

Task Force to Study Commercial Marine Vessels

Final 9/10/2025

Note to the reader - The report was developed as follows:

- Full report and Executive Summary were developed through writings from Task Force Members.
- Addendum B: Survey responses came from the public website open to the public (First 17 respondents and then a total of 36) Both were summarized via Chat GPT and reviewed but not altered by the Task Force in order to preserve the original language used by the submitter.
- **Addendum C: Way Forward was developed as a result of the input of the public and discussions held at our monthly meetings and we felt compelled to voice what we heard as an overall and are the Task Force overall recommendations overriding the Executive Summary developed before.**
- Addendum D: City of Annapolis departmental responses were recorded and included without modifications.
- Addendum E: a few members have expressed other concerns they are noted here to reflect their concerns.
- Addendum F: List of Task Force Members

Executive Summary

The following three pages contain a brief summary of the key findings and recommendations made by the task force within the report. The full report is below this executive summary. The way forward and final recommendations are in Addendum C.

- There have been no requests from marinas for the city to expand or change its policy on any types or usages of vessels aside from the short term rental (STR) house barges. Only two marinas have requested policy changes or clarifications regarding these.
- There would be no benefit to the city to add or alter any regulations related to any of the other vessel types discussed within. Increased regulation would only bring a negative fiscal note to the city and encourage yachtsmen to relocate to the county. It would be in conflict with the vision of the Maritime Task Force Strategy Report of 2021 and place additional burdens on the property owners and marina operators to facilitate any additional regulations.
- In terms of guidelines for permitting, licensing, and inspection of STR vessels, this task force recommends that STR vessels must - in addition to obtaining a STR Permit and a Housebarge Permit through existing city channels - be required to obtain a Floating Rental Permit (FRP) which includes an inspection by the Harbormaster for additional insurance, safety, and sanitary considerations. A sample ordinance outlining these proposed rules is included in the full report below.
- 2,342 slips within 38 marinas exist within city waters. 17 of these slips are within the 1 municipal marina and the remainder are within the 37 private marinas. 23 of these 38 marinas are small marinas with under 50 slips. 15 of these 38 marinas are larger marinas with over 50 slips.
- Current city law that applies to this discussion includes the following:
 - a) Charters: Current city law does not define, cover, or regulate charter vessels in any way, other than via the regulations that apply to all recreational vessels. Coast Guard regulation applies. A key difference between charter boats and STR house barges is that charter boats' primary purpose is to leave the dock and provide recreation out on the Bay, whereas STR vessels' *primary* purpose is to provide overnight accommodations for customers at the dock.
 - b) House Barges: Current city law covers house barges, legally defined as vessels "not designed or intended *primarily* for self-propelled navigation." Barges must be no larger than 47 feet long, 20 feet wide, and 14 feet high. Marinas seeking to host them must have at least 50 slips, and request a permit to host them. Only 2% of the host marina's slips may have permitted house barges.
 - c) Noise Ordinances: Hosts and guests are subject to noise ordinances like any other STR. City law also includes specific water-based noise ordinances, and noise ordinances in general.
 - d) STRs: City law defines a Short Term Rental as a unit "rented to transient guests for compensation for a period of not more than 90 consecutive days for any single tenant." STR vessels generally advertise on any one of the popular STR platforms such as Vrbo or Airbnb.
- Charter boats are recreational vessels that are under Coast Guard regulations. They are legally existing and part of the recreational boating industry. They exist in many marinas and are treated the same as any other recreational vessel. The businesses which own them have insurance regulations as well, that provide for coverage and screening of customers, and licensing and minimum experience levels of captains. There is no need for the city to provide additional recommendations in this area.

- This task force recommends that any marina requesting a permit to host a STR barge be required to provide a mechanism for regular pumpouts, which could include (but not limited to) installing a pumpout system at the dock, providing a pumpout cart on a regular schedule, or arranging a separate contract with pumpout boat. See full report for more detailed explanation of how these options function. Existing city rules require all marinas with pumpout dockside or cart services such as these to report on volume and use. It is not recommended to require lines plumbed directly into the vessels. Freezing pipes and potential for leaks may occur. In contrast, the recommendation to install a pumpout connection with suction or a pumpout cart is not vulnerable to these pitfalls.
- In terms of gray water, the proposed commercial STR vessels will require frequent washing of guest linens. Flohoms include washer/dryers. Calculating that these vessels would have an efficient washer, and need to do 2 loads (one for sheets and one for towels) between guests 60 to 180 times per year, 3,240 to 9,720 gallons of water and soap would be discharged annually per STR vessel. This volume is much greater than the typical use of most boaters in washing their hands, showering, washing down the exterior of the boat, and so forth. Most recreational boats that are used during the day or overnight for weekends, seasonal cruising, or even for living on, are not outfitted with washing machines. The task force recommends that all commercial vessels hosting overnight guests should be required to provide a mechanism to keep laundry water from discharging overboard, which could include (but not limited to) washing linens at land facilities, either off site or at the marina hosting the vessels - not onboard the vessel itself, or retain laundry wash water in a gray water holding tank for disposal to land-based facilities.
- City code 15.18 on marinas, harbor lines, and lateral lines pertains to ensuring vessels do not protrude into the fairway or channel, so as to impede other boat traffic. All piers, "T" heads, "L" heads, mooring piles, mooring buoys and anchorages must be set back from the harbor line an appropriate distance to assure that no moored vessel or permanent or temporary obstruction extends beyond the harbor line. The Port Wardens, under city code 15.16.040, are responsible for reviewing applications to modify the harbor and lateral lines. Noncompliance enforcement is under the purview of the Harbormaster, under city code 15.24.010, and fines apply. The size of house barges is governed by city code 15.14.010, discussed fully in the applicable section of this report. In addition to observing the code on lateral and harbor lines, city code 15.14.010 on house barges specifies that barges must be no larger than 47 feet long, 20 feet wide, and 14 feet high. Marinas seeking to host them must have at least 50 slips, and request a permit to host them. Only 2% of the host marina's slips may have permitted house barges.
- As mentioned above, there are existing city noise ordinances which cover STRs specifically, residential and commercial zones specifically, and on-water specific noise laws. The task force recommends these be enforced. STRs can lose their license after violations, and a process is in place to manage this.
- Tourists on "booze cruise" charter boats, as well as weekend visitors on recreational boats sometimes engage in excessive drinking. It is fair to assume that similar safety issues may arise on STR house barges, where customers engage in drinking or simply are unfamiliar with entering and existing a floating platform. It is also fair to assume that this risk is not any greater than any other of the two dozen or so water-based businesses in the city that host tourists. However, that is not to say that enhanced regulations may not be helpful. For example, it may be beneficial to all to ensure docks which host customers are well lit by power pedestals, or have ladders from the water every 75 feet.

- In terms of slip prices, this task force does not recommend altering the part of the current barge law which limits licenses to 2% of slips at marinas (The inequality is addressed in other places in the report). This would ensure slip holders with recreational vessels are not competing with STR barges to secure a spot, or seeing prices drastically increase. In terms of the issue of limiting licenses to large marinas, this task force has no clear consensus and instead recommends council consults with all marinas if it desires to change that law.
- In terms of the impact of and regulations for STR vessels, as discussed above, a sample ordinance outlining a proposed regulation is included in the full report below and the impact is discussed in a variety of sections within (noise, safety, environmental impacts, and more).
- A review of several comparative cities' laws and approaches to vessels that may be used as short-term rentals is included within the full report.
- Fees:
 - a) Maryland law allows municipalities to collect slip taxes up to \$100 per slipholder annually. Some cities such as Havre deGrace utilize this law. Marinas are responsible for collection.
 - b) Additionally, DNR proposed a law many years ago to mitigate environmental issues by collecting a specific slip tax for that purpose, but was unsuccessful in its passage, as it faced widespread public disapproval.
 - c) The city has another mechanism at its disposal, however. The council might be primarily concerned with staffing a fire, ambulance, and police response to tourists on STR vessels, rather than taxing private boat owners. Most boat owners are already paying taxes for services, either directly or indirectly, as they tend to be local residents. In contrast, tourists in overnight accommodation on a rental vessel are not local residents and do not pay slip rent. If this is the primary concern of council, it may be advisable to consider recouping these costs via the existing process for STRs. Under current Annapolis law, STRs are taxed, inspected, and licensed. In this case, if 100% of marinas which were eligible under the current law were interested in and applied to host a STR barge, a maximum of 31 could exist. This is based on current barge law, which restricts applications to 2% of marinas over 50 slips in size. (It is important to note, however that most marinas including yacht clubs would realistically not apply to be hosts, due to their own internal rules, so in reality this number would be much lower). If each of the 31 vessels were rented at an average of \$300 per night for 150 to 300 nights per year, at the existing 8% occupancy tax, \$111,600 to \$223,200 in income would be generated from the STR house barges.
- In terms of administrative costs, there exists a newly created STR Coordinator position (to be filled) at the City level who will be responsible for managing the city's short-term rental program, including licensing, compliance, and enforcement. This position's listed salary range is \$52,170 to \$96,883 per year. Assuming a 20% fringe rate and top of salary range, the annual cost to the city of this position could be as high as \$116,260. A coordinator will be hired regardless of whether they cover only land based STRs or whether they cover both land and water based STRs, so there is some economies of cost involved with such a recommendation.

Full Report

- **Identify the extent of the requests from marinas for the City Council to expand or change our policy on residential marine vessels.**

Response: In identifying the extent that marinas in Annapolis have contacted the City Council to expand or change its policies, one must first define the various vessels and usages involved in the discussion:

1) **Houseboat**, a dwelling unit built into a boat that has been designed by a naval architect using marine engineering that has a steering/helm station dedicated to navigating and operating the vessel in near coastal waters using inboard or outboard motors.



2) **Housebarge**, a dwelling unit built on pontoons or a floating structure that supports the weight of the house-like structure that is built upon it. This structure is generally not designed with steering/helm stations and marine engineering that allow for standard operation in near coastal waters, however it may have an outboard engine attached to one end that would qualify it as a “boat” in the eyes of DNR.



3) **Floating Homes**, same as above or another name for housebarge.

4) **Liveaboards**, a boat designed by a naval architect using marine engineering that allow for navigation on near coastal and ocean waters that a person recreates on and uses as their primary home.

5) **Charter boats**, a recreational vessel rented to passengers with or without a captain and subject to Coast Guard regulations.

6) **Bed and Breakfast Charters**, a recreational vessel that offers overnight stays for a fee and is subject to Coast Guard regulations.

7) **Short term Rentals**, generally housebarges, that rent for short term overnight stays, usually without leaving the dock.



Request from marinas:

Houseboats have remained popular in the lakes associated with the Midwest states, however they have largely disappeared from current boating types in the Annapolis area. Most major marinas report that they have not seen one or received a request for dockage in some time so it is the opinion of this task force that houseboats do not need any further discussion. There have been no marinas that have reached out to the City requesting expanded policies or changes in policy regarding houseboats.

House barges used for the purposes of short-term rentals (STR), have been the focus of two marinas,

which have sought clarity on the city's existing ordinance as well as some flexibility to expand and change the current ordinance 15.14:

- The first marina is **Butler's Marina**; they have an interest in promoting the concept of the STR housebarge as Mr. Butler is an equity partner in a housebarge manufacturing company named Flohom. Mr. Butler is also interested in the additional revenue stream that is provided by supporting STR house barges at his marina.
- The other marina is **Eastport Yacht Center**, which purchased a housebarge and felt that they could legally conform to 15.14, but have run into several roadblocks with respect to the permit process with the City. They report that the process to permit the housebarge is very complicated, and while they spent a tremendous amount of time and energy on trying to comply, they ultimately gave up and are actively pursuing selling the housebarge.

Liveaboards are a critical part of the boating industry and maritime history and culture of Annapolis. One cannot have recreational boating without a liveaboard presence. Liveaboards are not using their boats for commercial or business purposes. They are private owners of recreational boats. Many stay on their boats part-time, year-round, or seasonally pass through Annapolis while cruising the Intra Coastal Waterway (ICW) or completing the Great Loop. One third of marinas in Annapolis have internal policies that allow or welcome liveaboards. Marina owners who welcome liveaboards have reported in city council testimony and to members of this task force that liveaboards offer an additional set of eyes after hours, retie lines in storms, help visitors who have emergencies, and provide a presence at night to deter theft. Marinas are required by their own liability carriers to collect all slipholders' insurance policies annually; liveaboards' policies require them to state their status, and have various rules on coverage according to this status. All boaters' insurance carriers require periodic marine surveys on a schedule of every so many years, and mandate follow up on maintenance items accordingly. Due to the four seasons Annapolis experiences, liveaboards who stay in city waters during the winter must be paying slip holders; there is no ability to anchor out year round, as there is in southerly climates. There have been no marinas that have reached out to the City regarding any requests to alter the city policy on liveaboard status. For that reason, it is this task force's opinion that liveaboard vessels do not require any additional discussion.

Charter boats are recreational vessels that are covered by existing US Coast Guard and local regulations (46 CFR, 33 CFR, MD DNR Title 8, other local regulations). They are legally existing and part of the recreational boating industry. They exist in many marinas and are treated the same as any other recreational vessel. Vintage picnic boat charter "Darling" is pictured here. There have been no marinas that have reached out to the City regarding charter boats.



