

Boating Safety Committee



Meeting Agenda **Wednesday, February 26, 2020** **9:00 – 9:45 am** **5th Floor Commission Room** **Centennial Campus, Raleigh**

Call to Order – *Ray Clifton, Vice, Chair*

Water Safety Rulemaking – *Betsy Haywood*

- **Review Public Comments and Consider for Final Adoption – 15A NCAC 10F .0327 Montgomery County Swim Area** – Review public comments and review for final adoption an amendment to 10F .0327 to establish a restricted swim area on Badin Lake at Pinehaven Village in New London – **Exhibits I-1, I-2**
- **Review Public Comments and Consider for Final Adoption with Changes – 15A NCAC 10F .0340 Currituck County** – Review public comments and review for final adoption with changes an amendment to 10F .0340, to establish a no-wake zone within the canals at Carova Beach in Currituck County – **Exhibits J-1, J-2**
- **Temporary Rulemaking – 15A NCAC 10F .0317 Stanly County and 15A NCAC 10F .0327 Montgomery County** – Review proposal to submit Notice of Text for a temporary rule for a no-wake zone on Lake Tillery in Stanly County within 50 yards of fuel docks at the Boathouse and Marina, and a temporary rule on Lake Tillery in Stanly County 85 yards north and 85 yards south of the NC Hwy 24/27/73 James B. Garrison bridge eastbound and westbound spans (**Exhibit K-1**); and on Lake Tillery in Montgomery County, 85 yards north and 85 yards south of the NC Hwy 24/27/73 James B. Garrison Bridge eastbound and westbound spans, to mitigate water safety hazards during an NC DOT bridge construction project - (**Exhibit K-2**)

Update

- Receive a summary from the meeting to discuss wake boat issues – *Major Ben Meyer, Boating Law Administrator, Enforcement Division*

Other Business

Adjourn – *Ray Clifton*

EXHIBIT I-1

February 27, 2020



PUBLIC COMMENTS RECEIVED DURING THE OPEN COMMENT PERIOD 15A NCAC 10F .0327 - MONTGOMERY COUNTY RESTRICTED SWIM AREA ON BADIN LAKE

A public hearing was held in Raleigh, NC on January 8, 2020 to receive comments on the proposed amendment for a restricted swim area on Badin Lake in Montgomery County, at Pinehaven Village public beach and swim area in New London. There were no attendees at the public hearing.

During the open comment period there were no comments received.

EXHIBIT I-2

February 27, 2020



FINAL ADOPTION AMENDMENT TO 15A NCAC 10F .0327(d) – MONTGOMERY COUNTY BADIN LAKE SWIM AREA

Notice of Text was published in the *North Carolina Register* on December 2, 2019 with an open comment period per the requirements of the Administrative Procedure Act, for a proposed amendment to 15A NCAC 10F .0327 requested by Montgomery County, to place a restricted swim area on Badin Lake at the Pinehaven Village beach area at 370 Pinehaven Drive in New London, within 50 feet of the shoreline between points at 35.49927 N, 80.11428 W; and 35.49934 N, 80.11437 W.

One public hearing was held during the open comment period on January 8, 2020 with no attendees. During the open comment period no comments were received.

Staff recommends final adoption of 15A NCAC 10F .0327(d) by the Commission. Upon adoption, the rule will be presented for final review by the Rules Review Commission. If RRC approves, the earliest effective date of the Rule will be May 1, 2020.

15A NCAC 10F .0327 MONTGOMERY COUNTY

(d) ~~Swimming Areas.~~ Badin Lake Swimming Area. No person operating or responsible for the operation of a vessel shall permit it to enter ~~any marked public swimming area on the waters of the regulated areas described in Paragraph (a) of this Rule.~~ the marked swimming area on Badin Lake at the Pinehaven Village beach area at 370 Pinehaven Drive in New London, within 50 feet of the shoreline between points at 35.49927 N, 80.11428 W; and 35.49934 N, 80.11437 W.

15A NCAC10F.0327- Proposed Swimming Area
Pinehaven Village, New London, Montgomery County



EXHIBIT J-1

February 27, 2020

RULEMAKING PUBLIC COMMENTS 15A NCAC 10F .0340 - CURRITUCK COUNTY AT CAROVA BEACH

Comments received at Public Hearing and by Email During Open Comment
Period October 1, 2019-December 2, 2019

	COMMENT
Public Hearing 10-17-2019	None
Email Against	I wanted to send this email to communicate that I am AGAINST the no-wake rule in the canal area. Skiffs going through need to go up on plane to be able to successfully navigate the canal area. If residents are restricted it will make it more difficult for people who live there to get in and out.
Email Against	Please reconsider the thought of a no wake zone. I am opposed. At least non seasonal no wake zones. Labor Day-Memorial Day. Thank you
Email Against	I am sending this e-mail as bringing opposed to the no wake zone proposal being requested by Currituck county. I am a lifelong resident of Currituck and live at Knotts island. My family has owned residences on Carova since the early 70's. The shoaling and filling in within the canal system has made navigation hard at best on anything but high water times. Contrary to some, I am not aware of any accidents within the canal system. There was one occurrence this summer at the entrance to Carova, however it was late at night and no running lights were on one boat that was at idle. While a no wake zone may please a few, it will certainly cause hardships for all who travel back and forth daily.
Email Against	If the rule has not passed I'd like to put my vote in as a no to the no wake zone. With this no wake zone when the water is low the canals and several areas are not passable without being on top.

