

**New Jersey Boat Regulation Commission Meeting  
July 12, 2023  
Lake Hopatcong Yacht Club  
75 North Bertrand Road  
Mount Arlington, NJ 07856**

**I. ROLL CALL**

Acting Chairperson Ed Harrison Jr.  
Christopher Wozniak  
Leonard Mangiaracina  
Roland Gehweiler Jr.  
Phil Weisbecker  
Shaun Blick

**STAFF**

DAG Kevin Dronson	Office of the Attorney General
Sergeant Karen Fahy	NJSP, Marine Services Bureau
Sergeant Anthony Buro	NJSP, Marine Services Bureau

**PLEDGE OF ALLEGIANCE**

**II. SUNSHINE LAW ANNOUNCEMENT (OPEN PUBLIC MEETINGS LAW)**

The meeting was called to order at 10:26 AM by Acting Chairperson 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 2023 MEETING**

Minutes from the May 10, 2023, Boat Regulation Commission Meeting were Approved by Roland Gehweiler Jr., and the motion was seconded by Shaun Blick.

**IV. UNFINISHED BUSINESS**

- **Vessel Transactions and the Motor Vehicle Commission (12:7-34.45 Change of address of owner; status of vessel)**

Acting Chairperson Ed Harrison Jr. advised the Commission that this item still needed to be addressed. He requested the status of the issue. Sergeant Karen Fahy stated the commission was still waiting for a response from the New Jersey Motor Vehicle Commission. Shaun Blick brought to light another New Jersey Motor Vehicle Commission issue to be probed. He advised there exists a delay with New Jersey registration of federally documented vessels due to length of time obtaining documentation paperwork from the US Coast Guard. Shaun Blick had recently purchased a documented vessel where the federal title would be transferred into his name, however there was a lapse of time when he would receive the updated documentation from the US Coast Guard. This lapse in time delays the vessel registration in New Jersey through the New Jersey Motor Vehicle Commission. Shaun Blick advised this is an issue that the Commission needs to follow up on.

- **Safety Concern for Children 13 to Under 16 Years of Age Operating High-Powered Electric Motors on Vessels (12:7-61)**

Acting Chairperson Ed Harrison Jr. addressed the topic of high-powered electric motors being operated by children 13 to under 16 years of age and inquired if the Commission or members of the State Police Marine Services Bureau have come up with verbiage to satisfy the safety issue of young people operating high-powered electric motors in order to make a motion. Sergeant Fahy advised she drew up a proposal for an amended statute for the commission to make a motion on. Acting Chairperson Ed Harrison Jr. read the following currently existing statute:

12:7-61. Operation of power vessels, personal watercraft; boat safety course requirements; violations. (a) A person who is under 16 years of age shall not operate a power vessel on the waters of this State, except that: (1) a person who is under 16 years of age but at least 13 years of age and possesses a certificate certifying that person's successful completion of a boat safety course approved by the Superintendent of State Police in the Department of Law and Public Safety may operate: (a) a power vessel powered solely by an electric motor; or (b) a power vessel which is 12 feet or greater in length and powered by a motor, or combination of motors, of less than 10 horsepower;

He stated the statue could read: (a) a power vessel powered by a motor of no greater than 2 horsepower or the electric equivalent of no greater than two horsepower; or (b) a power vessel which is 12 feet or greater in length and powered by a motor, or combination of motors, of less than 10 horsepower, or the electric equivalent of less than 10 horsepower;

Acting Chairperson Ed Harrison Jr. added this would be a means to make the e-motor equivalent to horsepower.

- **Status of 13:82 Rule Changes Approved in 2022 by Commission**

Acting Chairperson Ed Harrison Jr. asked about the status of the introduced Title 13 rule changes. Sergeant Fahy advised the rule changes have been out for public comment from June 19<sup>th</sup> until August 19<sup>th</sup>.

- **Mechanically Propelled Personal Hydrofoils (EFOILS) and Mechanically Propelled / Motorized Surfboards (Jetboards)**

Acting Chairperson Ed Harrison Jr. announced the e-foils and jetboards have been determined to be vessels by the United States Coast Guard and advised of the recommendation for the devices to be regulated as personal watercrafts. Acting Chairperson Ed Harrison Jr. recited the definitions of e-foils, jetboards, and PWC's as listed in the October USCG Policy Letter:

Mechanically Propelled Personal Hydrofoil (MPPH), (e-foil), is a vessel that consists of a board fitted with a mast extending below the board that is attached to a fuselage with a forward wing, rear stabilizer and electric motor or gasoline engine. Non-motorized hydrofoils also exist, and while they are vessels, they are not subject to the Certificate of Numbering (CON) requirements but may be registered by the state.