Bed and Breakfast Charters are recreational vessels that are identical to Charter boats. The concept is relatively new and there are very few examples in operation. These are recreational vessels legally existing in marina slips that operate in a similar fashion to charter boats, meaning they are primarily intended to leave the dock, to take guests out to recreate on the Bay and are under the purview of the U.S. Coast Guard and local regulations as mentioned above. There have been no marinas that have reached out to the City regarding Bed and Breakfast Charter boats.

It is our opinion that the focus of the Task force should center on the concept of the short-term rental of the housebarge. While only two marina owners have actually reached out to the City to

change or expand 15.14, it is possible that other marina owners and operators are waiting to see how the City will provide clarity on the permitted use of STR house barges so that each marina can decide if it wants to pursue the opportunity.

- **Conduct an economic analysis of the potential benefit or impact of adding or altering the residential and commercial vessel regulations in and associated with Maritime Districts in light of the priorities and strategies recommended and adopted by the Maritime Task Force Strategy Report of 2021;**

Response:

The Report of 2021 that was adopted by the City Council was mainly focused on how the city could strengthen the Annapolis Maritime Industry, with a specific focus on expanding the permitted uses in the maritime zones including WMC, WMM, WMI and WME. This was achieved by adopting strategies that expanded the allowance of non-maritime tenants to locate in the above-mentioned zones. The goal was to strengthen the economic base of the property owners in an effort to preserve the highly restricted and controlled maritime zones.

At the heart of this current task force's mission is to more clearly understand the impact of adding or altering vessel regulations. With this in mind, it's important to understand the current economic impact the Maritime Industry has on Anne Arundel County and more specifically Annapolis.

While there does not exist a current study that focuses solely on the city of Annapolis, one does address Anne Arundel County (including the city of Annapolis). In 2020, the Anne Arundel County Economic Development Corporation commissioned the Sage Policy Group to detail the fiscal benefits generated by the County's maritime industry. When properly defined, the maritime industry directly supports nearly 5,700 jobs and more than \$274 million in employee compensation/annum in Anne Arundel County. Once multiplier effects are considered, Anne Arundel County's maritime industry supports an estimated 8,600 jobs, \$416 million in annual employee compensation and nearly \$1.2 billion in Annual economic activity. In an effort to contextualize these impacts, it is worth noting that Anne Arundel County's Maritime Industry's economic activity equates to approximately 2.5 percent of Anne Arundel County's annual gross county product and supports approximately 43 times more economic activity than the county's agriculture industry.

These numbers suggest that the current state of the maritime industry in Anne Arundel County is robust. While they do not represent Annapolis specifically, one can comfortably make the argument that Annapolis enjoys an active and vibrant maritime community.

The maritime boating community is currently regulated by the DNR and the Coast Guard. They regulate all the private recreational vessels as well as the charter and other commercial vessels.

It is this task force's opinion that there would be no benefit to the City of Annapolis to add or alter any regulations related to any of the other vessel types listed above. Increased regulation would only bring a negative fiscal note to the City and encourage yachtsman to relocate to Anne Arundel County. It would be in conflict with the vision of the Maritime Task Force Strategy Report of 2021 and place additional burdens on the property owners and marina operators to facilitate any additional regulations.

The one vessel type that the City needs to focus on is the house barge. At this time, the existing

regulation 15.14 does allow for house barges with significant restrictions and permitting processes. In the task force's research, we have concluded that the short-term rental of house barges does represent an economic windfall. The host marinas are able to charge 3 to 5 times the rate of a normal recreational vessel occupying the same wet slip. However, the STR house barge, while offering a short-term gain in additional revenue streams may have unintended consequences relating to the vision of the future of the Annapolis waterfront, or the branding that Annapolis has worked hard to earn. If maintaining the brand of Annapolis is to be held at high priority, the imagery of the housebarge may well have a negative impact on the industry as a whole.

The other point worth noting is that house barges do not contribute to the health of the Annapolis maritime industry. They are not recreating out on the water off the dock and do not require marine service. They will rely more on land-based repairmen to service the equipment on board as it resembles residential construction rather than marine construction. Included here is a photo of Flohom's construction

process, as an example. House barges will not be hauling to service the bottom paint as the condition of the bottom is irrelevant; they are not intended to move. The net effect of expanding the barge may well be the displacement of the recreational vessel, and by default the reduction of the number of boats that need service thereby actually harming the maritime industry trade groups.



The executive summary is that Annapolis enjoys a major share in the \$1.2 billion in economic activity the maritime industry in Anne Arundel County provides. There is no benefit to the City in implementing any additional regulations placed on the already regulated recreational vessels. There is no reason to expand the regulations associated with the barge, as there are already regulations in place that have been adopted that seem to control the barge issue. However, based on the testimony of the Eastport Yacht Center, those existing regulations can and must be clarified as they are not well defined or understood.

Based on the economic analysis produced by Sage Policy Group, the industry is robust and the expansion of the housebarge use will have very little real benefit to the marinas overall but may well have many negative unintended consequences. To alter the existing regulations to expand these vessels will only cause the yachtsman to relocate to outside of Annapolis into Anne Arundel County. This will have a severe negative impact on the Maritime Industry and Annapolis. This is the exact opposite effect of the strategies the Task Force in 2021 was working so hard to incorporate.

There still needs to be more discussion relating to the STR barge issue. While it provides a short-term benefit of increased revenue streams, the potential unintended negative fiscal consequences have to be carefully considered.

- **Develop guidelines for permitting, licensing, and inspection of short term rental and commercial vessels;**

Response: The following is a sample ordinance that the task force recommends the city council consider in response to using any marine vessel as a STR. This sample ordinance has also been included as an appendix to this report for easy access.

SECTION 1: Purpose and Intent

This ordinance establishes a permitting, licensing, and inspection framework for the operation of vessels used as short-term rental units within the waterways of the City of Annapolis. Its purpose is to:

- Protect the maritime and environmental integrity of Annapolis Harbor, Spa Creek, College Creek, Weems Creek, and Back Creek.
 - Promote safe and sanitary conditions aboard rental vessels.
 - Ensure fair compliance with city zoning, business, and harbor regulations.
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SECTION 2: Definitions

- **Short-Term Rental (STR):** "Short-term rental" means a facility that offers sleeping accommodations to the transient public for rent, as defined in § 18-1-101 of Anne Arundel County Code, and short-term residential rentals. For purposes of this definition, "short-term residential rental" means the use or occupancy, facilitated by a hosting platform in exchange for rent, of all or part of a unit to provide accommodations to transient guests for no more than 120 consecutive days in a calendar year.
 - **Charter Vessel:** a vessel whose primary function is to be underway (sail or power) and is covered by existing USG/local regulations (46 CFR, 33 CFR, MD DNR Title 8, other local regulations), is considered a charter vessel as opposed to a "short term rental." A key difference between charter vessels and STR vessels is that the charter vessel's *primary* purpose is to take or allow guests to sail or motor the vessel out into the waterways to enjoy recreation on the Bay, whereas the STR vessel's *primary* purpose is to provide overnight accommodations to customers onboard at the dock.
 - **Levy and amount of tax.** There is an occupancy tax levied on the rent paid for the use of a short-term rental in the County. The rate of the tax is 8% of the rent. The occupancy tax levied under this section shall be considered the hotel tax referred to in § 20-603 of the Local Government Article of the State Code.
 - **MSD:** Marine Sanitation Device per 33 CFR Part 159.
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SECTION 3: Applicability

This ordinance applies to all vessels used as short-term rentals within the tidal waters and harbor areas of Annapolis, including:

- Moorings and slips managed by the City Harbormaster.

- Private marinas and docks.
 - Anchored vessels within City jurisdiction.
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SECTION 4: Required Permits and Licensing

- 1. City Short-Term Rental (STR) License:**
 - Issued through the Department of Planning and Zoning.
 - Must comply with citywide STR regulations (Chapter 17.44 of the Annapolis City Code).
 - 2. Floating Rental Permit (FRP):**
 - Issued annually by the Annapolis Harbormaster.
 - Required for any vessel or floating structure used for STR, in addition to the STR license above.
 - Includes inspection and review of:
 - a. Proof of registration or documentation.
 - b. Proof of MSD compliance.
 - c. Liability insurance of at least \$500,000.
 - d. Emergency contact within 10 miles.
 - 3. City of Annapolis Housebarge Permit:**
 - If applicable to the vessel type being short term rented, it must comply with City of Annapolis code 15.14.015: Permit for Housebarge
 - 4. Zoning and Marina Compliance:**
 - Marina-based rentals require written approval from the marina operator.
 - Submit to city-imposed STR density limits, using the same calculations as land-based STR limits.
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SECTION 5: Operational Requirements

- 1. Sanitation and Environmental Protection:**
 - Only Type III MSDs or holding tanks are permitted.
 - STR vessels must only be berthed at marinas which have an installed pump out system at dock, a mobile pumpout cart, or utilize contract pumpout services. *(Note: see below for full discussion on the subject of marine sewage and recommendations for handling this in the STR vessel context).*
 - STR vessels must wash guest bed linens at land based facilities. *(Note: council may also consider not allowing STRs to install wash machines onboard).*
- 2. Safety Standards:**
 - Must include fire extinguishers, smoke/CO detectors, and safe ingress/egress.
 - All electrical and propane systems must be up to ABYC or NFPA standards.
- 3. Occupancy and Use:**
 - Maximum of 6 overnight guests.
 - No commercial events or parties.
 - Must follow the maximum allowable decibel noise levels under Code of Maryland Regulations 26.02.03.02 and the City of Annapolis law 11.12.020 - Noise prohibition for sounds levels and times allowed in specific city zoning districts. *(Note: see below for full discussion of the subject of existing noise*

SECTION 6: Inspection and Enforcement

1. Initial and Annual Inspections:

- Conducted by Harbormaster or designee.
- Verifies compliance with marine safety, sanitation, and insurance requirements.

2. Fire Marshal and Land-Based Agency Inspections:

- Vessels used for STR commercial purposes may additionally be subject to inspection by the Annapolis Fire Marshal and other relevant city departments for compliance with fire safety, structural integrity, and public occupancy regulations.
- These inspections may include dock access, electrical infrastructure, and emergency response readiness.

3. Spot Checks:

- Permitted with advanced notice.

4. Violations and Penalties:

- 1st offense: Written warning and 14-day correction notice.
 - 2nd offense: \$500 fine and temporary suspension.
 - 3rd offense: Permit revocation and one-year moratorium on reapplication.
 - In addition, STR vessels are subject to revocation of STR Permit and/or Housebarge Permit, according to provisions in those relevant existing city codes.
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SECTION 7: Appeals and Review

Appeals of permit denials or enforcement actions may be submitted in writing to the Annapolis Board of Appeals within 30 days.

SECTION 8: Severability

If any provision of this ordinance is declared invalid, all other provisions shall remain in effect.

- **Report on the impact the state-authorized slip tax would have in Annapolis;**

Response: This response will be provided below, as part of the larger section on the slip tax issue.

- **Determine how many slips exist in Annapolis, the type of slips, size of slips, and whether the slips can handle residential marine vessels without disrupting boating traffic; and Distinguish between municipal and privately owned slips and analyze potential regulatory and taxation differences for each;**

Response: Given the time constraints of this report, the focus of this section has been first to determine the number of slips in municipal and private marinas. City Dock is the only municipal marina in the city and has Transient Docking: 17 slips and 978 feet of linear dock space. Charter Docking: 130 feet of linear dock space. The remainder in Annapolis are all private slips.

Private slips can be divided between Residential and Non-Residential Slips (NRS). Residential are those slips that belong to individual residences - for example the many waterfront homes with one or two boats docked in Spa Creek. There also exists slips for residents of multi-unit properties. An example is SYC.. However, the latter are defined as marinas per Maryland state definition as they have 10 or more slips. Counting the private residential slips not within marinas in Annapolis is a task that would require more time than this report allows.

Therefore, the focus of this report is on NRS. Within that category there are: a) Commercial marinas renting out slips to individual boats. Example - Bert Jabin's. b) Marinas that use their slips for boats in support of a business. Example - Annapolis Sailing School. c) Yacht club marinas with slips for members. Example - AYC. d) Marinas associated with non-profit organizations. Example - CRAB. e) The one marina owned by the City. The total number of slips across all 5 categories was previously thought to be 2115, according to a report compiled by the Harbormaster. That report represents the good work of the Harbormaster team using public information, satellite imaging and local knowledge. A second estimate, delved deeper off the Harbormaster's report and included contacting marinas. This estimate produced a number of **2,342 slips, and includes 6 additional marinas that had not been included in the Harbormaster's initial count.** The spreadsheet exhibit shows the differences. In total there are **38 marinas/locations represented** on this alternative list.

Of the 38 marinas counted, 23 are small marinas that contain less than 50 slips while 15 are larger marinas that contain more than 50 slips. The largest two marinas are Bert Jabin Yacht Yard with 225 slips and Port Annapolis Marina with 235 slips.

Due to time constraints, this report does not enumerate the sizes of slips, a request in the remit of this task force. Large marinas may have 60 foot boats moored on a T head, while sailing schools - for example - have a lot of tiny slips for smaller, student boats. Other marinas have flexible slips or combine two slips into one - to allow for larger boats or smaller boats, depending on customer requests.