<p>Email Against</p>	<p>Please don't pass no wake in Carova- speed is not a problem and I am conservative with jet skis. Thanks</p>
<p>Email Against</p>	<p>As a full time resident and fabrication supervisor in the Ship Repair industry of Norfolk Va. I use the canals to cut off 2 hours of drive time of my commute each way. I don't know if your aware that when a north wind blows, we lose water. There are times I have to stay with friends because the water level is so low. Now most of the time in the winter the wind blows north and makes our water level not as deep as the summer. So by taking our ability to run on a plane in the canals you will be putting tremendous financial pressure on us. Four hours a day longer on my commute, four hours a day longer on my gas bill, tens of thousands extra miles on my vehicles. Not to mention the extra hours on my boat, the more ware and tear on my boat motor for now having to run through mud. Also let's not forget to mention the workers that work at the beach to support the rental industry. If this no wake zone is passed some people will have to change their livelihood</p>
<p>Email Against</p>	<p>My husband and I both oppose this ordinance. We live on Knotts Island and have a home in Carova.</p>
<p>Email Against</p>	<p>Hello, I am AGAINST the no-wake rule in the canal area. Skiffs going through need to go up on plane to be able to successfully navigate the canal area. If residents are restricted it will make it more difficult for people who live there to get in and out.</p>
<p>Email Against</p>	<p>As a homeowner in Carova, I would like to have the canals to continue to be able to be a wake zone so that I can get to my house. I do not agree with the new ordinance to eliminate the ability to navigate some of the canals. There are areas that are very difficult to navigate without being on plane. We are very respectful of others in the canal and will always use safety first. Please reconsider not changing the wake zones because it will prohibit access to certain homeowners and will limit access to affordable labor from Knotts Island and Virginia Beach as they use the canal system to get to Carova.</p>
<p>Email Against</p>	<p>My wife and I have a home in Carova,NC. Having read about consideration of creating no wake zones in the canals, I wish to include input from my experience of many years navigating these canals. While I see some value to the proposed no wake zones in the peak tourist seasons, the unique nature of these canals is found in the great variation of water levels. When the wind is out of the north, the water levels are often such that you cannot navigate the canals without being on plane. This most often happens in the fall, winter and spring. I have attached a photo from today showing the canal in front of our property today to show an extreme example of how the water blows out. Perhaps a compromise could be considered, allowing running on plane when low water conditions exist, or perhaps just have the no wake zones effective in the summer.</p>

<p>Email Pro</p>	<p>This should be implemented as the boat fly up and down the canals, and they frequently disregard other boats. Now with that said, there is shoaling going on and dredging should be considered. Thank you, the lower water levels will be the reoccurring opposition theme as to why this ordinance should not be implemented.</p>
<p>Email Against</p>	<p>Good morning, just writing to let you know that our family opposes the ordinance to create a no wake zone in the canals in Carova. The ordinance would greatly affect our travels to our home. We are in Carova 4 days a week. We already have trouble getting up on plane and no wake zones would hinder us even more. Thank you for listening and all you do.</p>
<p>Email Pro</p>	<p>Thank you, I own canal front property in the carova area and think it's about time the no wake zone law is passed. A lot of people travel way too fast in the canals posing a danger to others and eroding the existing bulkheads in the canal system. can't wiat for the law to pass, thanks again.</p>
<p>Email Against</p>	<p>To whom it may concern: The proposed no wake in the canals of wild horse estates in my opinion is not warranted or needed. However maybe a speed zone as a no wake is interpreted by each officer. No wake in the canals on windy days (which are often) makes the vessel inoperable or unable to navigate the waters safely. With the depth of the water and many channels of the canals have sand bars one needs to get on plane to get up and over and by the rule of no wake will require the county to dredge the canals to keep the waters navigable. Please consider putting this motion on hold until more data can be collected. It will cost Thousands to dredge the canals and the county already stated they will spend no more than 400 for the permits and dredging will require permits. As a resident of Carova and I travel to work every day to the mainland I require the use of my boat. And if you implement this it will greatly affect or may it impossible for me to get to work as my section of the canal has a big sand bar and requires one to get up on plane to get thru.Any questions please don't hesitate to call.</p>
<p>Email Against</p>	<p>I'm sending this email in opposition to the no wake zone in carova canals. The canals are filling in and no wake would make some canals impassable on lower tides. This would also make it harder getting into the actual canals. Not to mention the length of time getting to and from some of the farther houses in the system. So my vote is a no. Thanks</p>

