confirm that what we have on the board is
11 indeed the true request. If you're requesting
12 anything other than that, that's going to be
13 outside of discussion today, so you know that.
14 Okay. We're checking right now, sir.

15 MR. SIMON: Didn't we have this request
16 previously?

17 MR. KLING: Yes.

18 MR. SIMON: Has it been three years?

19 MR. MARSH: Yes.

20 MR. KLING: Yes.

21 MR. GRANT: What I understand, it reads

Taken October 20, 2011

1 no wake zone, six knots in parentheses, from point
2 two nautical miles northwest of 39, which I believe
3 is down here; is that correct?

4 MR. ROBBINS: Yep, yep.

5 MR. GRANT: On Chester River to the red
6 dot at 40 in front of the docks of Chester River
7 Yacht and Country Club during the boating season.
8 And I believe we met on the docks and discussed the
9 smaller area.

10 MR. ROBBINS: I sent you -- is this on,
11 I sent you an e-mail later on after discussion with
12 Washington College to revise the request.

13 MR. GRANT: I stand corrected. So
14 you're essentially -- now you're requesting this,
15 like this?

16 MR. ROBBINS: Essentially, yes.

17 MR. GRANT: So from straight across the
18 river from the red halfway, straight across the
19 river from the green halfway, this whole area right
20 here?

21 MR. ROBBINS: You can be above the

Taken October 20, 2011

1 green, it doesn't have to be way down here.

2 MR. GRANT: This area is what you're
3 requesting?

4 MR. ROBBINS: That's affirmative.

5 MR. GRANT: Okay.

6 MR. MARSH: That wasn't the original
7 request that we have.

8 THE CHAIRMAN: He's saying it is.

9 MR. GRANT: Yeah --

10 THE CHAIRMAN: Do you want to confirm?

11 MR. GRANT: Give me a moment and I'll
12 try to correct it.

13 (Pause in the proceedings.)

14 MR. GRANT: It's revised, I apologize,
15 panel.

16 MR. JONES: I have a question.

17 THE CHAIRMAN: Yes, thank you. Just a
18 second.

19 MR. MARSH: Thornell.

20 MR. JONES: What is the depth of the
21 water outside of that area?

Taken October 20, 2011

1 MR. ROBBINS: To the right, what you see
2 over there, that's around five feet to three feet
3 over to the edge and the middle where the red is
4 the channel I believe is around 12 to 15 feet at
5 low tide. We think this will solve our problem
6 because the large boats that we're concerned about
7 would have to go in the channel.

8 MR. MARSH: Any other questions?

9 MS. CRAIG: I'm guessing on your
10 original request which we have from April 5, it
11 says no wake zone to be established in front of the
12 docks of the Chester River Yacht and Country Club.
13 What made you change it to half the river?

14 MR. ROBBINS: In our discussions with
15 Washington College, who have rowing races and they
16 go 10 knots, and therefore they would be in
17 violation of the letter of the law, even though
18 they don't have wakes.

19 MS. CRAIG: Okay, I guess in our
20 original description from Mike the length was 25
21 feet from the docks and now we're talking a much

Taken October 20, 2011

1 larger area; is that correct?

2 MR. ROBBINS: I couldn't -- that was the
3 actual distances, but --

4 MS. CRAIG: You're asking for a larger
5 distance?

6 MR. ROBBINS: Approximately, the basic,
7 the channel is what we're looking about, yeah.

8 MS. CRAIG: Okay, thank you.

9 MR. MARSH: Thornell.

10 MR. JONES: How does the larger distance
11 affect the rowing?

12 MR. ROBBINS: I would think that
13 Washington College would love to see a no wake zone
14 everywhere, but they do have the concern that these
15 rowboats go 10 knots and so how do you -- do you do
16 a carve-out for rowboats, can the DNR do something
17 like that? That would answer everybody's problem.

18 MR. JONES: Where do they row?

19 MR. ROBBINS: Where do they row?

20 MR. JONES: In the channel?

21 MR. ROBBINS: Is there a light?

Taken October 20, 2011

1 MR. GRANT: Yeah.

2 MR. ROBBINS: They start the races here
3 and then finish about here. Zooming down the river
4 about 10 knots, but there's no wake in that
5 situation.

6 MS. ALLISON: I have a question for you.
7 Is there a reason that the rowing shells or the
8 boats that are racing need to be in the channel?
9 Is there a reason they don't stay to shallower
10 water?

11 MR. ROBBINS: I'll -- John can answer
12 that himself, if he's still here, but he told me
13 that the course has to be straight, can't have it
14 curved, so if you want to have a race like this for
15 the right distance it has to be sort of like that.

16 MR. MARSH: Makes sense. Any other
17 questions?

18 THE CHAIRMAN: I have a question.
19 Repeating what you just said, it would appear then
20 that where you're requesting the restrictions it
21 will only have a small effect on the race. Am I

Taken October 20, 2011

1 correct?

2 MR. ROBBINS: It would interfere with
3 the finish of the race over here, yes.

4 THE CHAIRMAN: It would interfere with
5 the finish of the race; however, it would have no
6 effect on the race itself because there are no
7 restrictions in that area, correct?

8 MS. CRAIG: Currently.

9 MR. ROBBINS: I don't understand your
10 question. There will be -- they would be going
11 through this red zone at 10 knots; however, most of
12 these races are at a time before or after the dates
13 that we requested.

14 MR. DWYER: If that's the problem, why
15 don't you race north instead of south?

16 MR. ROBBINS: I can't speak to that,
17 let's let John Wagner answer that.

18 MR. MARSH: We'll have him up next.

19 THE CHAIRMAN: Yes, go right ahead.

20 MR. SHELLER: Might I just clarify for a
21 minute? What you're asking is there will be a no

Taken October 20, 2011

1 wake zone in lieu of a six-knot speed limit?

2 MR. ROBBINS: Six-knot, we're asking for
3 a six-knot.

4 MR. SHELLER: Asking for six knots, not
5 a no wake zone.

6 MR. ROBBINS: Yes, that's stated in
7 here.

8 MR. SHELLER: Then you are putting forth
9 an argument for something that Washington College
10 does not want; is that what you're trying to say?

11 MR. ROBBINS: Technically the shells go
12 10 knots.

13 MR. SHELLER: Yes, I was an
14 intercollegiate rower for four years on the Severn
15 River and the course has to be marked out in
16 advance to the people patrolling during that
17 intercollegiate race on the river. It's not an
18 unstructured event. I don't see how that plays
19 into this particular request. I'm trying to
20 understand that.

21 MR. ROBBINS: What we try to do is, if

Taken October 20, 2011

1 the college is practicing rowing in the summertime
2 when we're asking for this, this no wake zone, they
3 could, they could practice over here.

4 MR. LEVITAN: It's not a no wake zone
5 you're asking for, you're asking for a six-knot
6 zone.

7 MR. ROBBINS: Affirmative, six-knot
8 zone.

9 MR. LEVITAN: Go ahead.

10 MR. ROBBINS: They could practice over
11 here during the summertime.

12 MR. MARSH: Another question.

13 THE CHAIRMAN: I have a question here.
14 A little confusing, if you're requesting a six-knot
15 zone and yet the racing shells are going at 10
16 knots, it's a contradiction, you can't have it both
17 ways. Would you like to address that?

18 MR. ROBBINS: You can have it go 10
19 knots after September 1st and before May 15th.

20 MR. DWYER: I would like the chairman
21 from the college to speak.

Taken October 20, 2011

1 MR. MARSH: He wants to speak next after
2 you, sir, we'll have him up and answer those
3 questions.

4 THE CHAIRMAN: All right.

5 MR. MARSH: Okay, sir, another
6 supporter. Thank you very much for that, sir.

7 MR. EMLING: If I could speak next for
8 the college?

9 MR. MARSH: That would be fine and we'll
10 have the person from Washington College who could
11 answer all the racing question there.

12 MR. EMLING: I have a different issue
13 which ties in with Hanson's --

14 MR. MARSH: Are you for?

15 MR. EMLING: I'm for.

16 MR. MARSH: Come right up and state your
17 name and print it and limit it to about three
18 minutes if you would, sir.

19 THE REPORTER: Sir, sign your name
20 first, please.

21 MR. EMLING: Yes. Good morning, ladies

Taken October 20, 2011

1 and gentlemen, I'm going to make this very brief.
2 I'm the director of the Chester River Yacht and
3 Country Club sailing school known as the Chester
4 River Sailing School, I just wanted to make a very
5 brief statement about that school. We had 58
6 children last summer. Those 58 children range in
7 age from eight to 15. It's during July and August.
8 As you have seen, the channel runs right next to
9 the dock. The children are launched from that
10 beach and must get out into the river, out into the
11 channel. If we can, if the wind is right we take
12 them to the other side of river, but we have to go
13 past the channel to get there.

14 Of the 58 children that I had this
15 summer, over half of them have never been in a
16 sailboat or commanded their own vessel before, and
17 they're out there alone. They're in the little
18 Optimist dingies and five or six children are
19 learning to sail on Sunfish. This is their first
20 venture. I have four chase boats out there and we
21 carry air horns with us because the boaters during

Taken October 20, 2011

1 the summer that are all coming to Chestertown,
2 which is a designated area, cruising area, cruising
3 boats coming in, we use air horns to warn the boats
4 which are exceeding six knots and throwing wakes,
5 and it depends on the configuration of the boat as
6 to how much wake they're going to throw. We warn
7 them with the air horn to get them to slow down
8 because they're going sometime right through the
9 fleet of children.

10 Opties as you know and Sunfish are a bit
11 shaky, the children are very shaky as they're
12 learning to sail, so I have some statistics for you
13 here on this and I will pass that out. That's the
14 reason during that period which we've specified,
15 the summer period, we would like to have restricted
16 speed there for the safety of these children who
17 are trying to learn out to sail. That's my
18 presentation.

19 THE REPORTER: Sir, could you state your
20 name for me, please?

21 MR. EMLING: I'm sorry, it's Robert

Taken October 20, 2011

1 Emling, E-M-L-I-N-G.

2 MR. MARSH: Thank you, sir.

3 MR. BLACKISTONE: What do your
4 students -- are they in class just during the week?

5 MR. EMLING: The students are Monday
6 through Friday in the morning from roughly 9
7 o'clock, 8:30, 9 to 1 o'clock.

8 MR. BLACKISTONE: 9 to 1.

9 MR. EMLING: Yes, and then we do not
10 have afternoon activities, but this year we're
11 instituting an advanced course, those children that
12 have learned to sail during the week and are
13 showing promise we will have Saturday advanced
14 sailing and what that amounts to is learning to
15 race, and we will have on Saturday out in front of
16 the club racing with the same children in the
17 Opties or the Sunfish and Sunday afternoon racing
18 for them as well so they can put their new skills
19 to use if they want to volunteer to do that.

20 MR. BLACKISTONE: Let me clarify
21 something. So at first you said, or the other

Taken October 20, 2011

1 fellow said that you sailed in that area off the
2 shore, right in there, that's where I thought the
3 class was. You just said if possible you will go
4 across the channel to the other side of the river.

5 MR. EMLING: Well, depends on where the
6 wind is blowing, but we'll use the whole river. I
7 take them off -- the last week we did, the wind was
8 out of the southwest, we went right up the channel
9 towards Chestertown and then had to tack back and
10 forth to get home, so yes, we'll use the whole
11 river, but we launch, we launch them off the pier
12 and off the beach and the first part of the week we
13 stay pretty close for safety reasons.

14 MR. BLACKISTONE: But you're not, you're
15 not as concerned about safety because you do run
16 all over the river. If it's that big a problem --
17 somewhere there's a contradiction in what you're
18 saying here. You sail all over the river, these
19 kids are inexperienced.

20 MR. EMLING: No, they're not let go.

21 MR. BLACKISTONE: I understand that, you

Taken October 20, 2011

1 have the chase boats and all that.

2 MR. EMLING: We herd them, yes, they're
3 kept in the vicinity.

4 MR. BLACKISTONE: But what I'm -- for
5 safety reasons you don't lock them in an area near
6 the club or right there, you will go across the
7 river, you'll go up the river, despite all the
8 boats that are coming back and forth across and up
9 and down.

10 MR. EMLING: Yes, that's correct.

11 MR. MARSH: Any other questions? Thank
12 you, sir, we do appreciate that. Next person for.
13 Okay, anybody else for the request? Anybody else
14 opposed? Are you opposed? Come right up, sir.
15 State your name, please, and print it.

16 MR. WAGNER: Name is John Wagner, I'm
17 the waterfront director of Washington College and I
18 just wanted to address --

19 MR. MARSH: Print your name, sir,
20 please, so we don't forget. Thank you.

21 MR. WAGNER: Actually our only

Taken October 20, 2011

1 concern -- the race course actually goes in the
2 other direction, it goes from the bottom to the
3 top. My only concern early with this request was
4 the time span. Our programs really don't start on
5 the river until September 1st and they conclude
6 before May 15th, that's graduation weekend, so any
7 racing that we would have would be in that time
8 frame, so it would not, would not apply. And the
9 rest of the time for practice and for the local
10 rowing club we can avoid that area, so actually
11 there really is no problem as long as we have the
12 May 15th - September 1. I don't know, what is the
13 traditional boating season, date-wise? You said
14 boating season.

15 MR. GRANT: April 15 to --

16 MR. WAGNER: Well, I would have a
17 tremendous issue with the April 15th, that would
18 definitely conflict with some of our racing. As a
19 matter of fact, on May 1st we had the Maryland
20 State Rowing Championships, we hosted them, so
21 every Maryland high school in Chestertown with five

Taken October 20, 2011

1 or six hundred rowers and 1500 spectators, et
2 cetera, so it's--

3 THE REPORTER: Sir, speak into the
4 microphone.

5 MR. WAGNER: And obviously a rowing
6 shell will go well in excess of 10 knots an hour,
7 and it's not just the rowing shells, it's the chase
8 boats and safety boats.

9 MR. DWYER: So if we went ahead with
10 this proposal, you would have a problem with it,
11 you couldn't race with your fast boats?

12 MR. WAGNER: No, I'm saying if the May
13 15th instead of April 15, if we go to May 15th,
14 then that would clear our, clear our racing
15 problem.

16 MR. DWYER: That's not the boating --

17 MR. WAGNER: Because the course goes
18 from the pier down the river.

19 MR. DWYER: We can't change what is
20 legislated as the boating season, which is April
21 15th.

Taken October 20, 2011

1 MR. WAGNER: You cannot make the
2 alteration, that's the April 15th.

3 MR. DWYER: That's the state law, we
4 can't alter that, you would have a problem with
5 that.

6 MR. WAGNER: Yeah, April 15, that would
7 be difficult.

8 MR. LEVITAN: I just--

9 MR. MARSH: Hold on.

10 MR. LEVITAN: I do know in the middle of
11 the summer you have a cardboard boat race and I
12 know that because my granddaughter was the winner
13 two years ago, so, so we're concerned about
14 cardboard boats.

15 MR. WAGNER: They don't do well in boat
16 wakes.

17 MR. MARSH: Thank you. Amy.

18 MS. CRAIG: Does Washington College have
19 any other boating, water activity clubs?

20 MR. WAGNER: We have kayaking, we have a
21 varsity sailing program also, and we use pretty

Taken October 20, 2011

1 much the, the -- we actually go down below the
2 country club sometimes when the wind direction is
3 right, so we're out there with a fleet of boats.
4 Actually that's a problem with the six knots, is
5 the sailboats actually on a day like today
6 obviously can go well in excess of six knots. I
7 was just chatting with somebody about the Miles
8 River, which is coming up, it has nothing do with
9 the Chester River, I have been onboard a log canoe
10 and we're going a lot faster than six knots, it's
11 more, it's not that -- I have absolutely no problem
12 with the country club wanting to limit boat wakes.
13 Actually, obviously, from our experience we know on
14 the Severn River boat wakes are not very good for
15 running shells, we have a very low freeboard, so we
16 have the dual interest here, yes, keep boat wakes
17 down, large boat wakes from eroding the shorelines
18 and upsetting the shells, but at the same time, if
19 you adhere to this six miles an hour during that
20 month between April 15th and May 15th, then it
21 would chop off the first 150 or 200 meters of our

Taken October 20, 2011

1 race course, which we cannot alter because the race
2 course is 2,000 meters long, so we need every inch
3 of that space there.

4 MR. MARSH: Thank you. Thornell.

5 MS. CRAIG: He didn't answer my
6 question. Are there any powerboat activities or
7 clubs, wakeboarding, waterskiing?

8 MR. WAGNER: Yes, we have a wakeboard
9 boat and waterski boat and they go way down, as a
10 matter of fact we keep pretty close tabs on them
11 because the rowers don't particularly care for the
12 wakeboarders there, so I have ultimate control over
13 where they go and what they do, so I have the
14 personal experience on that.

15 MR. MARSH: Thornell, I believe you had
16 a question there.

17 MR. JONES: Did the, what was shown as
18 the original restricted zone, did that affect your
19 races?

20 MR. WAGNER: Yes, both the original and
21 the expanded one there. If you go back, if you go

Taken October 20, 2011

1 back to the original one, or just below that
2 section.

3 THE CHAIRMAN: We're getting there.

4 MR. WAGNER: There were two piers on the
5 first map that you had up there, one with the
6 Chester River Yacht and Country Club pier and then
7 a pier, a 300-foot pier downriver of it. That
8 downriver pier is actually the starting line for
9 the race boats.

10 THE CHAIRMAN: Just a moment, sir.

11 MR. GRANT: There we go.

12 MR. WAGNER: There we go, so the lower
13 left-hand corner from our view here is the exact
14 position for the starting line.

15 MR. GRANT: Right there?

16 MR. WAGNER: Yes, and it cuts across and
17 the top right corner where the arrow is where the
18 1860 is, where the red dot is, that's the other
19 demarcation, that is, the race course goes outside
20 of that, so basically the race course would go from
21 the lower left corner to the upper right corner,

Taken October 20, 2011

1 would be the length of it.

2 I really don't think we have too big of
3 a problem with our local DNR guys for one Saturday
4 allows our launches and our racing shells to go
5 through there for one or two days.

6 MR. MARSH: Any other questions?

7 MR. KLING: I think you maybe just
8 answered it, how much of your activity is on
9 weekends as opposed to weekdays?

10 MR. WAGNER: All of the racing would be
11 on weekends, all the rowing on weekends, Saturday
12 or Sunday.

13 MR. MARSH: Thank you. Any other
14 questions?

15 MR. WAGNER: All of your chase boats are
16 flat bottom Carolina skiffs ranging from 16 to 19
17 feet.

18 MR. MARSH: Thank you very much. Any
19 other questions from the committee? Thank you,
20 sir. Anybody else to speak against? Come on up.
21 If you could please limit it to about three minutes

Taken October 20, 2011

1 if you could, please, and state your name and print
2 it. Thank you.

3 MS. WILLARD: I'm Lynda Willard and I
4 live directly across from the Chester River Yacht
5 and Country Club. So I'm not going to reiterate
6 everything that the Plum Point and Locust Point
7 Marina people that were against said because I
8 pretty much felt everything that they felt.

9 MR. GRANT: Hold on the mic up closer.

10 MS. WILLARD: I'm just thinking. I'm
11 speaking for my fellow boaters and waterskiers,
12 what they said. If you impose a six-knot speed
13 limit there -- we waterski downriver from the
14 country club because it's nice and smooth there, it
15 gets sheltered by the trees and even when there's a
16 lot of choppy water we can waterski down in that
17 area. If they do the six knot we're going to have
18 to relocate, which means going upriver, which is,
19 you have to go pretty far upriver before you can
20 get some smooth water, downriver is basically
21 impossible. So what I'd like to do, what I'm

Taken October 20, 2011

1 hoping that we can do is to work well with the DNR
2 and not impose limits on recreational sites and the
3 recreational citizens that love to enjoy the river
4 without waterskiing and jet skiing or pleasure
5 boating.

6 MR. MARSH: Thank you. Any questions?
7 Thank you again very much. Anybody else? Anybody
8 else opposed?

9 MR. CAMPBELL: My name is Doug Campbell,
10 I'm also living on the river. I think sometimes
11 during the summer they put the buoys up to give
12 notice for this hearing and I think there were two
13 of them, one north, but the fact of the matter is
14 most of the boats that come by, the majority are
15 small boats and they are on the Queen Anne's County
16 side and so they never saw this notice and because
17 this notice is months later in the fall here
18 they're not able to be here to speak their mind.
19 This is just my opinion.

20 Every boater is responsible for their
21 boat and the damage they do. If they run into

Taken October 20, 2011

1 somebody, they're responsible. They're also
2 responsible for their wake, every boater. We feel
3 there needs to be enforcement for the people to be
4 responsible for their wake and if they do any
5 damage, I think that's universal. Now, the country
6 club does not have a fuel dock, the country club
7 does not have a seawall to protect it. Yes,
8 they're impacted by these boats that come by, we're
9 impacted because we see the wake. We don't think
10 it's fair to have a speed restriction for a small
11 boat. Now they were talking about the speed that
12 some of the sailboats and what speed should we set
13 this at, well, some of the sailboats can do 10
14 knots, a catamaran can do 20 knots, personal
15 watercraft can do 40 knots, but there is no wake.
16 So to indiscriminately set a speed on the origin of
17 wake I don't think is fair.

18 One of the other points, if the idea is
19 that they're going to split this east-west, the
20 Kent County side would be enforced and the Queen
21 Anne's County side -- okay, how do you draw a line?

Taken October 20, 2011

1 There's no marker, but there is a speed restriction
2 south at Rolph's Wharf and there is a fuel dock
3 there. Anybody that's gotten fuel knows that you
4 don't want to be tossed around when you're trying
5 to put fuel in, but again, if they're going to
6 allow the split in the speed on either side of the
7 river are they also going to do that with Rolph's?
8 There was some aggressive speed enforcement at
9 Rolph's for boats that are way outside of the
10 channel that do not create a wake and they were
11 nailing everybody and it was a little bit abusive
12 in my opinion what they had to do. I think they
13 just need to enforce the responsibility of every
14 boat owner to be careful of their own wake. Get
15 out there on a Sunday morning, Sunday afternoon and
16 nail some of these people.

17 MR. MARSH: Thank you, sir. Any
18 questions from the committee? Thank you again,
19 sir, appreciate it. Anybody wish to speak for or
20 against, anybody wish to speak on either of those
21 issues? Okay, we're moving along. Thank you for

Taken October 20, 2011

1 coming. Each of you are welcome to stay for the
2 whole process if you'd like to and then we're going
3 do Miles River next and thank you for coming.

4 Does anybody request that they might
5 like a break, anybody that would like to go to the
6 restroom or take a five-minute break, or you want
7 to continue on?

8 (Brief recess.)

9 MR. MARSH: Okay. We're going to get
10 underway with Miles River.

11 THE CHAIRMAN: Please come to order.

12 MR. MARSH: We have a request that we
13 wait until our presentation for the officer, so if
14 you'd hang around we pretty appreciate that. I
15 think some of the committee felt like maybe the
16 officer at the last would be better so we can have
17 some questions for you, sir, so we're going to wait
18 for the officer. Mike, you're on, sir.

19 MR. GRANT: The request is, as you see,
20 they'd like six knots --

21 MR. MARSH: Come to order, please.

Taken October 20, 2011

1 MR. GRANT: They'd like six knots for
2 all vessels 24 feet in length Friday through
3 Sundays and holidays during the boating season.