Currently there are catamarans on a T head slip that can be 50' in length x 25' beam. They should not impede boat traffic. City law and the Port Warden Board establish limits on marina sizes, and slips containing any type of vessel should not protrude further than their riparian rights allow. Existing mechanisms for governing those who violate those rules should apply. At the same time, there could be visibility issues affecting boat traffic. A rectangular structure filling the space between pilings, even if it doesn't extend beyond the pilings, is harder to see around than the bow of a conventional vessel.

Future tasks, given additional time could be: ensuring all marinas are represented; and further dividing into categories including commercial marinas and those associated with resident complexes; large slips, small slips and whether dock frontage and area of the basin are more relevant. As to identifying the relevant regulatory and taxation implications, the remainder of this report addresses those concerns, and where more information is needed, the city's law office may be engaged to assist.

Creek	Marina	Address	Slips - Alternative Count	Slips - City's Estimate
Back	Allsopps	317 Chester Ave	34	37
Spa	Annapolis City Marina	410 Severn Ave	86	81
Back	Annapolis Landing	C Dock Office 980 Awald Rd	129	129
Back	Annapolis Maritime Museum	723 Second St	6	0
Spa	Annapolis Maryland Capital Yacht Club	16 Chesapeake Landing	82	0
Back	Annapolis Sailing School	7001 Bembe Beach Rd	35	0
Spa	Annapolis Town Dock	110 Compromise St	17	6
Severn/Spa	Annapolis Yacht Club - Annapolis Side	16 Chesapeake Landing	82	82
Spa	Annapolis Yacht Club - Eastport Side	510 Severn Ave and 314 6th St	75	0
Back	Bert Jabin Yacht Yard	7310 Edgewood Rd	225	225
Back	Blue Heron Marina	Georgetown Rd	20	20
Back	Butlers	409 Chester Ave	27	27
Back	Chesapeake Regional Accessible Boating (CRAB)	7040 Bembe Beach Rd	16	0
Back	CSI	7364 Edgewood Rd	20	20
Back	Eastport Yacht Center	726 Second St	106	106
Severn/Spa	Eastport Yacht Club	317 First St	47	47
Back	Horn Point	105 Eastern Ave	55	55
Back	J-Port Marina	213 Eastern Ave	28	28

Back	King James Landing	941 King James Landing Rd	21	21
Back	Mueller Marine	616 Third St #5	24	30
Back	Nautilus Point	655 Americana Dr	160	160
Spa	Newport Condo Marina	308 Burnside St	21	21
Spa	OldTowne Marina	1 Shipwright Street	13	13
Back	Parkwood Community Marina	792 Parkwood Ave	21	21
Spa	Pier 4	301 Fourth St	34	34
Back	Port Annapolis	7074 Bembe Beach Rd	235	230
Back	Safe Harbor/Mears	519 Chester Ave	183	200
Back	Sea Shell Marina	319 Chester Ave	15	46
Back	Severn House Community Marina	Fairview Ave	120	143
	Severn Sailing Association	311 First St	30	
Spa	South Annapolis Yacht Center	750 Boucher Ave	74	74
Spa	Spa Creek Marina (different from above)	140 Spa Dr	14	14
Back	Stella's	809 Chester Ave	13	13
Spa	Tecumseh Condo Marina	312 Severn Ave	35	15
Spa	The Yacht Club Condominums Marina	301 Burnside St	43	24
Spa	WP Nautical	222 Severn Ave	45	42
Spa	Yacht Basin	2 Compromise St	100	100

Spa	Yacht Haven	326 First St	51	51
			2342	2115

- **Review City rules and regulations regarding commercial charter boats in City waters and recommend updates, including the use of commercial and residential vessels as charter boats,**

Response:

Current city law does not define, cover, or regulate charter vessels in any way, other than via the regulations that apply to all recreational vessels. For decades, there have been charter boats operating in the city waters, all subject to Coast Guard regulation and oversight.

A key difference between charter boats and STR house barges is that charter boats' primary purpose is to leave the dock and provide recreation out on the Bay, whereas STR vessels' primary purpose is to provide overnight accommodations for customers at the dock.

Current city law covers barges, legally defined as vessels “not designed or intended primarily for self-propelled navigation.” Barges must be no larger than 47 feet long, 20 feet wide, and 14 feet high. Marinas seeking to host them must have at least 50 slips, and request a permit to host them. Only 2% of the host marina’s slips may have permitted house barges. Their hosts and guests are subject to noise ordinances like any other STR.

City law defines a Short Term Rental as a unit “rented to transient guests for compensation for a period of not more than 90 consecutive days for any single tenant.” STR vessels generally advertise on any one of the popular STR platforms such as Vrbo, Airbnb, and so on. See below for recommendations regarding STR fee collection.

- **Develop recommendations on charter boats as short-term rentals;**

Response: Please see above.

- **Develop recommendations on how to ensure safe management of charter boats in marina slips;**

Response:

As stated previously, charter boats are recreational vessels that are under Coast Guard regulations. They are legally existing and part of the recreational boating industry. They exist in many marinas and are treated the same as any other recreational vessel. The businesses which own them have insurance regulations as well, that provide for coverage and screening of customers, and licensing and minimum experience levels of captains. There is no need for the city to provide additional recommendations in this area.

- **Determine the impact on water quality from discharged graywater into City waters and recommend solutions; Determine how marinas would handle potable water and sewage disposal from residential marine vessels; Determine if house barges should be hard-wired into the sewer system or served by pump-out services and potential risks or benefits of either approach; and**

Assess the capacity of pump-out boats and how this would impact that service;

Response:

Vessels generally separate “black water” (sewage; the water that comes from the toilet) from “gray water” (the water that drains from the sink, shower, dishwasher, washing machine, or from washing the exterior of the boat). Black water is treated or held for pumpout (see more detailed explanation below) while gray water is generally allowed to go overboard. **This response will first address black water, followed by gray water below.**

Black Water

In Anne Arundel County and Annapolis, Maryland, all waters are designated as sewage No Discharge Zones (NDZs). This means that both treated and untreated sewage discharges from vessels are prohibited in these areas. As noted above, sewage is referred to as “blackwater.” The NDZ is shown in red below (image courtesy of MD Department of National Resources).



To explain what is meant by treated and untreated sewage discharges, Marine Sanitation Devices (MSDs) come in three main types, classified by the U.S. Coast Guard: Type I, Type II, and Type III.

- Type I uses maceration and disinfection for on-board treatment of sewage.
- Type II uses biological treatment and disinfection, often found on larger vessels, such as Watermark’s large tourist boats. As stated above, these types can only discharge their treated sewage in areas not shown in red above.
- Type III is a holding tank that collects and stores sewage for later disposal, and is found on most recreational boats that have heads throughout Annapolis. In some rare cases, boats use incinerating heads or composting heads, however this use is not typical.

There are several ways of disposing of onboard sewage in Annapolis:

- 1) The city Harbormaster operates a pumpout boat that travels to boats at slips, mooring balls, and the anchorage all days of the week during warmer months, and twice a week in the colder months - weather permitting. This service is subsidized by Maryland DNR at a small price of \$5 to boaters to encourage healthy waterways. The subsidizing contract does not cover pumpouts to business/commercial boats such as Watermark’s tourist boats or the proposed STR house barges.
- 2) There are also three gas docks on Spa Creek which offer pumpouts, as well as seven docks offering pumpout stations on Back Creek for vessels that are mobile and can travel to these docks for the service.
- 3) Many marinas also employ pumpout dock carts with tanks that come



around to slipholders on a schedule and then dispose of the waste at a sewer fitting on land. Examples include Port Annapolis, Annapolis City Marina, and others.

- 4) Other marinas use centralized marine pumpout systems. An example is Lighthouse Marina in Baltimore, which hosts two Flohom STRs currently. These systems are generally more expensive and less common in Annapolis. They employ a pipe under the dock and use suction to pump the waste to a station on land. They have connections every 30 to 50 feet along the dock, are turned on/off, and a hose brought to the slipholder. When not in use, the lines are empty due to the suction, and therefore not subject to freezing damage or the possibility of backflow. See www.pumpahead.com/systems/centralized-in-slip for an in-depth explanation and infographic on these systems.



Due to the volume of black water produced by commercial use in STR accommodations, this task force recommends that any marina requesting a permit to host a barge be required to install a pumpout line at the dock or provide a pumpout cart on a regular schedule. Existing rules require all marinas with pumpout services such as these to report on volume and use, so existing reporting mechanisms can be utilized.

An alternative would be to require any marina hosting a vessel used for STR income purposes to contract with the city Harbormaster to perform pumpouts. This compensation would provide another resource beyond the DNR subsidy, which - as mentioned above - does not cover commercial vessels.

It is not recommended to require lines plumbed directly into the vessels, as is done in some cities with large floating home communities such as Sausalito, CA. City sewer staff warn that issues such as freezing pipes and potential for leaks may occur. In contrast, the recommendation to install a pumpout connection with suction or a pumpout cart is not vulnerable to these pitfalls.

In addition, in the event of an emergency, such as a fire, a hardwired platform couldn't be moved away from the dock either to protect it should a nearby boat be on fire, for example; or to protect nearby boats should the platform be on fire.

Gray Water

The EPA provides the following estimates of water usage per person, per day, by category. This can be helpful for comparison.

- Washing machine: 15 gallons
- Shower: 12 gallons
- Faucet: 11 gallons
- Dishwasher: 1 gallon.

This totals 39 gallons of gray water per person per day. Note: the EPA also includes as much as 10 gallons additional usage for “other” and “leaks.” (EPA summary of water impacts from boats: www.epa.gov/sites/default/files/2015-09/documents/2001_10_30_nps_mmssp_section2.pdf) (EPA indoor water use data: www.epa.gov/sites/default/files/2017-02/documents/ws-specification-home-

This task force assumes that STRs are likely to use similar amounts of water for gray water generating activities as the renters are familiar with using at home, and the appliances provided are regular land-based styles.

On recreational private boats that people might spend the night on or live on, which generally lack a direct hardwired source of water, the water use figures are much lower. This task force conducted an informal poll of people who spend extended periods of time on their recreational vessels (who tend to have the best consistency and awareness of how often they fill their water tanks) to gauge usage for gray water discharge activities. Usage ranged from 2-11 gallons per person per day, with the majority clustering around 6-7 gallons per person, per day; – about a quarter of the EPA land-based water use estimates for even the highest users.

The proposed commercial STR vessels will require frequent washing of guest linens - perhaps once per stay. If there is a minimum of a two-night stay required on such vessels and linens are not washed daily but per stay, this may entail washing loads of linens an estimated minimum of 60 days of the year to a maximum of 180 days of the year. Flohoms, for example, have been outfitted with standard washer/dryers as one would see on land, and the outflow of these units is graywater directly into the waterways.

According to the EPA, traditional washing machines use between 27 and 54 gallons of water per load, but energy—and water—conserving models (front-loading or top-loading, non-agitator ones) use less than 27 gallons per load.

Calculating that these vessels would have an efficient washer which uses only 27 gallons per load, and need to do 2 loads (one for sheets and one for towels) between guests at the estimated minimum of 60 to maximum of 180 times per year, this is 3,240 to 9,720 gallons of water and soap discharged annually per STR vessel.

This volume is much greater than the typical use of most boaters in washing their hands, showering, washing down the exterior of the boat, and so forth. Most recreational boats that are used during the day or overnight for weekends, seasonal cruising, or even for living on, are not outfitted with washing machines. For reference, Yachtworld, the largest website for online boat listings, currently has listed only 500 boats worldwide under 50 feet that are equipped with washing machines. This represents 1% of their inventory of 50,000 boats under 50 feet worldwide currently available for sale. Most boats in Annapolis waters are under 50 feet. The larger boats, including the mega yachts which dock at the Yacht Haven in Ward 1 do often have laundry machines onboard that their staff use. These yachts are frequently used as charters for guests, so may utilize as much gray water as the STR house barges being proposed. However, some of these mega yacht charters do utilize gray water holding tanks that can be pumped out into the sewer system.

On the other hand, typical private boat owners utilize shore-based washing machines. For example, boaters bring their towels home to wash after enjoying their boat, while others use marina laundry rooms, or go to local laundromats. Regardless, most people - both on land and on water - do not change their linens every other night. Beds at STRs, hotels, mega yacht charters, and other forms of lodging do experience this volume of linen changing.

In terms of microplastics, emerging scientific investigation indicates that terrestrial wastewater

treatment plants remove considerable (~97%) amounts of microplastics from their effluent streams. By contrast, direct discharge from washing machines into the aquatic environment will not remove any microplastics, presenting an elevated risk of pollution to the ecosystem.

Ideas to mitigate these impacts may include not allowing these STR vessels to install wash machines that discharge gray water overboard onboard. One idea is that **all commercial vessels hosting overnight guests could be required to wash linens at land facilities, either off site or at the marina hosting the vessels - not onboard the vessel itself**, unless the wash machine on the vessel is designed to contain its gray water discharge for later disposal to municipal treatment system. This is one idea; however the council may propose other solutions to mitigate the problem of guest linen cleaning.

- **Report on the impact residential marine vessels might have on boat passage through City waterways, with a focus on narrow and busy channels next to marina slips;**

The following is city code that pertains to ensuring vessels do not protrude into the fairway or channel, so as to impede other boat traffic.