<p>Email Pro</p>	<p>As a routine Carova commuter by boat, the proposed no wake zone issue is quite important to me and my neighbors. High speed traffic in the canals is no doubt a significant risk to public safety and should be properly restricted.</p> <p>In my experience, two Regulatory issues are key here:</p> <p>1) due to shallow water <u>outside</u> the entrance to the canals (in the Knotts Island Bay), higher boat speed is often essential to avoid grounding during times of low water. In this area there are no homes, docks, limited visibility or other challenges. My reading of the proposed GPS coordinates of the proposed no wake zones includes a large area outside the canals. This is problematic!</p> <p>2) please limit wake not speed. All the flatbottomed boats required in these shallow waters produce more wake at slow speeds. Clearly, the sharp turns required to safely navigate many of the canals should be navigated at slower speed, but lower speed often produces more wake. Drivers should adjust power accordingly to minimize wake not speed.</p> <p>Thank you for your consideration.</p>
<p>Email Against</p>	<p>I'm sending this email in opposition to the no wake zone in carova canals. The canals are filling in and no wake would make some canals impassable on lower tides. This would also make it harder getting into the actual canals. Not to mention the length of time getting to and from some of the farther houses in the system. So my vote is a no.Thanks</p>

14 responses opposed.

3 responses in favor.

EXHIBIT J-2

February 27, 2020



FINAL ADOPTION WITH CHANGES AMENDMENT TO 15A NCAC 10F .0340 – CURRITUCK COUNTY

Notice of Text was published in the *North Carolina Register* on October 1, 2019 with an open comment period per the requirements of the Administrative Procedure Act, for a proposed amendment to 15A NCAC 10F .0340 requested by Currituck County to place a no-wake zone in the canals located at Carova Beach. The noticed text specified that the no-wake zone began at the mouth of the two canals west of Plover Court, at Knotts Island Bay.

One public hearing was held during the open comment period on October 17, 2019 with no attendees. However, many comments were received during the open comment period, including several that discussed how the shoaling at the entrances of the canals at Carova Beach made it difficult for some vessels to navigate at the mouth of the canals at no-wake speed.

Due to these concerns, Wildlife Enforcement conducted another assessment of the area on November 5, 2019. (**See Attachment A**). Enforcement again assessed multiple boater and other water recreation safety hazards. A thorough assessment of the conditions at the mouths of the canals was made. Because of the shoaling at the mouths of the canals, it was suggested that the entrance to the no-wake zone be moved east, beginning at lines inside the mouths of the two canals. The original map and revised map that shows proposed GPS coordinates are attached.

Staff recommends final adoption of 15A NCAC 10F .0340, with changes, by the Commission. Upon adoption, the rule will be presented for final review by the Rules Review Commission. If RRC approves, the earliest effective date of the Rule will be May 1, 2020.

15 NCAC 10F .0340 is proposed for adoption with changes:

15A NCAC 10F .0340 CURRITUCK COUNTY

(a) Regulated Areas. This Rule shall apply to the waters described as follows:

- (1) Bell Island. All canals on Bell Island.
- (2) Walnut Island. All canals in the Walnut Island subdivision in the Village of Grandy.
- (3) Waterview Shores subdivision. All canals in the Waterview Shores subdivision in the Village of Grandy.
- (4) Neal's Creek Landing. The waters of Neal's Creek within 50 yards of Neal's Creek Landing at the end of SR 1133, otherwise known as Neals Creek Road.
- (5) Tull Bay.
 - (A) The waters of the canal off of Tull Bay from its mouth to its end at Tulls Bay Marina, downstream and within the canal leading to Tull's Bay Marina.
 - (B) The canals of the Tulls Bay Colony subdivision in Moyock including the waters 50 yards north along the Mississippi Canal from its intersection with Elizabeth Canal.
- (6) Carova Beach. The canals at ~~Wild Horse Estates Subdivision at Carova Beach, east of the entrance to the canals beginning at a line in Knotts Island Bay from a point on the north shore at 36.51431 N, 75.87652 W to a point on the south shore at 36.51238 N, 75.87761 W.~~ Carova Beach, east of a line in the northern canal from a point on the north shore at 36.514183 N, 75.87662 W to a point on the south shore at 36.513566 N, 75.87644 W; and east of a line in the southern canal from a point on the east shore at 36.51299 N, 75.876871 W to a point on the west shore at 36.512598 N, 75.877648 W.

(b) Speed Limit. No person shall operate a vessel at greater than no-wake speed within any of the regulated areas described in Paragraph (a) of this Rule.

(c) Placement of Markers. The Board of Commissioners of Currituck County shall be the designated agency for placement of the markers implementing this Rule, subject to the approval of the United States Coast Guard and the United States Army Corps of Engineers.