4 THE CHAIRMAN: Just a -- in the back
5 there, would you please take your conversation
6 outside? We're going to come to order and
7 continue. Go ahead now.

8 MR. GRANT: There's PowerPoint involved
9 in this, so I'm going to take this off the screen
10 and go to the PowerPoint.

11 MR. MARSH: Fine. Do we have a
12 spokesman? Would you state your name, sir and
13 print it?

14 MR. BROWN: Good morning. I'm Omer
15 Brown.

16 MR. MARSH: Use the mic, please.

17 MR. BROWN: I'm a resident of St.
18 Michaels, a powerboater. I've been asked by John
19 Gargalli, who was the organizer of the petition and
20 request, to be the spokesman this morning and
21 outline the concerns of the various petitioners.

Taken October 20, 2011

1 First, I'd like to say something about
2 the role of this committee and the role of DNR.
3 We've heard this morning that the department does
4 not have any role in safety and that the Boating
5 Act was not enacted for safety reasons. Both of
6 those statements are absurd. The department
7 obviously has a role in safety.

8 THE CHAIRMAN: Sir, that's incorrect,
9 what you just said. Very often whenever we do
10 anything with the waterways we do take into
11 consideration safety, and that is done. However,
12 that's not our primary function. Our primary
13 function is making the waterways available for all
14 citizens.

15 MR. BROWN: But Mr. Chairman, it's to do
16 it on a safe basis, the statute is clear on that;
17 otherwise, there would be no need for the five DNR
18 police officers who are here this morning if the
19 department didn't have a safety role.

20 MR. MARSH: Go ahead and make your
21 presentation.

Taken October 20, 2011

1 MR. BROWN: Let's have the next slide,
2 please. We have a very diverse group of
3 petitioners. 105 Talbot County area, bay area
4 counties petitioners have requested the very
5 limited descriptions that we are proposing today.
6 This includes both power and sailboaters, regatta
7 organizers, commercial boat operators, boatyard
8 owners, state of Maryland approved Junior Sail Camp
9 organizers, kayakers, adjacent shoreline owners and
10 fishermen. All of the petitioners want to
11 encourage the widespread public use and enjoyment
12 of open waterway and recreation on the Miles River
13 but consistent with the duty of DNR and, we submit,
14 this committee to promote safety of life and
15 property on Maryland waters.

16 We've given you paper copies of the
17 slides. I won't repeat the boundaries, Mr. Grant
18 has put up a chart that shows that and the next
19 slide shows it as well. Next slide, please.

20 Let me give you a quick summary of the
21 very limited request that petitioners are making.

Taken October 20, 2011

1 First, it would apply only from April 15th to
2 October 15th, that is during the boating season; it
3 would apply only on Fridays, Saturdays, Sundays and
4 government holidays, or less than 23 percent of the
5 year; it would apply only to boats 24 feet or
6 greater in length.

7 The marked channel through the zone from
8 red number 14 to red 21 is only one nautical mile
9 whereas the Miles River itself is 12 square miles
10 and 12.9 miles in length. The county has 469
11 square miles, of which 206 miles are water. At the
12 present time there are only four DNR restricted
13 zones in the county. The zone that we are
14 proposing is only 0.6 square miles or only about 5
15 percent of the Miles River. The reduced speed
16 would have minor impact on the time to cross the
17 zone. At six knots the travel time would be about
18 ten minutes and five seconds, at 15 knots it would
19 be four minutes and two seconds, so we're only
20 talking about an increase of six minutes to cross
21 the zone.

Taken October 20, 2011

1 The request has been limited to a bare
2 minimum to enhance safety in the busy zone and to
3 help preserve eroding shoreline and the depth of
4 the St. Michaels harbor that eventually would be
5 too shallow for many of the transient boats that
6 now use it. Next slide, please.

7 The six-knot seasonal zone would
8 increase safety in the congested waterway, both
9 transient, power and sailboaters. It would be
10 safer for youth and adult sailing lessons that are
11 conducted in the zone by the Chesapeake Bay
12 Maritime Museum, The Inn at Perry Cabin and the
13 Miles River Yacht Club, and you'll be hearing after
14 me from museum President Shook and Commodore-elect
15 Gardner of the yacht club, who will expand upon
16 those points. It also would be safer for the
17 traditional annual Memorial Day weekend Annapolis
18 to Miles River sailboat race and safer for the four
19 historic log canoe regattas held in June, the log
20 canoe Governor's Cup regatta in July and two
21 weekends of log canoe races in September. Log

Taken October 20, 2011

1 canoes have been racing in these water for over a
2 hundred years.

3 You have here a picture of the junior
4 sailing in the zone. You can see how congested it
5 is. Next slide, please. Here's a picture of the
6 historic log canoe race in the zone. Next slide.
7 Another picture of log canoes tacking and you can
8 see the boards on the side that illustrate how
9 vulnerable these historic boats are to wakes.
10 They're also in the zone. Stars racing, so there
11 are a number of races in the zone during the year.

12 Next slide, please. The request would
13 also make it safer for the Midshore Conservancy
14 Triathlon in June, safer for the junior regattas in
15 August, safer for the 20 races held most Saturdays
16 and Sundays during the season, safer for the
17 numerous recreational kayakers in the zone, and
18 safer for the many power and sailboats that anchor
19 along the Miles River adjacent to the zone. It
20 would be safer for educational and sightseeing
21 cruises by cat sailboat Salena, whose Captain

Taken October 20, 2011

1 Clarke is here this morning and will speak to her
2 concerns, safer for the skipjack H.M. Krentz, whose
3 Captain Farley will be back here this morning to
4 speak to his concerns, and for the Mr. Jim and
5 other Chesapeake Bay Maritime Museum historic boats
6 that President Shook will speak to.

7 This year there were 37 days of racing
8 from May to October with at least 56 race starts in
9 the zone. Next slide. No, I'm sorry. Heavy wakes
10 are a major factor in severe shoreline erosion.
11 Having the zone will contribute to conserving about
12 2500 feet of natural shoreline of the Miles Point
13 green plus wetlands off the Perry Cabin townhouses.
14 The zone will help protect the depth of the St.
15 Michaels harbor, which has gotten shallower over
16 the years. Members of Miles River Yacht Club are
17 already asked by the club's waterfront regulations
18 to observe a six-mile-an-hour maximum speed between
19 the club and red marker 2, so members of the yacht
20 club are already observing this restriction.

21 There also is a petition that indicates

Taken October 20, 2011

1 that wakes have caused serious wear on nearby
2 pilings, dock lines and dock cleats. The next two
3 slides are pictures of the shoreline erosion along
4 the zone and you can see how vulnerable this
5 property is in this slide and the second slide.

6 Next slide, please. There is now a risk
7 of serious accidents in the zone and we've given
8 you one example of a 2008 incident that was
9 reported in a state of Maryland watercraft accident
10 report. In this case the mast of a historic 1901
11 log canoe Island Lark with a crew of 12 was split
12 during the annual Governor's Cup race in heavy
13 traffic. This was caused by the wake of a 38.7-
14 foot sportfish motorboat traveling at a speed of 20
15 knots through the middle of the race with the
16 operator, as the report indicates, waving his
17 middle finger in the direction of those attempting
18 to get The Amaretto to slow down. There was
19 property damage of about \$2500 in this case, but
20 fortunately no personal injuries. And this
21 incident I believe illustrates the problem that we

Taken October 20, 2011

1 have in the zone and the lack of courtesy that
2 often is encountered as large motorboats come
3 through races and otherwise.

4 In conclusion, the Boat Act was enacted
5 in 1960 to ensure that vessels on our waterways are
6 operated safely. I think that's clear from the
7 language of the act itself and the act recognizing
8 that safety always plays a role in maximizing the
9 enjoyment of Maryland's waters. None of us can
10 leave here today and go onto Route 50 and drive at
11 any speed we like. There are speed limits because
12 those have been adopted for safety and we submit
13 that there ought to be a similar limit in these
14 waters for safety reasons. DNR's website says with
15 the ever-increasing number of boaters in our waters
16 it's the responsibility of us all to work together
17 to ensure our waters are clean and, I emphasize,
18 safe.

19 MR. MARSH: Thank you, sir, appreciate
20 that.

21 THE CHAIRMAN: Thank you.

Taken October 20, 2011

1 MR. MARSH: Mick, question.

2 MR. BLACKISTONE: I have do have a
3 question, because I know it's a very active river
4 with all kinds of vessels and all kinds of
5 recreation and racing, and I appreciate the one
6 accident illustration you gave. What I'm -- my big
7 concern is how many accidents, how many personal
8 injuries, boat fatalities, injuries involve the
9 racers, either the log canoe, the schools, all the
10 commercial guys that are traveling?

11 MR. BROWN: I don't know of any
12 fatalities yet, but it's an accident waiting to
13 happen and when you're out on those waters and see
14 what happens during races and with large wakes it
15 is only an accident waiting to happen, so I don't
16 think the committee should, should wait for
17 somebody to be killed before taking a reasonable
18 action to promote safety.

19 MR. BLACKISTONE: Do you buoy off your
20 courses for the kids, sailing club?

21 MR. BROWN: Someone else will answer

Taken October 20, 2011

1 that question, I don't know the specifics.

2 THE CHAIRMAN: I have one question. You
3 mentioned that the Perry Cabin Inn was affected by
4 boats coming into St. Michaels, correct?

5 MR. BROWN: No, it's the sailing
6 program, not the inn itself. The inn is within the
7 current restricted zone.

8 THE CHAIRMAN: Okay, that was the point
9 I was going to bring up, so.

10 MR. BROWN: No, their dock and shoreline
11 is within the current speed limit of the St.
12 Michaels harbor.

13 MR. SHELLER: This yellow outline is
14 your request?

15 MR. BROWN: That's right.

16 MR. SHELLER: You're asking to shut the
17 entire river down? The navigable portion of this
18 river within those buoys is --

19 MR. BROWN: No, we're not asking that it
20 be shut down.

21 MR. SHELLER: You have a green marker on

Taken October 20, 2011

1 the right there.

2 MR. BROWN: We're asking that it be
3 restricted for speed and safety for boats over 24
4 feet on weekends during boating season. That's not
5 shutting the river down, that's creating a safe
6 area for the people who've been using these waters
7 like the log canoes for over a hundred years.

8 MR. SHELLER: You're asking that the
9 entire federally navigable river be restricted
10 during certain portions of the year, because it's
11 between the navigation markers of the U.S. Coast
12 Guard for the entire river; is that not true?

13 MR. BROWN: Yes, we're asking for those
14 restrictions, just like there are restrictions in
15 other channels.

16 MR. SHELLER: How wide is that channel?

17 MR. BROWN: It's very narrow.

18 MR. SHELLER: Any commercial traffic?

19 MR. BROWN: Yes, some commercial
20 traffic, but the commercial traffic has not been a
21 problem, and the speed limit would not be an undue

Taken October 20, 2011

1 burden on commercial boats.

2 MR. KLING: I have three questions. Log
3 canoes are in excess of 24 feet, log canoes travel
4 in excess of six knots if there's enough wind. How
5 do you reconcile wanting to have a log canoe race
6 and then safety?

7 MR. BROWN: We're concerned about the
8 wakes and not the speed.

9 MR. KLING: Be that as it may, we impose
10 speed limits, we don't control wake, except in
11 environmentally sensitive areas, so --

12 MR. BROWN: This is a sensitive area.

13 MR. KLING: Not by our standards. Well,
14 if we implement this proposal, log canoes can't
15 race, how do you reconcile that with the concerns?

16 MR. BROWN: What we're concerned about
17 is the wakes, not the speed.

18 MR. KLING: Let me try this again. A
19 six-knot limit would prohibit the log canoes from
20 racing as they've been racing for a long time.

21 MR. BROWN: This committee can modify

Taken October 20, 2011

1 that request to make that exception to allow racing
2 to occur. That's not what we're asking.

3 MR. KLING: Second question, do you have
4 any scientific evidence, anything other than
5 speculation that speed in this area has any effect
6 on the depth of St. Michaels harbor?

7 MR. BROWN: Something is affecting the
8 depth of St. Michaels harbor because it's getting
9 more shallow.

10 MR. KLING: I understand that and --

11 MR. BROWN: There's significant erosion
12 so what's filling the harbor has to come from
13 somewhere.

14 MR. KLING: The entire bay will be
15 filled in in 20,000 years if there's no human
16 activity in it, so. Final question. I would be
17 safer if I wore body armor and a helmet, the bay
18 would be safer if we had a six-knot limit
19 everywhere. Other than one incident three years
20 ago and I would describe very vague generalized
21 concerns about the sky is falling, is there any

Taken October 20, 2011

1 evidence of a safety problem?

2 MR. BROWN: Yes, there is.

3 MR. KLING: What is it?

4 MR. WAGNER: Well, you will hear from
5 other boaters who have had close encounters during
6 the boating season and have that concern. That's
7 like saying that we shouldn't have a speed
8 restriction out here on Route 50 because there
9 hadn't been an accident right at this intersection.

10 MR. MARSH: Thank you, sir. Anybody
11 else got a question?

12 THE CHAIRMAN: Yeah, I have a question.
13 I have one more question for you, sir. When you're
14 going in St. Michaels you notice there are the red
15 and green markers, large boats will slow down right
16 before they get there and from there it's a six-
17 knot, correct?

18 MR. BROWN: Yes, yes.

19 THE CHAIRMAN: I don't know if you want
20 to move the, that groove further out so they do not
21 slow down just at that point, because I've been in

Taken October 20, 2011

1 and out of St. Michaels 30 or 40 times and I know
2 that happens all the time. They slow down right at
3 that point and as soon as when they are going out,
4 as soon as they get to that marker they immediately
5 go right up to plane.

6 MR. BROWN: That's exactly the problem,
7 I mean that's why we want the restrictions in the
8 broader area that's used for, for racing and
9 kayaking and other recreational activities and has
10 been for over a hundred years with the log canoes.

11 MR. MARSH: Thank you, sir. Any other
12 questions from any of the committee members? Thank
13 you, sir. We're taking other people that would
14 like to speak for, but I would remind you, if you
15 would please, if you have anything else to add to
16 that, we certainly want everybody to have a chance
17 to speak, but if you would just limit yourself to
18 add something new and fresh to that we would be
19 delighted for you to speak. We know you came here
20 to do so, so we want to make sure that we hear
21 everyone. Next speaker for. No. Mike.

Taken October 20, 2011

1 MR. GRANT: I have one comment. We
2 placed our notice buoy approximately here and when
3 we were on some observations trips we sat right
4 about in here and ironically any vessels that were
5 coming downriver took this mark and I guess they
6 assumed it was a speed buoy because they dropped
7 dead in the water right there and then pattered in
8 the rest of the way. Now, not everyone, but quite
9 a few of them did.

10 MR. MARSH: Thank you, Mike. Anybody
11 else speaking for? And please limit to, you know,
12 one or two minutes and add something fresh and new
13 if you would, please. Sir, state your name and
14 print it. Hold the mic close to you so we can hear
15 you.

16 MR. SHOOK: My name is Langley Shook,
17 I'm the president of the Chesapeake Bay Maritime
18 Museum in St. Michaels. I'm speaking this morning
19 in favor of the request for this limited
20 restriction. We have a living shoreline recently
21 installed that is constantly impacted by the

Taken October 20, 2011

1 erosion caused by boat wakes. But that's not the
2 principal thing that concerns me. We also have a
3 rich and long-standing and large youth sailing
4 program that trains novices, first-time sailers in
5 sailing, and their area for practice and learning
6 as novices is in the triangular region that's been
7 marked off. And to pick up on Mr. Brown's comment,
8 I don't think it requires much imagination to
9 understand the safety threats posed by large
10 vessels occasionally and imprudently throwing a
11 wake. They shouldn't, they know better, but they
12 do it and there should be a law against it. There
13 should be a restriction, a limited restriction
14 prohibiting it.

15 Actually, a major concern of the
16 maritime museum is our floating fleet of historic
17 Chesapeake Bay vessels. We have the largest
18 collection of Chesapeake Bay vessels in the world.
19 In any given time we may have 10 or 12 of them in
20 the water. Our bulkhead, our slips, our piers on
21 Navy Point are unprotected, they're exposed to the

Taken October 20, 2011

1 boat wakes. We can't have outboard pilings because
2 that would restrict navigation. The only way to
3 tie up these vessels like Ed Farley's H.M. Krentz.
4 a historic skipjack, is to fend them off the
5 bulkhead. It's very, very difficult to place
6 fenders on the side of a vessel as we all know to
7 protect it from crashing against the pilings. And
8 that difficulty is made even more challenging when
9 you have boat wakes that are rocking these vessels
10 that are tied up alongside the bulkhead into the
11 pilings. So a speed limit of six knots or less
12 unquestionably would address that concern.

13 The protection of these vessels is
14 important to our heritage, our traditions, our
15 culture. The Edna Lockwood is 130 years old and
16 she sits right in the slip below our lighthouse,
17 and I see her rock back and forth as the big boats
18 go by and throw out their wake. They shouldn't,
19 they know better, but they do it. They do it. And
20 there should be a speed limit anticipating the
21 entry into the harbor. Thank you very much.

Taken October 20, 2011

1 MR. MARSH: Thank you, sir. A question
2 for you -- hold on just a minute. John.

3 MR. BLACKISTONE: Langley, how far is it
4 from your pier, how far does the six-knot zone
5 currently exist out from your point, a hundred
6 yards, five hundred yards?

7 MR. SHOOK: I'm not certain, Mick, but
8 my point is even approaching the harbor too often
9 too many boats are going well over six knots. And
10 right there where the words St. Michaels are
11 written, that is Navy Point, yes, just right in
12 there, those are our exposed slips with no outboard
13 pilings. That's the end of Navy Point. And then
14 just below there there's our lighthouse and there's
15 the 1889 Edna Lockwood.

16 MR. BLACKISTONE: I understand that, but
17 how far out to the six knot?

18 THE CHAIRMAN: Right there at the red
19 marker.

20 MR. BLACKISTONE: How many yards?

21 MR. SHOOK: I don't know exactly. I can

Taken October 20, 2011

1 tell you though, Mick, that the wake thrown by
2 vessels that are coming in honoring the mark
3 affect, sometimes severely affect the vessels tied
4 up on Navy Point and I think Captain Ed Farley can
5 address that better than I because his skipjack
6 Krentz has one of our sweetest slips.

7 MR. BLACKISTONE: Okay.

8 THE CHAIRMAN: My question --

9 MR. MARSH: John has one down here.

10 THE CHAIRMAN: Go ahead.

11 MR. KLOOSTRA: The chart shows it's
12 about 800 feet from the boat that he's talking
13 about to the green and then I don't know if the
14 green is the demarcation to slow down.

15 MR. GRANT: Red, green.

16 MR. KLOOSTRA: The green is closer to
17 Navy Point than the red.

18 THE CHAIRMAN: Okay, yeah.

19 MR. GRANT: Okay.

20 THE CHAIRMAN: My question is if you
21 move the six-knot restriction from where it is now

Taken October 20, 2011

1 further out into the Miles River, say right there,
2 about there, then boats would have to slow down
3 there and the wake that they set up, of course when
4 you decelerate it would not, it would not impact at
5 all in there; is that correct?

6 MR. SHOOK: I'm not a hydrogeologist, I
7 can't give an expert opinion. Common sense would
8 say to me that that would very significantly help
9 eliminate our problem, but it wouldn't address the
10 issues of shoreline erosion all along the river and
11 exposed high bank that in places is cut taller than
12 I am for yards, indeed I think scores, hundreds of
13 yards, and I can tell you from walking out there,
14 bird watching out there, fishing off there, at the
15 moment unquestionably in my mind the biggest
16 contributor to that shoreline erosion and thus
17 inducing suspended solvents -- excuse me, suspended
18 sediments, many of which I think unfortunately silt
19 in our slips and the harbor, is boat wake. I don't
20 believe that it's storm, storm surge action.

21 MR. MARSH: Any other questions? Any

Taken October 20, 2011

1 questions? Thank you, sir. We appreciate that.

2 MR. SHOOK: Thank you.

3 MR. MARSH: Anyone else that would like
4 to speak for? State your name, please, and print
5 your name. There again, I remind you to keep it
6 down to about two or three minutes, we're trying to
7 get everybody in if we can. Thank you very much.

8 MR. STUMPH: Once I've gotten a
9 microphone.

10 MR. MARSH: I know. State your name,
11 sir, and sign in, we'll be happy to hear from you.

12 MR. STUMPH: Hello. Wow. Okay. Good
13 afternoon, yes, good afternoon, and thank you for
14 hearing our plea. My name is John Stumph and I'm
15 for this proposal. My credentials are and I'm
16 representing actually a number of different
17 constituents in here, I have a master license and I
18 drive Mr. Jim for the Maritime Museum, I've been a
19 safety boat driver for the log canoes and the sail
20 committee for about ten years and also I'm
21 co-director of the junior sailing program, which is

Taken October 20, 2011

1 a certified Maryland sailing camp. I've been
2 working with that program for about ten years. I
3 spent a little bit of a time on the river, not as
4 much as Mr. Dwyer over here or Captain Ed, but I
5 have been on the river a bit.

6 A couple of questions came up, one was
7 have accidents happened, and I'm particularly
8 talking about the log canoes now. Yes, we have had
9 one, but okay, we have had a number of instances
10 where big powerboat wakes have caused log canoes to
11 go over. Now, the log canoes are required to have
12 a safety boat, that safety boat is required to have
13 all the safety equipment that it needs, but
14 nonetheless, if any of you have seen a log canoe go
15 over, it can be dangerous. These people know what
16 they're doing, and we have had very few accidents,
17 but yes, the potential is there because these wakes
18 will flip over log canoes.

19 Point two, coming down there you see the
20 red-green, right up there, right up there, that is
21 a choke point, okay, there is a very narrow gap

Taken October 20, 2011

1 between those two buoys and we have seen large
2 powerboats come barreling through there and they
3 really, they round, I think it's number 2 there
4 outside of the entrance buoy and then just plow
5 right into St. Michaels. On a Saturday afternoon
6 as they're leaving some of them might be sober, I'm
7 not entirely sure, but that's a tremendous choke
8 point and we don't have a lot of space to run the
9 log canoes other than up and down that river there.
10 Okay? It is dangerous.

11 Now, in my capacity as co-director of
12 the junior sail program, somebody asked do we buoy?
13 Well, let me tell a little bit about the junior
14 sailboating. We have as many as 85 kids out there
15 in small boats. If you don't know what an Opti
16 Pram is, I could not fit in one. Actually I can
17 get in one, but it would be very, very funny
18 watching me get out of it. Okay? They're very
19 small boats, they are very small kids, they're very
20 susceptible to wakes. Now, yes, we do put buoys
21 out. Each of the racing areas around there is

Taken October 20, 2011

1 marked up, we send different fleets to different
2 corners, but these kids are inexperienced, as
3 Langley said with his sailing program, they're
4 inexperienced, there are a lot of them and
5 typically boats coming down there just ignore them
6 and plow right through. This is a dangerous
7 situation.

8 Now, one of the things, if anybody would
9 like to come out with me on a log canoe safety
10 boat, that's not a problem, we set up clearances
11 around there, the big boats ignore them and they
12 plow right through and they give us a one-finger
13 salute. If any of you have listened to Channel 16
14 you can hear our pleas to slow down on log canoe
15 race weekends. Okay? Some of them do, some of
16 them do not.

17 The other area that is a major concern,
18 if a log canoe goes over, okay, it has a very low
19 profile in the water, okay, and that is
20 particularly dangerous if a powerboat comes plowing
21 down there at 25 or 30 knots. Thank you.