15.18.080 - Harbor line setbacks.

All piers, "T" heads, "L" heads, mooring piles, mooring buoys and anchorages must be set back from the harbor line an appropriate distance to assure that no moored vessel or permanent or temporary obstruction extends channelward beyond the harbor line.

15.18.100 - Lateral line setback.

No portion of the structures of a marina, yacht club, working boatyard, and community or private pier and moorings installed in the waterways after February 11, 1980 shall be located less than five feet away from a lateral line. No vessel shall be moored such that any portion of the vessel is located within five feet of a lateral line. The lateral line setback may be reduced if a letter of "no objection" is obtained from the adjacent property owners and filed with the Port Wardens. The mutual use of piers and mooring pilings by adjacent property owners is encouraged and recommended whenever possible.

The Port Wardens, under city code 15.16.040, are responsible for reviewing applications to modify the harbor and lateral lines. Noncompliance enforcement is under the purview of the Harbormaster, under city code 15.24.010, and fines apply.

The size of house barges is governed by city code 15.14.010, discussed fully in the applicable section of this report. In addition to observing the code on lateral and harbor lines, city code 15.14.010 on house barges specifies that barges must be no larger than 47 feet long, 20 feet wide, and 14 feet high. Marinas seeking to host them must have at least 50 slips, and request a permit to host them. Only 2% of the host marina's slips may have permitted house barges.

- **Develop recommendations for addressing the economic impact of short term rental and commercial vessels on the community, such as noise impacts and potential mitigation measures, safety issues, and slip prices;**

Noise: In terms of noise impacts, see below for current city noise ordinances which cover STRs specifically, residential and commercial zones specifically, and on-water specific noise laws. Flohom offers an in-house event planner for special occasions, as an add-on service: www.flohom.com/add-ons. Neighbors may be concerned that encouragement of parties could lead to noise violations. However, it is worth noting that Flohoms do include built-in decibel measurement devices, which alert the company to issues. Regardless, as stated below, STR licenses can be revoked for violations, as well as other penalties applied.



Safety: In terms of safety issues, tourists on “booze cruise” charter boats such as those operated by Watermark (pictured here), Naptown Tiki Club (pictured here), as well as weekend visitors on small, recreational boats sometimes engage in excessive drinking. This report’s timeline did not allow for data collection from the city police or rescue offices on the number of responses to the waterfront for these sorts of issues. Liveaboard residents on this task force report that they have had to rescue drunken tourists who have fallen overboard, call the police when wedding parties exiting the large charter boats have engaged in fist fights on the dock, and tell visitors to “keep it down” when noise was excessive. It is fair to assume that similar safety issues may arise on STR house barges, where tourists engage in drinking or simply are unfamiliar with entering and existing



a floating platform. It is also fair to assume that this risk is not any greater than any other of the two dozen or so water-based businesses in the city that host tourists. However, that is not to say that enhanced regulations may not be helpful. For example, it may be beneficial to all to ensure docks which host customers are well lit by power stanchions, or have ladders from the water every so many feet.

Slip Prices: This task force does not recommend altering the section of the current barge law which limits licenses to 2% of slips per marina. However, there is no clear agreement among task force members on the part of the current barge law that limits licenses to marinas with over 50 slips. This could be a larger discussion on the impacts to small marinas, and consultation with all marinas might be needed. There are over 2,000 slips in city waters. A current survey of marinas shows that most have waiting lists for recreational boats. At the current law, if every marina who could host an STR barge elected to have one (and many could not, due to their own internal charters/rules), there would be very few STR house barges within the city. This would ensure slipholders with recreational vessels are not competing with STR house barges to secure a spot, or seeing prices drastically increase.

- **Analyze the impact of marine vessels as short-term rentals on nearby communities and recommend whether they should be regulated and, if so, what the regulations should entail.**

Response: A sample ordinance outlining a proposed regulation is included above, and the impact of these vessels is discussed in a variety of sections within this report (noise, safety, slip prices,

environmental impacts, and more).

- **Conduct a thorough review of existing laws, ordinances, and regulations related to residential and commercial living on the water, which includes vessels that may be used as short-term rentals or charters and recommend changes, including: a. consider best practices from other municipalities with similar challenges; b. identify any gaps, inconsistencies, or conflicts in existing laws; c. address public safety concerns, including fire prevention, emergency response, and sanitation; and d. addressing environmental concerns, including water quality, waste disposal, and habitat protection;**

Response:

Summary of Applicable Annapolis City Laws:

As discussed above, current city law covers “house barges,” legally defined as vessels “not designed or intended primarily for self-propelled navigation.” Barges must be no larger than 47 feet long, 20 feet wide, and 14 feet high. Marinas seeking to host them must have at least 50 slips, and request a permit to host them. Only 2% of the host marina’s slips may have permitted house barges.

Their hosts and guests are subject to noise ordinances like any other STR, as well as specific, additional laws on noise generated from the water (see below).

City law defines a Short Term Rental as a unit “rented to transient guests for compensation for a period of not more than 90 consecutive days for any single tenant.” STR vessels generally advertise on any one of the popular STR platforms such as Vrbo, Airbnb, and so on.

Detail of Applicable Annapolis City Laws:

- **15.04, Management of City Waters**
- **15.06, Rules for Vessels and Persons Using City Waters and Shores**
- **15.10, Operation, Anchoring, and mooring Vessels in City Waters**
- **17.44.090 - Short-term rentals**
 - **Licensee Requirements.** Applicants for a short-term rental license in the City of Annapolis are prohibited from listing the property on short-term hosting platforms without first obtaining a short-term rental license.
 - **Property Manager Requirements.** The property manager shall: 1. Reside in the City and provide proof of City residency; or 2. Have a primary office located in the City of Annapolis at a principal address and provide proof of occupancy; and 3. Be available, or have a designee available, by telephone at all times in the event of a public health or safety emergency involving the licensed property; and 4. Be identified on any application required by Section 17.44.040 of this title regarding rental operator's license applications and renewals.
 - **Building Code Compliance and Inspections.** 1. The licensee shall ensure that the entire premises, including but not limited to any licensed dwelling unit, complies with all applicable City and State laws and codes, including: a. Building; and b. Residential maintenance; and c. Electrical and plumbing codes; and d. Applicable laws, regulations and guidance concerning smoke detectors, carbon monoxide detectors and lead-based paint.

- **Exceptions.** A short-term rental operator's license is not required for premises rented exclusively on days coinciding with:
 - a. Annual United States Naval Academy graduation ceremonies;
 - b. Annual Spring and Fall sailboat and powerboat shows held in the City of Annapolis;
 - c. Any other special event as specified by the resolution of the City Council.
 - **Enforcement and Penalties.** Excessive noise or traffic, unruly public behavior, and any threat to public safety as determined by the City Manager or their designee directly associated with use of the property as a short-term rental. Any property that has been the subject of three verified nuisance violations as determined by the Director of Planning and Zoning or the Annapolis Police Department (APD) shall be denied a license or may have it revoked.
- **15.06.030 - Excessive noise.** The noise level standards established by the State of Maryland in the Maryland Annotated Code, as may be amended, and any related regulations, shall apply in and on all City waters.
 - **11.12.020 - Noise prohibition.**
 - The maximum allowable decibel noise levels shall follow the Code of Maryland Regulations 26.02.03.02 (Environmental Noise Standards). The following chart shows sound levels allowed in specific City of Annapolis zoning districts.

City Zoning Districts	Maximum decibel level may not exceed:	
	Daytime hours of 7 a.m. to 10 p.m.	Nighttime hours of 10 p.m. to 7 a.m.
Residential zoning districts, as identified in Chapter 21.40	65 dBA	55 dBA
Office and mixed use districts, as identified in Chapter 21.44	67 dBA	62 dBA
Commercial and industrial zoning districts as identified in Chapter 21.42	75 dBA	75 dBA

- Sound levels from water. The noise levels from a boat on the water shall be measured from any point on land. Allowable levels of boat noise from the water as measured from land shall be the same decibel levels and during the hours allowed, in Maryland Regulations 26.02.03.02 (Environmental Noise Standards).
- **15.14 House barges**
 - **15.14.010 - Mooring time limit.** No housebarge exceeding the dimensions of twenty feet in width, forty-six feet in length or fourteen feet in height as measured from the water line (excluding railings, awnings, antennas or any similar appurtenances) shall be docked or moored in excess of forty-eight hours.
 - **15.14.015 - Permit.** The Director of Planning and Zoning shall approve an application for a permit or a renewed permit upon determining that the requirements of the code are met, with the concurrence of the Harbormaster, the Director of Planning and Zoning, and the Fire Chief and the County Health Officer, all of whom shall review

the application. The holder of a permit shall pay an annual fee as established by resolution of the City Council.

- **15.14.020 - Concentration limit.** Within a commercial, community or public marina in which fifty or more slips exist for the dockage of vessels and the dockage of the housebarge would not result in more than two per cent of the facility's slips being occupied by house barges.
- **15.14.025 - Standards.** In addition to the parking requirements of the zoning district within which the house barge is docked, secured, attached, operated or otherwise located, marinas must provide a minimum of two on-site parking spaces per house barge. No person shall dock, secure, attach, operate or otherwise keep a housebarge at a privately-owned dock for any period of time unless otherwise permitted in the City Code.
- **15.14.030 - Exceptions.** House barges which are unoccupied and docked for purposes of sales display of the vessels only, for specified lengths of time. This chapter does not apply to a barge designed and used for office, storage or fueling purposes.

Comparable Cities' Applicable Laws

Cities were selected that have an "Annapolis like vibe." This review was conducted in a relatively short period of time. A full review of the underlying health, safety and environmental concerns which raised concern in other jurisdictions is indicated and would require additional time and personnel.

Ocean City, Maryland

Per the Deputy City Manager Jr Harmon of Ocean City: "We addressed the Short Term Rentals of Houseboats from a rental/business license perspective. You will see in the ordinances copied at the bottom of this email we spelled out our legislative intent. Our focus was on protecting the original use and intent of our marinas, along with protecting the public's health, welfare and safety. We felt it was important to clearly define a houseboat so we crafted a definition using an established ordinance from Kentucky. While researching this issue it was enlightening to see how many communities throughout the nation who have dealt with this issue. Finally we prohibited the use of houseboats for commercial use making it unlawful to obtain a Ocean City business/rental license for such purposes."

Ocean City ARTICLE XI. - HOUSEBOATS

Sec. 14-440. - Legislative findings, intent and purpose.

(a) Ocean City finds that it is vital to the Town for it to maintain its marinas and waterways for marine-related activities related to recreation, including but not limited to, sport fishing and pleasure boating.

(b) Ocean City finds and determines that to promote and protect the public's health, safety and welfare, a prohibition of the commercial operation of houseboats and the prohibition to the issuance of any license that would permit the commercial operation of houseboats is just and proper.

(c) Ocean City finds that it is within its right, as a political subdivision, to prohibit the commercial activity and licensing of houseboats.

Sec. 14-441. - Definitions.

Houseboat means any vessel, boat, watercraft, or structure, with or without self-propulsion and steering equipment, which is designed to be used without a permanent foundation, and is designed, fitted-out as, or used as a dwelling unit or a place of habitation and is not principally used for transportation, on, or in, any waterway. The term "houseboat" shall include a floating home and liveaboard boat.

Sec. 14-442. - Prohibited acts

(a) No houseboat shall be occupied, used, rented, moored, anchored, or otherwise secured within the Town of Ocean City, to include being secured to any dock, piling, or shore of the Town of Ocean City, for direct or indirect commercial purposes/activity, which shall include, but not be limited to, rentals of houseboats.

(b) No person, firm, association, partnership, or corporation shall operate or cause the operation, or allow the same, of a houseboat for rent, hold out a houseboat for rent, or sell, lease, or allow the use of any site, slip, dock, bulkhead, piling or space for the location of a houseboat.

(c) The issuance of any other business license under this chapter shall not be a permitted means of licensure for the use of a houseboat for any purpose.

Nantucket, Rhode Island

12.28.055. Floating Businesses

A. Houseboats and floating businesses are prohibited from use of any private or rental mooring or from anchoring in the public waters within the Newport Inner and Outer Harbor.

B. Houseboats which are not self-propelled, including those which constitute a transient guest facility as defined in Chapter 5.40 of the Codified Ordinances, shall not dock, tie-up or moor within waters of the Newport Inner or Outer Harbor, unless at a marina or shipyard to temporarily fuel, take on water or stores, embark or disembark passengers, or undergo maintenance.

Town of Tisbury, Martha's Vineyard, MA

In 2023, the Tisbury Select Board amended regulations to place a prohibition on houseboats which they defined as “non-water-dependent vessels,” or “non-water-dependent floating businesses.” Two local maritime artists who use house barges for their galleries were exempted. There was some public outcry, supporting one of the vessel owners, who is a fifth generation island resident, commercial fisherman, and maritime artist.

Brookhaven New York

According Brookhaven city law, “No person, firm, association, partnership or corporation shall operate or cause to be operated a floating home marina or rent, hold out for rent or sell any site or space for the location of a floating home or residential houseboat unless said floating home or residential houseboat has been granted a special permit.”