History Note: Authority G.S. 75A-3; 75A-15;

ATTACHMENT A



NO-WAKE ZONE WATER SAFETY HAZARDS MATRIX (SECOND ASSESSMENT November 5, 2019)

SECTION 1:

Name of organization/entity: Currituck County Board of Commissioners
Primary contact information: Leeann Walton, Clerk to the Board 252-232-2075 Ext. 4002
Leeann.Walton@currituckcountync.gov

Exact location of requested no-wake zone:
Body of water and County: canals off of Knotts Island Bay, Currituck County
Location: Carova Beach
Popular name of area, if any: Carova Beach Canals
Width of No-Wake Zone: Narrowest Point: 36 ft Widest Point: 670 ft
Brief Description of area (example: bridge overpass, obstructed views, Intracoastal Waterway; etc) multiple canals within the subdivisions at the Carova Beach off-road area. Canals are shallow with many blind turns. There are two entrances into the canals from their beginning, at Plover Court.

Attach map of designated no-wake zone

Ensure proposed no-wake zone map/and or location is agreed upon by point of contact - revised map showing proposed beginning of no-wake zone at lines inside the mouths of the two canals is attached

Attach detailed reason given from point of contact for the request

Boat traffic enters from Knotts Island Bay at high speeds. Travelling at unregulated speeds through the narrow twisting canals is dangerous. Other canal communities in Currituck County are no-wake zones.

Is the proposed no-wake zone located within an area that is regulated by the U.S Army Corps of Engineers or the Division of Coastal Management (CAMA) i.e.; Intracoastal Waterway?

YES [X]
NO []

(When dealing with the point of contact, please advise that placement of markers in these waters is subject to prior approval of above agency in waters where applicable. NCWRC has no authority to supersede these rules.)

SECTION 2:

PUBLIC SAFETY HAZARD

What public safety hazard exists? This is a high activity area especially in the summer months, within the proposed no-wake zone there are multiple 90 degree turns as well as narrow channels.

Is this a public swimming or recreational area?

NO

YES would the establishment of a roped swimming area or placement of no-wake regulatory buoys be more appropriate? ROPED SWIM AREA

NO-WAKE BUOYS

SECTION 3:

NAVIGATIONAL HAZARDS

Identify any and all potential hazards associated with the proposed no-wake zone (check all that apply)

OBSTRUCTIONS (Identify) _____

NARROW CHANNEL (give approximate width) 73 ft

SHALLOW WATER (give average depth) Depths vary with some areas as shallow as a foot of water with thick mud.

OBSTRUCTED VISION (for approximately how great a distance) 10 plus 90 degree turns covering an area approximately 200 ft.

STRUCTURES (Check all applicable)

DAM

SPILLWAY

FLOOD CONTROL STRUCTURE

TRESTLE

POWER LINE

FUELING DOCK

RESTAURANT DOCKS

ACCESS AREA/BOAT LAUNCH

LOCK

JETTY

SUBMERGED STRUCTURE

SANDBAR

SHOAL

PRIVATE DOCKS

BRIDGE

PIER

OTHER (list and describe) _____

SECTION 4:

If approved, will the no-wake zone extend into a designated channel?

NO

YES (if yes, identify on map)

What is the total distance boaters will travel at a no-wake speed 1.5 miles

Estimated time to travel for boaters through the proposed no-wake zone at no-wake speed 20 minutes.

SECTION 5:

List any other known incidents, safety concerns or problems that have occurred?

Rate traffic density in this area from light to heavy **LIGHT** 1 2 3 4 5 6 **7** 8 9 10 **HEAVY**

Is traffic density specific to weekend/and or holidays? Yes, during the summer months the traffic level is high.

Does traffic density or ability to maneuver a vessel due to traffic cause safety issues? YES

NO Due to the narrowness of the canal it becomes very congested and the 90 degree blind turns cause a hazard.

Rate the likelihood of an incident occurring in this area compared to other similar areas on this same body of water **VERY UNLIKELY** 1 2 3 4 5 6 **7** 8 9 10 **MORE LIKELY**

SECTION 6:

OFFICER ASSESSMENT OF WATER SAFETY HAZARDS

YES:

NO:

Reasons:

Due to the narrowness of the canals within the proposed zone and the number of 90-degree blind curves is a safety concern especially in the high traffic times during the summer months. Within the proposed zone there is also an increase in kayak activity during the summer months with companies running tours.

