

**New Jersey Boat Regulation Commission Meeting
July 10, 2024
Lake Hopatcong Yacht Club
75 North Bertrand Road
Mount Arlington, NJ 07856**

I. ROLL CALL

Acting Chairman Ed Harrison Jr.
Bruce Strigh
Roland Gehweiler Jr.
Leonard Mangiaracina
Christopher Wozniak

STAFF

DAG Daniel Knox
Sergeant Karen Fahy

Office of the Attorney General
NJSP, Marine Services Bureau

PLEDGE OF ALLEGIANCE

II. SUNSHINE LAW ANNOUNCEMENT (OPEN PUBLIC MEETINGS LAW)

The meeting was called to order at 10:05 AM by Acting Chairman Ed Harrison Jr., at which time he also announced that this meeting is being held in compliance with the provisions of Chapter 231, Public Law 1975, known as the Open Public Meetings Act. Notice of this meeting was filed with the Secretary of State, various news media outlets via the New Jersey State Police Office of Public Information, the New Jersey State Police website, and posting at State Police Headquarters, West Trenton, NJ.

III. MINUTES OF MAY 2024 MEETING

Minutes from the May 08, 2024, Boat Regulation Commission Meeting were approved by Bruce Strigh and the motion to approve was seconded by Roland Gehweiler Jr.

IV. UNFINISHED BUSINESS

• **13:82 terms to be defined**

Acting Chairman Ed Harrison Jr. explained during the last Boat Regulation Commission Meeting, the Commission discussed a list of terms to be defined and included in the

Administrative Code. The terms, definitions and location of the definitions listed in the Administrative Code were approved by the Commission during the last BRC meeting, on May 8th.

Sergeant Karen Fahy elaborated that the approved definition for “livery” would require further discussion. She explained following the last BRC meeting, she had been contacted by a supervisor from the New Jersey Motor Vehicle Commission (NJMVC), reference the proper means to register rental vessels and personal watercraft (PWC). The thought was that these vessels should be registered as livery vessels.

Sergeant Fahy stated she made an inquiry through the State Program Coordinator of the U.S. Coast Guard Office of Auxiliary and Boating Safety who revealed that renting a vessel, without a crew or captain, for one’s personal use is a “rent or lease” situation, also called a livery. Additionally, renting a vessel with a Captain is a commercial service and includes charter fishing vessels, or commercial passenger carrying vessels. The captain must be licensed as such by the U.S. Coast Guard, and, depending upon the number of passengers and vessel tonnage, the vessel may need to be documented and/or inspected by the Coast Guard. Therefore, PWC’s, pontoons, vessels without a captain shall be registered as livery. Fishing boats, charters, etc., that are hired with a captain and possible crew shall be registered as commercial vessels.

Sergeant Karen Fahy further explained this information is counter to the initial proposed and approved definition for the term “livery” which was “any vessel utilized for rent or for-hire services such as charters or taxis.” She subsequently proposed a revised definition of livery to be included in the Administrative Code. “Any vessel for rent, without a crew or captain, to be utilized for personal use.” Leonard Mangiaracina made a motion to accept the revised proposed definition for “livery,” and Bruce Strigh seconded the motion.

- **Exploring any needed 13:82 area specific updates / changes**

Acting Chairman Ed Harrison Jr. moved on to discuss updates to area specific regulations in 13:82. He advised there are different rules and regulations created for different lakes and specific areas in the state. He then explained that New Jersey State Police Marine Services’ Troopers have contacted the responsible party for each lake commission, association, or over-seeing municipal agent to assess any needed changes in regulation for these areas. He added these changes have been discussed over the last few BRC meetings. Some of the proposed regulation updates had been approved by the BRC during the last meeting, however some of them required further review.

Sergeant Karen Fahy recapped the six 13:82 regulations that have been discussed and the status of each. She advised the requested regulation changes that were approved by the Commission during the May BRC meeting were for Deal Lake in Monmouth County (13:82-3.3) and Upper Greenwood Lake in Hewitt, Passaic County (13:82-16). Sergeant Karen Fahy stated the requested regulation changes for Lake Grinnell in Sparta, Sussex County (13:82-3.4) were also approved by the Commission, however this regulation may be worth readdressing by the BRC due to a more recent examination of the regulation verbiage that places the waterski course less than 200’ from the shoreline. An exemption

for the new 200' waterskiing regulation was not taken into consideration with the initial request for regulation amendments for Lake Grinnell.