Beach Haven, Jersey

Beach Haven prohibits any vessel not capable of self-propelled navigation from being occupied. Any vessel which has self-propelled navigation capabilities can be occupied, provided they have a marine sanitation device, portable toilet, or connection to sewage systems. Additionally, the city prohibits vessels from being rented to others; they must be owner occupied. The full law is below:

§ 112-1 Use of houseboats restricted.

A. Hereafter it shall be unlawful to anchor, tie up or permit to remain for more than 24 hours continuously within the Borough of Beach Haven any houseboat or other boat that is occupied or used as a dwelling place or as living quarters for one or more persons.

The restrictions of this section shall not apply to any vessel which is capable of being used for self-propelled navigation and is moored at a bona fide marina, provided:

- (1) The vessel is moored in compliance with all applicable permit conditions imposed on the marina;
- (2) The vessel is equipped with one of the following:
 - (a) An operable Coast Guard-certified marine sanitation device;
 - (b) A self-contained portable toilet or other on-board portable sewage reception system that prevents the overboard discharge of treated or untreated excrement, sewage, or other waste matter or contaminant of any kind; or
 - (c) A legal connection to a permitted public sewer system.
- (3) The vessel is moored in compliance with all applicable state and federal laws;
- (4) The vessel does not obstruct navigation;
- (5) The vessel must be primarily owner occupied; and
- (6) Any such vessel shall provide pump-out reports upon request from the Borough. Failure to provide pump-out reports shall result in a fine pursuant to § 1-16 of this Code.

PRIMARILY OWNER OCCUPIED

For the purposes of this chapter, means the vessel is utilized by the owner or by his/her family and/or guests gratuitously and without a fee, lease, rental charge or other compensation of any kind. It is the intent of this chapter to permit owners and their guests to remain overnight in the owner's vessel, but that such vessel cannot be used for commercial, leasing, or rental purposes.

Wilmington, NC

Wilmington is a port city. Part of its downtown's Historic District, the Riverwalk is lined with restaurants, galleries and shops. It runs along the Cape Fear River. A STR barge rental company has recently built the "Cove Riverwalk Villas." The marina is solely for STR house barges, and managed by one company. The location is on the edge of the city's riverwalk, so as not to interfere with the main, downtown viewshed. Fairways are wide, as shown above, and the STR house barges do not interfere with safe passage of recreational boats, as they could in any marina on Spa or Back Creeks in Annapolis, which are notoriously narrow.



Review of Environmental Concerns:

See above for gray and black water laws, discussion, and recommendations. In terms of other environmental issues, this task force considered 1) underwater accent lights 2) shading footprints of the vessels, and 3) noise pollution - both under and over water. These items may be of minimal concern, compared to any other vessel of similar size. The more important concerns, which are causes for task force recommendations above, center around black and gray water.

- **Review City fees to determine whether the fees cover City costs regarding law enforcement, public utilities, and inspections and assess the feasibility of implementing a slip fee, including**

potential revenue generation, administrative costs, and impacts on vessel owners.

Response: Since 2013, Maryland law allows municipalities to implement a tax on docking and storing boats. This is MD Code § 20-608 entitled “Municipalities--User fees on docking and storage of boats.”

The text of this legislation is as follows:

By ordinance, a municipality may impose a user fee on charges for the docking and storage of boats. The rate of the user fee may not exceed 5% of the rental charges for the docking and storage of boats. The total amount of user fees charged per boat slip under this section may not exceed \$100 annually. A municipality shall use any revenue from the user fee authorized under this section: (1) to maintain and enhance: water quality; water and wastewater treatment facilities; marinas; law enforcement; public safety; or fire services; or (2) for land acquisition and the related construction and maintenance of public facilities to enhance public use and water access.

So far, several municipalities have chosen to utilize this provision, and have passed legislation in their cities to implement this tax. One such example is Havre de Grace, which tasks marinas with collecting the fee from all who lease slips from each marina, and reporting and remitting the fees to the city.

As noted above, the fee can be used for law enforcement, public safety, fire services, and other services. This can address issues related to when recreational boaters and their guests suffer boating related injuries such as sun exposure, dehydration, alcohol poisoning, drowning, or elicit noise complaints from neighbors.

Additionally, in 2004, the Maryland Department of the Environment proposed a bill that would have created a \$50 per slip annual fee intended to generate revenue for wetland protection. However, the proposal was later withdrawn after vocal opposition from marina owners, boaters, and the marine industry. The proposed fee was slated to generate nearly \$7M statewide, most of which would support the hiring of 34 additional Department of the Environment personnel to process wetlands permits for construction and mining purposes.

So in terms of feasibility, while there is a provision in Maryland law that allows cities to legislate slip taxes, and some cities have taken advantage of this permission, it may remain difficult for the Annapolis city council to find public support for such a tax, particularly among marina owners, boat owners, and the marine industry.

The council might be primarily concerned with staffing a fire, ambulance, and police response to tourists on short term rental (STR) vessels, rather than taxing private boat owners. Most boat owners are already paying taxes for services, either directly or indirectly, as they tend to be local residents. Local residents are either homeowners that pay directly for property taxes or renters and/or slip renters whose rent contributes towards their landlords' property taxes. In contrast, tourists in an overnight accommodation on a rental vessel are not local residents and do not pay slip rent.

If this is the primary concern of council, it may be advisable to consider recouping these costs via the existing process for short term rentals (STRs). Under current Annapolis law, STRs are taxed, inspected, and licensed. It should be noted that under current law, occupancy taxes on STRs, hotels, and other such accommodations are split in clearly defined percentages to various funds

within the county and the city.

Fiscal impacts: there are about 2,342 slips within the city of Annapolis. If all were taxed annually at the maximum \$100 allowed by the state, this would generate \$234,200 in revenue.

Alternatively, as discussed above, the city may choose to utilize the existing STR laws to recoup fees. In this case, if 100% of marinas which were eligible under the current law were interested in and applied to host a STR barge, a maximum of 31 STR barges could be docked throughout city waters. This is based on current barge law, which restricts applications to 2% of marinas over 50 slips in size. Only half of the marinas in the city contain over 50 slips, so most would not be eligible to apply.

Therefore, if each of the 31 vessels were rented at an average of \$300 per night for 150 to 300 nights per year, at the existing 8% occupancy tax, \$111,600 to \$223,200 in income would be generated from the STR house barges.

It should be noted that not all marinas - according to their own internal policies - would be realistically able to apply to host a barge, so the maximum number of 31 is, in reality, quite high. For example, the handful of large yacht clubs and sailing schools such as Annapolis Yacht Club, Eastport Yacht Club, Severn Sailing Association, Annapolis Sailing School, and marinas such as Chesapeake Regional Accessible Boating (CRAB) would not - by their own internal rules or member charters - be allowed to apply to the city for a license to host a STR vessel. Therefore, the true potential may be closer to 10 maximum b house arges spread out over the two creeks that have marinas.

In terms of administrative costs, there exists a newly hired STR Coordinator at the city level who will be responsible for managing the city's short-term rental program, including licensing, compliance, and enforcement. This position's listed salary range is \$52,170 to \$96,883 per year. Assuming a 20% fringe rate and top of salary range, the annual cost to the city of this position could be as high as \$116,260. The city is actively searching to fill this position now (Spring/Summer 2025), and a coordinator will be hired regardless of whether they cover only land based STRs or whether they cover both land and water based STRs, so there is some economy of cost involved with such a recommendation.

- **Assess the City staffing requirements associated with the recommendations**

Response:

Seeking city feedback on this section.

Notes thus far:

- The floating rental permit would require harbormaster inspections/permitting as added aspect.
- The STR coordinator the city is about to hire - this would serve the handful of requests from water.
- Noise ordinance enforcement might mean more law enforcement time.

- Addendum A
-
- **Develop guidelines for permitting, licensing, and inspection of short term rental and commercial vessels;**

Response: The following is a sample ordinance that the task force recommends the city council consider in response to using any marine vessel as a STR.

SECTION 1: Purpose and Intent

This ordinance establishes a permitting, licensing, and inspection framework for the operation of vessels used as short-term rental units within the waterways of the City of Annapolis. Its purpose is to:

- Protect the maritime and environmental integrity of Annapolis Harbor, Spa Creek, Weems Creek, College Creek, and Back Creek.
 - Promote safe and sanitary conditions aboard rental vessels.
 - Ensure fair compliance with city zoning, business, and harbor regulations.
-

SECTION 2: Definitions

- **Short-Term Rental (STR):** "Short-term rental" means a facility that offers sleeping accommodations to the transient public for rent, as defined in § 18-1-101 of Anne Arundel County Code, and short-term residential rentals. For purposes of this definition, "short-term residential rental" means the use or occupancy, facilitated by a hosting platform in exchange for rent, of all or part of a unit to provide accommodations to transient guests for no more than 120 consecutive days in a calendar year.
 - **Charter Vessel:** a vessel whose primary function is to be underway (sail or power) and is covered by existing USG/local regulations (46 CFR, 33 CFR, MD DNR Title 8, other local regulations), is considered a charter vessel as opposed to a "short term rental." A key difference between charter vessels and STR vessels is that the charter vessel's *primary* purpose is to take or allow guests to sail or motor the vessel out into the waterways to enjoy recreation on the Bay, whereas the STR vessel's *primary* purpose is to provide overnight accommodations to customers onboard at the dock.
 - **Levy and amount of tax.** There is an occupancy tax levied on the rent paid for the use of a short-term rental in the County. The rate of the tax is 8% of the rent. The occupancy tax levied under this section shall be considered the hotel tax referred to in § 20-603 of the Local Government Article of the State Code.
 - **MSD:** Marine Sanitation Device per 33 CFR Part 159.
-

SECTION 3: Applicability

This ordinance applies to all vessels used as short-term rentals within the tidal waters and harbor areas of Annapolis, including:

- Moorings and slips managed by the City Harbormaster.
 - Private marinas and docks.
 - Anchored vessels within City jurisdiction.
-

SECTION 4: Required Permits and Licensing

5. City Short-Term Rental (STR) License:

- Issued through the Department of Planning and Zoning.
- Must comply with citywide STR regulations (Chapter 17.44 of the Annapolis City Code).

6. Floating Rental Permit (FRP):

- Issued annually by the Annapolis Harbormaster.
- Required for any vessel or floating structure used for STR, in addition to the STR license above.
- Includes inspection and review of:
 - a. Proof of registration or documentation.
 - b. Proof of MSD compliance.
 - c. Liability insurance of at least \$500,000.
 - d. Emergency contact within 10 miles.

7. City of Annapolis Housebarge Permit:

- If applicable to the vessel type being short term rented, it must comply with City of Annapolis code 15.14.015: Permit for Housebarge

8. Zoning and Marina Compliance:

- Marina-based rentals require written approval from the marina operator.
 - Submit to city-imposed STR density limits, using the same calculations as land-based STR limits.
-

SECTION 5: Operational Requirements

4. Sanitation and Environmental Protection:

- Only Type III MSDs or holding tanks are permitted.
- STR vessels must only be berthed at marinas which have an installed pump out system at dock, a mobile pumpout cart, or utilize contract pumpout services.
(Note: see below for full discussion on the subject of marine sewage and recommendations for handling this in the STR vessel context).
- STR vessels must wash guest bed linens at land based facilities. *(Note: council may also consider not allowing STRs to install wash machines onboard).*

5. Safety Standards:

- Must include fire extinguishers, smoke/CO detectors, and safe ingress/egress.
- All electrical and propane systems must be up to ABYC or NFPA standards.

6. Occupancy and Use:

- Maximum of 6 overnight guests.
- No commercial events or parties.
- Must follow the maximum allowable decibel noise levels under Code of Maryland Regulations 26.02.03.02 and the City of Annapolis law 11.12.020 - Noise prohibition for sounds levels and times allowed in specific city zoning

districts. *(Note: see below for full discussion of the subject of existing noise ordinances and existing enforcement mechanisms for STRs).*

SECTION 6: Inspection and Enforcement

5. Initial and Annual Inspections:

- Conducted by Harbormaster or designee.
- Verifies compliance with marine safety, sanitation, and insurance requirements.

6. Fire Marshal and Land-Based Agency Inspections:

- Vessels used for STR commercial purposes may additionally be subject to inspection by the Annapolis Fire Marshal and other relevant city departments for compliance with fire safety, structural integrity, and public occupancy regulations.
- These inspections may include dock access, electrical infrastructure, and emergency response readiness.

7. Spot Checks:

- Permitted with advanced notice.

8. Violations and Penalties:

- 1st offense: Written warning and 14-day correction notice.
 - 2nd offense: \$500 fine and temporary suspension.
 - 3rd offense: Permit revocation and one-year moratorium on reapplication.
 - In addition, STR vessels are subject to revocation of STR Permit and/or Housebarge Permit, according to provisions in those relevant existing city codes.
-

SECTION 7: Appeals and Review

Appeals of permit denials or enforcement actions may be submitted in writing to the Annapolis Board of Appeals within 30 days.

SECTION 8: Severability

If any provision of this ordinance is declared invalid, all other provisions shall remain in effect.

Addendum B:

Analysis and summary is based on the 17 responses shown in the table regarding marine vessels (especially house barges and short-term rentals) in Annapolis.

The task force will update the results of the survey as more surveys are being submitted:



High-Level Sentiment Overview

- **Strong Opposition to Residential Marine Vessels / House Barges:**

A significant majority ($\approx 90\%$) oppose the presence of short-term rental (STR) house barges in Annapolis waterways.

