

Cordry Sweetwater Conservancy Wake Committee Minutes  
October 11, 2023  
CSCD Office

**\*\* These minutes are not official until approved by the Wake Commission\*\***

This meeting was recorded.

These minutes are not meant to be a full transcription.

**Present:** A. Parris, M. Harper, B. Bowers, S. Leerkamp, J. Robinson, B. Clancy

**Absent:** S. Casey

**Guest/ Freeholders:** J. Robinson, T. Adolay, C. Brown, T. Quill, N. Quill, G. Harper, B. Bay

**Call it order:** A. Parris called the meeting to order at 6:00 PM

**Agenda Modifications:**

-M. Harper wanted to discuss new Boat Inspection Checklist as new business.

**Free Holder Concerns: (Limited to 3 mins)**

-G. Harper: Along with M. Harper spoke with 8 boats salesmen at showrooms and recent boat show to get the experts knowledge regarding these boats and devices. Those conversations were contrary to what we've heard at these meetings from those with wake boats. The salesmen all explained their wake enhancing devices, how they work, how they can easily be unplugged or fuse removed as well as owner taught how to reinstate these measures. Every one described the tabs we see on wake boats on our lakes as "wake systems" not "trim tabs". They all told him how that equipment can be permanently disabled by removing the equipment without negatively affecting the integrity of the boats. Bottom line, in 9 years not one freeholder came to Security or the Board prior to getting a sticker saying their boat could not be permanently disabled and asked for an exception to that rule. That these same people now want to redefine what " permanently disabled" means is a way to justify that they have not been following the rule all along. (Note: when G. Harper's time ran out, T. Quill then M. Harper finished presenting the information). Handout attached with pictures and video link of research.

-T. Quill: Presented extensive information at last months meeting regarding the condition of our dams, but not all Commission members were in attendance for his presentation. He asked if anyone had any questions regarding the information he submitted for the minutes from last month. One of the first meetings Mr. Quill came to, he asked A. Parris "how do we know these boats are not hurting the dams?" The answer he was given "was how do you know they are?" He feels enough information was presented last month to show there is damage to the dams, by the ratings going down. T. Quill said he did his due diligence and research showing that there is damage to the dams. Now he feels it's Mr. Parris's responsibility as a committee member and board member to get a professional study/ inspection of the dams regarding these larger waves and their negative impact. Mr. Parris agreed.

**Approval of Minutes:**

-Motion to approve S. Leerkamp, second J. Robinson all approve.

**Old Business: Committee Recommendations**

-The rules and regulations for boating, skiing, tubing and swimming should be systematically reviewed biannually by security committee, revised and promulgated to reflect the appropriate policies for the ownership and use of wake boats on the lakes, as well as other issues relating to safety, the maximum enjoyment of the lakes by the majority of the Freeholders and their guest, proper maintenance of the dams and maintaining a healthy and vibrant ecology within that around the lakes. Motion by Leerkamp, second by Clancy. Passed 5-0 vote.

-A. Parris was understanding this commission would come to an end after tonight's meeting after recommendations are finalized. Discussion regarding how the Zebra Mussel Commission stayed together for a one year review to see how changes were implemented and if any more recommendations were necessary. Discussion regarding our commission do the same and meet one year after the board has it's vote on these recommendations and new rules are implemented. This meeting would be to evaluate the implementation and enforcement of new rules as well as any discussion regarding new recommendations and/or necessary future meetings. Motion by Harper, second by Clancy. Passed 5-0 vote.

-Discussion regarding boat patrol training course going forward in an attempt for consistency among lake patrol in the enforcement of rules. Three members of Security in attendance, as well as Brittany, felt they have adequate training. Actually enforcing the rules is what they are working on going forward. S. Leerkamp withdrew this recommendation.