Sergeant Karen Fahy requested the Commission re-visit this aspect of the Lake Grinnell regulation in addition to three other proposed regulations that were placed on hold from the May BRC meeting for further review. This includes Indian Lake in Morris County (13:82-3.5); Paulinskill Lake in Sussex County (13:82-3.6), and Lake Hopatcong in Sussex and Morris Counties (13:82-11).

Acting Chairman Ed Harrison Jr. explained the BRC had made a motion to approve the requested regulation changes for Lake Grinnell. He explained that even with the approved changes the verbiage in the regulation still allows for waterskiing operations to be within 200' of the shoreline and the Commission should discuss an exemption, if needed. He further stated this and some of the other regulation updates that were put on hold until this meeting was meant to ensure there were no misconceptions about seeking an exception to the new speed, wash and wake distance to shore during waterskiing operations. He explained the new rule was put in place due to safety concerns and potential damage caused by wake surfing, which is included in the new waterskiing regulation.

Sergeant Karen Fahy stated she recently spoke with Mary Jean Donnelly, president of the Lake Grinnell Association, who advised an exemption for the 200' waterski rule is needed for Lake Grinnell due to the small size of the lake. Ms. Donnelly explained the operations on the lake are specifically for the lake homeowners. She furthermore advised wake surfing is not an activity performed on the lake nor is it permitted. Sergeant Karen Fahy also spoke with Sergeant Petelicki who advised the waterski course is a small, closed course, and only one waterski operation is permitted at a time on the course.

Sergeant Karen Fahy stated she had conferred with DAG Dan Knox prior to the BRC meeting reference how the language for the exemption should appear in the regulation. She proposed the following language to be added to the Lake Grinnell Regulation should the BRC approve the exemption to the new waterskiing regulation to keep at least 200' from any shoreline:

“All power vessels (including vessel, towline, and skier) conducting waterskiing operations, excluding wake surfing, on Lake Grinnell, shall, while underway, keep at least 100 feet distant from any wharf, marina, dock, pier, bridge structure, abutment, persons in water, other vessels, any shore, approved aid to navigation, or mooring.”

Bruce Strigh made a motion to amend the Lake Grinnell regulation to allow for the waterskiing operational distance from shore exemption and the verbiage to be included for the exemption. Leonard Mangiaracina seconded the motion.

Acting Chairman Ed Harrison Jr. spoke about Indian Lake in Denville, Morris County, and again mentioned the need for further review for an exemption to the waterskiing operation distance from shore. Sergeant Karen Fahy stated she recently spoke with Mike

Waldon, boat trustee of the Indian Lake Community Club, who advised an exemption for the 200 foot waterski rule is needed for Indian Lake due to the small size of the lake. Mr. Waldon explained speed on the lake is restricted since Indian Lake is a man-made lake and everyone is aware they need to stay in the channel to avoid erosion on the lake and striking anything. Additionally, engine size on the lake is limited to 115 HP for outboard motors and inboard/outboard engines are restricted to 130 HP. He further advised that operation on the lake is restricted to only those that live within the boundaries of the lake. Mr. Waldon also stated that wake surfing is not permitted on the lake, there is a strict overall speed limit of 35 MPH, and there are designated waterskiing hours in a one directional course.

Sergeant Karen Fahy also spoke with Sergeant Petelicki who advised Indian Lake Community Club has satisfied all the safety requirements as they pertain to any water sport conducted on the lake. Indian Lake has a waterski course strictly designed for towing activities and has a one-way course in place.

Sergeant Karen Fahy proposed the following language to be added to the Indian Lake Regulation should the BRC approve the exemption to the new waterskiing regulation to keep at least 200 feet from any shoreline:

“All power vessels (including vessel, towline, and skier) conducting waterskiing operations, excluding wake surfing, on Indian Lake, shall, while underway, keep at least 100 feet distant from any wharf, marina, dock, pier, bridge structure, abutment, persons in water, other vessels, any shore, approved aid to navigation, or mooring.”

Bruce Strigh made a motion to amend the Indian Lake regulation to allow for the waterskiing operational distance from shore exemption and the verbiage as stated by Sergeant Karen Fahy to be included for the exemption. Leonard Mangiaracina seconded the motion.