Taken October 20, 2011

1 MR. MARSH: Thank you, sir. Any
2 questions from the committee? Amy.

3 MS. CRAIG: When does the sailing
4 program operate?

5 MR. STUMPH: June 18th until August 3rd
6 this year. We have regattas into the middle of
7 August though.

8 MS. CRAIG: What days of the week, every
9 day?

10 MR. STUMPH: Monday through Friday.

11 MS. CRAIG: What time of day?

12 MR. STUMPH: 9 to 4.

13 MS. CRAIG: Have you ever asked for a
14 DNR presence during the races or regatta?

15 MR. STUMPH: We did a number of years
16 ago and the answer was silence. We sort of gave up
17 on that. We have requested both DNR and Coast
18 Guard presence a number of years, we just gave up
19 on that.

20 MS. ALLISON: Having raced on J.D. and
21 Blossom primarily --

Taken October 20, 2011

1 MR. STUMPH: You stayed up?

2 MS. ALLISON: Well, depends. J.D., yes;
3 Blossom, seldom, but I run chase for both of those
4 boats. Both of those boats exceed six knots by a
5 considerable amount, sometimes as much as double,
6 and the chase exceeds where they go over six knots,
7 so you're basically going to outlaw log canoe
8 racing with this request.

9 MR. STUMPH: I'm not going to handle
10 that, I'm going to duck that issue because, first
11 of all, it is a -- a lot of them don't go over six
12 knots. How many of you have sailed on the Miles
13 River in the summertime and gone over six knots?
14 Now, the safety boat issue is another issue. I
15 consistently drive my boat at more than six knots.
16 If a log canoe goes over, a safety boat has to get
17 to that log canoe and make sure that everybody is
18 okay, and I assure you folks if you put that rule
19 in, I will still drive over six knots to make sure
20 that the people in the log canoe are safe.

21 MR. MARSH: Thank you. Mick.

Taken October 20, 2011

1 MR. BLACKISTONE: I have a question,
2 maybe to Mike, from St. Michaels to the farthest
3 buoy?

4 MR. GRANT: Here to here?

5 MR. BLACKISTONE: Yeah. How far is
6 that?

7 MR. GRANT: 1.36 nautical miles.

8 MR. BLACKISTONE: Is that right? The
9 first guy.

10 A PARTICIPANT: I don't know if that's
11 the distance following all the buoys, but they do
12 come through that choke point and head for here.

13 MR. GRANT: Straight line from here to
14 here, that's it, but within a few, a few yards,
15 ballpark, I take your word for it.

16 MR. MARSH: Any other questions? Okay,
17 thank you very much, sir. Anybody else for that
18 would like to speak? And please keep it to a
19 couple of minutes. Some fresh new thoughts if you
20 would, please. State your name, sir, and sign in.

21 CAPT. FARLEY: My name is Edward Farley,

Taken October 20, 2011

1 I am the owner and operator of the skipjack H.M.
2 Krentz, which is Coast Guard certified to carry up
3 to 32 passengers and we operate out of St.
4 Michaels, Maryland.

5 MR. MARSH: Use the mic, sir.

6 CAPT. FARLEY: I apologize, I forget.
7 Okay. My concern is for the safety of my
8 passengers and the safety of my vessel. I have had
9 damage done to the railings of my vessel tied up in
10 the bulkhead. Let's see if I can -- right here at
11 Navy Point. I have broadsided the wakes that come
12 into the dock. When they reconstruct that bulkhead
13 we may get some, what I call spring pilings, which
14 are separate from the bulkhead so that you're not
15 pounding hard against the bulkhead, but by and
16 large if a vessel slows down even out at the
17 turning of the day marker out here, the lighted
18 marker out here, if they've been pulling a big wake
19 that wake will beat them into the harbor. Well,
20 where did that come from? It's that boat out
21 there. The wake will travel through the water at

Taken October 20, 2011

1 its speed even after the boat slows down. And we
2 have experienced that.

3 You asked if there had been accidents.
4 I don't know about in recent times, I recall back
5 in the '70s a boat that came into the harbor and
6 cracked up and damaged the hulls of several
7 fiberglass boats owned by the Annapolis Sailing
8 School and it -- I was at the top of my mast oiling
9 the mast and nearly fell out of the bosun's chair
10 and when the marine police approached that captain
11 he said my insurance company will take care of it.
12 That's a long time ago and maybe not appropriate,
13 but that did happen.

14 I operate a great deal right in this
15 area here off of Ashcraft Point or what is now
16 called Miles Point because right here is an oyster
17 bar and we have a scientific collection program to
18 be able to take a sample and demonstrate oyster
19 dredging under sail, and what we take out of the
20 water we put back where we caught them. When boats
21 come up the river through Deep Water Point and then

Taken October 20, 2011

1 around the corner, you get a wake this way and you
2 get a wake this way at the same time. And I've had
3 people on my boat fall down, never to the point of
4 needing even first aid at this time, but if
5 somebody breaks a leg or a hip, they're going to
6 sue me, and I don't want that to happen. I don't
7 want the lawsuit, I don't want them to get hurt.
8 That's a safety issue.

9 I have had people sitting on my deck
10 boxes and had a wake go over their shoulders one
11 time. It was a young crowd, they laughed about it,
12 but it wasn't really funny and there was nothing I
13 could do to maneuver my boat because I was getting
14 a wake in both directions. So I maneuvered to
15 avoid one wake and the wake hit me from the other
16 side and literally hit the side of the boat, and
17 when it does that it surges up and over it,
18 literally green water over the shoulders of my
19 passengers.

20 If I'm on a slow day with almost no wind
21 where I will not be able to exceed six knots, those

Taken October 20, 2011

1 boat wakes shake the boat in a manner that could
2 snap the spar because it's not supported by the
3 tension of the sails when there's an extra amount
4 of wind, so I'm concerned about the safety of my
5 equipment, and if a mast or a boom breaks one of my
6 passengers could be injured. So none of that has
7 happened yet, but I have had some close calls with
8 it.

9 I have also had powerboats take my
10 right-of-way and cut right across close at hand and
11 signal was rude hand signals along the way. I've
12 never had an occasion where I felt I should call
13 the Coast Guard or the marine police, but if that's
14 what it takes to document the problems, I'll call
15 them every day that it happens.

16 MR. MARSH: Thank you, Captain. Is
17 there anything, any questions for him? Thank you
18 very much, appreciate your time.

19 CAPT. FARLEY: Thank you.

20 MR. MARSH: Anybody else would like to
21 speak for? And if you, please, two to three

Taken October 20, 2011

1 minutes and try not to be redundant. We do
2 understand as outlined by the first presenter,
3 thank you. Sign in and state your name.

4 MR. ENGELSKIRCHEN: My name is Tod
5 Engelskirchen, I have a boat at the Miles River
6 Yacht Club, before that it was at Higgins Yacht
7 Yard in St. Michaels. You I guess need to have
8 some evidence that people have had issues. No one
9 that I know of has ever cited anyone for coming too
10 close with a major powerboat to someone else in a
11 smaller boat. My boat's 36 feet, it's an ocean-
12 going boat, you know, it's fully capable of
13 handling just about anything, but I take my sails
14 down off Long Haul Creek, take my sail down before
15 I head in generally. I have had boats come within
16 50 feet of me at full bore when I'm up in the
17 doghouse and have had to hold on for dear life.
18 There's definitely an issue. If you think you
19 haven't had complaints, I can guarantee we can
20 generate some complaints for you. I have called on
21 Channel 16 and if the DNR doesn't listen to Channel

Taken October 20, 2011

1 16, what can I say?

2 I guess one piece of information I'd
3 like to know from you all is have you asked the DNR
4 how many times people have been cited? If nobody
5 has ever been cited, why not? I've talked to the
6 people at the DNR asking them do you cite people
7 for reckless boating in our area, and I got kind of
8 a blank look. That's all I have to say.

9 MR. MARSH: Thank you very much. Any
10 questions? Thank you, sir. Anybody else to speak
11 for? Please state your name, sir.

12 MR. KELLY: My name is Dick Kelly, I'm
13 for the request. I have had a boat in this area
14 for over 20 years, mostly small boats, I'll speak
15 to the small boat issue.

16 THE REPORTER: Sir, would you print your
17 name?

18 MR. MARSH: State your name and sign in.

19 MR. KELLY: Yeah, Dick Kelly, and I'm
20 one of the instructors at the yacht club for the
21 adult sail program. With that program we do not

Taken October 20, 2011

1 have a chase boat or a safety boat, so being
2 conscious of that, what I do is I do all my, all
3 the instruction outside of the zone, but I have a
4 period of leaving the yacht club I have to go
5 through the zone to get to the upper Miles, and
6 it's the trip back and forth that's the challenge.
7 And I've raced Penguins in the upper Miles, same
8 situation, during the race we're fine, it's the
9 trip back to the yacht club, particularly on
10 Saturdays.

11 So the last thing I'll say is on, with
12 my sailing instruction it's a weekday, it's
13 Tuesday, Wednesday, Thursday, Friday. I wait until
14 the last session when I have my students at a point
15 of reasonable proficiency, I don't take them out if
16 there's wind more than 12 knots because that
17 generally will generate two-foot seas, but since
18 they have not experienced anything over two-foot
19 seas, what I waited for is the last session and
20 it's the trip back, out of the zone back through
21 the zone that gives them the firsthand experience

Taken October 20, 2011

1 of three-, four- and sometimes five-foot seas just
2 on the trip back, particularly if I take them up
3 anywhere near that choke point. And I'll just,
4 I'll just cite this, most of these are sailors who
5 are at the point of being proficient, being subject
6 to that is certainly a challenge and I think
7 they're worthy of consideration of some reduction
8 in the speed particularly in that zone area. Thank
9 you.

10 MR. MARSH: Thank you, sir. Any
11 questions? Thank you, sir. Anybody else speaking
12 for? Please state your name and sign, thank you.

13 CAPT. CLARKE: My name is Captain Iris
14 Clarke, I operate the Selina II in St. Michaels
15 harbor. She's a historic yacht, she was built in
16 1926, she's got about, maybe just about five feet
17 of freeboard from the base of the stem up to the
18 deck. This summer a boat went by me just outside
19 of number 4, right here where this is seen, I had a
20 boat go by me that threw a huge, huge wake. I
21 don't know how big the wake was, I don't know how

Taken October 20, 2011

1 fast the boat was going. I do know that I put
2 myself perpendicular right into that wake. If I
3 had taken it side to I have no idea what the damage
4 would have been, but going right into it put water
5 over my bow. That's completely outrageous. That's
6 all I have to say. We need this, we need this big
7 time.

8 MR. MARSH: Thank you, ma'am, captain,
9 thank you. Any questions? Thank you. Now,
10 hearing no more for the proposal, is there --
11 another one. Oh, several more, okay for, but
12 please, to about a minute. If it's any new
13 information you would like to -- thank you.

14 MR. GARDNER: Good afternoon,
15 Mr. Chairman, members of the committee, my name is
16 Chuck Gardner, I'm a resident of Tunis Mills, a
17 waterfront property owner on Leeds Creek, and I
18 concur with the comments that preceded me and do
19 support the petition. What I would add is that in
20 2009 as a fisherman and avid boater I was off of
21 Long Haul Creek and a large powerboat, I just heard

Taken October 20, 2011

1 it behind me, I was not anchored, but I turned just
2 in time to see about a four-foot wake coming out of
3 at a 17-foot boat which I was in. It nearly put me
4 on the shoreline, if I hadn't started the engine
5 quick, turned the bow, and the boat went straight
6 up in the air and almost went backwards. I can
7 tell you there have been incidents.

8 I would say that as the commodore-elect
9 of Miles River Yacht Club and some of you as past
10 commodores, you know you spend years through fleet
11 captain and rear and other things, and even if
12 you're not a sailor, you do get out on the water
13 much more than in another capacity. I have been a
14 safety boat and a committee boat for Stars at
15 times, I have seen log canoes -- we had one log
16 canoe knocked down right off of day marker I think
17 it would be 4, people in the water, and if the
18 safety boats had not stopped a large sportfisherman
19 from coming down, and he was doing well in excess
20 of 20 knots, those people would have been in
21 trouble. Only heads were in the water, with a log

Taken October 20, 2011

1 canoe that you couldn't see, so I do know of
2 incidents and the only way they're reported --
3 oftentimes those boats they're gone, by the time
4 you've taken care of a problem the boat is gone and
5 safety boats tend to stay with the people, not
6 chase somebody, some of these inconsiderate. So we
7 do have reports like that. I do not know of any
8 specific injuries, but there are incidents. So I
9 would say that a speed limit or restriction,
10 whether it's in that entire triangular area or
11 something else, is warranted and it would be very
12 helpful; otherwise, it's citizens trying to police
13 citizens and that becomes problematic at times.
14 Thank you very much.

15 MR. MARSH: Thank you, sir. Any
16 questions? Okay. Thank you, sir. Next person
17 that would like to speak for? If you would, if you
18 have something to add to that, sir. State your
19 name, sir, and sign in.

20 MR. ROLLOW: Good afternoon, I'm Doug
21 Rollow, I live in St. Michaels harbor, I have a

Taken October 20, 2011

1 sailboat and a powerboat, I'm right back up by the
2 fuel dock. I transit that zone frequently in both
3 the powerboat and sailboat. I can only repeat that
4 as a pin boat, committee boat, safety boat, the
5 observations of the other people that you heard are
6 dead on, but I'd like to speak about this area
7 here.

8 This is a anchorage for our transient
9 boats, which is a constituency that's not here
10 because they're not residents, but I go through
11 that quite frequently on the weekends and I will
12 notice that turning forward particularly there are
13 several dozen on a slow weekend up to close to a
14 hundred on the holiday weekends boats anchored out
15 in that area which we call The Strand, and those
16 boats are severely impacted by those wakes. It's
17 also the area where I take the sails down when I'm
18 sailing in the river and as Mr. Engelskirchen said
19 about Long Haul Creek I will say about the entrance
20 to St. Michaels by the entrance beacons that I've
21 been rolled around and had to hold on to the mast

Taken October 20, 2011

1 for dear life again when I'm trying to take the
2 sails down on my sailboat. So the impact of
3 restricting speed in the zone extends not only to
4 the zone itself but also to those people who are
5 enjoying the waterways proximate to the zone.

6 Thank you.

7 MR. MARSH: Thank you. Any questions?
8 Thank you, sir. Anybody else that would like to
9 add something to that? Please state your name and
10 print it.

11 MR. EVANS: My name is George Evans, I'm
12 a property owner right beyond Deep Water Point,
13 which is, we have just about 300 feet. I have a
14 pier, 75-feet, and a 20-foot Grady White that I
15 have on a lift. A few years ago I was working on
16 my boat, my neighbor was having riprap put in right
17 beside us. He, or the workman started to shout and
18 yell at me and I looked up and they were pointing
19 and this large yacht came by and the waves that it
20 was putting up from the bow and beyond, you know,
21 came over, hit my boat, I was on the boat working

Taken October 20, 2011

1 on it on the lift, hit my boat, knocked me off my
2 feet. I called DNR and said they just went up into
3 the harbor and had a -- it had a Bahama registry,
4 with the ensign out of the back and on the stern.
5 I was told very kindly, they said, well, if you can
6 get the numbers, et cetera. We can't do anything,
7 and I said, well, what can I do? And there was as
8 a conversation, very polite conversation, very
9 nice, well, you can put up a sign, and they offered
10 even to come by and offered me a sign, watch your
11 wake. And frankly I said, well, who's going to see
12 that unless I put up a sign as big as a billboard?
13 Nobody going that speed is going to see that thing.
14 They said that's all we can do.

15 Two days later, the same boat, which had
16 stayed in St. Michaels, I saw him come by, only I
17 wasn't in the boat this time, do the same thing,
18 large yacht. I mean that's the way of it. Now,
19 it's not like this is something that just happened
20 a couple of years ago. Three weeks ago my fishing
21 buddy and I were again working in my boat on the

Taken October 20, 2011

1 lift, and another boat went by going in the other
2 direction, not a foreign registry and out pretty
3 far, and did the same thing. This is the narrowest
4 part of the Miles River I believe, except when you
5 get into the upper reaches of it.

6 THE CHAIRMAN: Have we got a marker on
7 this, where you are?

8 MR. EVANS: It's kind of shaky, but I
9 can do it.

10 MR. GRANT: Here.

11 MR. EVANS: That's it, right here, I own
12 300 feet just beyond it. Yeah, just beyond it,
13 that's right. Now, we put riprap in about eight
14 years ago because of the erosion and it was, you
15 know, we didn't have any choice. My neighbor that
16 is just to the other side coming in, that's it, he
17 did the same thing several, a few years later. So
18 that shore is pretty well riprapped except he also
19 has a wetland and a pond that he shares with the
20 next neighbor and that's open, but that, that piece
21 is always opening and closing and a lot of it is

Taken October 20, 2011

1 simply, I wouldn't say storm, but more than storms.
2 We've had storms, we've been through Isabel and
3 certainly Irene and Floyd and a lot of things, but
4 more than that is the constant weekends where
5 relatively large yachts come in and out of there.

6 The largest vessels, commercial vessels,
7 never been a problem, including we have a small
8 cruise ship that comes in and ties up at the
9 museum. You know, that comes by. The channel is
10 there, and as somebody said earlier, it is a choke
11 point and they do hit it and they have to follow
12 it. That's Deep Water Point, I guess the deepest
13 point of Miles River, it's something like 44 feet
14 there and they come through in that part. But it's
15 a problem. It's very simply a problem.

16 MR. MARSH: Thank you, sir. There is a
17 question for you.

18 MR. BLACKISTONE: Just out of curiosity,
19 how far out of the water does your Grady White sit
20 when it's up on the lift?

21 MR. EVANS: About four or five feet. I

Taken October 20, 2011

1 have it as high as I can get it, I had it put in
2 high because I was concerned.

3 THE CHAIRMAN: My question is that if we
4 were to install the restrictions as outlined there,
5 the boats would then power back at that point and
6 you would then get more consistent wakes because
7 when they slow down a larger wake is going to be
8 developed. Would you agree with that?

9 MR. EVANS: That's possible, that's
10 possible.

11 THE CHAIRMAN: Okay.

12 MR. EVANS: That's possible, yes, that's
13 possible.

14 MR. MARSH: Any other questions?

15 MR. EVANS: But they have to come in
16 there, there's no choice for them because that's
17 where the channel is, the channel is on that side
18 of the river.

19 MR. MARSH: Any other questions?
20 Anybody else that would like to speak for to bring
21 up something --

Taken October 20, 2011

1 MR. EVANS: Going out, you know, they,
2 we would be in good shape.

3 MR. MARSH: Speaking for, anything you
4 want to add?

5 MS. MURRAY: I think so.

6 MR. MARSH: Thank you. Sign in and
7 state your name, ma'am, please.

8 MS. MURRAY: My name is Joan Murray, I'm
9 the new owner of Miles Point, and as owner of that
10 beautiful property I'm asking you to please put in
11 the speed limit. I am in the process of beginning
12 the shoreline construction, very expensive process,
13 but it is my soil and silt that is silting in the
14 harbor and the Maritime Museum. I have been told
15 that by many, many people. I wish it weren't so
16 and I wouldn't have believed it, but I have so many
17 pictures of the wave action from boats coming on my
18 shore. I thought at first it had to be storm
19 action, but I will show you the videos, I'll show
20 you the pictures, it is the wake of the boats that
21 is causing all my soil to go down into the Maritime

Taken October 20, 2011

1 Museum and the harbor. And also when my son was
2 kayaking this summer, he's 6-4 and almost 200
3 pounds, he went over, we saw the boat coming and I
4 said, yelled to him watch out for the wake, so it
5 is the wake that is causing not only problems with
6 the boats, but --

7 THE CHAIRMAN: Bring the mic up.

8 MS. MURRAY: I'm sorry -- with the
9 erosion. Like I said, I'd be happy to supply
10 pictures to you, but as the new owner of this
11 beautiful property I would like to keep this land.
12 As a new sailor, I'm terrified of the wake and I
13 ask you to put in the new speed limit. Thank you
14 very much.

15 MR. MARSH: Any questions. Anybody else
16 for, anything new to add?

17 MR. PATTERSON: My name is Marshall
18 Patterson, I'm the skipper of one of the log canoes
19 that sail out of the Maritime Museum. I just
20 wanted to give you a couple of examples I've had
21 where we were actually capsized when sailing in

Taken October 20, 2011

1 this area. Both were caused by powerboat wakes as
2 they came through that our chase boats did the best
3 they could to try to get people to slow down,
4 but -- is my mic on? I'm sorry. Each time, you
5 know, as the wave approached we did our best to try
6 and get through the waves, but unfortunately
7 capsized the boat and put all nine, ten members of
8 our crew into the water and then we have to derig
9 the boat there in the wake zone as we're trying to,
10 you know, get everything clear, make sure that
11 we're safe.

12 The main thing that happens is as you're
13 coming through those marks it's a bit of a
14 serpentine, boats as they're approaching, people
15 who are unfamiliar with the area are actually a
16 little surprised by the quick turns they're having
17 to make if they're coming at 20 knots, and because
18 there's a lot of traffic and the boats are close to
19 each other they're often surprised by the slower
20 boats that are in the area. So the major problem
21 as I see is there's a safety problem with the boats

Taken October 20, 2011

1 as they're serpentining through those marks at 20
2 knots, plus they tend to be throwing very large
3 wakes that causes troubles for all the other
4 boaters in the area. Thanks very much.

5 MR. MARSH: Thank you, sir. Any
6 questions? That's fine, anybody else to speak for?
7 Yes, sir, anything new and -- if you'll state your
8 name and print your name, that would be great.

9 MR. GARGALLI: Thank you for the
10 opportunity, chairman and committee. My name is
11 John Gargalli, St. Michaels, I'm the initiator of
12 the petition. I will not -- I will only quickly
13 refer to the second choke point, which is red
14 flashing 4, that has been mentioned. We do get
15 counter converging wakes when a right-angled turn
16 is made into or out of the harbor that gives you a
17 magnificent washing machine effect of wakes. Also,
18 it's a good fishing point and you've got to cross
19 the channel during weekends when there are
20 scheduled races.

21 To give you a feel for the number of

Taken October 20, 2011

1 sailboat regattas in the May to October period,
2 there are 37 events. An event may have more than
3 one race, so 37 events creates at least 56 starts.
4 If the regatta has a minimum of three and you get
5 four or five races in the scoring, that means that
6 you can throw one out and your best four go in. So
7 it's not a set figure, but a minimum number would
8 be 56 starts over 37 different days. And you have
9 to cross this, this active channel. The races are
10 on Saturday and Sunday. This does not involve the
11 Wednesday nights sailing program that takes place
12 in the river.

13 And in closing, I don't like to look
14 disparagingly on our law enforcement activities,
15 but this year during any of the races there was no
16 presence of the marine police. In '10 one of the
17 petitioners noted to me that there was evidence of
18 marine police activity. There is a marine police
19 boat stationed in the harbor up past the fuel dock
20 in St. Michaels harbor and I don't, it's not
21 obvious when it operates, it must operate before

Taken October 20, 2011

1 hours and after hours and in other activities,
2 which I understand, but their activity is, does not
3 support the interest of most of the petitioners in
4 this room and I wish that they could be out there.