Mechanically Propelled Surfboard (MPS), (jetboard) is a vessel that consists of a board using a surfboard-type design fitted with propulsion machinery (either electric or internal combustion). The operator controls the speed using a handheld remote control and uses body weight transfer to maneuver the board.

Personal Watercraft (PWC), as defined in 33 CFR 174.3, means a vessel propelled by a water-jet pump or other machinery as its primary source of motive power and designed to be operated by a person sitting, standing, or kneeling on the vessel, rather than sitting or standing within the vessel hull.

Acting Chairperson Ed Harrison Jr. added according to the USCG, MPPH and MPS have been determined to be vessels and are therefore subject to all laws and regulations pertaining to recreational vessels propelled by machinery. The design is that of a flat board that is mechanically propelled by an internal combustion engine or electric motor; the vast majority of MPPH and MPS are electric powered. These vessels can reach speeds in excess of 35 miles per hour. It is recommended to treat these e-foils and jetboards as PWC's in accordance with the USCG guidelines with further restrictions specific to PWC operation in New Jersey waterways.

Sergeant Fahy included information on registration of the of the e-foils and jetboards. The New Jersey Motor Vehicle Commission will currently register these vessels with a HIN and certificate of origin, otherwise they would have to go through Trenton to be treated as a vessel with "No evidence of Origin."

- **Jet Levitation Vessels (Proposed N.J.A.C. 13:82-5.2)**

Acting Chairperson Ed Harrison Jr. introduced and read the 2014 proposed statute for the Jet Levitation Vessels:

2014 Proposed Statute for 13:82-5.2, Jet Levitation Vessels:

(a) For the purpose of this chapter "jet levitation vessel" means a power vessel defined as a Class "A" vessel by the United States Coast Guard, which:

1. Is equipped with an internal combustion engine which powers a water jet pump; or

2. Consists of a separately registered personal watercraft or an integrated streamline hull that acts as the power unit and not intended to be ridden; and

3. Is connected by a high-pressure water hose to a jet-propelled device, which is the portion of the apparatus where the rider is either seated or standing and allows the rider to levitate above the surface of the water, and includes, but is not limited to backpacks, boards, or water bikes.

(b) Private non-commercial operation of jet levitation vessels is restricted to the Atlantic Ocean, not less than three-eighths nautical mile from the shore. Jet levitation vessels shall be accompanied by an observer vessel, which shall maintain a distance of not less than 100 feet or more than 300 feet from the jet levitation vessel. The jet levitation vessel shall maintain a distance of not less than 600 feet from vessels other than the observer vessel. The observer vessel shall display two stacked pennants yellow in color and triangular in shape not less than 12 inches on any dimension, at least four feet above the vessel's highest point during jet levitation operations.

Vessels other than the observer vessel shall not approach within 600 feet of the jet levitation vessel. This restriction shall not apply to law enforcement vessels.

(c) A person shall not operate or permit another to operate a non-commercial jet levitation vessel on the waters of this State other than as permitted in (b) above.

(d) Subject to the requirements applicable to personal watercraft specified in N.J.A.C. 13:82-5.1, including N.J.A.C. 13:64, a person may operate a rented jet levitation vessel on the waters of the State under the following conditions:

1. The jet levitation device shall remain at all times under the control of a qualified supervisor as defined in N.J.A.C. 13:64-2.2 in an observer vessel;
2. The person in the air does not exceed a height of 20 feet off the water as indicated by a four-inch-wide mark orange in color on the hose 20 feet from the operator;
3. The area of operation is a minimum depth of eight feet mean low water;
4. If the commercial owner permits "porpoising", the minimum depth is 25 feet mean low water; and
5. Notwithstanding N.J.A.C. 13:64-2.2(c), supervisors shall display two stacked pennants orange in color and triangular in shape not less than 12 inches on any dimension, at least four feet above the supervisor vessel's highest point during jet levitation operations.

(e) A person shall not operate or give permission to operate a jet levitation vessel unless the rider is wearing a water sports helmet and a high impact Type I, Type II or Type III personal flotation device approved by the United States Coast Guard.

(f) Jet levitation vessel operators are subject to all other boating laws and regulations applicable to power vessels, including the requirement for a boat safety certificate, except as otherwise provided under N.J.A.C. 13:64 for rented personal watercraft.