Acting Chairman Ed Harrison Jr. addressed Paulinskill Lake in Newton, Sussex County. He stated requested regulation amendments were placed on hold from the last meeting where the association is also seeking an exemption for the new waterskiing operations distance from shore to be at least 100 feet.

Sergeant Karen Fahy stated she recently spoke with Scott Douglas, president of the Paulinskill Lake Association, who advised an exemption for the 200' waterski rule is needed for Paulinskill Lake due to the small, narrow size of the lake. Mr. Douglas stated speed on the lake is restricted since Paulinskill Lake is a dammed, man-made lake and everyone is aware they need to stay in the channel to avoid erosion on the lake and striking anything. Additionally, vessel size on the lake is limited to 20 feet, 10 inches for power vessels and 17 feet for sailing vessels. He added that operation on the lake is restricted to only those that register with the Paulinskill Lake Association, and wake surfing is not permitted on the lake. He advised no PWC or jet engine propelled vessels are permitted on the lake and there is a strict overall speed limit of 45 MPH. Additionally, there are designated waterskiing hours in a one directional course.

Sergeant Karen Fahy also spoke with Sgt. Petelicki who advised the Paulinskill Lake Association has satisfied all the safety requirements as they pertain to any water sport conducted on the lake. Paulinskill Lake has a waterski course strictly designed for towing activities and has a one-way course in place.

Sergeant Karen Fahy proposed the following language to be added to the Paulinskill Lake Regulation should the BRC approve the exemption to the new waterskiing regulation to keep at least 200 feet from any shoreline:

“All power vessels (including vessel, towline, and skier) conducting waterskiing operations, excluding wake surfing, on Paulinskill Lake, shall, while underway, keep at least 100 feet distant from any wharf, marina, dock, pier, bridge structure, abutment, persons in water, other vessels, any shore, approved aid to navigation, or mooring.”

Leonard Mangiaracina made a motion to amend the Paulinskill Lake regulation to allow for the waterskiing operational distance exemption and the verbiage as stated by Sergeant Karen Fahy to be included for the exemption. Roland Gehweiler Jr. seconded the motion.

Acting Chairman Ed Harrison Jr. stated the regulation for Lake Hopatcong, Byram Twp, Sussex County and Morris Counties (13:82-3.11) was also put on hold for further review. Sergeant Karen Fahy stated she had been in contact with Marty Kane of the Lake Hopatcong Foundation reference amendments to the Lake Hopatcong regulation. Marty Kane advised the Lake Hopatcong Sub-Committee had been deliberating on amending the speed restriction from sunset to sunrise but had since decided to keep the current 10 MPH speed limit on the Lake.

Marty Kane did advise Sergeant Fahy the Sub-Committee recently met and decided to amend the waterskiing and wake surfing language to replace 13:82-3.11(d) with language identical to the State rule under 13:82-3.1(b):

“All power vessels (including vessel, towline, and skier) conducting waterskiing operations, including wake surfing, shall, while underway, keep at least 200 feet distant from any wharf, marina, dock, pier, bridge structure, abutment, persons in the water, other vessels, any shore, approved aid to navigation, or mooring.”

As the language exists in the current regulation, it allows for waterskiing and wake surfing operations to occur just outside of 100 feet from the shoreline.

Sergeant Karen Fahy mentioned this particular topic was already placed on the agenda under new business due to the fact that there is language in some of the regulations that explicitly states waterskiing operations shall maintain a distance of 100 feet from shore. After reviewing all of the 13:82 regulations, waterskiing operation of 100 feet from the shoreline is cited in 13:82-3.4, the Lake Grinnell Regulation, where the BRC just ruled on an exemption to the 200' rule. And, the only other regulation where it is cited in is 13:82-3.11, the Lake Hopatcong regulation. She stated this topic can be moved from new

business to discuss at present. She added that the 200 feet distance specified in N.J.A.C. 13:82-3.1(b) will apply to all waterskiing operations unless specifically provided otherwise in the chapter. Therefore, N.J.A.C. 13:82-3.1(b) would not be applicable to the operator of the vessel towing a skier in Lake Hopatcong, Sussex and Morris Counties, unless an amendment were made.

Sergeant Fahy further stated that Doctor Fred Steinbaum of the Lake Hopatcong Commission Sub-Committee has additional items pertaining to the Lake Hopatcong regulation he would like to address and will do so during the public comment section.