- **Concerns are consistent and multifaceted**, focusing on:

- Infrastructure strain (utilities, waste)
 - Environmental and safety risks
 - Slip availability and affordability
 - Impact on local character and community
-



Key Themes from the Survey Responses

1. Economic Impact

- **Negative Perception:**

- STR house barges seen as benefiting only vessel owners or investors, not the community.
- Many fear rising slip fees and displacement of recreational boaters.
- House barges perceived as pseudo-real estate developments bypassing taxes.

2. Environmental & Safety Concerns

- **Repeated mentions of:**

- Inadequate sewage/pump-out capacity
- Fire hazards on boats rented to untrained tourists
- Noise pollution and late-night disturbances
- Emergency response challenges due to narrow streets and docks

3. Infrastructure Concerns

- **Utilities (water, electricity, sewage):** Majority flagged concerns about:

- Overstressed systems
- Pump-out delays
- Overflow risks into Spa and Back Creeks

4. Governance and Regulation

- **Widespread belief that:**

- Current laws are inconsistent or lack clarity

- The City lacks the resources to enforce marine-related inspections and zoning
- Licensing for marine STRs is virtually non-existent

5. Equity and Taxation

- **Consensus among most** that:
 - There should be fees or taxes in lieu of property taxes for residential marine vessels
 - Otherwise, they're seen as unfairly using city services without paying their share

Recommendations from Respondents

Frequent Suggestions:

- Ban house barges used as STRs (mentioned explicitly by 8+ respondents)
- Follow best practices of **Ocean City and Newport** where similar concepts have been restricted or outright banned
- Define "house barges" clearly in regulation
- Regulate marine STRs the same way land-based ones are: inspections, fees, safety rules

Response Breakdown (Selected Questions)

Question	% "Yes" or Positive	% "No" or Negative	Key Insights
Should marine STRs be regulated?	94% (16 of 17)	1 No	Broad consensus for strict rules or banning outright
Concerns about slip availability?	94% Yes	1 No	Slip scarcity and cost are a major worry
Current permitting/inspection adequate?	6% Yes (1 person)	65% No, others Unsure	Majority say current system can't handle marine STRs
Utilities (sewage, water, electric) an issue?	~71% Yes	~18% No	Sewage is especially concerning
Is current pump-out service sufficient?	~65% No	~12% Yes	Long waits, limited service, insufficient for added vessels
Should fee/tax be implemented for residential vessels?	~53% Yes	~29% No	Others are unsure, many want fairness with land-based rentals

Notable Quotes & Comments

- *"They will pump into our creeks at the marinas."*
- *"The only benefit is for marina owners. What does the community get?"*

- *“A floating condo with party guests is not a boat.”*
- *“Ocean City banned them. Why are we different?”*
- *“Don’t allow them. This is a short-term rental problem dressed as maritime development.”*



Summary of Recommendations for the Task Force

1. **Do not allow STR house barges** in City waters.
2. **Enforce parity in regulation** with land-based STRs (licensing, inspections, tax).
3. **Clarify and codify definitions** (residential vessel, STR vessel, house barge, etc.).
4. **Strengthen pump-out capacity and emergency infrastructure** if any expansion is considered.
5. **Consider zoning and visual impact:** Restrict placement to non-residential areas (like Baltimore's example).
6. **Protect Annapolis’ maritime identity**, prioritizing traditional boating over floating lodging.

We left the first analysis intact and here the full analysis with 36 respondents

Executive summary

- **Overall stance:** Responses skew heavily **against** short-term rental (STR) “housebarge/houseboat” activity, with only a tiny minority expressing support or conditional support. (See the Stance table.)
- **Top concerns (by frequency of mention):**
Slip availability & prices, sewage/pump-out capacity, noise/parties, environment/water quality, parking/traffic, and fire/emergency access.
- **Regulation & capacity:** Most respondents want STRs **regulated or banned**, cite **gaps/inconsistencies** in city rules, and question the City’s **inspection/enforcement capacity**.
- **Utilities & waste:** The majority report awareness of **utility limitations** and consider existing **pump-out services insufficient** for added residential/STR loads.
- **Fee policy:** Opinions on a **slip fee / fee in lieu of property taxes** are mixed; many who oppose STRs still support a “pay your share” principle if any residential use proceeds.

Key metrics (from the tables)

- **Permitting adequate?** Majority **No/Unsure** → perceived capacity & scope gaps.
- **Concern about slip availability?** Majority **Yes**.
- **Observed noise/safety/slip-price issues?** Many **Yes**; numerous anecdotal examples.
- **Regulate STR on vessels?** Strong **Yes** (with many calling for outright bans).
- **Utilities challenges known?** Majority **Yes** (power reliability, winterization, sewage).
- **Waste/pump-out sufficient?** Lean **No** (capacity, commercial service limits, winter shutoffs).
- **Gaps in current laws?** Many **Yes** (definitions, enforcement, STR treatment on water).
- **Slip fee / fee in lieu?** Mixed; “user-pays” sentiment vs. opposition if STRs are prohibited.
- **Contact consent:** Most **Yes** to being contacted and consenting to use in the report.

Thematically, respondents say...

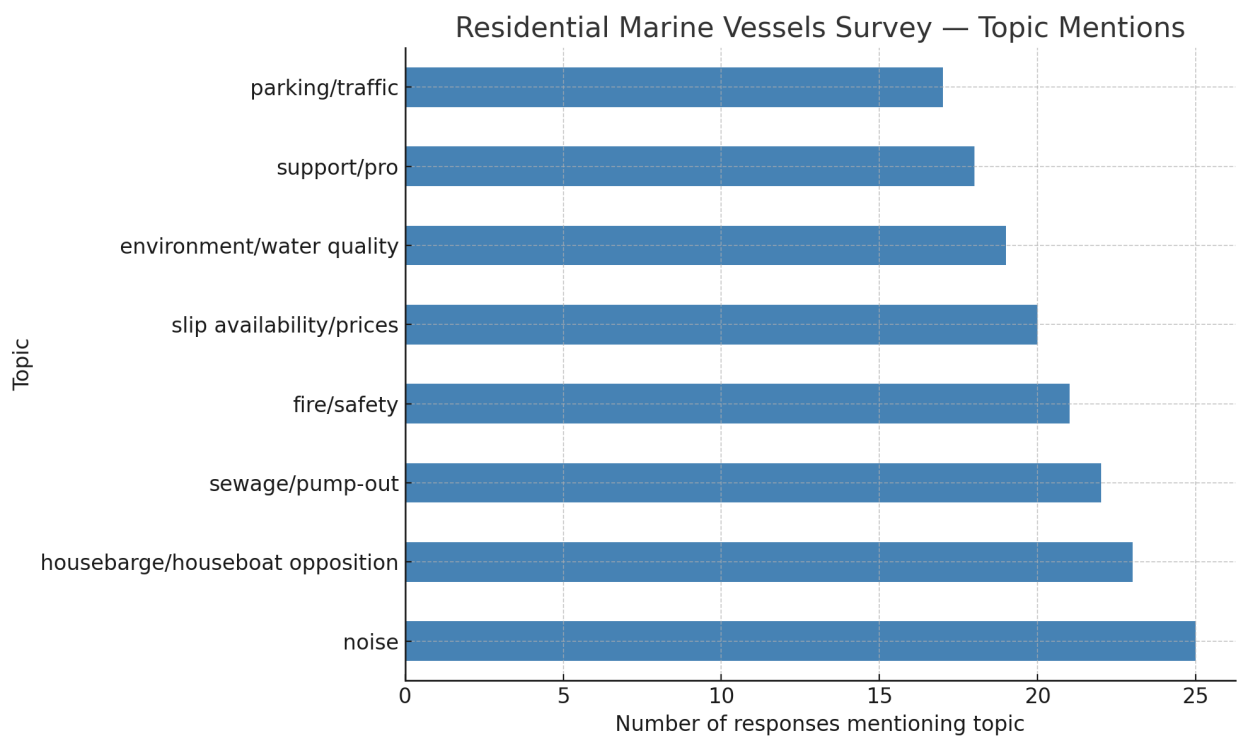
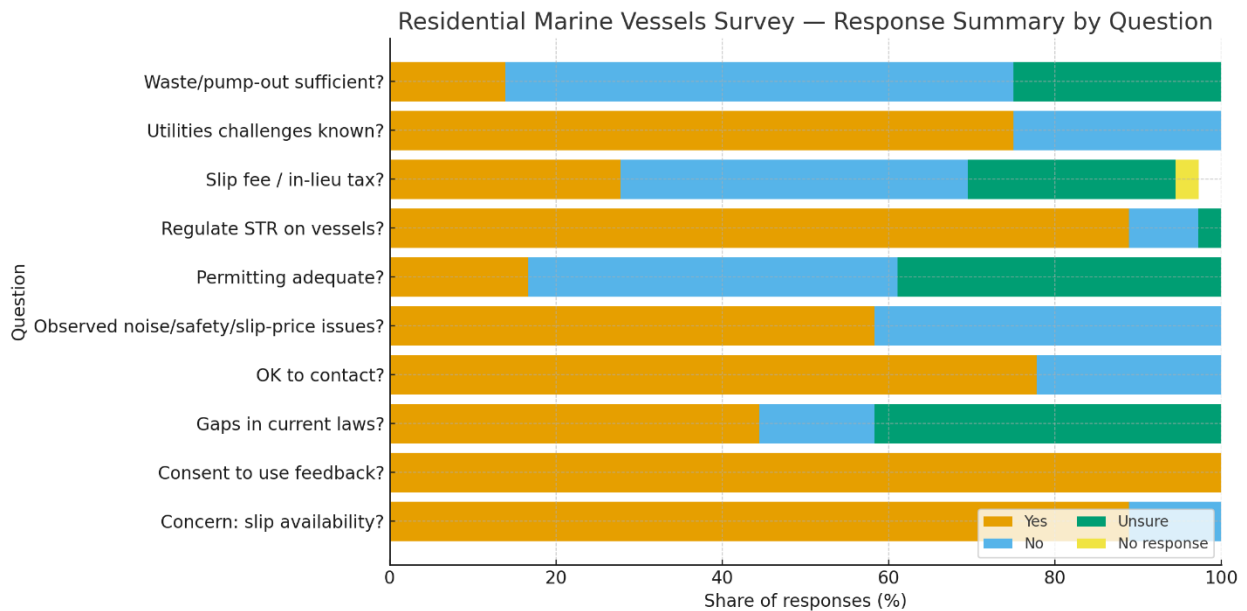
- **Slip pressure & pricing:** Housebarges are large and lucrative, incentivizing marinas to **reconfigure or prioritize** them, reducing capacity for **recreational/transient boaters** and raising **slip prices**.
- **Noise & neighborhood fit:** “Party-rental” character **conflicts** with nearby residential areas; **noise carries over water**.
- **Sewage & pump-outs:** Widespread worry about **holding-tank loads, limited pump-out boat availability, seasonal water shut-offs**, and a belief that **commercial (non-moving) units** would overwhelm services or tempt **illegal discharge**.
- **Public safety:** Fire on a housebarge in tight marinas is seen as **high-impact/low-access**; emergency access down narrow docks and streets raises **response-time** concerns.
- **Governance:** Calls for **clear definitions** (liveaboards vs. housebarges vs. tour/charter), **explicit STR rules, inspection authority & cadence**, and **real enforcement resources**. Several cite **other cities banning** housebarges as precedent.

- **One pro-growth counterpoint:** A small pro segment argues **activation & revitalization**—more local spending, eyes on the docks, and incentives for marina upkeep—if well regulated and supported.

Concrete recommendations (synthesized from responses)

1. **Define categories in code** (and keep them distinct):
 - Liveaboard vessels (self-propelled, navigated, owner-occupied)
 - Tour/charter/commercial workboats (water dependent)
 - Housebarges/houseboats used for STRs (non-water-dependent, rarely move)
2. **Policy stance options for Council** (choose one, then codify tightly):
 - **Prohibit STR housebarges** in City waters (mirroring jurisdictions respondents referenced).
 - **Or** allow on a **pilot** basis with strict caps, spacing, and **sunset & review** after 12–18 months.
3. **If any allowance is considered, require at minimum:**
 - **Licensing & annual inspections** (safety, fire, CO/smoke detectors hard-wired, electrical/propane).
 - **Sewage compliance plan** (documented pump-out contracts/logs; no greywater discharge; winter provisions).
 - **Utility adequacy proof** (shore-power capacity studies; GFCI/AFI protections; flood resilience).
 - **Emergency access plans** (egress widths, staging zones, sprinklers/extinguishers, marina incident pre-plans with Fire/EMS).
 - **Parking/traffic mitigation** (on-site spaces; no spillover to residential streets).
 - **Noise and occupancy limits** (quiet hours; guest caps; no raft-ups).
 - **Insurance & bonding** (to cover environmental clean-up and incident costs).
 - **Transparent enforcement** (clear penalties, repeat-offender escalations, authority to revoke permits).
4. **Slip availability protections:**
 - **Cap** percentage of slips per facility that may host non-moving STR units; protect **transient** and **recreational** allocations.
 - Consider **size/beam limits** and **setbacks** from fairways to avoid navigation hazards.
5. **Cost recovery:**
 - If permitted: **fee in lieu** of property tax or **impact fees** earmarked to harbor management (pump-out staffing, inspections, enforcement, EMS/water rescue readiness).
 - **User-pays** principle paired with transparent harbor-service budget.
6. **Enforcement readiness before rollout:**
 - Identify the **inspecting authority** (Harbormaster vs. Fire Marshal vs. joint team) and **fund/staff** it.
 - Create a **compliance dashboard** (public logs of inspections, violations, pump-outs).
 - Clarify winter operations (water shutoffs, freeze protection).
7. **Public communication & equity:**

- Conduct targeted outreach to **waterside residents** and **marina tenants**; publish draft rules for comment.
- Distinguish **tour/charter** boats (widely supported) from **STR housebarges** (widely opposed).