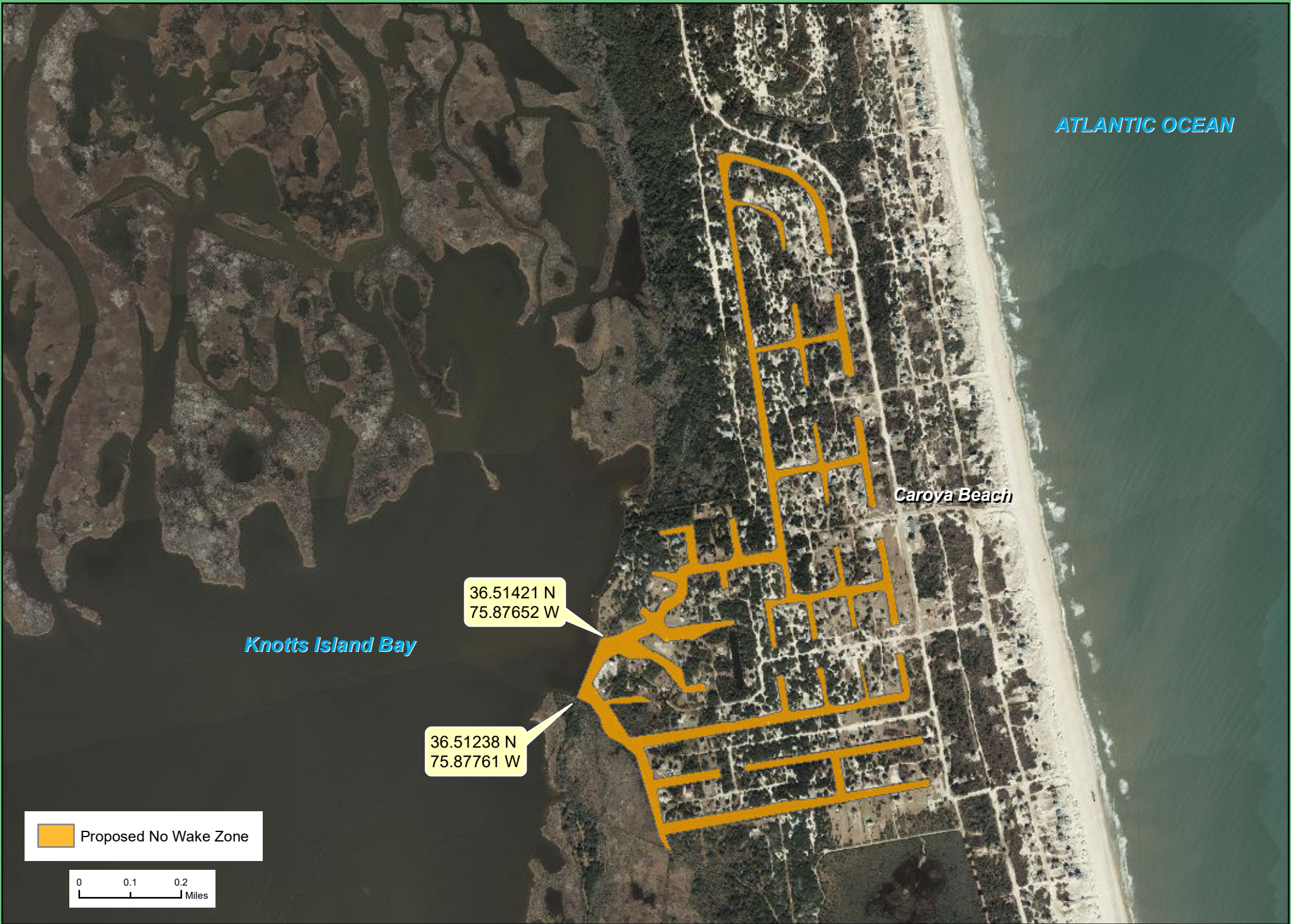
Water depth was measured from a 21' foot Deep V Parker and the shallowest part was at the canal intersection at the end of Sailfish Rd and Spot Rd measuring 1.5 feet deep for a very short time. Most of the canals averaged 2.5'—3.5' deep. The deepest canals were the canals leading south towards Brandt and Swan Roads. These canals averaged 5.5-7.0 deep. It took 15 minutes to navigate the longest canal from the start of the proposed zone to the very back of the neighborhood at "No Wake" speed. Two officers had no issues at all navigating any of the canals with the 21' Deep V Parker, a full tank of gas, and a 300 hp engine. Many homes have unofficial "No Wake" signs on the docks and properties to encourage slow speeds.

The only changes the officers would recommend is to the start of the "No Wake Zone". We would encourage the line be drawn from 36.512598° -75.877648° to 36.512990° -75.876871° and 36.513566° to 36.514183° -75.876623°. This would allow boaters to accelerate and get up on plane before they entered the sound and shallow water. It would also be encouraged to have No Wake Buoys at the mouth of each canal to ensure boaters are aware of the entirety of the No Wake Zone.

Officer: Jarrett Culbreth #193 Date:05/09/2019

Sergeant: Johnathan C. Beardsley Date: 11/5/2019

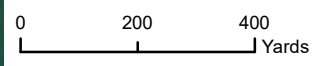
15A NCAC 10F. 0340 - Proposed No Wake Zone
Wild Horse Estates Subdivision, Carova Beach, Currituck County



15A NCAC 10F. 0340 - Proposed No Wake Zone
Canals in Carova Beach, Currituck County



Requested NWZ
Carova Beach Subdiv.
Wild Horse Estates II Subdiv.



