

April 7, 1964.

Honorable William S. James
President of the Senate
State House
Annapolis, Maryland

Dear Mr. President:

In accordance with Article 2, Section 17 of the Maryland Constitution, I am returning to you Senate Bill 74, which I have vetoed.

Under this bill, any rule or regulation pertaining to the permissible speed limit of any vessel on navigable waters located wholly within the geographical boundaries of any county or other subdivision, adopted by the Department of Tidewater Fisheries pursuant to Section 8 (d), Article 14B of the Annotated Code of Maryland, would become effective only if approved by the governing body of such county or subdivision.

Section 8 (f) or Article 14B provides that on any proposed regulations affecting the equipment and/or operation of any vessel subject to Article 14B, the Departments authorized to promulgate such regulations shall solicit the advice and opinions of the officials of representative boating associations, yacht clubs, and local, state or federal officials or agencies having knowledge or experience with the subject of the proposed regulations affecting the equipment and/or operation of boats in Maryland. As a further safeguard of the public interest, Section 8 (d) of Article 14B provides that rules and regulations promulgated under authority of Article 14B shall not become effective unless they have been publicly advertised in at least two daily newspapers of general circulation and one or more weekly newspapers serving the area or areas involved at least forty-five days before the date on which they become effective. When any fifty citizens of the State shall file a petition with the Department not less than fifteen days before the date any rules or regulations become effective, a public hearing shall be held on the proposed rules and regulations.

It appears to me that the public interest is adequately protected through the procedure prescribed by present law. In practice, the numerous speed regulations promulgated by the Department of Tidewater Fisheries and the Game and Inland Fish Commission have provided adequate safeguards without imposing undue hardships or inconvenience on the operators of boats. I am not aware that any governing body of a political subdivision of the State desires the responsibility conferred by Senate Bill 74. If inequities exist in any regulation presently in force, Senate Bill 74 would not correct these. If such inequities exist, they can and will be corrected administratively.

For the reasons stated above, I believe it unnecessary that I sign Senate Bill 74.

With kindest personal regards, I am

Sincerely yours,

(s) J. MILLARD TAWES,
Governor.