Key Recommendations

1. Clarify Definitions

- Clearly define **liveaboards**, **tour/charter/commercial vessels**, and **residential/housebarge STRs** as separate categories.
- Avoid lumping STR housebarges with traditional boating or maritime activity.

2. Policy Direction

- **Broad opposition to STR housebarges:** Most respondents urge **banning or prohibiting** them outright, citing environmental, safety, and community impacts.
- A minority suggest a **strictly regulated allowance** with **caps, pilot programs, and sunset clauses** if the City insists on testing the concept.

3. Regulation & Enforcement

- Require **annual licensing and inspection** of any residential or STR vessel.
- Assign a **clear inspecting authority** (Harbormaster, Fire Marshal, or joint team) with sufficient staffing and funding.
- Publish **public compliance logs** of inspections, pump-outs, and violations.
- Enforce **quiet hours, occupancy caps, and no-raft-up rules** for STR vessels.

4. Environmental & Utility Safeguards

- Mandatory **pump-out logs**; no greywater discharge.
- Address **winterization gaps** (frozen water/sewage lines, water shutoffs).
- Require **shore power studies** for load capacity, flood resilience, and GFCI/AFI protections.
- Provide **dedicated waste & trash services** for residential vessels.

5. Public Safety

- Require **fire safety systems** (sprinklers, extinguishers, smoke/CO detectors).
- Develop **emergency access routes** for fire/EMS down marinas and narrow streets.
- Create marina-specific **incident response plans**.

6. Slip & Capacity Protections

- Cap STR/residential vessels as a **percentage of total slips** in each marina.
- Impose **size/beam limits** and **setback rules** from fairways.
- Protect slip allocations for **transient and recreational boaters**.

7. Fees & Cost Recovery

- If any residential/STR vessels are permitted:
 - Impose a **slip fee or fee-in-lieu of property taxes**.
 - Consider **impact fees** earmarked for pump-out services, inspections, and emergency response.
- Apply **user-pays principle** so community costs are not shifted to taxpayers.

8. Best Practices from Other Cities

- Reference **Ocean City (MD), Martha’s Vineyard, Newport (RI), Sausalito (CA), Nantucket**—all cited for their **restrictions or bans** on housebarges/STRs.
- Where permitted elsewhere, success required **robust regulation, dedicated enforcement staff, and infrastructure upgrades**.

9. Community Engagement

- Prioritize input from **waterside residents, recreational boaters, and marina tenants** most affected.
- Publish draft rules for **public comment** before adoption.
- Recognize that **tourism vs. maritime identity** is a central policy choice for Annapolis’ long-term future.

🔴 Overall Takeaway

The overwhelming recommendation from stakeholders is:

- **Do not allow STR housebarges** in Annapolis waters.
- If permitted at all, adopt **tight limits, strong regulations, and enforceable safeguards** before rollout.

Addendum C: Potential Path Forward: Findings and Recommendation of the Maritime Task Force

The Maritime Task Force was established to assist the City of Annapolis in evaluating its position on the potential expansion of current regulations governing house barges. Specifically, the Task Force was tasked with assessing the impact of such expansion on the maritime industry, public safety, and the broader community.

In response to this mandate, the Task Force has compiled a 30+ page report addressing each area of inquiry. The findings indicate that the core issue prompting this review is the short-term rental (STR) of house barges, rather than their general presence or use in the City's waters.

According to the SAGE economic report and other collected data, the overall financial benefit of STR house barges to the maritime sector is limited. While the maritime industry in Annapolis remains strong, STR house barges contribute only minimally to that economic vitality.

Recommendation: Based on the data and analysis reviewed, it is the recommendation of this Task Force member that the City of Annapolis enact an ordinance prohibiting the use of house barges for delete 'short-term' rental purposes. This would include making it unlawful to obtain a City business or rental license for such use.

Adopting such an ordinance would:

1. Address Life Safety Concerns: Eliminate risks associated with short-term occupancy on watercraft that may not meet necessary safety standards.
2. Clarify Infrastructure Limitations: Remove uncertainties related to the City's capacity to manage increased demand for sewage and graywater disposal systems from STR house barges.
3. Reduce Regulatory Burden: Alleviate the complex permitting and inspection requirements involving coordination among Planning & Zoning, the Fire Department, the Harbormaster, and the Anne Arundel County Health Department.
4. Ensure Regulatory Equity: Eliminate inconsistencies regarding which marinas can host house barges and in what quantity while restrictions to 2% or one unit whichever is greater.
5. Respond to Community Concerns: Address substantial community feedback — including survey results and public commentary — related to noise, congestion, and limited parking availability.
6. Resolve Fiscal Uncertainty: Avoid ambiguity around the imposition and collection of fees and taxes from both marina operators and boat owners to support essential city services.
7. Modernize City Code: Provide an opportunity to update and clarify outdated and inconsistent language within the existing municipal code. Fix definitions and the unfair 2% and minimum with 50 slips We suggest to alter it to 2% or one unit whichever is greater which would allow smaller marinas to have a housebarges as long as they are NOT for rental or Short Term Rental.
8. Preserve the Annapolis Identity: Support the long-standing brand and character of Annapolis as a historic maritime city — a core element of its cultural and economic appeal. This recommendation aims to balance the preservation of maritime heritage with the sustainable and equitable management

of waterfront resources.

Addendum D: City of Annapolis responses by Department

The task force requested that the following city departments provide input:

1. Economic Development Office
2. City Manager's Office Resiliency and Sustainability
3. Department of Public Works
4. Annapolis Fire Department and the Fire Marshal's Office
5. Harbormaster
6. Office of Law
7. Planning and Zoning

Input was received all offices except for the Office of Law and Planning and Zoning. The responses are below:

Economic Development Office:

Tourism and Recreation: Assess the potential for increased tourism and recreational opportunities associated with houseboats and floating homes.

- Houseboats and floating homes are desirable to visitors seeking a more experiential form of tourism. Having visitors located on the water will also allow easier access to other recreational opportunities such as sailing, kayaking, paddle boarding, as well the proposed Chesapeake National Recreation Area to be located within the National Park Service. As visitation to Annapolis increases, so does demand on lodging. Marinas would need to work in conjunction with our Destination Marketing Organization, Visit Annapolis and Anne Arundel County (VAAAC), to promote the city's new lodging alternatives. The tax of 8% rent as a "hotel tax" must be applied to support VAAAC's marketing budget.

Property Values: Consider potential impacts on property values in waterfront areas.

- The largest concern over the impact of neighboring residential property values would be houseboats that are not properly maintained, leading to devaluation of neighboring waterfront properties. Similar to an HOA, Marinas would need to have a mechanism in their lease agreements to enforce standards. The Annapolis Harbor Master would best be able to address some of the challenges they have faced with liveaboards in the city's waters.
- While one of the criticism/drawbacks of houseboats is that owners do not pay the property taxes that support of public services and infrastructure demands of the area, the Task Force to Study Commercial Marine Vessels has already agreed that there should be fees or taxes in lieu of property taxes for residential marine vessels, which should address this concern.

Job Creation: Evaluate the potential for job creation in the marine industry and related sectors.

- This category is difficult to quantify because the City of Annapolis does not lack for jobs in the marine industry, instead it lacks qualified candidates to fill existing vacancies from sales associates to

marine techs. As houseboats and floating homes would most likely be located within existing marinas, they would foreseeably use those individuals already employed by the marinas, so there may be an additional demand or stretch on current employees that marinas would need to take into consideration.

City Manager's Office Resiliency and Sustainability:

The following comments address resiliency and sustainability considerations regarding the potential allowance of houseboats, floating homes, and other commercial marine vessels in City waters.

Houseboats and floating homes, especially due to their size, can increase impacts to the environment if not properly operated and maintained. However, it's worth noting that all types of vessels can be designed and operated in environmentally friendly ways, a trend that is continuously emerging. My comments below highlight both areas of environmental concern and sustainable design that can help mitigate these impacts.

Environmental Concerns

- **Untreated Sewage:** Excess nutrients from sewage can lead to eutrophication and harmful algal blooms. While houseboats and floating homes typically use holding tanks, improper management can lead to leaks or overflows. Regular maintenance, including freshwater tank flushing and filter cleaning, is essential for all vessels with onboard waste systems. Marinas would need adequate pump-out facilities or mobile services. It's important to note that the Harbormaster's pump-out boat has grant restrictions limiting its use to recreational boaters and is not designed for the capacity of larger vessels.
- **Solid Waste:** Improper disposal of solid waste, such as garbage and food scraps, can pollute water and attract pests, a concern applicable to all boaters.
- **Fuel and Emissions:**
 - **Fuel Leaks-Spills** from any vessel can contaminate water and harm aquatic life.
 - **CO2 Emissions**-Gasoline-powered generators, commonly used on houseboats for electricity, produce carbon monoxide, posing safety risks.
 - **Greenhouse Gas Emissions**-Boat engines and onboard systems contribute to greenhouse gas emissions, impacting air quality and climate change.
- **Noise Pollution;** Boat traffic and onboard activities can generate noise pollution, disturbing aquatic wildlife and affecting the quality of life for residents and visitors.
- **Submerged Aquatic Vegetation (SAV):**No information suggests houseboats, floating homes, or other large commercial vessels have a greater impact on SAV than other vessel types. However, general impacts include blocked sunlight, habitat disturbance, and destruction by motors and anchoring.

Sustainable Design Features

- **Power Source:** Increasingly, vessels are offering energy-efficient power options like solar panels, which contribute to a lower carbon footprint.
- **Water Conservation:** New vessels are incorporating water conservation practices, such as water collection and filtration systems. Rainwater harvesting, for instance, can be used for non-potable purposes like watering plants and flushing toilets, with collection tanks located on board.

- **Space Efficiency:** Using vessels as living spaces often results in a smaller carbon footprint compared to land-based living. Space is used efficiently, minimizing material use and energy demands for heating, cooling, and lighting.
- **Reclaimed and Recycled Materials:** Some vessels are constructed using reclaimed and recycled materials, which reduces the demand for new resources and minimizes waste.
- **Sustainable Design Features:** For all vessels, manufacturing an airtight, well-insulated product with features like double-glazed windows can significantly reduce heating and cooling needs. Furthermore, integrating solar power or providing access to solar-powered energy grids can further decrease the carbon footprint of vessels.

Department of Public Works, Water/Sewer Program:

This office indicated that they concur with the report's information regarding water and sewer impacts, and have nothing further to add.

Annapolis Fire Department and the Fire Marshal's Office:

The FMO's official stance to allowing House Barges/House Boats is neutral at this time. The FMO believes the inherent fire and life safety risks associated with the anticipated construction types and anticipated uses push the envelope of acceptable risks to life safety of people and fire department personnel.

In accordance with NFPA 101 (2024) section 11.6.2, the City of Annapolis FMO believes House Barges/House Boats are not within the authority of the FMO if they are provided with a means to propel the vessel that is permanently affixed to the House Barge/House Boat. Per consultation with the State of Maryland Fire Marshal's Office, these units would be governed by the Coast Guard and/or Army Corps of Engineers. If a House Barge/House Boat is permanently attached to a pier or bulkhead or it is moored at a pier or bulkhead without a means of propulsion, the FMO may have authority over portions of House Barges/House Boats and/or the complexes/marinas that harbor these units.

The City of Annapolis FMO is authorized by the State of Maryland Fire Prevention Code to enforce NFPA 1 (2024 Edition), Fire Code and NFPA 101 (2024 Edition) LifeSafety Code ®. Per the State of Maryland Fire Prevention Code, the FMO has no authority over one and two family dwellings, which would be the appropriate classification of the dwelling should they not have propulsion.

Through the adoption of NFPA 1 and 101, the FMO additionally has authority over NFPA 13D (Standard for the Installation of Sprinkler Systems in One-and Two-Family Dwellings and Manufactured Homes), and NFPA 303 (Fire Protection Standard for Marinas and Boatyards).

If the Barge Houses/House Boats (with or without propulsion) are permitted to be docked at marinas the FMO will consider measures to better accommodate life safety and fire department access and firefighting capabilities which would likely exceed the above noted codes and standards. (Items may include but not be limited to the following: Fire Lane marking, dock and boat slip marking, and on-board fire detection systems.)

Keep in mind, the NFPA codes and standards are "reactive" with respect to the need to address new design concepts. Often times the codes and standards are modified "after" large or repeated catastrophic events demonstrate a need to make changes to the codes and standards. The FMO's concern is lack of NFPA

requirements and adequate authority over the construction, catastrophic accidents could occur in the City of Annapolis due to lack of foresight.