5 We ran an inaugural Miles River American
6 Red Cross charity event the first weekend in
7 August. We had approval from the Coast Guard and
8 DNR told us if we had their approval we were good
9 to go as far as they were concerned. They were
10 aware of the event, it was a two-day event, three
11 race courses in this area and upriver past the,
12 about where it says Miles River regulatory request.
13 There was no effort by the marine police to just
14 put in a presence. So I wish to thank Chairman
15 Bush, Mike Grant, who has been very helpful in
16 educating us to the process, and to the marine
17 police, we have not heard from them yet. And to
18 the supporters of our petition. Thank you.

19 MR. MARSH: Thank you. We have a
20 question for you here.

21 THE CHAIRMAN: I have one quick question

Taken October 20, 2011

1 I'd like to go up to the board here. Certainly the
2 position of the, always of the board is not to
3 close off a river, period. Is it possible that if
4 there is a restriction from about here down to this
5 area right here, meaning that area would be opened
6 up, would that probably satisfy, not everyone, but
7 that would take a major concern of ours of closing
8 off the river. I just wanted to bring that out and
9 hear any comment from anyone in regard to this.

10 MR. GARGALLI: May I respond?

11 THE CHAIRMAN: Sure.

12 MR. GRANT: He would like to respond.

13 THE CHAIRMAN: Go ahead.

14 MR. GARGALLI: Chairman Bush, the
15 original petition went downriver past red 14 up to
16 can 12 to get better control over that first choke
17 point. The green flashing one, that's a critical
18 area. The other critical area is down where you
19 were pointing, the red flashing 4, the triangle --
20 right. Okay, they are the two areas that cause the
21 most turbulence and problem. Now, anything that we

Taken October 20, 2011

1 get more than we have today is a step in the right
2 direction.

3 MR. MARSH: Thank you. Any other
4 questions for the gentleman? Any questions? No
5 questions.

6 THE CHAIRMAN: Russ, do you have a
7 question?

8 MR. MARSH: Thank you very much.

9 MR. GARGALLI: Thank you.

10 MR. MARSH: Anybody else that would like
11 to speak? How about those that are opposed to
12 that, is there a spokesman that would like to go
13 first and clear the way for anyone else in
14 hopefully two to three minutes and then if anybody
15 would like to add something to it after you, you
16 speak. Sign in, sir, print your name and state it
17 for us if you would.

18 MR. SASIELA: Can you hear me? Good,
19 I'm not a spokesman, I am a property owner further
20 up the river near the Miles River Bridge and I
21 enjoy -- I have a sailboat at the Miles River Yacht

Taken October 20, 2011

1 Club and a powerboat on the lift at my house and I
2 find this to be quite a restriction in my boating
3 ability. Let's say if I wanted to leave my house
4 and go up to Kent Island to the yacht club there or
5 the restaurant there, all of a sudden I have to
6 look around, well, where is that imaginary yellow
7 line that you have portrayed there so I don't
8 violate the speed limit? It seems to impose a
9 great burden on boaters to find that and that also
10 to slow down because you have to take your
11 powerboat off plane, you sink down deeper in the
12 water and you use more fuel.

13 You mentioned another six-minute transit
14 time going through that area, that's one of the
15 objections that I have. I, I'm very sort of in
16 tune with boating safety, I teach boating safety, I
17 taught it for the American Red Cross for 15 years
18 when I was up in New York and teach for the Miles
19 River Sailing and Power Squadron now, so I was
20 trying to look -- you asked for something new,
21 well, I think I'll give you something.

Taken October 20, 2011

1 One of my hobbies that my wife and I
2 have is ballroom dancing and I was president of a
3 dance club in Easton for three years and still
4 enjoy two ballroom dance club activities. And I,
5 there would be nothing better than me to find an
6 empty dance floor and not have it crowded with
7 other dancers when I'm out dancing, and this sort
8 of, I'm sort of making an analogy here, we have
9 those that wish that everything would slow down,
10 they'd have a lot of space and everything would be
11 safe around them. Well, in my training and
12 teaching of boating, we have something we call
13 rules of the road. We learn how to avoid, you
14 know, other boats and deal with, you know,
15 situations on the water, not unlike what I do when
16 I ballroom dance. I don't glide into somebody, you
17 use appropriate speed and I'm aware of that.

18 I'd like to make one comment about the
19 petition's initial claim of, quote, ever-increasing
20 boating activity. In fact, registrations are in a
21 downward decline in Maryland. So that's really a

Taken October 20, 2011

1 falsehood that they're ever increasing and by
2 putting this restriction, having people cited as
3 they go through this area, I think it's going to
4 discourage boaters from continuing to boat.
5 They're going to say gee, I'm going to get a ticket
6 or something like that, you know. So I just wanted
7 to make people aware of that.

8 Just hearing the testimony here it
9 sounds like there's an enforcement, lack of
10 enforcement of current regulations. All right.
11 And there's -- in other words, the DNR is not
12 enforcing reckless wake, wake behavior on current
13 boats now and that has to be done. Also, I see an
14 inconsistency, and I think this was pointed out by
15 board member Sheller, about the speed of log
16 canoes, that they will exceed often, if there's a
17 fresh breeze, they will exceed six knots, so you're
18 sort of putting in a petition here that is
19 inconsistent with performance of the boats and you
20 somehow have to reconcile that. Okay.

21 MR. MARSH: Thank you, sir, and Mick has

Taken October 20, 2011

1 a question for you.

2 MR. BLACKISTONE: I have a question for
3 you, you're a safety expert, you teach safety,
4 you're a sailboater?

5 MR. SASIELA: I have a sailboat and a
6 powerboat, yes.

7 MR. BLACKISTONE: And you frequently
8 visit this area that's in yellow?

9 MR. SASIELA: Yes.

10 MR. BLACKISTONE: Do you worry about
11 injuring any of these young kids that are in
12 sailing schools or doing their regattas?

13 MR. SASIELA: Oh, I'm very conscious of
14 that and I will slow down so I don't create a wake,
15 and that's where, you know -- I mentioned earlier
16 about the enforcement really being an issue.
17 You're going to be instituting this, where is the
18 enforcement for this much larger area when you
19 heard, you know, testimony that it seems to be
20 lackadaisical? So you're creating I would say a
21 bigger monster almost in terms of increasing the

Taken October 20, 2011

1 area for enforcement, yet you, the area is smaller
2 and you're still not getting enforcement right at
3 the Maritime Museum.

4 MR. BLACKISTONE: Are you concerned
5 about your own safety and your wife's when you
6 frequent that area and these wakes?

7 MR. SASIELA: Let me say my skill level
8 is such that I know how to take a wake, I know when
9 the wake is coming to alert my crew, immediately,
10 wake, and, you know, this is part of living in and
11 enjoying the water, those are the types of things
12 you do.

13 MR. MARSH: Thank you. Any other
14 questions? Thank you, sir, appreciate that.

15 MR. SASIELA: Thank you.

16 MR. MARSH: Anybody that would like to
17 speak against the petition and has anything new
18 that they would like to add to that gentleman's?
19 No more. No more against that.

20 We do have the NRP person that patrols
21 that area that we asked to come up and give us a

Taken October 20, 2011

1 little information about safety violations and
2 other things that we've heard about. Are you
3 stationed there?

4 SGT. RATHGEB: I'm the supervisor for
5 Talbot and Caroline Counties, yes.

6 MR. MARSH: Print your name and --

7 SGT. RATHGEB: I'm nervous standing up
8 in front of the room and talking before everyone.

9 MR. MARSH: We'll watch out for you.

10 SGT. RATHGEB: My name is Sergeant Brian
11 Rathgeb and I am the supervisor for Talbot and
12 Caroline County for the Natural Resources Police.
13 I'm here on behalf of Corporal Rafter (phonetic),
14 who's actually the officer who completed this
15 survey, who did the majority of the work for it.
16 He had court and couldn't be here. I do want to
17 start out, just for the record, I do want to note
18 that the proposal that was presented to Corporal
19 Rafter was different than the proposal that is
20 currently in front of us. The proposal that was
21 presented to Corporal Rafter was to establish a

Taken October 20, 2011

1 six-knot speed zone at all times all year long for
2 all vessels, so that just -- anyways, just a note
3 of clarification as to what he was looking at.

4 The recommendation based on his original
5 survey and also based on this here would be to deny
6 the speed zone. The area based on the statistics
7 that we have, and I don't have those in front of
8 me, but based on boating accidents and complaints
9 in the area, this section of the Miles River is
10 very safe. I understand that there are numerous
11 personal anecdotes as to negligent, reckless
12 boating in the area, but in terms of accidents that
13 we have been called to investigate, incidences that
14 we have responded to and been made aware of, that
15 the area in question is a safe area and does not
16 require a speed zone.

17 MR. MARSH: Any questions?

18 THE CHAIRMAN: Yes, in the back.

19 MR. MARSH: No, no, we'll let you speak
20 again. Right now we're asking the committee for
21 any questions from the committee.

Taken October 20, 2011

1 MR. NICKEL: Your staffing in this area,
2 how is this area staffed? There's a huge choke
3 point. I mean I know staff situations, somebody
4 stated there was a vessel in one of these coves,
5 what is the staffing?

6 SGT. RATHGEB: There are actually two
7 vessels in St. Michaels. The issue is, is that
8 there are four officers that work Talbot and
9 Caroline County 24 hours a day, seven days a week,
10 so to have a significant presence all the time in
11 St. Michaels is impossible.

12 MR. NICKEL: Secondly, is there a
13 protocol on when these people are having races that
14 they can request police presence? Is it reported
15 to you, is it reported to the Department of Natural
16 Resources or the police?

17 SGT. RATHGEB: It's supposed to. In
18 this situation in St. Michaels here they would
19 report or make any request --

20 THE CHAIRMAN: I'm sorry, just a second,
21 sir. You'll have to, you have to --

Taken October 20, 2011

1 (Discussion held off the record.)

2 MR. MARSH: Go ahead, sir.

3 THE CHAIRMAN: Go ahead.

4 SGT. RATHGEB: Any requests made for the
5 St. Michaels area would be made to the Natural
6 Resources Police office in Hillsborough, it goes to
7 a lieutenant there who then passes it on to me.
8 Now, I've only been the supervisor in this area for
9 four months, I haven't received any requests for
10 any races, regattas, so forth in the St. Michaels
11 area in that time. I can't speak for before that,
12 but during this time period.

13 MS. ALLISON: What is the approximate
14 time that you spend on the water in this area and
15 how many days a week? Or do you patrol it once a
16 day, every Monday, every Friday?

17 SGT. RATHGEB: There is no, there is no
18 set schedule as to when we are in St. Michaels and
19 I couldn't even venture a guess as to the
20 percentage. We, we try to move based on activity,
21 where there's a big activity level. Whether it's

Taken October 20, 2011

1 commercial crabbing down in Tilghman, right now
2 water fowl up on the Choptank River, recreational
3 boating is out of St. Michaels primarily on the
4 weekends in the summertime, I couldn't venture a
5 guess as to the percentage of time. My officers
6 know the area, they know where they should be. I
7 know it's an excuse and it's a terrible one, but,
8 you know, they are stretched and so they get to St.
9 Michaels when they can get to St. Michaels. And
10 that's the best answer I can give you.

11 MR. MARSH: Thank you. Any other
12 questions? Any questions from the board?

13 Thank you very much. Appreciate that.
14 Anyone else that would like to say anything? I
15 know you had your hand up, sir.

16 MR. GARGALLI: I withdraw the request,
17 it's obvious we don't have representation in St.
18 Michaels.

19 THE CHAIRMAN: We can't hear you, sir.

20 MR. GARGALLI: Two boats stationed
21 there.

Taken October 20, 2011

1 MR. BLACKISTONE: I'd like to ask the
2 group in charge of the regattas, whether it's the
3 museum or the Miles River Yacht Club, if you don't
4 get marine police presence during your regattas
5 what -- have you ever thought of asking the
6 National Boating Federation or the Coast Guard
7 Axillary to come help you out and post their boats
8 there with their flags? I mean because you know
9 you're beating a dead horse if you're trying to get
10 a police officer down there, why don't you be
11 creative? Your problem to me seems to be the
12 racers versus the big boat owners, and God knows
13 there's enough big boat owners in St. Michaels, but
14 why can't you use some kind of other safety net,
15 which would be the Coast Guard Auxiliary and the
16 people that volunteer their time all over the
17 place? Comment?

18 MR. SHOOK: That's not, that's not true.

19 THE CHAIRMAN: We're going to restrict
20 the comments going back and forth and we can do
21 this until dark.

Taken October 20, 2011

1 MR. BLACKISTONE: Trying to solve the
2 problem.

3 THE CHAIRMAN: Because people do have
4 opinions. Now, since you are I think with the
5 Maritime Museum; is that correct, sir?

6 MR. SHOOK: That's correct.

7 THE CHAIRMAN: We normally do not have
8 rebuttal in a hearing. You make your statement, we
9 take that into consideration, the board has the
10 authority to request people who are speaking or
11 DNR, but after that we really kind of roll up our
12 hearing, so unfortunately I'm sorry to say if you
13 do have something you wish to add, you certainly
14 can submit it to us and we will put it in the
15 record, I think we'll do it that way.

16 So based on that I'm going to adjourn
17 the hearing. We're going to go for lunch now and
18 after lunch we will have our executive session, and
19 any you are welcome to attend the session and hear
20 our discussion on all of the issues; however, you
21 do not have the option of making comments from the

Taken October 20, 2011

1 floor. So based on that we're adjourned.

2 (Hearing adjourned at 12:58)

3 * * * * *

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

Taken October 20, 2011

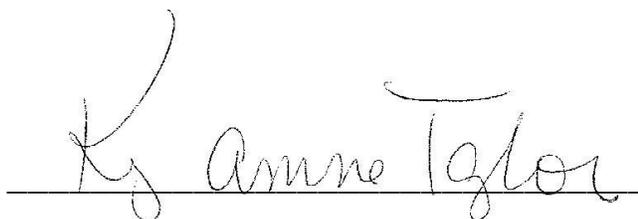
1 STATE OF MARYLAND
COUNTY OF BALTIMORE

2

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

7

8



9

Kelly A. Taylor, Notary Public

10

11

12

13

14

15

16

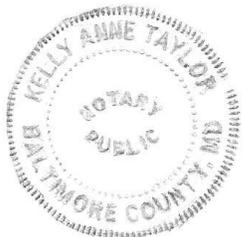
17

18

19

20

21



Taken October 20, 2011

A	130:18	55:4 61:7	70:2	67:13,13	approaching
ability 134:3	131:2	foregoing	alternative	74:20 76:7,7	99:8 128:14
able 20:17	135:20	147:5	8:11	78:3,19,20	appropriate
76:18	142:20,21	afternoon	Alvin 1:14	79:4,5 94:10	110:12
110:18	actual 13:1	51:14 65:10	Amaretto	96:10 105:8	135:17
111:21	57:3	65:17 78:15	87:18	108:17	approval
above-entitled	add 14:9 21:4	102:13,13	American	112:20	131:7,8
1:6	95:15,18	104:5	131:5	114:10	approved 82:8
absolutely 3:5	96:12	117:14	134:17	116:11	approximate
18:12 51:10	117:19	119:20	amount 107:5	121:8	142:13
71:11	119:18	age 63:7	112:3	125:20	approximat...
absurd 81:6	121:9 126:4	aggressive	amounts	127:15	8:4 17:3
abusive 78:11	127:16	78:8	65:14	129:6	30:14 57:6
accept 27:17	133:15	ago 27:3 44:7	Amy 1:14 15:8	133:10,14	96:2
accident 7:12	138:18	70:13 93:20	70:17 106:2	138:16	April 56:10
87:9 89:6,12	145:13	106:16	analogy 135:8	anybody's	68:15,17
89:15 94:9	added 19:12	110:12	anchor 50:17	22:18	69:13,20
accidents 87:7	26:21	121:15	85:18	anymore 42:8	70:2,6 71:20
89:7 103:7	addition 29:4	122:20,20	anchorage	anyway 11:14	83:1
103:16	additional	123:14	120:8	anyways	area 2:9 4:19
110:3 140:8	26:4	agree 125:8	anchored	140:2	6:1 7:2 8:9
140:12	address 18:19	ahead 31:4	118:1	apologize	9:8,9,11,17
accurate	21:3 61:17	59:19 61:9	120:14	23:11 55:14	9:19 10:3,12
147:6	67:18 98:12	69:9 80:7	anecdotes	109:6	12:1 19:13
act 1:1 2:3	100:5 101:9	81:20	140:11	appear 58:19	19:14 20:6,9
20:1 21:19	adhere 27:12	100:10	Annapolis	application	21:1 22:14
81:5 88:4,7	71:19	132:13	84:17 110:7	27:18	25:20 32:16
88:7	adjacent 82:9	142:2,3	Anne's 46:6	apply 52:8	34:7,11 36:4
action 26:19	85:19	aid 21:14	47:1 52:4	68:8 83:1,3	39:16 42:10
28:15,19,19	adjourn	111:4	76:15 77:21	83:5	42:13,14,17
89:18	145:16	air 63:21 64:3	annual 84:17	appointed 2:4	42:18 44:6
101:20	adjourned	64:7 118:6	87:12	appreciate 3:4	44:14 45:19
126:17,19	146:1,2	airport 42:5,6	answer 52:11	18:5 30:9	45:21 46:3,3
actions 24:21	adopted 88:12	Al 22:6 34:1	57:17 58:11	33:14 34:1	46:17 47:2,7
active 28:10	adult 84:10	alert 138:9	59:17 62:2	34:14 38:11	47:9 48:4,7
51:3 89:3	114:21	Allison 1:13	62:11 72:5	38:12 43:3	48:20 49:5
130:9	advance 60:16	58:6 106:20	89:21	44:19 45:3	50:18 52:17
activities	advanced	107:2	106:16	50:6 67:12	54:9,19 55:2
15:21 32:13	65:11,13	142:13	143:10	78:19 79:14	55:21 57:1
35:18 36:3	adversarial	allow 21:21	answered 74:8	88:19 89:5	59:7 64:2,2
47:3 65:10	35:11	52:5 78:6	anticipating	102:1	66:1 67:5
72:6 95:9	ADVISORY	93:1	98:20	112:18	68:10 75:17
130:14	1:1	allows 74:4	anybody 7:16	138:14	82:3,3 91:6
131:1 135:4	affect 9:15	alongside	8:12,18	143:13	92:12 93:5
activity 47:5	57:11 72:18	98:10	17:20 34:12	approached	95:8 97:5
51:9 70:19	100:3,3	alter 70:4 72:1	34:14 38:15	110:10	105:17
74:8 93:16	affirmative	alteration	44:20,21	128:5	110:15

Taken October 20, 2011

114:7,13	46:14	Bakeoven	127:11	142:21	boat 1:1 2:3
116:8	assumed 96:6	10:5,6 11:2	beg 33:7 42:17	144:12,13	7:10,11
119:10	assure 107:18	11:9 12:2	42:17	bigger 137:21	10:13 13:14
120:6,15,17	attempting	Baldwin 43:16	beginners	biggest 31:5,7	15:5 16:7
128:1,15,20	26:14 87:17	44:3,4	51:7	101:15	20:1 21:19
129:4	attend 23:15	ballpark	beginning	billboard	24:20 27:1
131:11	145:19	108:15	126:11	122:12	28:6,11
132:5,5,18	August 51:3	ballroom	behalf 7:9	bird 39:14	29:11 30:18
132:18	63:7 85:15	135:2,4,16	30:15	101:14	32:5 35:9
134:14	106:5,7	Baltimore	139:13	bit 5:3 32:20	36:17 37:10
136:3 137:8	131:7	147:1,4	behavior	43:8,20 46:2	37:21 40:6
137:18	authority	bank 101:11	136:12	64:10 78:11	40:12 41:4
138:1,1,6,21	145:10	bar 110:17	believe 10:15	103:3,5	44:12,14
140:6,9,12	Auxiliary	bare 84:1	11:16 17:17	104:13	51:8 64:5
140:15,15	144:15	barreling	26:4,5 29:4	128:13	70:11,15
141:1,2	available	104:2	33:2 40:21	Blackistone	71:12,14,16
142:5,8,11	81:13	base 116:17	41:6 45:10	1:13 14:20	71:17 72:9,9
142:14	avid 117:20	based 140:4,5	45:21 46:4	15:3 16:19	76:21 77:11
143:6	avoid 15:20	140:6,8	49:21 54:2,8	17:1 29:18	78:14 82:7
areas 92:11	68:10	142:20	56:4 72:15	30:3 65:3,8	88:4 89:8
104:21	111:15	145:16	87:21	65:20 66:14	97:1 98:1,9
132:20	135:13	146:1	101:20	66:21 67:4	100:12
argument	aware 41:12	basic 57:6	123:4	89:2,19 99:3	101:19
60:9	131:10	basically 16:1	believed	99:16,20	102:19
armor 93:17	135:17	73:20 75:20	126:16	100:7 108:1	103:12,12
arrow 73:17	136:7	107:7	benefit 19:20	108:5,8	105:10
Ashcraft	140:14	basis 7:10	best 28:3	124:18	107:14,15
110:15	Axillary 144:7	81:16	128:2,5	137:2,7,10	107:16
asked 80:18	a.m 1:8	Batchelor	130:6	138:4 144:1	109:20
86:17		46:13,14	143:10	145:1	110:1,5
104:12	B	48:5 49:1,12	better 79:16	blank 114:8	111:3,13,16
106:13	back 3:12 7:21	49:16	97:11 98:19	Blossom	112:1,1
110:3 114:3	8:1 26:16	bay 36:2 39:12	100:5	106:21	113:5,11,12
134:20	66:9 67:8	82:3 84:11	132:16	107:3	114:13,15
138:21	72:21 73:1	86:5 93:14	135:5	blowing 66:6	115:1,1
asking 14:16	80:4 86:3	93:17 96:17	beyond 27:4	board 3:9,10	116:18,20
52:18,21	98:17 110:4	97:17,18	121:12,20	10:19 13:9	117:1 118:3
57:4 59:21	110:20	beach 41:16	123:12,12	18:13 42:18	118:5,14,14
60:2,4 61:2	115:6,9,20	41:21 42:1	big 47:4 51:10	43:4 53:10	119:4 120:4
61:5,5 90:16	115:20	63:10 66:12	66:16 74:2	132:1,2	120:4,4
90:19 91:2,8	116:2 120:1	beacons	89:6 98:17	136:15	121:16,21
91:13 93:2	122:4 125:5	120:20	103:10	143:12	121:21
114:6	140:18	beat 44:15	105:11	145:9	122:1,15,17
126:10	144:20	109:19	109:18	boarding	122:21
140:20	backwards	beating 144:9	116:21	16:16	123:1 127:3
144:5	118:6	beautiful	117:6	boards 26:17	128:7,9
assigned 10:7	bad 39:19	126:10	122:12	85:8	130:19
	Bahama 122:3				