ATLANTIC OCEAN

Carova Beach

Knotts Island Bay

- 36.514183 N
75.87662 W
- 36.513566 N
75.87644 W
- 36.512598 N
75.877648 W
- 36.51299 N
75.876871 W

EXHIBIT K-1

February 27, 2020



TEMPORARY RULEMAKING REQUEST TO PROPOSE TEXT 15A NCAC 10F .0317(a)(B) and (f) – STANLY COUNTY, LAKE TILLERY

Staff recommends approval to propose text to the Office of Administrative Hearings to renew temporary rulemaking for two no-wake zones on Lake Tillery in Stanly County. A temporary rule for the no-wake zone within 50 yards of the fuel docks at the Boathouse and Marina in Norwood will expire before the earliest effective date of the permanent rule. Renewed temporary rulemaking is necessary shore to shore, within 85 yards north and 85 yards south of the NC Hwy 24/27/73 James B. Garrison bridge eastbound and westbound spans, to mitigate water safety hazards during an NC DOT bridge construction project.

15A NCAC 10F .0317 STANLY COUNTY

(a) Regulated Areas. This Rule shall apply to the following waters described as follows:

- (1) Badin Lake.
- (2) Lake Tillery.
 - (A) Turner Beach Cove shore to shore, south of a point at 35.22529 N, 80.09318 W.
 - (B) The waters within 50 yards of the fuel docks at the Boathouse and Marina at 712 Berry Hill Drive in Norwood.

(b) Speed Limit Near Ramps. No person shall operate a vessel at greater than no-wake speed within 50 yards of any public boat launching ramp while on the waters of a regulated area described in Paragraph (a) of this Rule.

(c) Swimming Areas. No person operating or responsible for the operation of a vessel shall permit it to enter any marked public swimming area on the waters of a regulated area described in Paragraph (a) of this Rule.

(d) Speed Limit. No person shall operate a vessel at greater than no-wake speed within any of the regulated area described in Paragraph (a) of this Rule:

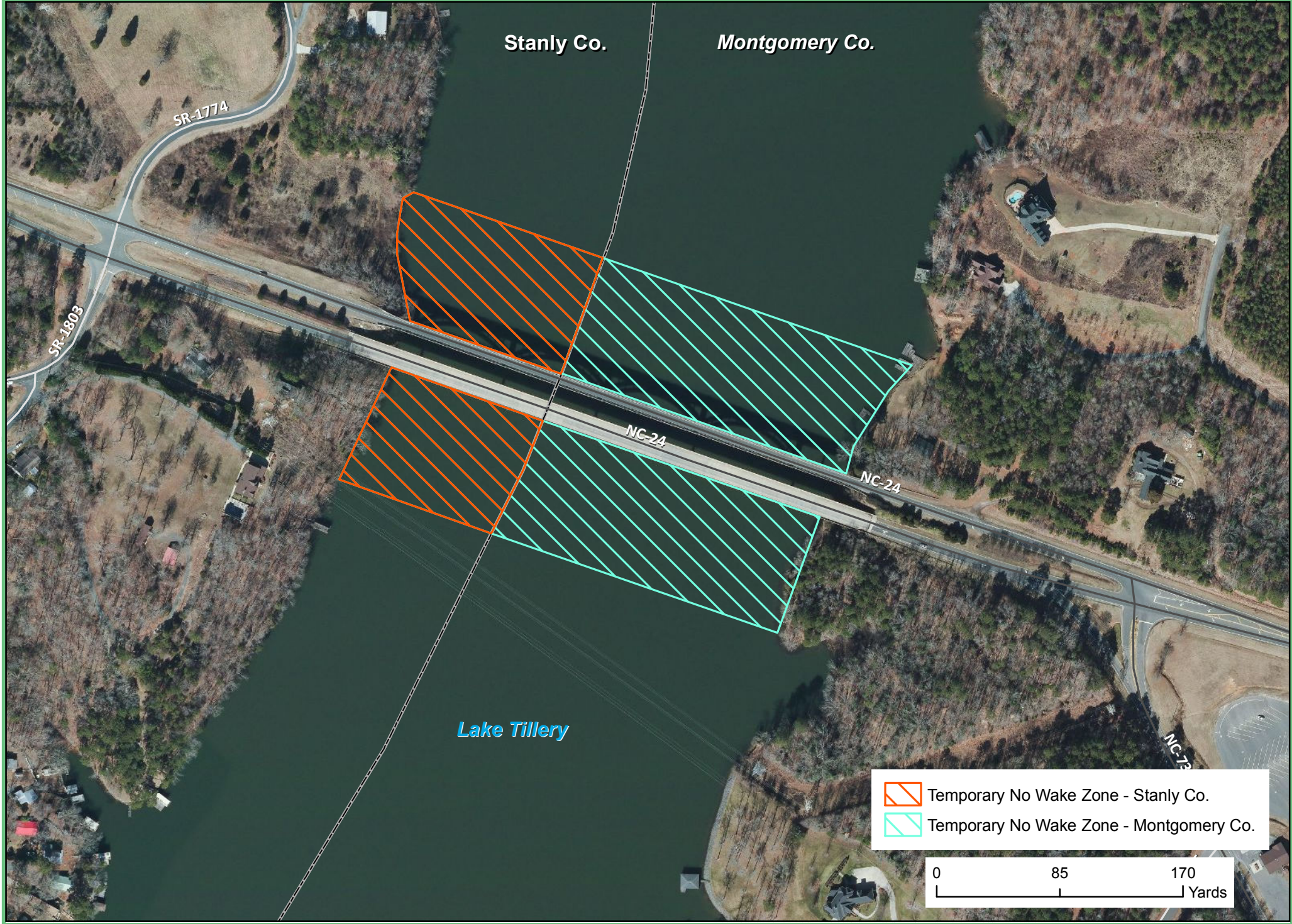
(e) Placement of Markers. The Board of Commissioners of Stanly County shall be the designated agency for placement of markers implementing this Rule.