Acting Chairman Ed Harrison Jr. asked the BRC if they would like to make a motion on the Lake Hopatcong regulation to reflect the same language as the waterskiing and wake surfing regulation. Leonard Mangiaracina made a motion to amend the language as stated by Sergeant Karen Fahy. Bruce Strigh seconded the motion.

- **12:7-51 Proposal to increase fines**

Acting Chairman Ed Harrison Jr introduced the ongoing effort to amend the outdated fines in 13:82. He then explained the general penalties under 12:7-51, and stated that any person who shall violate any provision of chapter 7 of Title 12 of the Revised Statutes, or of any rule or regulation issued thereunder, where the penalty therefore is not specifically prescribed, shall be subject to a fine of \$25 for a first offense, \$50 for a second offense and \$100 for a third and each subsequent offense of the same violation. He stated that if N.J.A.C. 13:82 doesn't specify a fine/penalty, that regulation would be subject to N.J.S.A. 12:7-51.

Sergeant Karen Fahy stated a proposal to increase the fines within 12:7-51 can be done in addition to working amendments with 13:82 fines. She added that a reasonable penalty and percentage increase can be implemented, and explained the current fines were implemented in 1995. She further advised that inflation, to date, since 1995 has been 106.08%, and the fines for 12:51 could be adjusted accordingly.

Christopher Wozniak stated we will continue to move forward to find a path to amend the fines in 13:82 and 12:7 if needed, but we should continue to examine the best way forward. Ed Harrison Jr. mentioned the BRC had formed a 13:82 Fine Sub-Committee that is subsequently working on the best way to approach updating the fines. He stated we will put this on the agenda for the next meeting.

V. NEW BUSINESS

- **BRC@njsp.gov Email Communications Inbox Report**

Sergeant Karen Fahy provided an update regarding the Commission's email inbox, and advised two comments and questions for the Commission were in the inbox. One, from Mr. John Kurzman, was a very lengthy multi-page email that included a lengthy document

attached and sent at 10:40PM the previous night which will subsequently be addressed at the next BRC meeting. The other email is from Mr. John Tabachnick.

Sergeant Karen Fahy read the following email from Mr. Tabachnick:

“I own a home on the northwest side of Raccoon Island.

1. My dock and boat house (J4007), due to the geography of the island, extends farther into the lake than most of our neighbors. Hence boaters and PWC come perilously close, especially if towing. Can a buoy be placed to protect our swimmers?

2. Wake boats on weekends cause tremendous waves that make sitting on our dock a very wet experience. The waves also are causing significant degradation to our waterfront. Can something be done to decrease this problem?”

Sergeant Karen Fahy advised she responded to Mr. Tabachnick and forwarded his concern to the Carteret Station Commander for a Trooper to respond to his request reference a slow speed no wake barrel. Mr. Tabachnick stood, introduced himself, and thanked Sergeant Fahy and the Trooper that was called out to help. Sergeant Karen Fahy then mentioned she advised Mr. Tabachnick to first reach out to the Lake Hopatcong Commission to discuss his concerns over the speed, wash and wake distance on Lake Hopatcong for wake boarding operations. Should the Lake Hopatcong Commission deem it necessary to address the issue, they will bring it to the Boat Regulation Commission.

- **Excessive Boat Idling in a Marina**

Acting Chairman Ed Harrison Jr. mentioned there may be some concern over excessive idling of boat engines. Sergeant Karen Fahy stated she received correspondence that addresses excessive engine idling specifically at marinas which may be cause for concern and worthy of discussion. She mentioned there are no specific laws applicable to boat idling in New Jersey. She explained the harm that can result is possible engine damage which can be caused by idling some boats for extended periods of time. Also, diesel engines burn little fuel at idle, however, at idle, a diesel engine is not running at optimum temperature which leaves unburned fuel that can cause needless pollution and can even dilute the lubricating oil, increasing engine wear. Sergeant Fahy advised prolonged idling can create dangerous and deadly carbon monoxide emissions near swim decks and water access areas, and she added the noise can also be annoying. She advised that she spoke with various people in the boating industry that have offered some valid input on vessel idling and the possible need for regulation.