-There should be a clear procedure for anyone receiving a citation for violating a rule or regulation to appeal the citation first to the Security Commission. Should an additional appeal be sought it should be heard by the CSCD Board, who's decision will be final. Motion Leerkamp, second Harper. Passed 5-0 vote.

-Buoys should be placed 100 feet from shore and 200 feet from dams. (Giving slower traffic a wider safer area to boat out of the fast area which frees up more space for skiing, tubing etc. and protects shore/dams from erosion. Other area lakes buoys are 75', 100' and 200' from shore.) Motion by Harper, second by Robinson. Passed 5-1 vote with Parris dissenting.

-Ban all plowing, wake surfing activity and any activity that creates an enhanced wake. Motion by Clancy, second Robinson. Passed 5-1 vote with Parris dissenting.

-Wake boats currently on the lakes shall be grandfathered in (if inspected and found to be permanently disabled per previous affidavit), however still subject to the rules prohibiting the use of any wake enhancing devices or methodologies. Banning any new boats with wake enhancing devices. Motion by Leerkamp, second by Harper. Passed 5-1 vote with Parris dissenting.

-Inboard, V-dive, or Jet Boats capable of wake enhancement during sticker renewal inspection process, occurring every 2 years should be inspected, by the CSCD authorized person to ensure wake enhancement devices are permanently disabled. Motion by Harper, second by Leerkamp. Passed 5-1 vote with Parris dissenting.

-Lake patrol maintain complete logs of infractions and make it public with the monthly security meeting minutes. Motion by Harper, second by Clancy. Passed 6-0 vote.

-Keep strict list of boats over 4000 lbs to prevent that boat from transferring owners and remaining on the lakes. Motion by Harper, second by Leerkamp. Passed 6-0 vote.

-CSCD Boat Inspection Checklist to be implemented during inspection/ sticker renewal process. Next new sticker year to start from scratch with title or registration, and insurance information, etc. (This will clean up many missing documents from our files as a refresh and new outlook of compliance with existing rules.) See attached Checklist. Motion by Harper, second by Leerkamp. Passed 4-2 vote. Parris and Robinson dissenting.

-Different sticker color to identify Inboard, V-Drive, or Jet Boats capable of wake enhancement. Motion by Robinson, second Harper. Passed 5-1 vote. Parris dissenting.

-Should the need arise for communication with the CSCD attorney for affidavit revisions the committee respectfully request the Wake Commission be included in that conversation. (S. Leerkamp offering to re-write a draft affidavit for recommendation.) Motion Parris, second by Clancy. Passed 6-0 Vote.

-The committee's full list of recommendations from all meetings are attached to these minutes.

**New Business:**

-Harper presented a working copy of a Boat Inspection Checklist, after talking with other area lake communities and what they do regarding inspections and documentation. The committee had input and made additions/ deletions to get to a checklist that can be used going forward. It is attached with these minutes.

**Member Concern/ Comments:**

-Clancy reintegrated our commission having a unanimous vote on every recommendation is far less important than the survey results, that 50% surveyed said ban the boats and 57% said ban the wake surfing. I know Aaron said that's a community divided. A 14% advantage swing in the vote some would consider a landslide, not a community divided. Another 64% said the lakes are more dangerous. In most countries ran 66% of a vote can overthrow a government leader. That is a landslide.

-Parris thanked everyone's participation and the time we've spent researching and standing up for what we all believed to be true wether we agreed or not. He appreciated everyone voicing their opinions. He also felt we all got better educated on both sides of the issue along the way.