Taken October 20, 2011

136:4	46:21 47:9	68:2 74:16	81:15 82:1	Cadow 7:6,6	capsize 51:7
144:12,13	47:12 48:6	bought 41:20	89:11,21	call 2:8 37:13	capsized
boater 6:7	48:11 50:16	bounce 23:13	90:5,10,15	38:6 109:13	127:21
24:1 76:20	50:18,19	40:14	90:19 91:2	112:12,14	128:7
77:2 117:20	51:10,11	bouncing	91:13,17,19	120:15	CAPT 108:21
boaters 2:5	52:6 56:6	40:16	92:7,12,16	135:12	109:6
6:5 20:17	58:8 63:20	boundaries	92:21 93:7	called 41:16	112:19
21:7 22:8	64:3,3 67:1	82:17	93:11 94:2	110:16	116:13
27:11 33:7	67:8 69:8,8	bow 40:6	94:18 95:6	113:20	captain 85:21
35:16 63:21	69:11 70:14	117:5 118:5	Brown's 97:7	122:2	86:3 100:4
75:11 88:15	71:3 73:9	121:20	buddy 122:21	140:13	103:4
94:5 129:4	74:15 76:14	Bowman's 7:8	build 30:5	calls 8:7 13:7	110:10
134:9 136:4	76:15 77:8	boxes 111:10	built 17:16	112:7	112:16
boating 2:6	78:9 83:5	boy 28:5	26:16 29:1	cam 41:2	116:13
6:13 15:17	84:5 85:9	brand 16:6	31:10 41:14	camp 82:8	117:8
27:16 30:17	86:5 90:4	Brandon 11:5	116:15	103:1	118:11
32:13 36:13	91:3 92:1	break 3:8 79:5	bulkhead	Campbell	cardboard
36:15 39:13	94:15 98:17	79:6	24:13 97:20	76:9,9	70:11,14
42:1 45:11	99:9 101:2	breaks 111:5	98:5,10	canal 9:16	cards 38:20
51:17 54:7	104:15,19	112:5	109:10,12	32:14 36:6	care 7:3 35:9
68:13,14	105:5,11	breakwater	109:14,15	canoe 71:9	72:11
69:16,20	107:4,4	19:4 21:2	bulkheads	84:19,20,21	110:11
70:19 76:5	110:7,20	26:17 29:7	26:10	85:6 87:11	119:4
80:3 81:4	113:15	breakwaters	buoy 5:3 38:1	89:9 92:5	careful 78:14
83:2 91:4	114:14	20:21 21:6	38:6 49:10	103:14	caretakers
94:6 114:7	118:18	26:20 27:7	89:19 96:2,6	105:9,14,18	36:20
134:2,16,16	119:3,5	28:7 29:2	104:4,12	107:7,16,17	Carolina
135:12,20	120:9,14,16	breeze 136:17	108:3	107:20	74:16
140:8,12	125:5	Brian 139:10	buoys 29:9,13	118:16	Caroline
143:3 144:6	126:17,20	Bridge 48:18	49:10 76:11	119:1	139:5,12
boatlifts 26:11	127:6 128:2	133:20	90:18 104:1	canoes 85:1,7	141:9
boats 6:7,10	128:14,18	brief 2:11 44:5	104:20	91:7 92:3,3	carry 23:14,17
6:15 7:11	128:20,21	63:1,5 79:8	108:11	92:14,19	63:21 109:2
11:12 12:19	135:14	bring 8:20	burden 21:12	95:10	carve-out
12:20 13:4,4	136:13,19	37:1 90:9	92:1 134:9	102:19	57:16
13:9,19	143:20	125:20	Bush 1:10	103:8,10,11	case 87:10,19
14:11 15:3	144:7	127:7 132:8	131:15	103:18	cat 85:21
16:17 20:11	boatyard 82:7	broader 95:8	132:14	104:9	catamaran
20:11,14	boat's 113:11	broadsided	business 21:13	118:15	77:14
21:14 22:13	Bob 1:14 10:6	109:11	32:7 38:20	127:18	catch 24:7
22:14 26:18	body 93:17	Bromwell	busy 84:2	136:16	caught 41:4
27:1 28:14	Bohemia	4:13,13,16	buy 38:21	cap 28:17	110:20
28:18 35:14	42:12	4:21 5:7,10		capable	cause 33:1
36:19 38:5	boom 112:5	5:14,17,21	C	113:12	51:10
39:18,20,21	bore 113:16	6:21	C 2:1	capacity	132:20
40:3,6,11,13	bosun's 110:9	Brown 80:14	Cabin 42:11	104:11	caused 87:1
41:6 46:19	bottom 9:16	80:15,17	84:12 86:13	118:13	87:13 97:1
			90:3		

Taken October 20, 2011

103:10	127:7	105:13	108:12	close 6:15	Coles 1:13
128:1	129:10	113:21,21	116:3	14:13 17:13	collection
causes 129:3	131:14,21	124:9	124:10	37:10,11,11	97:18
causing 16:15	132:11,13	125:17,17	129:13	41:19 48:6	110:17
41:5 126:21	132:14	129:19	132:16	50:15 66:13	college 46:1
127:5	133:6	130:9	141:2	72:10 94:5	47:6 50:13
cave 33:8	140:18	channels	Chookessi	96:14 112:7	51:17 53:7
Cecil 10:7	141:20	91:15	30:11,12	112:10	54:12 56:15
27:3 42:6	142:3	charge 144:2	31:1,5,13,17	113:10	57:13 60:9
Center 1:8	143:19	charity 131:6	31:17 32:1	120:13	61:1,21 62:8
certain 34:7	144:19	chart 5:1	33:18 34:5	128:18	62:10 67:17
34:10 91:10	145:3,7	82:18	chop 71:21	132:3	70:18
99:7	chairs 7:20	100:11	choppy 75:16	closer 10:21	come 3:12 4:2
certainly 3:4	24:5,13 40:7	chase 63:20	Choptank	41:4 48:16	6:10 7:3
14:9,11	challenge	67:1 69:7	143:2	75:9 100:16	9:15 10:3
15:15,19	115:6 116:6	74:15 107:3	Chuck 117:16	closest 17:8	11:11 24:17
95:16 116:6	challenging	107:6 115:1	cigarettes 24:4	close-knit 39:9	28:2 29:7
124:3 132:1	98:8	119:6 128:2	cite 114:6	closing 123:21	34:9 39:10
145:13	Champions...	chatting 71:7	116:4	130:13	41:21 46:19
certified 103:1	68:20	checked 52:17	cited 113:9	132:7	47:9,14
109:2	chance 95:16	checking	114:4,5	club 24:4	50:16 51:12
certify 147:5	change 8:11	53:14	136:2	25:19 45:9	62:16 67:14
cetera 9:12	11:21 12:15	Chesapeake	citizens 19:2,5	49:4 50:10	74:20 76:14
69:2 122:6	16:9,11	36:2 39:12	19:21 21:12	51:20 54:7	77:8 79:11
chair 1:13	18:17 39:16	42:16 84:11	22:2 27:21	56:12 63:3	79:21 80:6
3:17 7:18,19	56:13 69:19	86:5 96:17	28:3 76:3	65:16 67:6	88:2 93:12
110:9	changed 10:20	97:17,18	81:14	68:10 71:2	104:2 105:9
chairman 1:10	10:21	Chester 1:3	119:12,13	71:12 73:6	108:12
2:2 3:19 4:8	changes 18:15	45:6,8 46:16	claim 135:19	75:5,14 77:6	109:11,20
11:19 12:4	changing 42:8	48:18 50:9	clarification	77:6 84:13	110:21
34:20 39:3	channel 9:8,10	54:5,6 56:12	140:3	84:15 86:16	113:15
43:13 48:19	9:16 10:12	63:2,3 71:9	clarify 59:20	86:19,20	122:10,16
53:9 55:8,10	10:20,21	73:6 75:4	65:20	89:20 113:6	124:5,14
55:17 58:18	11:2,7 14:8	Chestertown	Clarke 86:1	114:20	125:15
59:4,19	14:13 17:13	50:17 64:1	116:13,14	115:4,9	138:21
61:13,20	20:7,8,10	66:9 68:21	class 65:4 66:3	118:9 134:1	144:7
62:4 73:3,10	24:4 26:1,7	child 42:3,11	clean 88:17	134:4 135:3	comes 47:3
79:11 80:4	28:13 29:10	children 24:12	clear 69:14,14	135:4 144:3	105:20
81:8,15	29:12 32:15	30:6 42:20	81:16 88:6	clubs 70:19	124:8,9
88:21 90:2,8	32:17 34:8	44:12 63:6,6	128:10	72:7	coming 5:10
94:12,19	37:3 42:14	63:9,14,18	133:13	club's 86:17	16:1 25:15
99:18 100:8	45:12 46:21	64:9,11,16	clearances	Coast 91:11	37:10 41:4
100:10,18	50:14 56:4,7	65:11,16	105:10	106:17	45:3,4,14,14
100:20	57:7,20 58:8	choice 123:15	cleats 87:2	109:2	48:11 64:1,3
117:15	63:8,11,13	125:16	cliente 32:7	112:13	67:8 71:8
123:6 125:3	66:4,8 78:10	choke 103:21	35:11	131:7 144:6	79:1,3 90:4
125:11	83:7 91:16	104:7	clients 27:6,17	144:15	96:5 100:2

Taken October 20, 2011

103:19	50:9	8:4 31:2	constant 124:4	correct 5:11	courteous 6:5
105:5 113:9	commodores	concerns 14:9	constantly	12:2 16:4	courtesy 88:1
118:2,19	118:10	45:4 50:12	96:21	54:3 55:12	cove 25:3,11
123:16	commodore...	80:21 86:2,4	constituency	57:1 59:1,7	31:19 32:18
126:17	84:14 118:8	92:15 93:21	120:9	67:10 90:4	38:2 42:11
127:3	common	97:2	constituents	94:17 101:5	44:9,10 47:4
128:13,17	37:15 39:12	conclude 68:5	102:17	145:5,6	covering 2:10
138:9	101:7	conclusion	constructing	corrected	coves 141:4
commanded	community	88:4	19:4	54:13	co-director
63:16	1:8 33:9	concur 117:18	construction	cost 40:2	102:21
commencing	38:9 39:9	conditions	126:12	counter	104:11
1:7	company	13:9	contain 36:12	129:15	CPL 10:5 11:2
comment 18:2	110:11	condos 47:19	36:12	counties 82:4	11:9 12:2
37:20 96:1	complaint	conducted	containing	139:5	crabbers
97:7 132:9	11:10 49:2,2	84:11	35:17	country 45:9	39:14
135:18	complaints	configuration	contains 24:20	50:10 54:7	crabbing 8:9
144:17	10:10,13	64:5	continue 79:7	56:12 63:3	46:18 143:1
comments 8:8	11:20 12:3	confirm 53:10	80:7	71:2,12 73:6	cracked 110:6
117:18	12:18 48:20	55:10	continuing	75:5,14 77:5	Craig 1:14
144:20	113:19,20	conflict 68:18	136:4	77:6	10:20 15:9
145:21	140:8	confusing	contradiction	county 7:7	56:9,19 57:4
commercial	completed	61:14	61:16 66:17	10:7 27:3	57:8 59:8
21:11 36:9	139:14	congested	contribute	42:6 46:14	70:18 72:5
82:7 89:10	completely	84:8 85:4	86:11	47:13 52:4	106:3,8,11
91:18,19,20	117:5	congestion	contributor	76:15 77:20	106:13
92:1 124:6	compromise	26:4,7 31:6	101:16	77:21 82:3	crashing 98:7
143:1	52:1 53:1	33:1,5	control 72:12	83:10,13	create 26:5
commerciali...	concern 12:16	conscious	92:10	139:12	78:10
33:8	13:1,16	115:2	132:16	141:9 147:1	137:14
committee 1:1	14:11 38:17	137:13	convenience	147:4	created 19:19
1:10,12 2:3	40:18 41:9	Conservancy	32:10,11	couple 2:7 8:7	creates 130:3
3:18 8:18	43:11 44:1	85:13	converging	30:15 49:9	creating 29:10
14:19 17:20	45:11 51:14	conserving	129:15	103:6	91:5 137:20
38:11 44:21	51:19 57:14	86:11	conversation	108:19	creation 19:18
52:13 74:19	68:1,3 89:7	considerable	80:5 122:8,8	122:20	creative
78:18 79:15	94:6 97:15	107:5	Coordinator	127:20	144:11
81:2 82:14	98:12	consideration	1:17	course 9:14,14	credentials
89:16 92:21	105:17	28:4 81:11	copies 82:16	36:15 42:5	102:15
95:12	109:7 132:7	116:7 145:9	corner 9:17	51:20 58:13	Creek 1:2 3:20
102:20	concerned	considered	31:19 32:19	60:15 65:11	4:14 113:14
106:2	14:3 28:1	29:5,5	34:6 41:17	68:1 69:17	117:17,21
117:15	56:6 66:15	considering	73:13,17,21	72:1,2 73:19	120:19
118:14	70:13 92:7	27:10	73:21 111:1	73:20 101:3	crew 87:11
120:4	92:16 112:4	consistent	corners 105:2	courses 89:20	128:8 138:9
129:10	125:2 131:9	82:13 125:6	Corporal 10:6	131:11	critical 132:17
140:20,21	138:4	consistently	139:13,18	court 7:9 27:3	132:18
commodore	concerning	107:15	139:21	139:16	cross 52:17

Taken October 20, 2011

83:16,20 129:18 130:9 131:6 134:17 crowd 111:11 crowded 135:6 cruise 124:8 cruises 85:21 cruising 64:2 64:2 culture 98:15 Cup 84:20 87:12 curiosity 124:18 current 20:5 27:5 90:7,11 136:10,12 currently 37:21,21 59:8 99:5 139:20 curtail 36:3 37:14 curved 58:14 customers 13:4,13 cut 6:17 101:11 112:10 cuts 73:16 cutting 6:15 C&D 32:14	dance 135:3,4 135:6,16 dancers 135:7 dancing 135:2 135:7 danger 33:7 dangerous 6:13 40:11 103:15 104:10 105:6,20 dark 144:21 dates 59:12 date-wise 68:13 daughter 24:15 33:16 day 38:1 40:20 47:15,15 71:5 84:17 106:9,11 109:17 111:20 112:15 118:16 141:9 142:16 days 40:1,7 74:5 86:7 106:8 122:15 130:8 141:9 142:15 dead 96:7 120:6 144:9 deadline 37:20 deal 45:20 110:14 135:14 dear 113:17 121:1 deboard 13:9 decelerate 101:4 deck 111:9 116:18 decline 135:21	decrease 43:6 deep 9:18 26:20 110:21 121:12 124:12 deeper 134:11 deepest 124:12 definitely 68:18 113:18 deliberation 3:13 delighted 95:19 demarcation 73:19 100:14 demonstrate 110:18 denied 7:9 denotes 9:8 deny 140:5 department 81:3,6,19 141:15 depends 64:5 66:5 107:2 depth 55:20 84:3 86:14 93:6,8 derig 128:8 describe 93:20 description 56:20 descriptions 82:5 designated 64:2 designing 29:6 designs 27:18 despite 67:7 destination 15:17 24:1 develop 19:19 developed	125:8 development 20:3 21:19 Dick 114:12 114:19 different 20:21 21:7 62:12 102:16 105:1,1 130:8 139:19 difficult 70:7 98:5 difficulty 98:8 dingies 63:18 direct 42:5 direction 68:2 71:2 87:17 123:2 133:2 directions 111:14 directly 20:4 27:1 75:4 director 63:2 67:17 discourage 136:4 discuss 3:10 discussed 50:12 54:8 discussion 5:9 46:2 53:13 54:11 142:1 145:20 discussions 56:14 disparagingly 130:14 distance 32:20 48:8 57:5,10 58:15 108:11 distances 57:3 disturbance 40:9 diverse 82:2	DNR 8:7 13:7 18:21 19:12 19:18,18 21:18 25:1 27:9,10,12 33:10 36:14 41:1 57:16 74:3 76:1 81:2,17 82:13 83:12 106:14,17 113:21 114:3,6 122:2 131:8 136:11 145:11 DNR's 88:14 dock 13:2,2,11 26:15 28:7 40:5,7 51:12 63:9 77:6 78:2 87:2,2 90:10 109:12 120:2 130:19 docked 22:15 docking 21:13 docks 9:21 16:1,15 28:11,12 29:3 37:12 40:1 50:14 50:15,20 52:8 54:6,8 56:12,21 document 112:14 documentati... 40:19,21 doghouse 113:17 doglegs 17:14 doing 3:2 15:21 16:1 33:11,14 34:1 40:20	103:16 118:19 137:12 door 35:7 doors 35:3 Dorchester 7:7,7 dot 54:6 73:18 double 107:5 Doug 76:9 119:20 downriver 5:3 25:12,21 32:13,17 73:7,8 75:13 75:20 96:5 132:15 downward 135:21 dozen 120:13 Dr 18:14 dramatic 16:10 draw 45:15 77:21 drawing 47:10 dredging 11:4 14:5 110:19 drinks 40:8 drive 42:7 88:10 102:18 107:15,19 driven 36:17 driver 102:19 drivers 37:10 dropped 96:6 dry 24:3 dual 71:16 duck 107:10 due 13:14 duty 82:13 Dwyer 1:15 17:6,10 49:9 49:14,21 59:14 61:20 69:9,16,19
D					
D 2:1 damage 7:12 14:11 31:1 32:5 40:19 41:5,7 45:17 76:21 77:5 87:19 109:9 117:3 damaged 110:6 damaging 35:14					

Taken October 20, 2011

70:3 103:4	Elkmore	35:20,21	122:6	executive 3:9	76:13
<hr/>	25:21 26:2	37:15	Evans 121:11	145:18	135:20
E	Elkton 23:9	enjoying 35:5	121:11	exist 99:5	factor 86:10
E 2:1,1	emergencies	121:5	123:8,11	existed 16:11	fair 77:10,17
earlier 19:11	32:3	138:11	124:21	existing 26:7	fairly 38:2
124:10	Emling 62:7	enjoyment	125:9,12,15	27:16 28:8	51:7
137:15	62:12,15,21	19:1,19 20:3	126:1	expand 51:9	fall 51:21
early 13:11	64:21 65:1,5	21:20 22:2	event 60:18	84:15	76:17 111:3
51:3 68:3	65:9 66:5,20	82:11 88:9	130:2 131:6	expanded	falling 93:21
Earth 45:16	67:2,10	enjoys 38:9	131:10,10	72:21	falsehood
Easton 1:9	emphasize	ensign 122:4	events 130:2,3	expanding	136:1
135:3	88:17	ensure 88:5,17	eventually	27:5	familiar 10:8
east-west	empty 135:6	enthusiasts	84:4	expansion	46:15
77:19	enacted 81:5	39:13	everybody	27:7	families 27:20
economy	88:4	entire 90:17	45:2 78:11	expect 51:5	41:21
39:19	encountered	91:9,12	95:16 102:7	expense 32:11	family 33:19
Ed 28:20 35:8	88:2	93:14	107:17	expensive	36:6,18
98:3 100:4	encounters	119:10	everybody's	39:20 40:2	family's 28:11
103:4	94:5	entirely 104:7	25:14 57:17	126:12	far 10:13 17:1
edge 56:3	encourage	entrance	ever-increas...	experience	38:1 40:11
Edna 98:15	82:11	104:4	88:15	71:13 72:14	75:19 99:3,4
99:15	encouraged	120:19,20	135:19	115:21	99:17 108:5
educating	24:14	entry 98:21	evidence 8:16	experienced	123:3
131:16	enforce 27:12	environmen...	93:4 94:1	19:15 110:2	124:19
educational	27:16 33:10	92:11	113:8	115:18	131:9
85:20	37:4 78:13	equipment	130:17	expert 101:7	Farley 86:3
Edward	enforced	103:13	exact 73:13	137:3	100:4
108:21	27:10 77:20	112:5	exactly 2:13	exposed 28:18	108:21,21
effect 18:17	enforcement	eroding 71:17	95:6 99:21	28:19 97:21	109:6
51:11 58:21	18:20 37:8	84:3	example 87:8	99:12	112:19
59:6 93:5	77:3 78:8	erosion 35:14	examples	101:11	Farley's 98:3
129:17	130:14	86:10 87:3	127:20	exposing	farmland
effort 131:13	136:9,10	93:11 97:1	exceed 107:4	26:21 27:1	41:20
eight 63:7	137:16,18	101:10,16	111:21	28:14	farther 48:13
123:13	138:1,2	123:14	136:16,17	express 2:18	48:14
either 11:20	enforcing	127:9	exceeding	extend 8:15	farthest 108:2
25:18 33:16	136:12	erratic 37:10	64:4	27:4	fast 69:11
33:16 37:2	Engelskirchen	especially 6:14	exceeds 107:6	extends 121:3	117:1
49:19 78:6	113:4,5	13:10	excellent	extra 19:12	faster 71:10
78:20 89:9	120:18	essentially	41:18	21:4 112:3	fatalities 89:8
elderly 6:12	engine 118:4	54:14,16	exception 93:1	e-mail 54:11	89:12
eliminate	enhance 84:2	establish	excess 69:6	e-mails 8:6	father 28:5
42:17 101:9	enjoy 30:17	139:21	71:6 92:3,4	E-M-L-I-N-G	35:8,9
Elk 1:2 8:20	39:17 42:1	established	118:19	65:1	fault 12:19
28:15 30:14	76:3 133:21	56:11	excuse 30:19	<hr/>	favor 96:19
32:14,15,18	135:4	estate 38:21	32:9 101:17	F	federally 91:9
35:1,3 36:5	enjoyed 27:13	et 9:12 69:1	143:7	fact 8:10	Federation
39:11,15				68:19 72:10	

Taken October 20, 2011

144:6	finger 87:17	flats 25:20	83:12,19	78:2,3,5	63:1
feel 8:12 18:2	fingers 28:12	fleet 64:9 71:3	84:18 116:1	120:2	George 121:11
21:15 33:11	28:13	97:16	124:21	130:19	getting 6:9,13
77:2 129:21	finish 58:3	118:10	130:5,6	134:12	20:20 45:16
feels 20:19	59:3,5	fleets 105:1	141:8 142:9	full 113:16	48:6 73:3
feet 9:9,18	first 5:10,12	flip 103:18	Fourth 47:15	fully 113:12	93:8 111:13
13:21 15:2,6	9:3 12:12	floating 13:2	four-foot	function 81:12	138:2
20:8,11,14	14:19 18:18	13:10 28:11	118:2	81:13	give 4:9,10 7:3
24:16 29:8	19:6 24:17	29:3 97:16	fowl 143:2	funny 104:17	45:7 46:9
41:5 46:4,18	41:15 46:8	floats 26:10	frame 68:8	111:12	48:8 55:11
47:10,21	62:20 63:19	floor 135:6	frankly	further 5:4	76:11 82:20
56:2,2,4,21	65:21 66:12	146:1	122:11	11:1 21:21	101:7
74:17 80:2	71:21 73:5	Floyd 124:3	Fred 12:13	22:17 47:2	105:12
83:5 86:12	81:1 83:1	folks 9:3,11,20	Frederick	94:20 101:1	127:20
91:4 92:3	107:10	26:2 107:18	1:16	133:19	129:21
100:12	108:9 111:4	follow 124:11	freeboard	future 14:4	134:21
113:11,16	113:2	following	71:15	28:1,1	138:21
116:16	126:18	18:18	116:17		143:10
121:13	131:6	108:11	frequent	G	given 82:16
122:2	132:16	foot 6:11 34:9	45:21 138:6	G 2:1	87:7 97:19
123:12	133:13	87:14	frequently	gap 103:21	gives 115:21
124:13,21	firsthand	forced 25:2,6	10:15 120:2	Gardner	129:16
fell 13:13	115:21	25:13 32:16	120:11	84:15	glad 52:10
110:9	first-time 97:4	32:18	137:7	117:14,16	glide 135:16
fellow 66:1	fisherman	forcing 32:12	fresh 95:18	Gargalli 80:19	go 12:20 20:4
75:11	117:20	foreign 123:2	96:12	129:9,11	22:13,17
felt 75:8,8	fishermen	forever 39:16	108:19	132:10,14	25:6,18,21
79:15	6:14 82:10	forget 67:20	136:17	133:9	30:19 31:4
112:12	fishing 101:14	109:6	Friday 51:8	143:16,20	34:5,8,11
fend 98:4	122:20	formal 12:18	65:6 80:2	gas 28:6 39:19	36:6 37:6
fenders 98:6	129:18	50:10	106:10	Gateway 1:9	39:4 41:3,16
Ferman 1:15	fit 104:16	forth 6:3 60:8	115:13	gee 136:5	47:2,12 48:7
11:6 17:16	five 8:5 16:9	66:10 67:8	142:16	generalized	51:10 52:6
fiberglass	56:2 63:18	98:17 115:6	Fridays 83:3	93:20	56:7,16
110:7	68:21 81:17	142:10	friends 30:16	generally	57:15 59:19
fifth 41:11	83:18 99:6	144:20	30:18 36:5	113:15	60:11 61:9
figure 130:7	116:16	fortunately	36:17 37:18	115:17	61:18 63:12
filled 93:15	124:21	13:14 87:20	41:19	generate	66:3,20 67:6
filling 93:12	130:5	forum 19:7	front 7:14	113:20	67:7 69:6,13
Final 93:16	five-foot 116:1	forward	25:1,9 32:21	115:17	71:1,6 72:9
find 38:7	five-minute	120:12	49:11 50:20	generations	72:13,21,21
40:20 41:6	79:6	foster 20:2	51:20 54:6	27:14 28:2	73:11,12,20
46:17 134:2	flags 144:8	21:19	56:11 65:15	42:19	74:4 75:19
134:9 135:5	flashing	found 37:19	139:8,20	gentleman	79:5 80:7,10
fine 5:19 7:16	129:14	38:3	140:7	47:4 133:4	81:20 88:10
62:9 80:11	132:17,19	four 15:1 44:7	fuel 9:6 10:1	gentleman's	95:5 98:18
115:8 129:6	flat 74:16	60:14 63:20	26:15 77:6	138:18	100:10
				gentlemen	