(f) Notwithstanding Paragraphs (a) through (e) of this Rule, no person shall operate a vessel at greater than no-wake speed in the waters of Lake Tillery shore to shore, within 85 yards north and 85 yards south of the NC Hwy 24/27/73 bridge eastbound and westbound spans, otherwise known as the James B. Garrison Bridge. The North Carolina Wildlife Resources Commission shall be the designated agency for placement and maintenance of markers for this regulated area.

15A NCAC 10F .0317 (a) (2) (B) Proposed No Wake Zone
Boathouse & Marina on Berry Hill Drive, Norwood, Stanly County



Proposed Temporary No Wake Zone on Lake Tillery
15A NCAC 10F .0317 - Stanly County, 15A NCAC 10F .0327 - Montgomery County



Stanly Co.

Montgomery Co.



SR-1774

SR-1803

NC-24

NC-24

Lake Tillery

-  Temporary No Wake Zone - Stanly Co.
-  Temporary No Wake Zone - Montgomery Co.

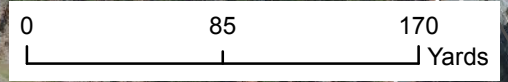


EXHIBIT K-2

February 27, 2020



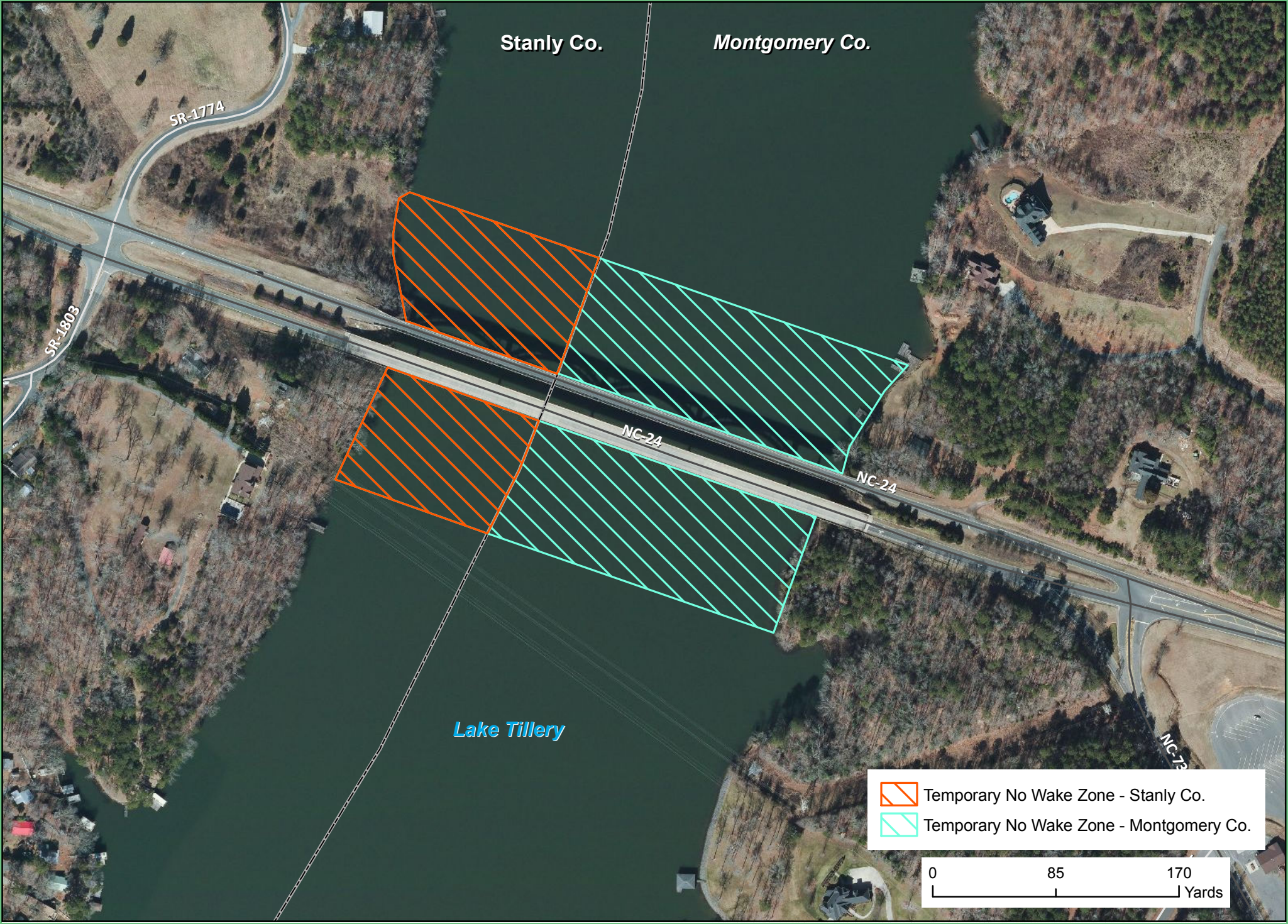
TEMPORARY RULEMAKING REQUEST TO PROPOSE TEXT 15A NCAC 10F .0327(f) – MONTGOMERY COUNTY, LAKE TILLERY