**Adjournment:** Motion to adjourn by Parris, second by Leerkamp at 8:04 PM. Motion passed 6-0 vote.

**Next Meeting:** Date and time to be determined.

**Respectfully Submitted by:** Brian Clancy

**October 11, 2023**  
**Final Recommendations from the Wake Boat Commission**  
**To the CSCD Board**

1. Ban all plowing, wake surfing activity, or any activity that creates an enhanced wake. Motion by Clancy, second by Robinson. Passed 5-1 vote with Parris dissenting.
2. Recommendation that all lake rules be enforced. Motion by Bowers, second by Parris, Passed 6-0 vote.
3. Should the need arise for communication with a CSCD attorney for affidavit revisions the Wake Commission respectfully request we be included in that conversation. Motion by Parris, second by Clancy. Passed 6-0 vote.
4. Lake Patrol maintain complete logs of infractions and make it public with their monthly Security meeting minutes. Motion by Harper, second by Clancy. Passed 6-0 vote.
5. Keep strict list of boats over 4000 pounds to prevent that boat from transferring owners and remaining on our lakes. Motion by Harper, second by Leerkamp. Passed 6-0 vote.
6. The rules and regulations for boating, skiing, tubing and swimming should be systematically reviewed biannually by Security Committee, revised and promulgated to reflect the appropriate policies for the ownership and use of wake boats on the lakes, as well as other issues relating to safety, the maximum enjoyment of the lakes by the majority of freeholders and their guests, proper maintenance of the dams and maintaining a healthy and vibrant ecology within and around the lakes. Motion by Leerkamp, second by Clancy. Passed 5-0 vote.
7. There should be a clear procedure, for anyone receiving a citation for violating a rule or regulation to appeal the citation first to the Security Commission. Should an additional appeal be sought, it should be heard by the CSCD Board, whose decision will be final. Motion by Leerkamp, second by Harper. Passed 6-0 vote.
8. New affidavit stating that boat patrol can board and inspect any boat under reasonable suspicion of breaking the rules. (In the same fashion that fishing boat live wells are inspected.) Motion by Clancy, second by Harper, Passed 6-0 vote.
9. Before a freeholder can receive a permit for a boat, they need to complete a course of instruction, similar to the zebra mussel course, that shows an understanding of the rules and regulations pertaining to boating, skiing, tubing and swimming, including that the freeholder is responsible for educating anyone using his/her boat and will be the one suffering the consequences should the boat be operated in violation of a rule or regulation. Motion by Bowers, second by Robinson, Passed 6-0 vote.
10. Recommendation that the wake surfing activity be banned from any outboard or I/O boat configuration where the prop is located behind the transom. Motion by Parris, second by Clancy, Passed 6-0 vote.
11. The Wake Commission proposes to stay together (as did the Zebra Mussel Committee) to do a one year review after new rules are implemented to go over implementation and enforcement. If necessary make further recommendations and decide at that time if another future meeting is warranted. Motion by Harper, second by Clancy. Passed 5-0 vote.
12. Wake boats would have to be inspected to ensure compliance for removal or disabling required as in accordance with affidavit signed by boat owner and by a representative of CSCD prior to the issuance of new stickers. Motion by Robinson, second by Bowers, Passed 5-1 vote with Casey dissenting.



13. Utilizing ballast tanks, wake shapers, wedge, trim tabs, wake surf tabs, wake surf system, set wedge, surf plate, weight added or shifted or any other device or methodology for the purpose of wake enhancement shall be permanently disabled and/or banned from used on Cordry and Sweetwater Lakes. This list is not to be considered exclusive. All wave enhancement by a boat owner/operator is banned. Any boat currently on the lakes that has not complied with the removal or disabling required by the affidavit signed granting permission for permitting and use on the lakes, shall be ticketed and ordered not to be allowed back on the lakes in until an inspection by a properly authorized person to determine their compliance with the rules established under these provisions. Should there be a second violation of the "no wake enhancement" rule, the boat will be banned from operation on Cordry and Sweetwater Lakes for a period of one year. Should there be a third violation, the boat shall be banned indefinitely. Ticket recommendation for wake violations shall not reset every year. Motion by Robinson, second by Bowers, Passed 5-1 vote with Casey dissenting.

14. Buoy placement 100 feet from shore, and 200 feet from dams. Motion by Harper, second by Robinson. Passed 5-1 vote with Parris dissenting.