Taken October 20, 2011

103:11,14	126:1	55:14 58:1	guy 108:9	130:19,20	87:12
107:6,11	134:14	68:15 73:11	guys 74:3	hard 38:19	held 5:9 84:19
111:10	136:3,5,5	73:15 75:9	89:10	40:20 41:6	85:15 142:1
115:4	137:17	79:19 80:1,8		109:15	Hello 30:11
116:20	144:19,20	82:17 96:1	H	Harry 26:15	102:12
120:10	145:16,17	100:15,19	half 56:13	28:21	helmet 93:17
126:21	good 2:2 3:2	108:4,7,13	63:15	haul 13:4	help 19:1 84:3
130:6 131:9	18:13 23:7	123:10	halfway 52:17	113:14	86:14 101:8
132:1,13	31:15,16	131:15	54:18,19	117:21	144:7
133:12	33:11 34:21	132:12	hand 112:10	120:19	helped 35:8
134:4 136:3	35:10 39:2	great 27:20	112:11	hazard 29:11	36:14
142:2,3	62:21 71:14	42:21 45:20	143:15	31:7	helpful 119:12
145:17	80:14	110:14	handle 20:17	hazardous	131:15
God 144:12	102:12,13	129:8 134:9	107:9	13:8 16:16	herd 67:2
goes 40:12	117:14	greater 83:6	handling	head 15:12	heritage 98:14
51:20 68:1,2	119:20	greatest 19:20	113:13	26:17,21	hey 48:8
69:17 73:19	126:2	green 54:19	hang 79:14	29:12 42:7	Higgins 113:6
105:18	129:18	55:1 86:13	Hanson 50:8	51:16 53:3	high 6:11
107:16	131:8	90:21 94:15	Hanson's	108:12	24:15 25:5
142:6	133:18	100:13,14	62:13	113:15	25:18 40:10
going 2:8,9	Google 45:16	100:15,16	happen 13:19	heads 29:9	40:16 68:21
3:16,19 4:10	gotten 78:3	111:18	89:13,15	118:21	101:11
8:19 12:19	86:15 102:8	132:17	110:13	hear 3:5 44:2	125:1,2
13:14 14:7,9	government	grew 24:21	111:6	94:4 95:20	Hillsborough
15:12,13,19	83:4	46:16	happened	96:14	142:6
15:20 23:13	Governor's	groove 94:20	103:7 112:7	102:11	hint 44:4
25:10,13,14	84:20 87:12	group 2:4 3:1	122:19	105:14	hip 111:5
25:14,17	graduation	3:2,20 82:2	happening	132:9	historic 84:19
26:5 30:13	68:6	144:2	25:17	133:18	85:6,9 86:5
34:8 38:20	Grady 121:14	grown 44:12	happens 89:14	143:19	87:10 97:16
41:3 43:6	124:19	Grunak 28:21	95:2 112:15	145:19	98:4 116:15
53:12 59:10	grandchildren	guarantee	128:12	heard 8:3 81:3	history 27:21
61:15 63:1	42:21,21	113:19	happy 45:10	117:21	hit 111:15,16
64:6,8 71:10	granddaugh...	Guard 91:12	102:11	120:5	121:21
75:5,17,18	70:12	106:18	127:9	131:17	122:1
77:19 78:5,7	grandparents	109:2	harbor 84:4	137:19	124:11
79:2,9,17	24:12 35:2	112:13	86:15 90:12	139:2	hobbies 135:1
80:6,9 90:9	Grant 1:17	131:7 144:6	93:6,8,12	hearing 1:7	hold 22:5 70:9
94:14 95:3	4:17 5:5,12	144:15	98:21 99:8	2:3 23:12,19	75:9 96:14
99:9 107:7,9	5:16,20 7:20	guess 15:11	101:19	76:12 84:13	99:2 113:17
107:10	8:3 9:1	40:18 41:9	109:19	102:14	120:21
111:5	11:15 16:3,6	56:19 96:5	110:5	117:10	holiday 47:14
113:12	45:8 49:18	113:7 114:2	116:15	136:8 145:8	120:14
117:1,4	50:11,13	124:12	119:21	145:12,17	holidays 15:15
122:11,13	53:4,21 54:5	142:19	122:3	146:2	80:3 83:4
122:13	54:13,17	143:5	126:14	heavily 14:7	home 24:1
123:1 125:7	55:2,5,9,11	guessing 56:9	127:1	heavy 86:9	30:5,6,7
			129:16		

Taken October 20, 2011

36:10,10	24:3	97:10	139:1	introducing	job 3:3 33:12
40:3 41:14	hydrogeolog...	inaugural	initial 52:19	2:6 3:17	John 1:9,15
44:8 66:10	101:6	131:5	52:19	investigate	51:16 58:11
homeowner	H.M 86:2 98:3	inch 72:2	135:19	140:13	59:17 67:16
23:8	109:1	incidences	initially 2:8	involve 89:8	80:18 99:2
homeowners	<hr/> I <hr/>	140:13	initiator	130:10	100:9
6:1 23:15,18	idea 41:20	incident 13:15	129:11	involved 46:2	102:14
homes 29:21	77:18 117:3	87:8,21	injured 112:6	80:8	129:11
37:11	identical 9:2	93:19	injuries 87:20	in/stern 40:6	Johns 42:11
honoring	ignore 105:5	incidents	89:8,8 119:8	Irene 124:3	Jon 1:13
100:2	105:11	13:18 19:15	injuring	Iris 116:13	Jones 1:15
hope 30:5 51:9	ignored 27:5	118:7 119:2	137:11	ironically 96:4	55:16,20
hopefully	II 116:14	119:8	inn 84:12 90:3	irresponsible	57:10,18,20
133:14	illustrate 85:8	includes 82:6	90:6,6	35:16 36:13	72:17
hoping 76:1	illustrates	including	input 7:3	Isabel 124:2	July 47:15
horn 64:7	87:21	124:7	inside 45:13	Island 87:11	51:2 63:7
horns 63:21	illustration	income 39:10	install 20:21	134:4	84:20
64:3	89:6	inconsiderate	125:4	issue 8:16 9:15	June 84:19
horse 51:11	imaginary	119:6	installed 96:21	11:13 16:14	85:14 106:5
144:9	134:6	inconsistency	installing 31:8	18:20 19:6	junior 45:18
hosted 68:20	imagination	136:14	instances	21:4 26:6,6	82:8 85:3,14
hour 69:6	97:8	inconsistent	103:9	43:14 62:12	102:21
71:19	immediately	136:19	instituting	68:17	104:12,13
hours 131:1,1	95:4 138:9	inconvenien...	65:11	107:10,14	J.D 18:14
141:9	impact 17:15	8:12	137:17	107:14	106:20
house 5:14	83:16 101:4	incorrect 81:8	instruction	111:8	107:2
134:1,3	121:2	increase 83:20	115:3,12	113:18	<hr/> K <hr/>
houses 5:2	impacted 77:8	84:8	instructors	114:15	Karen 39:2,6
huge 116:20	77:9 96:21	increased 33:5	114:20	137:16	kayakers
116:20	120:16	increasing	insurance	141:7	39:13 45:20
141:2	impacting	136:1	110:11	issues 3:11	47:6 82:9
hulls 110:6	19:5	137:21	intent 18:21	32:12 44:17	85:17
human 93:15	implement	indicated	19:18 20:2	78:21	kayaking
hundred	19:1 92:14	147:6	21:18,21	101:10	70:20 95:9
13:21 15:2	important	indicates	intercoastal	113:8	127:2
29:8 41:5	31:2 98:14	86:21 87:16	26:1	145:20	kayaks 48:10
69:1 85:2	impose 32:8	indiscrimin...	intercollegiate	item 45:15	keep 2:7,10,19
91:7 95:10	33:6 75:12	77:16	60:14,17	<hr/> J <hr/>	22:1 42:4,18
99:5,6	76:2 92:9	inducing	interest 2:6	Jennifer 18:14	43:18 44:12
120:14	134:8	101:17	28:3 35:17	jet 11:14	71:16 72:10
hundreds	imposed 31:8	industry 27:19	71:16 131:3	20:20 24:7	102:5
101:12	impossible	inexperienced	interfere 59:2	33:3 52:6	108:18
hundred-foot	75:21	66:19 105:2	59:4	76:4	127:11
36:16	141:11	105:4	intersection	jetting 30:2	Kelly 1:19
hurt 13:15	impression	information	94:9	Jim 86:4	114:12,12
111:7	52:15	114:2	introduce 3:18	102:18	114:19,19
hydrofoils	imprudently	117:13	4:11,12	Joan 126:8	147:3,9

Taken October 20, 2011

Ken 38:20 43:5	87:15 92:4 98:11 99:9	136:6 137:15,19	109:16 117:21	73:13 leg 111:5	74:21 75:13 88:13 90:11
Kenneth 1:16	105:21	138:8,8,10	118:18	legislated 69:20	91:21 92:19 93:18 95:17
Kent 46:14 47:13 77:20 134:4	107:4,6,12 107:13,15 107:19	141:3 143:6 143:6,7,8,15 144:8	121:19 122:18 124:5 129:2	legislative 18:21 19:17 21:18	96:11 98:11 98:20 119:9 126:11
kept 67:3	111:21	knowledge	largely 32:8	length 47:21	127:13 134:8
kids 51:4 66:19 89:20 104:14,19 105:2 137:11	115:16 118:20 128:17 129:2 136:17	7:11 32:6 known 63:3 knows 36:15 78:3 144:12 Krapf 12:13 12:13 15:1,5 15:14 16:5 16:10,21 17:3,8,12,17 18:1	larger 22:14 46:19 47:12 57:1,4,10 125:7 137:18	80:2 83:6,10 lessons 84:10 letter 56:17 letters 23:14 23:18	limited 42:10 42:13,15 82:5,21 84:1 96:19 97:13 limits 76:2 88:11 92:10
killed 89:17	know 6:1,15 6:17,17 8:10 12:16 13:11 13:13 14:3 14:10,10 20:21 27:8 29:4 31:6,20 33:2 34:10 34:11 35:14 37:12 49:3 53:13 64:10 68:12 70:10 70:12 71:13 89:3,11 90:1 94:19 95:1 95:19 96:11 97:11 98:6 98:19 99:21	Krentz 86:2 98:3 100:6 109:2	largest 15:5 97:17 124:6 Lark 87:11 lastly 19:3 20:18 late 34:19 41:15 laughed 111:11 launch 13:4 66:11,11 launched 63:9 launches 74:4 law 18:18 21:10 56:17 70:3 97:12 130:14 laws 19:1,7 21:14 lawsuit 111:7 learn 64:17 135:13 learned 24:10 24:11 65:12 learning 51:5 63:19 64:12 65:14 97:5 leave 88:10 134:3 leaving 104:6 115:4 Leeds 117:17 left 28:16 73:21 left-hand 9:17	let's 45:6 59:17 82:1 109:10 134:3 level 138:7 142:21 levels 39:11 Levitan 1:16 48:3 61:4,9 70:8,10 license 102:17 lieu 60:1 lieutenant 142:7 life 6:7 27:13 35:20 39:10 39:15 46:16 82:14 113:17 121:1 lift 121:15 122:1 123:1 124:20 134:1 light 57:21 lighted 109:17 lighthouse 98:16 99:14 limit 18:15,16 22:1 23:10 23:16 42:3 52:5,16 60:1 62:17 71:12	96:19 97:13 listen 76:2 88:11 92:10 line 9:7 73:8 73:14 77:21 108:13 134:7 lines 87:2 listen 3:12 113:21 listened 105:13 literally 35:7 111:16,18 little 9:17 32:20 40:8 42:5 43:8 61:14 63:17 78:11 103:3 104:13 128:16 139:1 live 2:5 24:9 24:19 26:8 29:18,21 30:13 31:18 32:19 35:7 75:4 119:21 lived 41:11 lives 24:19 33:20 living 35:1 76:10 96:20 138:10 lobby 32:7
		L			
		L 1:14 Labor 47:15 lack 88:1 136:9 lackadaisical 137:20 ladies 62:21 land 13:3 42:5 42:6 127:11 landed 42:2 landing 42:4 48:12,12 landings 48:14 landowners 10:14 20:5 Langley 96:16 99:3 105:3 language 88:7 large 11:7,12 20:13,14 36:8 50:16 50:18,19 56:6 71:17 88:2 89:14 94:15 97:3,9 104:1			

Taken October 20, 2011

local 19:10	136:15	73:21	50:18 75:7	18:12 22:4	133:3,8,10
20:10 22:8	Lois 31:17	lunch 3:8,8,11	marinas 9:2	22:21 23:3	136:21
22:12,19	long 11:15	3:15 145:17	11:16,21	29:16 30:8	138:13,16
32:9,11 68:9	14:20 17:6	145:18	20:15,16	30:21 31:4	139:6,9
74:3	68:11 72:2	Lynda 75:3	21:15 22:16	31:11,15,21	140:17,19
locals 27:7	92:20		22:20 25:3	33:13,21	142:2
34:10,11	110:12	M	27:4,16 35:7	34:12 38:10	143:11
39:16	113:14	machine	35:13	38:15 39:4	Marshall
located 44:9	117:21	129:17	marine 110:10	43:2,8,12,17	127:17
49:13	120:19	magnificent	112:13	44:18 46:7	Maryland 1:1
location 10:21	140:1	129:17	130:16,18	48:1 49:8,13	1:9 2:21
locations 9:5	long-standing	main 128:12	130:18	50:2 52:12	10:6 19:2,11
26:8	97:3	major 33:1	131:13,16	53:19 55:6	20:4 21:20
lock 67:5	look 114:8	86:10 97:15	144:4	55:19 56:8	23:9 68:19
Lockwood	130:13	105:17	maritime	57:9 58:16	68:21 82:8
98:15 99:15	134:6,20	113:10	84:12 86:5	59:18 61:12	82:15 87:9
Locust 1:2	looked 121:18	128:20	96:17 97:16	62:1,5,9,14	103:1 109:4
8:20 9:2,13	looking 4:21	132:7	102:18	62:16 65:2	135:21
9:20 11:5,17	5:2 14:3	majority 22:7	126:14,21	67:11,19	147:1,4
12:6,14,20	38:21 53:5	76:14	127:19	70:9,17 72:4	Maryland's
14:6 16:21	57:7 140:3	139:15	138:3 145:5	72:15 74:6	88:9
18:16 23:9	looks 5:4	making 13:6	mark 45:13	74:13,18	massacre
23:12 24:2	loose 40:15	81:13 82:21	96:5 100:2	76:6 78:17	30:13
25:2,4,6	losing 39:16	135:8	marked 60:15	79:9,12,21	mast 87:10
26:14 28:6	lot 2:11,16	145:21	83:7 97:7	80:11,16	110:8,9
29:2 32:3	6:14 8:8 9:7	maneuver	105:1	81:20 88:19	112:5
34:6 39:1,7	9:10,11	111:13	marker 5:8	89:1 94:10	120:21
39:9 40:13	15:14 33:1	maneuvered	78:1 86:19	95:11 96:10	master 102:17
41:2,10,16	38:21 39:21	111:14	90:21 95:4	99:1 100:9	matter 1:6
41:17,20	41:12 45:14	manner 112:1	99:19	101:21	13:18 68:19
44:6,9 75:6	45:17,19	map 73:5	109:17,18	102:3,10	72:10 76:13
log 71:9 84:19	47:5,17 51:6	marina 6:4	118:16	106:1	maximizing
84:19,21,21	71:10 75:16	7:15 8:14	123:6	107:21	88:8
85:6,7 87:11	104:8 105:4	11:1,1,18	markers 31:8	108:16	maximum
89:9 91:7	107:11	12:14 17:9	91:11 94:15	109:5	86:18
92:2,3,5,14	123:21	17:16 18:16	markings	112:16,20	ma'am 117:8
92:19 95:10	124:3	20:19 21:1	49:14,17	114:9,18	126:7
102:19	128:18	21:11,13	marks 128:13	116:10	mean 47:16
103:8,10,11	135:10	23:20 25:11	129:1	117:8	95:7 122:18
103:14,18	love 24:8 36:1	26:13,14	Marsh 1:13	119:15	141:3 144:8
104:9 105:9	36:3 39:8,11	29:4,13,21	4:3,15 6:20	121:7	meaning
105:14,18	42:20 57:13	30:2 35:8,15	7:1,16 8:1	124:16	132:5
107:7,16,17	76:3	37:13 40:14	8:17 10:2,18	125:14,19	means 3:2
107:20	low 34:9 56:5	41:2,3,10,15	12:5 14:18	126:3,6	75:18 130:5
118:15,15	71:15	41:17 44:9	15:8,10	127:15	meeting 1:1
118:21	105:18	44:10,10	16:18 17:5	129:5	3:7
127:18	lower 73:12	47:13,18	17:19 18:5	131:19	member
		48:13 49:11			

Taken October 20, 2011

136:15	39:3 69:4	59:21 99:2	88:2	119:19	117:6,6
members 1:12	102:9	117:12	mounted 24:6	121:9,11	needing 111:4
3:18 4:8,12	middle 56:3	minutes 34:18	move 2:16	126:7,8	needs 52:2,2
86:16,19	70:10 87:15	43:18 62:18	8:19 94:20	127:17	77:3 103:13
95:12	87:17 106:6	74:21 83:18	100:21	129:8,8,10	negatively
117:15	Midshore	83:19,20	142:20	133:16	19:5
128:7	85:13	96:12 102:6	moving 6:3	139:6,10	negligent 27:6
Memorial	mid-August	108:19	45:3 78:21	narrow 10:12	140:11
47:15 84:17	51:3	113:1	multigenera...	91:17	neighbor
mentioned	Mike 1:17	133:14	27:21	103:21	121:16
14:4 90:3	8:17,19 45:7	misundersto...	Murray 126:5	narrowest	123:15,20
129:14	53:2 56:20	53:4	126:8,8	123:3	neighbors
134:13	79:18 95:21	modify 92:21	127:8	National	26:5 36:18
137:15	96:10 108:2	mom 31:15	museum	144:6	37:18 38:4,5
met 41:13	131:15	33:14,16	84:12,14	natural 10:6	nervous 31:3
54:8	mile 6:16 17:4	moment 52:13	86:5 96:18	19:20 86:12	139:7
meters 71:21	83:8	55:11 73:10	97:16	139:12	net 144:14
72:2	miles 1:3 54:2	101:15	102:18	141:15	never 8:9
mic 31:21 75:9	71:7,19 79:3	Monday 65:5	124:9	142:5	11:10 30:12
80:16 96:14	79:10 82:12	106:10	126:14	nautical 54:2	41:12 43:10
109:5 127:7	83:9,9,10,11	142:16	127:1,19	83:8 108:7	63:15 76:16
128:4	83:11,14,15	monster	138:3 144:3	navigable 26:1	111:3
Michaels	84:13,18	137:21	145:5	90:17 91:9	112:12
80:18 84:4	85:19 86:12	month 71:20		navigation	124:7
86:15 90:4	86:16 101:1	months 76:17	N	91:11 98:2	new 16:3,7
90:12 93:6,8	107:12	142:9	N 2:1	navigational	17:2 29:3
94:14 95:1	108:7	moored 15:6	nail 78:16	26:6 29:11	31:9 36:21
96:18 99:10	110:16	mooring	nailing 78:11	Navy 97:21	39:8 41:10
104:5 108:2	113:5 115:5	26:11	name 4:4,5	99:11,13	44:6 65:18
109:4 113:7	115:7 118:9	morning 2:2	7:4 10:4	100:4,17	95:18 96:12
116:14	123:4	3:8 10:5	12:10,13	109:11	108:19
119:21	124:13	18:13 23:7	18:14 23:5,7	near 67:5	117:12
120:20	126:9 131:5	28:16 34:21	34:16,21	116:3	126:9
122:16	131:12	39:2 62:21	39:2,5 44:3	133:20	127:10,12
129:11	133:20,21	65:6 78:15	46:11 50:5,8	nearby 87:1	127:13,16
130:20	134:18	80:14,20	62:17,19	nearly 110:9	129:7
141:7,11,18	140:9 144:3	81:3,18 86:1	64:20 67:15	118:3	134:18,20
142:5,10,18	Mills 117:16	86:3 96:18	67:16,19	necessarily	138:17
143:3,9,9,18	mind 2:8,19	mother 31:13	75:1 76:9	2:13	nice 75:14
144:13	76:18	mother-in-l...	80:12 96:13	necessary 8:15	122:9
Mick 1:13	101:15	24:14	96:16 102:4	18:4	Nickel 1:14
14:19 16:18	mindful 37:2	motivation	102:5,10,14	neck 16:7	141:1,12
29:17 89:1	minimum	31:20 32:1	108:20,21	need 7:14 8:10	nights 51:8
99:7 100:1	84:2 130:4,7	motive 8:11	113:3,4	25:10 27:9	130:11
107:21	minor 83:16	motorboat	114:11,12	47:8 58:8	nine 46:4
136:21	minute 22:5	87:14	114:17,18	72:2 78:13	128:7
microphone	33:15 45:6	motorboats	116:12,13	81:17 113:7	nonpowered
			117:15		