If Barge Houses/House Boats are under the authority of the FMO due to lack of propulsion, the governing building code, IRC (International Residential Code) “may” require fire sprinklers, which would be reviewed, and inspected (prior to occupancy) by the FMO.

Although the FMO is not currently opposed to these units, definitive decisions can be made after further research and discussions.

Harbormaster’s Office:

The office was asked to provide information on standard houseboat data. The information was provided in the following chart:

STANDARD HOUSEBOAT DATA

Dimensions

Specification	Typical Value
Length Overall (LOA)	35 – 45 feet (10.67 – 13.7 meters)
Beam (Width)	14 – 18 feet (4.3 – 5.5 meters)
Draft	1.5 – 3.5 feet (0.46 – 1.1 meters)
Height (Waterline to Highest Point)	12 – 16 feet (3.7 – 4.9 meters)

Passenger Capacity

Max Persons Onboard	8 – 12 (varies by size, weight distribution, local laws)
Sleeping Capacity	2 – 6 (depends on number of rooms/beds)

Holding Tank Capacities

Tank Type	Typical Capacity
Fuel	150 – 300 gallons (568 – 1135 liters)
Fresh Water	100 – 300 gallons (378 – 1135 liters)
Gray Water	100 – 200 gallons (378 – 757 liters)
Black Water (Sewage)	80 – 150 gallons (302 – 568 liters)

Pump Out Requirements

Feature	Standard
Type of Pump-Out System	Type 2 (holding tank); some models have macerator pumps for overboard discharge (where legal) or direct plumbing to sewer system
Frequency	Every 3–7 days for average usage by 6–8 people; varies with tank size and occupancy

Shore Power Requirements

Feature	Typical Setup
Voltage	120V and/or 240V
Amperage	Generally 50A or 2x30A
Connection Type	Twist-lock marine shore power plug (NEMA L5-30 or SS2-50)
Cord Length	25 – 50 feet (7.6 – 15.2 meters)

Propulsion and Steering Systems

System	Typical Specification
Type of Propulsion	Single or twin outboard motors (50–150 HP each) or single inboard-outboard (sterndrive); electric motor possible on smaller eco-models
Steering	Hydraulic or mechanical wheel steering; some have joystick or thruster assists

Additional Considerations

Feature	Description
Generator Capacity	5 – 12 kW (gasoline or diesel) – runs appliances and A/C when off-grid

Cooking Appliances	Propane or electric stove/oven, microwave, refrigerator, laundry
Water Heater	6 – 12 gallons; electric or engine-heated
Heating and Cooling	Roof or wall-mounted A/C units; electric or propane heaters; central HVAC on luxury models

SOURCES for Harbormaster’s Office Data:

- www.edwardsyachtsales.com/boat/2018/destination-yachts/houseboat/41500/
<https://www.yachtworld.com/yacht/2020-destination-yachts-16x45-condo-series-9562403/>
<https://eastcoasthouseboats.com/the-boats/>
- https://nordicseason.fi/our-houseboat/ns_nordic36_eco23/ <https://www.all-about-houseboats.com/>

Addendum E: Other concerns by Task members comments not included or addressed in the report

1. Anchored boats in Annapolis waterways
2. Inequality of the 50 slips and 2% on housebarges – positive impact

1. Anchored boats in Annapolis waterways

General: Discussion regarding the problem with anchored boats in Annapolis waterways.

Confirmation of Annapolis waters:

1. Spa Creek
2. Back Creek
3. College Creek
4. Weems Creek
5. Annapolis Anchorage, the area bounded by the 6mph speed zone between Spa Creek and Back Creek

Confirmation of current rules (stated as “Guidelines on the city website)

- Vessels must have a properly installed marine sanitation device and must pump out regularly--minimum of every 2 weeks
- Does not interfere with or obstruct navigation
- Does not interfere with other anchored vessels
- Is not located within three hundred feet of any bridge
- Is not located in a designated and marked channel
- Is not located within two hundred feet of any public mooring or public pier
- Is not located within 75 feet of any structure, shore or private mooring
- Is not located in any designated and marked no anchoring area
- Does not pose a risk of collision to other boats already anchored
- Is not located in a position or in a manner declared unsafe by the Harbormaster
- Complies with lawful instructions from the Harbormaster
- Does not create a security hazard, environmental hazard, obstruction or other unlawful conditions.

Question from 50,000 feet: Do the residents of Annapolis want to allow anchoring of transient and/or live-aboard vessels in Annapolis waters?

Tyler Northfield presented a preliminary plan for re-aligning the existing mooring balls in Spa Creek. The plan would reduce the number of mooring balls in St. Mary’s cove from the current 20 to 11 balls that can accommodate boats up to 55’ LOA. The anticipation of the Harbormaster is that this will allow more transient boats into that field and increase revenue to the city. The 9 displaced mooring balls will be relocated further up Spa Creek, including the addition of two mooring balls near the existing cable crossing which would prevent anchoring on or near the cable crossing.

The Harbormaster has submitted a purchase order to the city for this relocation plan and hopes to receive a grant from the Maryland DNR to complete the work.

Approval of the plan is required by the Port Warden, the city office of Environmental Matters, The DNR, MDE, and most likely the US Army Corps of Engineers.

A similar plan is being developed for Back Creek.

Citizen 1 stated that this plan would solve most of the concerns of residents on Spa Creek regarding hazards to docking facilities and boats berthed or moored on the water. A outstanding issue is how to maintain a Route of Navigation

through Spa Creek if a transient boat anchors legally in between moored boats. It was suggested that placement of an additional channel marker or buoy further up Spa Creek would extend the Navigation Channel past the current Buoy 3. Such placement would likely require approval by NOAA, the Corps of Engineers, The Coast Guard, and DNR. Citizen 1 asked if moored or anchored boats in Spa Creek were required to show proof of insurance. Tim Jacobs stated that the State of Maryland does not have a requirement for boats to be insured. An outstanding issue is whether the City of Annapolis can require proof of insurance to moored and anchored boats through additional legislation. Further discussion with the Harbormaster Office will delve into enforcement power of the Harbormaster and whether additional legislation is required by the city to provide additional enforcement power.

2. Inequality of the 50 slips and 2% on housebarges

Citizen 2

On one item though I have a strong view which differs from that expressed in the draft document. It is in the Housebarge regulation - 15.14.020 Concentration Limits. As it exists it is an attempt to limit the number of Housebarges, but does so in a manner that excludes small marinas from any economic benefit, while not achieving its implied objectives of saving slips for traditional boats or having better oversight of housebarges. I believe that it should be changed.

The Code

- 15.14.020 - Concentration limit. Within a commercial, community or public marina in which fifty or more slips exist for the dockage of vessels and the dockage of the housebarge would not result in more than two per cent of the facility's slips being occupied by housebarges.

The practical implications are that ~20 housebarges would be allowed (the 50 slip/2% limit applied to 12 commercial marinas with more than 50 slips, 8 above 100 slips).

The Draft recommendation

In terms of slip prices, this task force does not recommend altering the current barge law, which limits licenses to 2% of slips at marinas. This would ensure slipholders with recreational vessels are not competing with STR barges to secure a spot, or seeing prices drastically increase.

My points:

A. Is 20 housebarges the right number?

Should it be 20, 40, 60? Maybe it should be Zero. The crucial issue of the Taskforce.

Limiting the number of housebarges should limit pricing pressure on slip fees. But larger trends such as bigger boats/fewer slips; greater amenities/greater prices; and larger/national marinas/greater pricing power probably have a much bigger impact than limiting housebarges to zero.

So assuming that it is a positive number of housebarges, it should be determined logically and fairly with the appropriate rules and oversight around the permits.

B. Why are only "large" marinas allowed to have housebarges?

In 15.14.020 it seems like an arbitrary definition of what is large and the % to be applied against that was created to work back to a total number of housebarges.

A small marina should be able to host a Housebarge as long as it can provide the services and safeguards mandated in a permitting process. If 5% of a small marinas slip footage is taken up by a Housebarge, is that worse than 2% at a large marina? As long as the total of marinas comes up the overall target it is fine.

(Note: Slips can be 10'x30' (old boat era!) or 16'x 50' for the big new powerboats and monohull sailboats or 25'x 50' for catamarans - ironically, the size of a Housebarge. We could define the "standard slip size" to create an apples to apples comparison).

C. Shouldn't small marinas be able to get the economic benefit of Housebarge slip fees?

The Small Marina Taskforce studied the issue of unequal treatment that arose from the recent revisions of permissible activities in WMI zones, revisions that were intended to aid Annapolis marinas overall. However one views that report, excluding small marinas from the potentially large benefits of Housebarge slip fees would substantiate that very

complaint of small marinas. Ironically, by excluding small marinas ability to use housebarge income to subsidize other operations, it might exacerbate small marinas being “rolled up” by larger entities with the potential outcome of upsized/fewer slips, higher slip fees. Or even to be sold for other purposes.

Other observations:

I do think housebarges can have other positive impacts on the maritime industry. For example, yacht clubs and sailing schools could use them to house employees on a seasonal basis - affordable worker housing is a real issue - or to host students on a short term basis.

I think this report's focus on registration, rules and enforcement is good. Marina owners, boat owner's renting boats/housebarges, are rational people. Even if they were so impolite as to not respect neighbors and noise, the loss of income from fines, rising insurance costs and damage to their property are strong motivators. But it does require substantially greater penalties and enforcement than currently exist.

I believe these issues should be debated/corrected as it relates to housebarges. While it is possible that the outcome of the Housebarge debate is prohibition, a variant of the issues will arise in the debate about HOUSEBOATS. As these boats evolve from floating boxes with 5 hp engines to something resembling a more traditional boat, the issues of dock pricing, behavior and aesthetics will again need to be addressed.

Thank you for your consideration,

Citizen 3

I read through the report, wow this is a well-constructed document, kudos to those involved...

I can help a bit here as I owned a B&B in town for 4 1/2 years and I still work in the lodging industry selling marketing services, websites and booking systems to small hospitality properties around the country.

I'm very familiar with the STR regulations as I was involved in developing these when Ross & Sheila Finlayson, who had meetings and took input from various entities who were involved in STR's or affected by them

Anyway, a few comments:

- You recommend the need for Floating Rental Permit which makes sense but an STR permit also requires a similar inspection by fire inspector every year. I don't think both inspections are needed, there should be specific language that says the FRP inspection replaces the inspection specified in an STR permit

- The limit of 2% density of STR's similar to barges - do you mean house barges? That 2% limit sounds really low. Compare that to a land STR where there have not been density rules though there is a recent proposal to limit density to 10% of a blockface. I understand the concern of over saturation of STR's at a marina but 2% sounds low

- The economic assumptions of the financial contribution of the occupancy tax is very optimistic. 300 days is a dream occupancy for any kind of lodging, typically occupancy varies between 20-70% based on specific factors of the area where an STR or any kind of lodging is located. For Annapolis I would think an STR would be more an April to October proposition.... So occupancy of say 50% would still be optimistic but not unrealistic.

Other than that I can concur with most everything that's in here. My boating experience is limited to this being my 3rd year at Freedom Boat club :-)

I hope my comments are helpful - thanks for the chance to contribute

Citizen 3 signature

Citizen 4

Bed and Breakfast Charters are recreational vessels that are identical to Charter boats. The concept is relatively new and there are very few examples in operation. These are recreational vessels legally existing in marina slips that operate in a similar fashion to charter boats. There have been no marinas that have reached out to the City regarding Bed and Breakfast Charter boats.

It is our opinion that the focus of the Task force should center on the concept of the short-term rental of the housebarge. While only two marina owners have actually reached out to the City to change or expand 15.14, it is possible that other marina owners and operators are waiting to see how the City will provide clarity on the permitted use of STR housebarges so that each marina can decide

There may not be any marinas reaching out but I am familiar with vessel owners that have approached the city and the county seeking information on licensing a boat short term rental only to be told that no such thing exists.

Calculating that these vessels would have an efficient washer which uses only 27 gallons per load and need to do 2 loads (one for sheets and one for towels) between guests at the calculated 180 times per year, this is 9,720 gallons of

water and soap discharged annually per STR vessel.

For private marinas, water service is typically turned off and winterized from approximately late November thru March/early April. In the case of xyz marina we provide a dedicated freeze-free water connection and run hoses to the docks for liveaboards to fill their tanks as needed. I think the seasonal nature of the STR vessel demand will mimic that of the seasonal nature of the recreational boating industry in Annapolis.

Addendum F: List of Task Force Members

A. Maritime Industry:

Trevor Hardman

B. Recreational Boating:

Larry Romano

C. Commercial Boating:

Ann-Wallis White

Alan Miller

D. Waterside Community:

Bill Sutton

E. At-large City Residents:

Mike Pachler

Michael Thompson

F. Port Warden Chair or designee:

Robert Shapiro

G. Maritime Advisory Board designee:

Duncan Hood

H. Watershed/ Creek Association:

Sara Caldes

Amy Clements

Jesse Iliff

I. Marina Owner:

Marcellus Butler

Rod Jabin

Jeff Turkin

J. Liveaboard/Recreational Boater

Guy Caron

Jaye Lundsford

Merry O'Brien

K. Stakeholder that does not represent the Marine Industry

Carl Snowden

Marty Etzel