15. Wake boats currently on the lakes shall be grandfathered (if inspected and found to be permanently disabled per previous affidavit), however still subject to the rules prohibiting the use of any wake enhancing device or methodologies. Banning any new boats with wake enhancing devices/ systems. Motion by Leerkamp, second by Harper. Passed 5-1 with Parris dissenting.

16. Inboard, V-drive, or Jet Boats capable of wake enhancement during sticker renewal inspection process, occurring every two years should be inspected by the CSCD authorized person to ensure wake enhancement devices are permanently disabled. Motion by Harper, second by Leerkamp. Passed 5-1 vote with Parris dissenting.

17. Different sticker color to identify Inboard, V-drive, or Jet Boats capable of wake enhancement. Motion by Robinson, second by Harper. Passed 5-1 vote with Parris dissenting.

18. If a boat patrol representative is denied a request to board and inspect a boat under reasonable suspicion of breaking any rules governing the use and permitting of boat on Cordry or Sweetwater Lakes, the owner/ operator shall be issued a ticket for the perceived violation and a second ticket for the refusal to grant permission to board. In addition, the operator of the boat shall return the boat to it's mooring and not be permitted to operate the boat on the water until the issues for which the tickets were issued are resolved. Motion by Harper, second by Robinson, Passed 4-2 vote with Casey and Parris dissenting.

19. CSCD Boat Inspection Checklist to be implemented during inspection/sticker renewal process. Next new sticker year to start from scratch with title or registration, proof of insurance, signed affidavit etc. See attached Checklist. Motion by Harper, second by Leerkamp. Passed 4-2 vote with Parris and Robinson dissenting.

20. Wake surf with current rules in place and stay near the middle of the lake approximately 400 feet from shore/ dams. (Map course to be part of education.) Motion by Casey, second by Parris, Failed 2-4 vote with Bowers, Harper, Leerkamp and Robinson dissenting.

## CSCD Boat Inspection Checklist

*(To be completed for every motorized boat requiring a sticker)*

Pursuant to all CSCD rules and regulations, this checklist verifies that the Inspector and Freeholder signing this checklist are agreeing this information is true and correct. Freeholder will be responsible to maintain any permanently disabled equipment as agreed to on the affidavit.

Freeholder Name (printed): \_\_\_\_\_

CSCD Lot# associated with this boat: \_\_\_\_\_

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Title or Title Registration of boat in file : \_\_\_\_\_

Manufacture: \_\_\_\_\_ Model: \_\_\_\_\_

Boat Serial Number (Hull Number) (Confirmed by plate on boat): HIN# \_\_\_\_\_

Motor Serial Number (Confirmed by plate on motor): SN# \_\_\_\_\_ HP: \_\_\_\_\_

NADA (now JP Morgan) boat information sheet confirming length/ weight attached AND/OR Manufacture Spec Sheet (where available based on age of the boat): \_\_\_\_\_

Length: \_\_\_\_\_ Weight: \_\_\_\_\_

Completely filled out and signed affidavit in file (on all V-drive, Inboard and Jet Boats): \_\_\_\_\_

Description of wake enhancing devices permanently disabled or why this does not apply to this boat:

\_\_\_\_\_  
\_\_\_\_\_

Date of inspection: \_\_\_\_\_

Pictures taken at inspection (ie. of pump, wedge or surf tabs removed): \_\_\_\_\_

Proof of insurance (copy placed in office file): \_\_\_\_\_

Hull Number and Serial numbers of boat and motor match that on the insurance policy: \_\_\_\_\_

If Manufacture Spec Sheet not available - picture of serial number plates and copy in file: \_\_\_\_\_

CSCD appointed inspector

Name Printed: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Freeholder Name Printed: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## Summary Regarding Wake Systems for Boats (on our lakes) per 8 Boat Salesmen

We went to 4 boat showrooms and the recent boat show at the fairgrounds. Below is what we learned. Much of what we were told from the salesmen was contrary to what those with wake boats on these lakes have been saying at our meetings the last nine months with a clear agenda to make no changes to the status quo.