Taken October 20, 2011

nonresidents 32:10	observations 96:3 120:5	38:12 45:2 46:7 53:14	130:21	originally 45:9	panel 2:7 33:8
normal 11:14 28:19	observe 86:18	55:5 56:19	operated 88:6	Ott 26:15	55:15
normally 46:18 145:7	observing 86:20	57:8 62:5 67:13 77:21	operates 130:21	28:21	paper 82:16
north 4:19 29:21 37:1 49:19 52:7 59:15 76:13	obvious 130:21 143:17	78:21 79:9 90:8 100:7 100:18,19	operations 51:17	Ott's 41:16,21	parallel 28:13
northernmost 4:19	obviously 14:15 33:6 69:5 71:6,13 81:7	102:12 103:9,21 104:10,18 105:15,18 105:19	operator 87:16 109:1	ought 88:13	parentheses 54:1
northwest 54:2	occasion 48:5 112:12	107:18	operators 82:7	outboard 98:1 99:12	parents 30:15 41:18 43:1
Notary 147:3 147:9	occasionally 97:10	108:16 109:7	opinion 2:18 3:5 76:19 78:12 101:7	outline 80:21 90:13	part 11:11 24:19,20
note 139:17 140:2	occur 93:2 113:11	117:11 119:16 125:11	opinions 145:4	outlined 50:14 113:2 125:4	25:12 36:10 36:20 37:9 37:18 38:2 42:15 43:13 66:12 123:4 124:14 138:10
noted 130:17	ocean 1:9 113:11	132:20 136:20	opportunity 2:12,17 3:14 4:9,11 44:1 45:2 129:10	outrageous 117:5	PARTICIP... 108:10
notice 76:12 76:16,17 94:14 96:2 120:12	October 1:7 83:2 86:8 130:1	old 9:8 16:12 98:15	oppose 23:9 39:8	outside 53:13 55:21 73:19 78:9 80:6 104:4 115:3 116:18	particular 60:19
novices 97:4,6	offered 122:9 122:10	older 6:7	opposed 67:14 67:14 74:9 76:8 133:11	out-of-town 27:11	particularly 36:21 72:11 103:7 105:20 115:9 116:2 116:8 120:12
NRP 138:20	office 142:6	Omer 80:14	opposing 23:19	out-of-town... 39:18	overregulati... 33:9
number 5:21 27:20 38:6 83:8 85:11 88:15 102:16 103:9 104:3 106:15,18 116:19 129:21 130:7	officer 7:1,2,4 7:6,6 10:2 10:18 12:17 14:4 19:10 19:11,13 46:8,13,13 48:2,5 49:1 49:12,16 50:3 79:13 79:16,18 139:14 144:10	onboard 71:9 once 13:5 14:10 102:8 142:15 ones 12:14 15:6 20:13 20:14 21:16 22:15 46:20	opposition 23:16	owned 11:16 47:19 110:7	owner 12:14 41:10,11 78:14 109:1 117:17 121:12 126:9,9 127:10 133:19
numbers 122:6	officers 81:18 141:8 143:5	on 14:8 36:7 82:12	Opti 104:15	owner 12:14 41:10,11 78:14 109:1 117:17 121:12 126:9,9 127:10 133:19	pass 12:19 13:19 36:14 42:20 64:13
numerous 85:17 140:10	oftentimes 119:3	one-finger 105:12	Optics 64:10 65:17	owners 10:13 20:10,15 25:6,7 40:6 41:4,19 82:8 82:9 144:12 144:13	passed 37:20
<hr/> O <hr/>	oh 8:4 117:11 137:13	ones 12:14 15:6 20:13 20:14 21:16 22:15 46:20	Optimist 63:18	owner 12:14 41:10,11 78:14 109:1 117:17 121:12 126:9,9 127:10 133:19	passengers 109:3,8 111:19 112:6
O 2:1	oiling 110:8	one-finger 105:12	option 145:21	owners 10:13 20:10,15 25:6,7 40:6 41:4,19 82:8 82:9 144:12 144:13	passes 142:7
objections 134:15	okay 5:1 7:16 7:17 30:3 31:4 32:2,4	online 8:7 41:3	order 79:11 79:21 80:6	ordered 27:4	patrol 10:14 19:12 142:15
obligations 21:11		open 14:8 36:7 82:12	order 79:11 79:21 80:6	organizer 80:19	patrolling 60:16
obscure 38:2		opened 132:5	order 79:11 79:21 80:6	organizers 80:19 82:7,9	patrols 7:2 10:2 138:20
		opening 123:21	origin 77:16	origin 5:2,7 41:19 53:5 55:6 56:10 56:20 72:18 72:20 73:1 132:15 140:4	Patterson 127:17,18
		operate 45:19 106:4 109:3 110:14 116:14	original 5:2,7 41:19 53:5 55:6 56:10 56:20 72:18 72:20 73:1 132:15 140:4	<hr/> P <hr/>	Pause 4:7
				P 2:1	
				pain 11:14	

Taken October 20, 2011

55:13	Perry 84:12	87:3 126:17	plays 60:18	39:1,7,9	polite 122:8
Penguins	86:13 90:3	126:20	88:8	40:9,14 41:2	pond 123:19
115:7	person 2:14	127:10	plea 102:14	41:10,17,21	population
people 2:5,11	8:13 18:7	piece 114:2	pleas 105:14	44:6,9,9	32:9
2:16 6:8,13	62:10 67:12	123:20	please 7:5	54:1 75:6,6	portion 90:17
8:4,6,13	119:16	pier 4:19 5:11	12:11 18:12	86:12 90:8	portions 91:10
10:1 11:11	138:20	5:12 9:6	23:6,14	94:21 95:3	portrayed
11:17 13:8	personal	10:1 13:19	34:16 42:18	97:21 99:5,8	134:7
15:16 16:16	10:16 34:4	14:1 17:13	62:20 64:20	99:11,13	posed 97:9
18:2 20:13	72:14 77:14	19:9 21:5	67:15,20	100:4,17	position 73:14
22:8,10,11	87:20 89:7	29:8,10 30:1	74:21 75:1	103:19,21	132:2
22:12,18,19	140:11	30:2 41:5,13	79:11,21	104:8	possible 35:18
25:19 29:6	pertaining	44:10,11	80:5,16 82:2	108:12	43:19 66:3
33:1 34:9	10:10	45:15,16	82:19 84:6	109:11	125:9,10,12
36:19 38:4,8	petition 6:2	47:19 66:11	85:5,12 87:6	110:15,16	125:13
38:21 40:3	8:5 31:20	69:18 73:6,7	95:15 96:11	110:21	132:3
52:5 53:8	32:2 80:19	73:7,8 99:4	96:13 102:4	111:3	post 144:7
60:16 75:7	86:21	121:14	108:18,20	115:14	potential
77:3 78:16	117:19	piers 6:12 9:5	112:21	116:3,5	103:17
91:6 95:13	129:12	11:7,8,10,15	114:11	121:12	pounding
103:15	131:18	12:20,21	116:12	124:11,12	109:15
107:20	132:15	14:14,21	117:12	124:13	pounds 127:3
111:3,9	136:18	15:20 17:6,7	121:9 126:7	125:5 126:9	power 82:6
113:8 114:4	138:17	21:1,3 26:10	126:10	129:13,18	84:9 85:18
114:6,6	petitioned	26:17,18,21	pleasure 76:4	132:17	125:5
118:17,20	12:15	27:2,8 28:8	plenty 15:19	141:3	134:19
119:5 120:5	petitioners	28:8 73:4	plow 104:4	pointed 31:18	powerboat
121:4	80:21 82:3,4	97:20	105:6,12	136:14	72:6 103:10
126:15	82:10,21	pilings 87:2	plowing	pointer 5:5	105:20
128:3,14	130:17	98:1,7,11	105:20	pointing	113:10
136:2,7	131:3	99:13	Plum 9:4,20	121:18	117:21
141:13	petitions	109:13	28:21 75:6	132:19	120:1,3
144:16	25:15	pin 120:4	plus 86:13	points 20:9	128:1 134:1
145:3,10	petition's	place 18:19	129:2	77:18 84:16	134:11
percent 83:4	135:19	19:8 21:2,11	podium 4:2	police 10:7	137:6
83:15	phone 8:7	21:14 24:8	30:12	19:10 37:6	powerboater
percentage	phonetic	33:11 36:4,8	point 1:2 8:20	81:18	80:18
142:20	28:21	40:15 98:5	9:2,3,4,13	110:10	powerboats
143:5	139:13	130:11	10:4 11:5	112:13	6:8 104:2
performance	photographs	144:17	12:6,6,14,16	119:12	112:9
136:19	50:21	placed 96:2	12:20 14:6	130:16,18	PowerPoint
period 64:14	photos 40:21	places 15:19	16:21 18:16	130:18	80:8,10
64:15 115:4	41:7,13	25:16	23:9,12 24:2	131:13,17	practice 24:5
130:1 132:3	pick 97:7	101:11	25:2,4,6,18	139:12	61:3,10 68:9
142:12	picture 85:3,5	plane 95:5	26:14 28:6,9	141:14,16	97:5
perpendicular	85:7	134:11	29:1,2 31:5	142:6 144:4	practices 47:7
117:2	pictures 41:1	planes 21:3	32:3 34:6	144:10	practicing

Taken October 20, 2011

61:1	12:15 13:1	36:21 37:7	proposal 50:4	117:1,4	38:11 43:3,4
Pram 104:16	14:10 81:12	37:14 44:14	50:7 69:10	118:3	44:18,21
preceded	81:12	48:4 112:14	92:14	121:16	48:1 50:2
117:18	principal 97:2	127:5	102:15	122:9,12	52:11,13
preexisting	print 4:4 23:5	proceedings	117:10	123:13	56:8 58:17
21:9	34:16,20	4:7 55:13	139:18,19	125:1	62:3 67:11
prefer 2:13	46:11 50:5	147:6	139:20	126:10	74:6,14,19
prepared	62:17 67:15	process 11:4	proposed	127:13	76:6 78:18
23:13	67:19 75:1	27:7 79:2	18:15,16	128:7	79:17 92:2
presence	80:13 96:14	126:11,12	22:1 23:10	131:14	95:12
106:14,18	102:4	131:16	38:7	145:14	101:21
130:16	114:16	proficiency	proposing	puttered 96:7	102:1 103:6
131:14	121:10	115:15	82:5 83:14	putting 60:8	106:2
141:10,14	129:8	proficient	protect 8:13	121:20	108:16
144:4	133:16	116:5	9:4 26:9,18	136:2,18	112:17
present 41:9	139:6	profile 105:19	77:7 86:14	pylons 21:9	114:10
83:12	private 11:8,9	program	98:7		116:11
presentation	29:9 49:10	45:17 46:1	protecting	Q	117:9
29:15 64:18	privately	51:4 70:21	21:13	Queen 46:6	119:16
79:13 81:21	47:19	90:6 97:4	protection	47:1 52:4	121:7
presented	probably 3:3	102:21	9:21 98:13	76:15 77:20	125:14,19
139:18,21	6:5 13:5	103:2	protocol	question 10:18	127:15
presenter	14:7 132:6	104:12	141:13	11:19 15:9	129:6 133:4
113:2	problem 8:9	105:3 106:4	proven 27:19	16:8 22:5	133:4,5
preservation	14:15 17:10	110:17	32:4	33:16 34:1	138:14
6:19	18:19 19:7,9	114:21,21	proximate	34:13 48:19	140:17,21
preserve 84:3	35:12 40:5	130:11	121:5	55:16 58:6	143:12,12
president	44:16 56:5	programs	public 14:6	58:18 59:10	quick 82:20
84:14 86:6	57:17 59:14	48:4 68:4	26:13 37:19	61:12,13	118:5
96:17 135:2	66:16 68:11	prohibit 92:19	82:11 147:3	62:11 72:6	128:16
presiding 1:10	69:10,15	prohibiting	147:9	72:16 89:1,3	131:21
presume 25:9	70:4 71:4,11	97:14	pull 7:19	90:1,2 93:3	quickly
pretty 9:1,8	74:3 87:21	project 14:5	pulling 6:10	93:16 94:11	129:12
11:3 14:17	91:21 94:1	promise 65:13	109:18	94:12,13	quiet 51:14
66:13 70:21	95:6 101:9	promote 82:14	pumps 26:15	99:1 100:8	quite 5:3 10:8
72:10 75:8	105:10	89:18	26:19	100:20	10:15 17:12
75:19 79:14	119:4 124:7	property 6:2	purchased	108:1	42:9 43:20
123:2,18	124:15,15	7:12 22:11	35:3	124:17	51:14 96:8
previous	128:20,21	26:10 30:4	purpose 21:10	125:3	120:11
35:18	132:21	35:3 43:6	put 5:3 6:3	131:20,21	134:2
previously	144:11	82:15 87:5	7:13 18:17	133:7 137:1	quote 135:19
53:16	145:2	87:19	25:10 65:18	137:2	
primarily	problematic	117:17	76:11 78:5	140:15	R
14:15 16:14	119:13	121:12	82:18	questions 8:18	R 2:1
106:21	problems	126:10	104:20	14:18 15:11	race 6:7 58:14
143:3	11:13 20:16	127:11	107:18	17:19 22:4	58:21 59:3,5
primary 2:9	21:6 35:15	133:19	110:20	22:21 29:17	59:6,15
				30:8 33:17	60:17 65:15

Taken October 20, 2011

68:1 69:11	139:7,10,11	88:7	106:14	repeat 2:13	145:10
70:11 72:1,1	141:6,17	recommend...	130:4	38:17 82:17	requested
73:9,19,20	142:4,17	140:4	regattas 84:19	120:3	59:13 82:4
84:18 85:6	reaches 123:5	reconcile 92:5	85:14 106:6	Repeating	106:17
86:8 87:12	reactivated	92:15	130:1	58:19	requesting
87:15 92:5	14:5	136:20	137:12	replaced	11:21 45:9
92:15	reads 53:21	reconstruct	142:10	28:12	52:16 53:11
105:15	real 32:12	109:12	144:2,4	report 13:15	54:14 55:3
115:8 130:3	33:7 37:16	record 4:5 5:9	region 97:6	87:10,16	58:20 61:14
131:11	38:21	39:5 139:17	registrations	141:19	requests 142:4
raced 106:20	really 12:16	142:1	135:20	reported 1:19	142:9
115:7	12:17,18	145:15	registry 122:3	13:17 19:10	require
racers 89:9	13:16,21	recreating	123:2	87:9 119:2	140:16
144:12	16:12 20:19	9:11	regulation	141:14,15	required
races 51:19	31:1 35:6	recreation	27:9	REPORTER	103:11,12
56:15 58:2	36:3,4 38:8	82:12 89:5	regulations	7:4 23:5	requires 97:8
59:12 72:19	38:9,19	recreational	1:17 33:10	34:16 62:19	resident 39:7
84:21 85:11	51:21 68:4	15:17,21	86:17	64:19 69:3	44:6 80:17
85:15 88:3	68:11 74:2	20:6 22:8	136:10	114:16	117:16
89:14	104:3	32:5,13 76:2	regulatory	reports 41:1	residents 10:1
106:14	111:12	76:3 85:17	131:12	119:7	32:11 35:13
129:20	135:21	95:9 143:2	Reichle 18:11	represent 2:20	37:17
130:5,9,15	137:16	red 9:7 52:16	18:13,14	2:21 3:21	120:10
141:13	145:11	54:5,18 56:3	22:10 23:2,7	representati...	resources 10:7
142:10	rear 118:11	59:11 73:18	23:8 29:20	143:17	19:20 37:5
racing 51:8	reason 58:7,9	83:8,8 86:19	30:4 38:19	representing	139:12
58:8 61:15	64:14	94:14 99:18	39:2,6,6	102:16	141:16
62:11 65:16	reasonable	100:15,17	43:5,10	request 4:17	142:6
65:17 68:7	25:8 89:17	129:13	Reichles 35:4	9:1,4 10:9	respectful
68:18 69:14	115:15	131:6	reinstate 21:8	12:12 18:9	50:19
74:4,10 85:1	reasoning	132:15,19	reiterate 13:6	23:20 25:10	respond
85:10 86:7	5:20	134:17	75:5	28:5 46:6	132:10,12
89:5 92:20	reasons 18:18	redredging	related 7:12	50:10,13	responded
92:20 93:1	66:13 67:5	16:6	relationship	52:20 53:4,5	140:14
95:8 104:21	81:5 88:14	reduced 83:15	35:6,10,12	53:7,11,15	responsibility
107:8	Rebecca 30:11	reduction	124:5	54:12 55:7	26:9,12
Rafter 139:13	rebuttal 145:8	116:7	relocate 75:18	56:10 60:19	27:17 78:13
139:19,21	recall 110:4	43:19 113:1	remedy 19:4	67:13 68:3	88:16
railings 109:9	received 10:10	redundant	20:18 21:16	79:4,12,19	responsible
ramp 13:3,13	10:14 11:10	103:20	27:15	80:20 82:21	16:13 18:3
14:6 16:3,7	48:20 49:1,3	red-green	remind 95:14	84:1 85:12	27:18 36:19
17:2 29:3	142:9	refer 129:13	102:5	90:14 93:1	36:20 49:10
31:9,10 37:1	recess 79:8	regard 132:9	removed 21:4	96:19 107:8	76:20 77:1,2
ran 131:5	reckless 114:7	regarding	21:5 26:19	114:13	77:4
range 63:6	136:12	27:9 50:13	26:20	131:12	responsibly
ranging 74:16	140:11	regatta 82:6	removing 27:6	141:14,19	29:12
Rathgeb 139:4	recognizing	84:20		143:16	rest 4:20 9:19

Taken October 20, 2011

48:14 52:9	29:8 30:14	123:13	110:21	78:9	safely 88:6
68:9 96:8	30:21 31:6	riprapped	113:5 118:9	room 6:9	109:8
restaurant	31:18 32:18	123:18	120:18	131:4 139:8	safer 84:10,16
134:5	34:6 41:17	risk 33:6 87:6	123:4	ropes 40:15	84:18 85:13
restrict 25:16	45:12 50:16	river 1:2,3,3	124:13	roughly 65:6	85:14,15,16
36:2 98:2	51:20 53:14	8:20 9:9,12	125:18	round 104:3	85:18,20
144:19	54:19 56:1	15:12 20:5	130:12	Route 88:10	86:2 93:17
restricted	58:15 59:19	22:17 23:21	131:5,12	94:8	93:18
64:15 72:18	62:4,16 63:8	24:9,15,18	132:3,8	row 57:18,19	safety 6:18
83:12 90:7	63:11 64:8	25:16 27:20	133:20,20	rowboats	12:16 13:16
91:3,9	66:2,8 67:6	28:20 29:19	133:21	57:15,16	14:10 26:5
restricting	67:14 71:3	30:14 31:18	134:19	rower 60:14	29:6 31:7,7
121:3	73:15,17,21	32:15 35:2,3	140:9 143:2	rowers 69:1	32:2,3,12
restriction	90:15 91:1	36:5,10,20	144:3	72:11	33:6 36:15
23:17 25:11	94:9,15 95:2	37:6,9,15,18	rivers 47:17	rowing 47:6	48:3 64:16
28:2 36:16	95:5 96:3,7	38:1,9 39:17	road 31:18	51:13,19	66:13,15
39:15 77:10	98:16 99:10	39:21 40:13	44:11	56:15 57:11	67:5 69:8
78:1 86:20	99:11,18	42:7,12	135:13	58:7 61:1	81:4,5,7,11
94:8 96:20	101:1	44:11 45:6,8	Robbins 50:8	68:10,20	81:19 82:14
97:13,13	103:20,20	46:15,16	50:8 52:19	69:5,7 74:11	84:2,8 88:8
100:21	104:5 105:6	48:15,18	53:6 54:4,10	rude 112:11	88:12,14
119:9 132:4	105:12	50:9 51:6,13	54:16,21	rule 16:12	89:18 91:3
134:2 136:2	108:8	51:19 52:3,3	55:4 56:1,14	27:5,11	92:6 94:1
restrictions	109:10	52:4,18,21	57:2,6,12,19	107:18	97:9 102:19
23:10 38:7	110:14,16	53:1 54:5,6	57:21 58:2	rules 12:1	103:12,12
39:8 42:13	112:10	54:18,19	58:11 59:2,9	27:16 37:3	103:13
58:20 59:7	116:19	56:12,13	59:16 60:2,6	135:13	105:9
91:14,14	117:2,4	58:3 60:15	60:11,21	run 17:13 24:4	107:14,16
95:7 125:4	118:16	60:17 63:2,4	61:7,10,18	28:13 29:9	109:7 111:8
restricts 25:1	120:1	63:10,12	Robert 1:14	29:11 66:15	112:4 115:1
restroom 79:6	121:12,16	66:4,6,11,16	4:13 64:21	76:21 104:8	118:14,18
resulted 32:5	123:11,13	66:18 67:7,7	Robin 1:13	107:3	119:5 120:4
retired 44:7	132:5,20	68:5 69:18	rock 39:19	rundown 45:7	128:21
retirement	133:1	71:8,9,14	48:9 98:17	running 35:21	134:16,16
30:6	136:10	73:6 75:4	rocking 9:7	49:7 71:15	137:3,3
revise 54:12	138:2	76:3,10 78:7	24:5 51:10	runs 14:13	138:5 139:1
revised 55:14	140:20	79:3,10	98:9	50:14 63:8	144:14
rich 97:3	143:1	82:12 83:9	role 81:2,2,4,7	Russ 1:15 17:5	sail 51:5 63:19
Richard 44:4	rights 39:17	83:15 84:13	81:19 88:8	49:8 133:6	64:12,17
right 3:17	right-angled	84:18 85:19	roll 145:11		65:12 66:18
4:20 5:5,11	129:15	86:16 89:3	rolled 120:21	S	82:8 102:19
5:12,16,18	right-hand	90:17,18	rolling 16:15	S 2:1	104:12
6:9,12 9:17	11:8 25:4	91:5,9,12	Rollow 119:20	safe 81:16	110:19
9:19 11:4	52:3	101:1,10	119:21	88:18 91:5	113:14
13:3,11	right-of-way	103:3,5	rolls 13:7	107:20	114:21
15:20 16:1	112:10	104:9	Rolph's 48:16	128:11	127:19
21:21 28:10	riprap 121:16	107:13	48:17 78:2,7	135:11	sailboat 63:16
				140:10,15	