Staff recommends approval to propose text to the Office of Administrative Hearings to renew temporary rulemaking for a no-wake zone on Lake Tillery in Montgomery County. Renewed temporary rulemaking is necessary shore to shore, within 85 yards north and 85 yards south of the NC Hwy 24/27/73 James B. Garrison bridge eastbound and westbound spans, to mitigate water safety hazards during an NC DOT bridge construction project.

15A NCAC 10F .0327 MONTGOMERY COUNTY

(f) Notwithstanding Paragraphs (a) through (e) of this Rule, no person shall operate a vessel at greater than no-wake speed in the waters of Lake Tillery shore to shore, within 85 yards north and 85 yards south of the NC Hwy 24/27/73 bridge eastbound and westbound spans, otherwise known as the James B. Garrison Bridge. The North Carolina Wildlife Resources Commission shall be the designated agency for placement and maintenance of markers for this regulated area.

Proposed Temporary No Wake Zone on Lake Tillery
15A NCAC 10F .0317 - Stanly County, 15A NCAC 10F .0327 - Montgomery County



Stanly Co.

Montgomery Co.



SR-1774

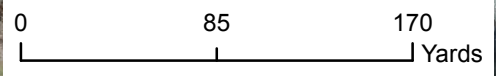
SR-1803

NC-24

NC-24

Lake Tillery

-  Temporary No Wake Zone - Stanly Co.
-  Temporary No Wake Zone - Montgomery Co.





Wake and Wake Boat General Information & Contacts

The N.C. Wildlife Resources Commission (WRC) Law Enforcement Officers proactively enforce the boating laws and navigational rules in the waters of the State to create a safe boating environment. It is the policy of the State (G.S. 75A-1) to promote safety for persons and property in and connected to the use and operation of vessels on the water. The WRC has authority to adopt rules for local waters with regards to: (1) operation of vessels, including speed zones and type of activity conducted; (2) promotion of boating and water safety generally by occupants of vessels, swimmers, fishermen, and others using the water; and (3) placement and maintenance of navigation aids and markers.

WRC Law Enforcement Officers continually and proactively enforce laws and rules regarding authorized no-wake zones as well as the reckless and negligent operation of any motorboat or vessel on state waters.

Boat wake related complaints received by the WRC, including those associated with wake boats are mostly related to noise, erosion and property damage. The Commission has conducted the following education and outreach efforts to date and will continue to provide education using the following methods:

- “Wake responsibly” signage installed at 150 boat ramps;
- Flyer included with vessel registration mailings providing tips to “wake responsibly”; and
- Educational messaging through the WRC website and social media.

Additionally, the WRC’s Boating Safety Committee has instructed agency staff to examine the issues and constituent concerns associated with the wake boats. This group will periodically report back to the Committee.

Wake and Wake Boat Information

- Wake boats are high-tech, specialized boats with ballasts that fill with water to adjust for the size of wake desired.
- Wake boats can produce significant wake (3 - 4 feet) at low speeds (10 mph).
- In general, the boats are not the problem, but rather the wake produced by the vessels.
- Wake is not vessel specific.
- Wake is one of many factors that can cause erosion.
- Erosion, dock/boat property damage and noise are the primary complaints associated with the use of wake boats.
- Because the ballasts of wake boats fill with water, transfer of aquatic nuisance species could be an issue.
- Concerns about wake boats are a nationwide issue.

Contacts

Noise Complaints:	Local Sheriff’s Office or Police Department
Safety Concerns:	WRC Law Enforcement Division (800-662-7137)
Erosion and Sediment Control:	N.C. Division of Land Resources
	N.C. Division of Soil & Water Conservation
Water Quality Concerns:	N.C. Division of Water Resources