**-We've been told the equipment behind the wake boats on our lakes are "trim tabs" serving a necessary function other than enhancing a larger wake.**



This is an actual "trim tab" only 4"x12" on a 26 and 27 foot boat that weighs 5800 lbs. (4000 pounds is our limit on CSCD) More than adequate for a boat this size. While it can help get the boat to plane quicker (not at all necessary and many of the boats even larger do not have them.) It is more about balancing out the boat if you have more people sitting on one side of the boat. You can accomplish the same thing by asking people to move in the boat to balance the weight. In no way is this a mandatory/necessary piece of equipment that has to stay on our small boats. Trim tabs also were originally designed to balance weight of large equipment on much bigger boats like an A/C unit placed on one side of a boat/yacht needing to trim the other side for balance.



-What we see on wake boats on our lakes are “wake systems” not “trim tabs”. The design and function of these wake systems are to make a larger/taller wake by displacement and shaping of the water for a better surf wake.



These **wake systems** include a large surf tab on the left and right of the boat that pushes the water down and to one side creating a taller shaped swell/wave. Watch below YouTube video explaining how pushing the water down is the best wake enhancing equipment.

([https://youtube.com/watch?v=CGSc3djlZoA&si=0VB\\_-h6AWdjF4RmA](https://youtube.com/watch?v=CGSc3djlZoA&si=0VB_-h6AWdjF4RmA))

Unlike the above trim tab, this oversized trim tab is designed (on a boat this size) to create a larger wake to surf.



One salesman said you can accomplish the same thing by having people sit on one side of the back of boat. He said they used to do that and a cooler full of water to weigh down the back corner of the boat until they came up with “wake systems” in 2013. They also have a tab in the center. We were told, this is also not necessary to “get to plane” quicker unless you are using ballast. Master Craft has an auto-launch function that is noticeable when the ballast is full. Because Malibu has a patent on the Surf Gate and the wave it created behind the boat, other manufactures used an existing “trim tab” already in the boating industry and just called it something else to try and mimic what a surf gate does and even better by listing and leaning the boat in one direction. On these wake boats these surf tabs sole purpose are for surfing to “shape the wave up”. This along with the hull design, displaces the water for a better wake.

### **Power Wedge and Surf Gate wake enhancements specific to Malibu/Wakesetter and Axis**

A customer from Sweetwater described a great wave for surfing just using the Surf Gate without the ballast (after trying it fully ballasted on another lake.) Surf gate redirects the flow of water. The Surf Gate makes the wake on one side longer misaligning where the wake comes together creating a larger swell. Without the Surf Gate being use, the water coming from each side of the boat meets in the middle which cancels out the wake (like a flat wake for skiing.) The salesmen said the CSCD does not consider this Surf Gate as a wake enhancing device that requires being disabled. The wedge is “wake enhancement which they (CSCD) don’t like”. Both are easily disabled and re-enabled by unplugging a wire harness and/ or fuse. A wiring harness and four bolts would remove the wedge and filler used to permanently disable . “The affidavit (that the dealer and customer sign) says equipment has been disabled or removed. So you don’t have to remove equipment and store the parts. Pulling the fuse has been acceptable for the CSCD.”





A property owner from CSCD and customer “did their due diligence” and checked to see if more enforcement was going to come about before buying a new wake boat. “He was told there was concern that CSCD property values would go down, so the CSCD is going to work within the current parameters to continue to allow wake surfing and wake boats with no changes.” No intel on who the source of that information was. But this Freeholder was convinced enough, he traded in his old wake boat and purchased a new one.