Taken October 20, 2011

84:18 85:21 120:1,3 121:2 130:1 133:21 137:5 sailboater 137:4 sailboaters 82:6 84:9 sailboating 104:14 sailboats 71:5 77:12,13 85:18 sailed 66:1 107:12 sailers 97:4 sailing 45:17 45:18 47:5 48:4 51:4 63:3,4 65:14 70:21 84:10 85:4 89:20 90:5 97:3,5 102:21 103:1 105:3 106:3 110:7 115:12 120:18 127:21 130:11 134:19 137:12 sailor 118:12 127:12 sailors 116:4 sails 112:3 113:13 120:17 121:2 Salena 85:21 salute 105:13 sample 110:18 SASIELA 133:18 137:5,9,13 138:7,15	sat 24:14 40:1 40:2,13 96:3 satisfied 3:4 satisfy 3:1 52:1 132:6 Saturday 40:10,14 65:13,15 74:3,11 104:5 130:10 Saturdays 83:3 85:15 115:10 saw 24:16 76:16 122:16 127:3 saying 47:4 55:8 66:18 69:12 94:7 says 4:16 9:10 20:1 56:11 88:14 131:12 scarce 37:5 Schafer 34:18 34:21 35:1 38:14 schedule 142:18 scheduled 129:20 school 63:3,4 63:5 68:21 110:8 schools 89:9 137:12 scientific 93:4 110:17 scores 101:12 scoring 130:5 screen 4:18 80:9 seaplanes 24:6 42:2,4,8 seas 115:17,19	116:1 season 45:11 51:21 52:9 54:7 68:13 68:14 69:20 80:3 83:2 85:16 91:4 94:6 seasonal 84:7 seawall 77:7 second 18:20 19:17 53:9 55:18 87:5 93:3 129:13 141:20 Secondarily 19:21 Secondly 141:12 seconds 83:18 83:19 section 23:21 24:9 73:2 140:9 sediments 101:18 see 4:17 5:1 6:8 9:7 14:13 17:14 20:6 22:16 28:8 29:20 30:2 36:18 37:17 38:3 40:6,10 41:3 45:12 47:7 47:17 53:3 56:1 57:13 60:18 77:9 79:19 85:4,8 87:4 89:13 98:17 103:19 109:10 118:2 119:1 122:11,13 128:21 136:13	seeing 16:14 38:6 seen 8:9 13:8 44:14 48:3,6 51:10,12 63:8 103:14 104:1 116:19 118:15 seldom 107:3 Selina 116:14 sell 43:10 send 105:1 sense 58:16 101:7 sensitive 92:11 92:12 sent 54:10,11 separate 23:12 23:17 109:14 separately 23:19 September 52:9 61:19 68:5,12 84:21 Sergeant 7:8 139:10 serious 87:1,7 serpentine 128:14 serpentinaing 129:1 session 3:9 115:14,19 145:18,19 set 40:7 47:19 77:12,16 101:3 105:10 130:7 142:18 seven 10:8 29:9,13 141:9 severe 86:10	severely 100:3 120:16 Severn 60:14 71:14 SGT 139:4,7 139:10 141:6,17 142:4,17 shake 112:1 shaking 53:3 shaky 64:11 64:11 123:8 shallow 9:20 10:12 20:7 32:19 84:5 93:9 shallower 46:5 58:9 86:15 shape 126:2 share 41:14 shares 123:19 sheet 4:4 shell 46:1 69:6 Sheller 1:13 59:20 60:4,8 60:13 90:13 90:16,21 91:8,16,18 136:15 shells 51:13 58:7 60:11 61:15 69:7 71:15,18 74:4 sheltered 75:15 shift 26:12 ship 124:8 shipped 32:15 shipping 32:14,17 36:9 42:14 Shook 84:14 86:6 96:16 96:16 99:7 99:21 101:6 102:2	144:18 145:6 shore 66:2 123:18 126:18 shoreline 6:19 8:14 82:9 84:3 86:10 86:12 87:3 90:10 96:20 101:10,16 118:4 126:12 shorelines 71:17 Shores 11:5 shortly 2:7 shoulders 111:10,18 shout 121:17 show 50:21 126:19,19 showing 65:13 shown 72:17 shows 82:18 82:19 100:11 shut 90:16,20 shutting 91:5 siblings 24:10 24:11 side 9:12 11:8 25:4 30:5 40:16,17 46:3,6 47:1 47:13 49:19 49:20 52:3,4 63:12 66:4 76:16 77:20 77:21 78:6 85:8 98:6 111:16,16 117:3 123:16 125:17 sightseeing 85:20
---	--	--	---	---	---

Taken October 20, 2011

sign 4:3 7:4 10:4 62:19 102:11 108:20 113:3 114:18 116:12 119:19 122:9,10,12 126:6 133:16	74:20 78:17 78:19 79:17 79:18 80:12 81:8 88:19 94:10,13 95:11,13 96:13 99:1 102:1,11 106:1 108:17,20 109:5 114:10,11 114:16 116:10,11 119:15,16 119:18,19 121:8 124:16 129:5,7 133:16 136:21 138:14 141:21 142:2 143:15,19 145:5	71:4,6,10,19 75:17 79:20 80:1 83:17 83:20 92:4 94:16 98:11 99:9,17 107:4,6,11 107:13,15 107:19 111:21 136:17	skipper 127:18 skis 11:14 24:5,17 33:3 52:6 sky 93:21 Slaff 1:14 Slaughter 1:2 3:20 4:14,16 slide 82:1,19 82:19 84:6 85:5,6,12 86:9 87:5,5 87:6 slides 82:17 87:3 slip 20:15 98:16 slips 16:19 21:5,8 22:15 22:19 26:21 97:20 99:12 100:6 101:19 slow 64:7 87:18 94:15 94:21 95:2 100:14 101:2 105:14 111:20 120:13 125:7 128:3 134:10 135:9 137:14 slower 128:19 slowing 50:19 slows 109:16 110:1 small 7:11 20:11 32:7 40:12 46:18 47:18 51:8 52:6 58:21 76:15 77:10 104:15,19	104:19 114:14,15 124:7 smaller 6:14 15:6 22:13 46:21 48:6 49:6 54:9 113:11 138:1 smooth 75:14 75:20 snap 112:2 sober 104:6 soil 126:13,21 solutions 36:11 solve 37:13 56:5 145:1 solvents 101:17 somebody 33:15 71:7 77:1 89:17 104:12 111:5 119:6 124:10 135:16 141:3 somewhat 14:2 28:9 son 127:1 soon 14:8 95:3 95:4 sorry 4:1,10 9:16 24:18 26:16 30:20 31:2,10 64:21 86:9 127:8 128:4 141:20 145:12 sort 26:11 58:15 106:16 134:15 135:7,8 136:18	sorts 13:20 sounds 136:9 south 38:2 47:2 48:16 49:20 52:7 59:15 78:2 southwest 66:8 space 36:7 72:3 104:8 135:10 span 68:4 spar 112:2 speak 2:12 3:14 7:5,17 8:2 10:3 12:10,11 17:21,21 18:7,8,8,10 18:11 23:4,6 30:10 31:21 36:16 38:15 45:1 53:2 59:16 61:21 62:1,7 69:3 74:20 76:18 78:19,20 86:1,4,6 95:14,17,19 102:4 108:18 112:21 114:10,14 119:17 120:6 125:20 129:6 133:11,16 138:17 140:19 142:11 speaker 2:9 95:21 speakers 35:19 36:11 50:4 speaking 3:14
--	---	--	--	--	--

Taken October 20, 2011

18:14 30:15	134:8	119:21	87:9 96:13	124:1	127:2
34:14 45:5	135:17	120:20	102:4,10	126:18	summers 44:7
75:11 96:11	136:15	122:16	108:20	storms 124:1	summertime
96:18	140:1,6,16	129:11	113:3	124:2	51:2 61:1,11
116:11	speedboaters	130:20	114:11,18	straight 54:17	107:13
126:3	24:3	141:7,11,18	116:12	54:18 58:13	143:4
145:10	speedboats	142:5,10,18	119:18	108:13	Sunday 65:17
speaks 12:8	51:12	143:3,8,9,17	121:9 126:7	118:5	74:12 78:15
specific 119:8	speeding	144:13	129:7	Strand 120:15	78:15
specifically	19:14	stack 24:3	133:16	stretched	130:10
9:6	speeds 13:20	staff 141:3	147:1,4	143:8	Sundays 80:3
specifics 90:1	51:1	staffed 141:2	stated 3:11	strongly 39:8	83:3 85:16
specified	spend 118:10	staffing 141:1	19:13 25:8	stuck 33:1,3	Sunfish 63:19
64:14	142:14	141:5	60:6 141:4	34:4	64:10 65:17
spectators	spent 35:1	staging 13:2	statement	students 65:4	supervisor
69:1	44:8 103:3	13:10,10	63:5 145:8	65:5 115:14	139:4,11
speculation	spice 39:14	stand 54:13	statements	stuff 15:18	142:8
93:5	split 52:2	standard	81:6	41:12	supply 127:9
speeches	77:19 78:6	27:19	stationed	Stumph 102:8	support 37:8
23:13	87:11	standards	130:19	102:12,14	37:12
speed 6:4,8	splitting 53:1	92:13	139:3	106:5,10,12	117:19
8:11 10:9,11	spoken 19:11	standing 7:18	143:20	106:15	131:3
10:16 14:16	30:12	139:7	statistics	107:1,9	supported
18:15,16	spokesman	Stars 85:10	64:12 140:6	subject 43:9	112:2
22:1 23:10	12:6,8 80:12	118:14	statute 81:16	116:5	supporter
23:16 25:1	80:20	start 3:16,19	stay 27:8	submit 82:13	62:6
25:11 28:2	133:12,19	25:9 58:2	33:14 34:7	88:12	supporters
39:8,15	sportfish	68:4 139:17	34:10 48:8	145:14	12:12
42:12 48:17	87:14	started 118:4	58:9 66:13	submitted	131:18
52:5,6,10,16	sportfisher...	121:17	79:1 119:5	50:10 52:20	supposed
60:1 64:16	118:18	starting 37:1	stayed 107:1	53:6	29:14
75:12 77:10	sports 20:6	73:8,14	122:16	subtitle 20:1,2	141:17
77:11,12,16	spot 34:10	starts 86:8	staying 11:3	sudden 134:5	sure 10:3 39:6
78:1,6,8	spring 51:21	130:3,8	48:15	sue 111:6	45:1 95:20
83:15 86:18	109:13	state 2:4,20	steadily 46:5	suggesting	104:7
87:14 88:11	Squadron	4:4 10:4	stem 116:17	52:1	107:17,19
88:11 90:11	134:19	19:2,21 20:1	step 133:1	suitable 36:7	128:10
91:3,21 92:8	square 83:9	21:12,19	Stephen 1:15	summary	132:11
92:10,17	83:11,14	22:9,15	stern 122:4	82:20	surge 101:20
93:5 94:7	St 80:17 84:4	26:13 27:5	Steve 15:10	summer 13:12	surges 111:17
96:6 98:11	86:14 90:4	27:15 32:8	52:14	15:15 24:18	surprised
98:20 110:1	90:11 93:6,8	37:5 39:4	Steven 46:13	30:17 33:2	128:16,19
116:8 119:9	94:14 95:1	46:11 50:5	stones 6:3	40:3 44:8	surrounding
121:3	96:18 99:10	62:16 64:19	stopped	49:3 63:6,15	19:8 20:7
122:13	104:5 108:2	67:15 68:20	118:18	64:1,15	survey 139:15
126:11	109:3 113:7	70:3 75:1	storm 31:1	70:11 76:11	140:5
127:13	116:14	80:12 82:8	101:20,20	116:18	susceptible

Taken October 20, 2011

104:20 suspended 101:17,17 swamp 51:13 sweetest 100:6 swimming 42:1 system 19:5	taught 24:11 134:17 Taylor 1:19 25:3 28:20 29:20 30:1 35:8,8 147:3 Taylor's 17:9 21:1 25:7 teach 134:16 134:18 137:3 teaching 135:12 team 10:10 47:6 Technically 60:11 technology 27:19 40:20 teenager 35:9 tell 39:12 100:1 101:13 104:13 118:7 ten 83:18 102:20 103:2 128:7 tend 12:21 119:5 129:2 tension 112:3 terms 137:21 140:12 terrible 143:7 terrified 127:12 terrorize 25:19 26:2 testimony 44:13 136:8 137:19 thank 7:5 8:17 12:4,5 17:20 18:5 22:3,4 22:21 23:2 29:16 30:9	33:12,13,21 34:12,13,15 38:10,12,14 43:1,2,12,14 43:17 44:3 44:18,19 45:3,4 46:7 46:10 50:3,7 52:12 55:17 57:8 62:6 65:2 67:11 67:20 70:17 72:4 74:13 74:18,19 75:2 76:6,7 78:17,18,21 79:3 88:19 88:21 94:10 95:11,12 96:10 98:21 99:1 102:1,2 102:7,13 105:21 106:1 107:21 108:17 112:16,17 112:19 113:3 114:9 114:10 116:8,10,11 116:12 117:8,9,9,13 119:14,15 119:16 121:6,7,8 124:16 126:6 127:13 129:5,9 131:14,18 131:19 133:3,8,9 136:21 138:13,14 138:15 143:11,13	Thanks 129:4 theres's 48:11 they'd 79:20 80:1 135:10 thing 2:19 14:2 26:11 48:9 97:2 115:11 122:13,17 123:3,17 128:12 things 2:7 28:20 42:9 105:8 118:11 124:3 138:11 139:2 think 5:7,11 7:10,13 17:3 37:16 56:5 57:12 74:2,7 76:10,12 77:5,9,17 78:12 79:15 88:6 89:16 97:8 100:4 101:12,18 104:3 113:18 116:6 118:16 126:5 134:21 136:3,14 145:4,15 thinking 75:10 third 6:5 Thornell 1:15 55:19 57:9 72:4,15 thoroughly 35:19 thought 23:11 23:18 66:2 126:18 144:5	thoughts 108:19 threats 97:9 three 4:10 6:10 9:9 15:1 20:8 29:21 43:18 53:18 56:2 62:17 74:21 92:2 93:19 102:6 112:21 116:1 122:20 130:4 131:10 133:14 135:3 threw 116:20 throw 12:21 64:6 98:18 130:6 throwing 13:20 18:3 20:13 28:17 47:10 49:4 64:4 97:10 129:2 thrown 100:1 Thursday 1:7 115:13 ticket 10:16 136:5 tickets 19:14 tide 24:16 25:5,18 40:10,15 56:5 tides 6:11 tie 98:3 tied 51:11 98:10 100:3 109:9 ties 62:13 124:8 tight 38:9 Tilghman	143:1 time 4:18 8:15 13:18 19:15 23:2 24:17 35:6 37:5 40:9 42:2 43:1 48:15 49:5 50:15 51:15 52:10 53:6 59:12 68:4,7,9 71:18 83:12 83:16,17 92:20 95:2 97:19 103:3 106:11 110:12 111:2,4,11 112:18 117:7 118:2 119:3 122:17 128:4 134:14 141:10 142:11,12 142:14 143:5 144:16 times 14:16 95:1 110:4 114:4 118:15 119:13 140:1 Tod 113:4 today 7:9 30:16 37:18 40:10 43:20 51:18 53:13 71:5 82:5 88:10 133:1 told 58:12 122:5 126:14 131:8 top 22:16 68:3
---	--	---	---	--	--

Taken October 20, 2011

tossed 78:4	Triton 9:3,6	17:6 20:7	undue 91:21	47:9 48:7	144:16
total 8:5	12:6 18:15	23:13 25:4	unfamiliar	utilized 14:7	vulnerable
townhouses	23:12,20	25:16 28:8	128:15	U.S 91:11	85:9 87:4
86:13	28:4,6 32:4	28:12 33:3	unfortunately		
traditional	42:6	34:9 35:3	101:18	<u>V</u>	<u>W</u>
68:13 84:17	trouble 118:21	46:15 49:18	128:6	vague 93:20	Wagner 51:16
traditions	troubles 129:3	50:14 54:2	145:12	valued 35:6	59:17 67:16
98:14	true 53:11	70:13 73:4	ungodly 28:17	values 43:6	67:16,21
traffic 7:10	91:12	74:5 76:12	universal 77:5	variety 39:14	68:16 69:5
15:13,14	144:18	83:19 84:20	unprotected	various 39:10	69:12,17
25:2 27:1	147:5	87:2 96:12	97:21	80:21	70:1,6,15,20
32:16 36:9	try 26:12	102:6	unquestiona...	varsity 70:21	72:8,20 73:4
37:1 45:14	38:16,19	103:19	98:12	venture 63:20	73:12,16
46:17 47:8	43:17 55:12	104:1	101:15	142:19	74:10,15
47:17,20	60:21 92:18	112:21	unstructured	143:4	94:4
87:13 91:18	113:1 128:3	122:15	60:18	versus 144:12	wait 45:6
91:20,20	128:5	132:20	upper 30:13	vertical 21:2,9	79:13,17
128:18	142:20	133:14	32:15 36:5	vessel 49:4	89:16
tragedy 37:16	trying 13:9	135:4 141:6	39:11,15	63:16 98:6	115:13
training	24:7 31:12	143:20	42:15 73:21	109:8,9,16	waited 115:19
135:11	32:8 60:10	two-day	115:5,7	141:4	waiting 89:12
trains 97:4	60:19 64:17	131:10	123:5	vessels 8:13	89:15
transcript	78:4 102:6	two-foot	upriver 25:18	9:5 45:20	waived 52:17
147:6	119:12	115:17,18	28:9,15	46:18 47:21	wake 6:11,11
transient	121:1 128:9	two-thirds 6:6	29:21 75:18	49:7 80:2	6:16 7:12
32:10 84:5,9	134:20	tykes 24:5	75:19	88:5 89:4	12:21 13:7
120:8	144:9 145:1	Tyler's 7:14	131:11	96:4 97:10	13:14 16:13
transit 120:2	tubing 9:12	type 29:6	upsetting	97:17,18	17:15 18:3
134:13	Tuesday	types 138:11	71:18	98:3,9,13	19:8 20:20
travel 8:15	115:13	typically	upstream 14:5	100:2,3	24:7 26:18
83:17 92:3	tune 134:16	105:5	use 5:6 19:19	124:6,6	28:18 31:8
109:21	Tunis 117:16	<u>U</u>	20:3,5,12	140:2 141:7	36:12 45:9
traveling	turbulence	ultimate 72:12	21:20 30:6	vice 1:13 3:17	45:19 47:11
15:16 87:14	132:21	unable 23:15	37:14 39:3	vicinity 67:3	49:4,11 54:1
89:10	turn 40:6	understand	40:3 44:13	video 41:14	56:11 57:13
trees 75:15	129:15	46:3,20	48:13 64:3	videos 126:19	58:4 60:1,5
tremendous	turned 118:1	48:13 64:3	65:19 66:6	view 35:11,12	61:2,4 64:6
68:17 104:7	118:5	66:10 70:21	66:10 70:21	73:13	77:2,4,9,15
triangle	turning	80:16 82:11	84:6 109:5	views 46:9	77:17 78:10
132:19	109:17	44:1 53:21	134:12	violate 134:8	78:14 87:13
triangular	120:12	59:9 60:20	135:17	violation	92:10 97:11
97:6 119:10	turns 128:16	66:21 93:10	144:14	56:17	98:18 100:1
Triathlon	two 4:8 6:10	97:9 99:16	144:14	violations	101:3,19
85:14	7:20 9:9	113:2 131:2	useful 37:8	139:1	109:18,19
trip 115:6,9,20	11:6,15	140:10	usually 11:12	visit 50:11,17	109:21
116:2	12:19 13:3	underway	46:18,20	137:8	111:1,2,10
trips 96:3	14:14 15:11	79:10		volunteer	111:14,15
				65:19	111:15

Taken October 20, 2011

116:20,21	65:19 78:4	36:1 46:4	121:5	120:13	52:21 53:14
117:2 118:2	79:6 82:10	55:21 58:10	wave 24:20	131:6	56:6,21 57:7
122:11	94:19 95:7	70:19 75:16	26:19 28:15	weekends	60:2 61:2
125:7	95:16,20	75:20 83:11	40:8,11	15:16 47:14	65:10 70:13
126:20	111:6,7,7	85:1 96:7	126:17	50:16 74:9	71:3,10 73:3
127:4,5,12	126:4	97:20	128:5	74:11,11	75:17 77:8
128:9	139:16,17	105:19	waves 21:7	84:21 91:4	78:21 79:2,9
136:12,12	wanted 63:4	109:21	40:9,16,19	105:15	79:17 80:6
137:14	67:18	110:20,21	121:19	120:11,14	83:19 90:19
138:8,9,10	127:20	111:18	128:6	124:4	91:2,13 92:7
wakeboard	132:8 134:3	117:4	waving 87:16	129:19	92:16 93:2
72:8	136:6	118:12,17	way 4:20 11:5	143:4	95:13 102:6
wakeboarders	wanting 71:12	118:21	20:8 27:13	weeks 122:20	115:8 128:9
72:12	92:5	121:12	35:19 42:18	weigh 3:6	128:11
wakeboardi...	wants 62:1	124:12,19	42:19 52:21	welcome 2:3	140:20
15:18 72:7	warn 64:3,6	128:8	55:1 72:9	3:12 12:10	144:19
wakes 6:18	warranted	134:12	78:9 96:8	17:21 79:1	145:17
13:20 16:15	119:11	135:15	98:2 111:1,2	145:19	146:1
20:13 24:20	Warren 23:8	138:11	112:11	went 49:5 66:8	we've 8:3
27:8 30:20	washed 6:11	142:14	119:2	69:9 116:18	11:10 13:8
32:6 44:15	washing 6:2	143:2	122:18	118:5,6	13:11 16:11
56:18 64:4	129:17	watercraft	133:13	122:2 123:1	22:5 27:13
70:16 71:12	Washington	10:17 34:4	145:15	127:3	33:20 35:4,5
71:14,16,17	46:1 47:6	77:15 87:9	ways 19:3	132:15	35:10 43:19
85:9 86:9	50:12 51:17	waterfront	20:18 37:4	weren't	44:6,10
87:1 89:14	53:7 54:12	23:8 30:7	61:17	126:15	64:14 81:3
92:8,17 97:1	56:15 57:13	67:17 86:17	wear 87:1	wetland	82:16 87:7
98:1,9	60:9 62:10	117:17	weather 44:16	123:19	124:2,2
103:10,17	67:17 70:18	waters 20:3	weather-rel...	wetlands	139:2
104:20	wasn't 13:15	21:20 22:1	44:17	86:13	Wharf 48:16
109:11	49:5 55:6	22:12 82:15	web 41:2	we'll 12:11	78:2
112:1	111:12	88:9,14,15	website 88:14	59:18 62:2,9	white 28:17
120:16	122:17	88:17 89:13	Wednesday	66:6,10	121:14
125:6 128:1	watch 122:10	91:6	115:13	102:11	124:19
129:3,15,17	127:4 139:9	waterski 72:9	130:11	139:9	who've 36:17
138:6	watched 24:3	75:13,16	week 33:4	140:19	91:6
walking	24:13 40:2	waterskiers	65:4,12 66:7	145:15	wide 91:16
101:13	40:13	75:11	66:12 106:8	we're 2:8,9 3:2	wider 36:7
walks 39:10	watchers	waterskiing	141:9	3:16,19 4:10	widespread
want 2:11,17	39:14	15:18 35:20	142:15	8:19 11:3	82:11
3:5 4:9,15	watching	72:7 76:4	weekday	12:14 14:12	wife 24:10
5:6 18:1	101:14	waterway	115:12	14:16 16:14	135:1
31:20 33:15	104:18	26:2 33:5,9	weekdays 74:9	22:16 25:14	wife's 138:5
35:14 43:20	water 2:5 9:18	82:12 84:8	weekend	36:1,19	Willard 75:3,3
44:5 45:1	26:8,20	waterways	14:15 39:19	39:13 42:10	75:10
53:10 55:10	32:19 33:3	2:20 81:10	47:16 68:6	42:15 44:8	wind 28:16
58:14 60:10	34:8 35:21	81:13 88:5	84:17	44:11 45:2	63:11 66:6,7

Taken October 20, 2011

113:16					
50s 26:16					
56 86:8 130:3					
130:8					
58 63:5,6,14					
<hr/>					
6					
<hr/>					
6-4 127:2					
<hr/>					
7					
<hr/>					
7 20:1 44:11					
70s 110:5					
75-feet 121:14					
<hr/>					
8					
<hr/>					
8:30 65:7					
80 35:5					
80s 26:16					
800 100:12					
85 16:21					
104:14					
<hr/>					
9					
<hr/>					
9 65:6,7,8					
106:12					
900 4:19					
92 24:14					