She requested input from a diesel mechanic who advised you don't need to run any type of engine too long to warm up. He did state that a 4 stroke is better than the noise and pollution of a 2-stroke motor, and a diesel engine does not put emissions directly into the water. He also advised you do need to warm up a diesel engine; gas powered motors, 2 and 4 stroke, for a very short period of time, and anything with a turbo charge (about 99% of boats) should run for about 3-4 minutes. And lastly most new boats have electronic fuel injectors which create low emissions and are fuel efficient.

Sergeant Fahy spoke with a marina owner with transient docks and a marina owner with valet service who advised they did not have any issues with excessive idling. She also spoke with a tuna fisherman who advised no one wants to waste fuel. She was advised that diesel engines are all computerized and there no need to run them that long. It was also mentioned that some people complain about the engine noise especially early in the morning from the engines and from vessel generators. Christopher Wozniak motioned to move the topic to the next BRC meeting, Bruce Strigh seconded the motion.

VI. PUBLIC COMMENT

Marty Kane, Board Chair of the Lake Hopatcong Foundation addressed the process on how Lake Hopatcong issues are fed through the Lake Hopatcong Commission to allow for feedback and public comment. Marty Kane stated it may still be helpful make remarks for public comment. He added that anything related to boating regulations will get vetted through the Lake Hopatcong Commission, and it is a good way to move forward to establish a resolution or before the issues are to be presented to the Boat Regulation Commission. Marty Kane followed up with his appreciation for the Boat Regulation Commission, and all the Law Enforcement Officials, including the Troopers, Sheriff's Officers, and Lake Hopatcong Police Department.

Sergeant Anthony Buro #7093, of the New Jersey State Police Marine Services Bureau Tactical Interdiction and Directed Enforcement Unit (TIDE), introduced himself and Law enforcement partners on the water, Chief Warrant Officer Jack Ambrose of the Morris County Sherriff's Office, and Lieutenant Ryan Tracey of the Lake Hopatcong Police Department.

Sergeant Anthony Buro addressed members of the public about slow speed, no wake barrels and other concerns on Lake Hopatcong. He also touched on pro-active enforcement initiatives, and water safety campaigns. He spoke about the Lake Hopatcong Block Party which hosted the Motor Vehicle Commission Mobile unit to assist the boating community with registration and other MVC related needs, and he discussed a zoning detail that was conducted on the lake, where Troopers teamed up with zoning officers to assess any dilapidated docks and structures needed to be removed in order to alleviate debris issues. This ran on the coattails of the Lake Hopatcong Clean-up Day, where 28,000 pounds of debris was removed from the lake. Lastly, Sergeant Anthony Buro provided information on a series of safety videos created by Lake Hopatcong PD, Morris County Sheriff's Department and the New Jersey State Police Marine Services Bureau.

Lieutenant Ryan Tracey advised that the videos were made to address problems on Lake Hopatcong, and added the videos are accessible online through a QR code placed on signage that was installed at every marina and every gas dock. He stressed education is key especially with new boaters. He also touted a phenomenal press release by the Sheriff's department.

Sergeant Anthony Buro advised the rental boat industry is up to date on compliance checks and doing what they are supposed to be doing. He added that marine patrols are addressing reckless operators, intoxicated operators, and noise issues. He stated the NJSP Marine Police are taking advantage of all of the available assets on the water including the Morris County Sheriff's office marine patrols and have over 300 boardings for the year to date on Lake Hopatcong. Additionally, he stated there have been 37 pollution complaints on the Lake from last year. Also, he added details have been put in place that have resulted in a decreased response time for noise complaints, which is a testament to partnering with other law enforcement agencies and conducting undercover details in Byrum Cove. Furthermore, Sergeant Anthony Buro addressed communication issues between the State Police, Lake Hopatcong Police Department and the Sheriff's Department. He advised they all have a common channel to communicate with one another, now. And, he added that more Law enforcement agencies on Lake Hopatcong have participated in the State Police Marine Law Enforcement Course. Sergeant Anthony Buro advised that any questions or concerns pertaining to individual issues on the Lake will be addressed after the meeting.