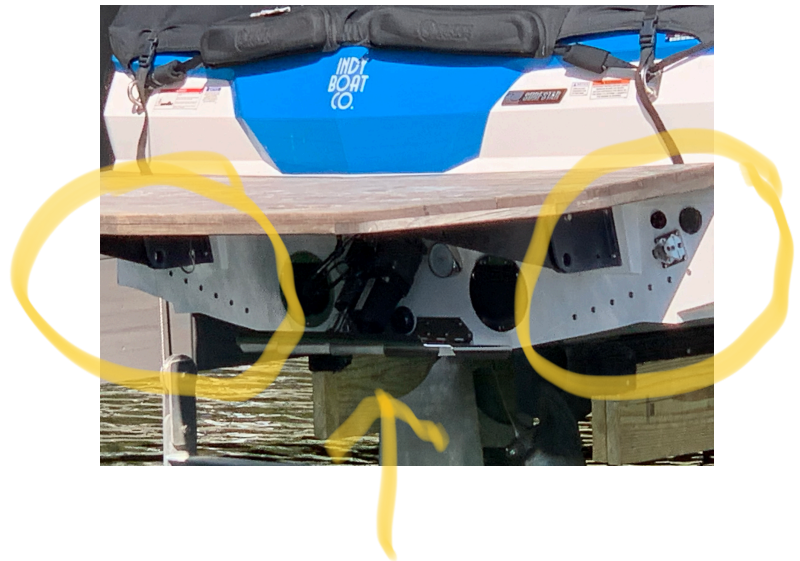
I just took a picture of this boat to show another manufactures wake system. Not familiar with this boat, I looked up the spec sheet. This weight, too high to be on our lakes (maybe a newer/heavier model.) Brittany told our committee we no longer have boats over 4000 lbs on our lakes. Another reason to have transparency and oversight in our record keeping. It would clear up any doubt about boats allowed on CSCD and which ones can no longer be sold with the property but must stay with the original owner that was grandfathered in.

H2

LOA	22'6.7 M
BEAM	8' 5"/2.54 M
PERSONS CAPACITY	12 PEOPLE / 9 CE
FUEL CAPACITY	40 GAL/151 L
APPROX. WEIGHT	4400 LBS/1996 KG



A Master Craft boat on Sweetwater that has removed the surf tabs from their wake system. This boat is still functioning and an example to be followed/enforced by other wake boat owners to permanently disable their boats while they have a CSCD sticker to be on our lakes. (Not just pulling a fuse.) Although, per the MasterCraft salesman, the center tab is only necessary when ballast is full to assist getting to plane faster and could be removed as well.



Comments repeated by most if not all 8 salesmen:

Water is the easiest ballast but there are other ways (people, led plates, concrete blocks, etc)

No inspections have happened for years at the CSCD. Just a gentleman's handshake. They have not even asked to see the wake enhancing equipment or ask if it's been disabled.

All salesmen said only the ballast had to be disabled for the CSCD. Not the entire wake systems.

Permanently disabled is not a thing - you just plug it back in (like a lamp in your bedroom.)

Permanently disabled is removing the equipment - but a step beyond what you have to do for CSCD. Our customers just unplug the fuse.

Removing wake systems it is as disabled as it gets.

The integrity of the boat is not at risk by physically removing wake systems. Filler can be used and equipment put back on at a later time and the wake systems are separate from other equipment. Some boats are designed to remove the wake equipment.

Every salesman with a wink/wink nod/nod said how easy it is to hook equipment back up (plug in or put fuse back in) to still use enhancement devices. And they show their customers how to do this.

When asked specifically, not one salesman said their wake enhancing equipment could not be removed to be considered "permanently disabled" - contrary to what some freeholders say now they have a wake boat on our lakes.

**Note: not one person in the last nine years came to Security or the Board prior to getting a sticker for a Wake Boat and said their boat could not be permanently disabled and asked for an exception to the "Permanently Disabled" rule in place. The fact that some people want to redefine what "Permanently Disabled" now means, is an attempt to justify that they did not follow our rules all alone.**