Doctor Fred Steinbaum, of the Lake Hopatcong Boating Safety Subcommittee, had prepared and presented information for public comment as a representative for the Boating Safety Subcommittee of the Lake Hopatcong Commission. He also presented a handout with the subcommittee topics for the Boat Regulation Commission. He offered his gratitude to the Boat Regulation Commission and to Marty Kane. Doctor Fred Steinbaum then explained that last year he presented a study from Michigan about effects of Wake Surfing and as a result of addressing safety issues on the Lake, a boating safety subcommittee was formed. He explained the subcommittee developed a list of 30 to 40 items addressing problems and safety issues on the Lake. The committee consulted with Sergeant Anthony Buro and Lieutenant Ryan Tracy. The joint effort working with law enforcement regarding issues on the Lake revealed that there are enforceable statutes that exist for these problems. The subcommittee determined enforcement was the problem.

Doctor Fred Steinbaum discussed the Lake Hopatcong regulation 13:82-3.11, specifically 13:82-3.11(d) which was just addressed by the Boat Regulation Commission, where a motion was made to approve the regulation change to update the waterskiing and wake boarding operation distance to 200 feet to reflect the new waterskiing and wake surfing regulation. He thanked the Boat Regulation Commission for approving the proposed change. Doctor Fred Steinbaum also stated the subcommittee decided not to change the speed limit between sunset and sunrise on the Lake which was previously discussed and relayed to the Lake Hopatcong Commission as possible amendment.

Another topic Doctor Fred Steinbaum spoke on was Personal Watercraft Rentals. He advised no one is currently renting PWC's on Lake Hopatcong. He relayed the subcommittee recommendation for a new regulation on Lake Hopatcong stating that no Personal Watercraft rental be allowed on Lake Hopatcong.

Doctor Fred Steinbaum provided a general suggestion that the term “tow sports” should be used to substitute the term “waterskiing” in the regulation and should be defined as including but not limited to waterskiing, wake surfing, tubing, and barefoot waterskiing. Lastly, he addressed wake surfing etiquette. He advised the wake surfing operation should avoid repetitive passes; reduce to idle speed to pick up fallen surfers, keep music at a responsible level, surfing the deepest areas to protect the lake bottom and shoreline, and be respectful of others on the water.

Laurance Orlans, of the United States Coast Guard Auxiliary, questioned the Boat Regulation Commission regarding new regulations. He stated he has seen changes for Motor Vehicle Commission printed in the newspaper but he has never seen any publicized information on boating regulation in the papers. He added that he would like to commend the New Jersey State Police for posting some of the new regulations. He asked if there would be any way the State Police or Boat Regulation Commission could notify the public of any changes.

Michael Schillizzi, Vice president of the Lake Hopatcong Antique and Classic Boat Society, advised he has been boating on the lake since 1960. He questioned how to get a copy of the regulations. He also addressed the issue of trash on Lake Hopatcong and mentioned his concern that Lake Hopatcong is a State Park, but no other State Park allows drinking.

John Kurzman, a resident of the Lake Hopatcong area, offered his gratitude to the Boat Regulation Commission. He then complained that the Boat Regulation Commission approved a change for Lake Hopatcong before any public comment was made. He stated the Boat Regulation Commission was skipping the whole phase of going from the commission to the BRC and skipping the opportunity for the public to make comment. He further stated 13:82-3.11 has different rules for different tow sports. Mr. John Kurzman stated he has a reason to be upset about the rule that the BRC just made, since changes in rules can only be enacted between May and October. Mr. John Kurzman also addressed a need for people to respect other boats that are being towed, as well. He added someone towing should be considerate of other boats. Lastly, he mentioned the livery rule is a little confusing. His thought is, if you’re renting a boat following the participation in a pre-rental class, you should have some marking on the boat reference an untrained renter.

Harry Gedicke, of the Lake Hopatcong Antique and Classic Boat Society, advised near the State Park and Mariners Point condos, the biggest problem is the noise pollution. The other issue is the PWC’s, you don’t need to be in the same area back and forth and back and forth.

Thomas Donofrio, of the Lake Hopatcong Foundation, stated his concern pertains to fines. Specifically, he mentioned if someone is a repetitive offender, then fines should be larger than 100 dollars.

Laura Zavala, a resident of Byram Cove, advised that she and her family moved to Byram Cove recently and this is their second summer. Her concern was the boats putting anchors too close to docks. *Marty Kane* advised Laura Zavala that there is an ordinance in place and told her they can discuss after the meeting. She was also concerned about noise complaints after 6pm where she was advised no one was on the lake and needed to call Lake Hopatcong Police Department. *Chief Jack Ambrose* advised he will address the issue later.

Tom Flinn, of the Lake Hopatcong Foundation, expressed his gratitude for addressing quality of life issues. He stated increased fines can restore the link to general inflation and cited an example of the current cost of boats related to fines for boating violations. He pointed out that Lake Hopatcong is the biggest lake in NJ, but it is still a small lake, and as the population on the lake grows, the lake decreases in size. For comparison he mentioned that the 200 foot wake surfing distance is fine but not the 500 foot distance addressed in the Michigan study. Additionally, his thoughts were that phosphorus levels have increased due to the wake on the lake.

Beth Shustin, a resident of Lake Hopatcong, stated she wanted to support homeowners on the lake that have real grievances. She said there are legitimate concerns with the noise pollution on the lake and the disrespect that people show on the lake. She added that “Yahoos” on the lake don’t have the respect for the people on the lake, and the homeowners should have some kind of rights bound in place to respect their property. She added that more regulations need to be put in place. She requested to please do something to help the residents on the lake.

Tony Cappello, a resident of Lake Hopatcong and Katz’s Marina manager, advised he manages Katz’s Marina in Jefferson which is a no wake cove and stated the docks never need to be replaced. He added other locations on Lake Hopatcong, where there is wake surfing and jet skiing, he is replacing docks all the time and they have boats breaking free all the time. He suggested they need the 500 foot wake surfing regulation to alleviate the damage and stated that something needs to be done.

Donna Macalle- Holly, of the Lake Hopatcong Foundation, stated that vessels that have captains and passengers require a U.S. Coast Guard inspection. She also mentioned the importance of getting the word out about new boating regulations. She said some people just don’t know and she recently saw a gentleman on a PWC with child a riding in front of him and a marina owner had advised the rider of the new regulation.

Carol Sovocool , a resident of Lake Hopatcong, stated she resides near the Hopatcong State Park boat launch and has been tormented by the jet skiers that launch outside of her house. She stated she has contacted the Marine Police, and the problem persists. She suggested the State Park disallow PWC’s to launch from that ramp.

Ron Sorensen, owner of Lake Hopatcong Marina, suggested not allowing people to rent boats without licenses. He stated he got out of the business of boat rentals because it is dangerous to rent to inexperienced people. He also offered “Kudos” to Sergeant Anthony

Buro who put the training classes in place for people who don't have a license. He also stated rental classes are not adequate, and added most marina say you can't have alcoholic beverages on board but can't check coolers. He said it is important to reconsider letting people operate without a license, and said he stopped renting boats because he didn't want to wait for a fatality. His thoughts were that if you don't have a license then go out with a captain.

Alla Impink, a resident of Lake Hopatcong, said she agrees with Mr. Sorensen. Further, she stated if you don't have a certification or boat license you cannot get behind the wheel of a boat. She advised that she lives next door to the Yacht Club and sees the pontoon boats coming through the buoys. She stated renting a boat to someone who doesn't know what they are doing is dangerous.

William Wiedeman, a resident of Lake Hopatcong, stated he lives on Bishops Rock and see no compliance with people water skiing. He added the orange flag is supposed to be three feet high. He also inquired about colored lights at night, and mentioned people are navigating with colored lights illuminated. Lastly, he addressed wake surfing and suggested the distance should be 500 feet, not 200 feet which is like a tsunami. He added that you are responsible for your wake.

VII. EXPRESSION OF APPRECIATION

Acting Chairperson Ed Harrison Jr. expressed his appreciation to the providers of the facility and to the staff for the accommodations for the meeting.

VIII. AGENDA FOR THE NEXT MEETING

The agenda for the next meeting will be posted publicly on the New Jersey State Police website and at State Police Headquarters, West Trenton, NJ.

IX. DATE, TIME AND LOCATION OF THE NEXT MEETING

The next Boat Regulation Commission meeting is posted publicly on the New Jersey State Police website, www.njsp.org, under Public Information, Marine Services, New Jersey Boat Regulation Commission Annual Schedule of Meetings. The meeting is scheduled for 10:00AM, Wednesday, September 11, 2024, at the Toms River Yacht Club, 1464 Riviera Ave., Toms River, NJ 08753.

X. ADJOURNMENT

The meeting was adjourned at 11:47AM.