Acting Chairperson Ed Harrison Jr. explained the term "porpoising" and expounded the need to restrict the Jet Levitation devices to the Atlantic Ocean where they can operate in a minimum depth of 25 feet mean low water if the operator dives down into the water. This restricts operation in the bay areas due to depth.

## V. NEW BUSINESS

- **Noise limit for Vessel Operated on State Waters and Speed Limits for Vessels on the Navesink River**

Acting Chairperson Ed Harrison Jr. advised the recently introduced vessel noise bill and vessel speed limit bill for the Navesink River, introduced by Senator Gopal, have both been withdrawn from consideration. Phil Weisbecker clarified that the noise limit legislation is solely confined to the exhaust of the vessel.

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

Acting Chairperson Ed Harrison Jr. inquired if there have been any Boat Regulation Commission Email communications. Sergeant Fahy provided an update regarding the Commission's email inbox and advised the inbox received communications from Michael Healy and Robert Kita, and the emails would be addressed during Public Comment.

- **Proposed Guidelines on Power Boat Racing (13:82-10)**

Acting Chairperson Ed Harrison Jr. introduced the topic of power boat racing guidelines. Sergeant Fahy advised the proposed guidelines on power boat racing will set minimum standards for licensees who operate boat racing within the state. She added these guidelines will be introduced for the 2024 updates and will be enforced by the NJSP Motor Vehicle Racing Control Squad.

- **Cape May Canal Safety Concerns / Ferry Wake Surfing**

Acting Chairperson Ed Harrison Jr. mentioned the You Tube video that was sent to the Commission in March reference the ferry wake surfers. He questioned if this activity was still ongoing. Sergeant Fahy advised the New Jersey State Police have a working relationship with the Delaware River and Bay Authority. Between the NJSP and the Delaware Bay Authority, the incidents of Ferry Wake Surfing have been minimal and can be handled at the station level. Sergeant Fahy added there are statutes that can be used to mitigate the ferry wake surfing activity as well as possibly posting signage indicting same.

## VI. PUBLIC COMMENT

Acting Chairperson Ed Harrison Jr. addressed the members of the public regarding the scope of the Boat Regulation Commission. He specifically requested the comments to be limited boating safety.

Sergeant Anthony Buro #7093, assigned to the Carteret Station, advised members of the public that any additional concerns specific to the New Jersey State Police would be addressed by him after the meeting. Sergeant Buro then spoke on the topic of the New Jersey State Power Vessel Pre-Rental Instruction Course oversight initiative. He included a brief overview of the application process, what is expected of the boat rental

companies, subsequent compliance checks by members of the New Jersey State Police, and required posted signage for Christophers Law, if pontoon boats are being rented.

Marty Kane, of the Lake Hopatcong Foundation, addressed issues regarding wake surfing at the last Boat Regulation Commission meeting. Mr. Kane had referred Mr. Fred Steinbaum to the NJSP Marine Services Office reference concerns over wake surfing. Fred Steinbaum, a member of the Lake Hopatcong Commission, requested the Boat Regulation Commission be made aware of a 2022 study through the University of Minnesota, on wave dynamics (reference wave height, energy and power) produced by recreational boats. This study, as well as related articles, were forwarded to the Commission prior to the meeting. Fred Steinbaum addressed his concerns over the need for wave mitigation. He stated the wakes created from wake surfing cause damage to docks and can cause small boats to capsize. He cited the St. Anthony Falls Laboratory Field Study of Maximum Wave Height, Total Wave Energy, and Maximum Wave Power Produced by Four Recreational Boats on a Freshwater Lake. He explained the study was conducted using 4 different boats which created over 500 to 600 feet of a normal wake from the boat. He relayed the fact that when people are wake surfing the boat is only going about 8 to 11 MPH but still creating a large wake. Mr. Steinbaum also mentioned the existence of specialized propellers to increase wake as well as a wedge device that can turn almost any boat into a wake surfing boat by creating bigger wakes. He emphasized that the important thing to take away from the study is the operational distance to shore in order to reduce wake should be at least 500 feet from the shoreline. He stated 200 feet is inadequate. Mr. Steinbaum proposed wake surfing be confined to the main lake portion of Lake Hopatcong, from the southern part of Halsey Island to the northern part of Bertrand Island. Mr. Steinbaum provided the members of the Commission with a Lake Hopatcong Commission Brochure, providing information about Lake Hopatcong, programs, advisory information, and the history of the lake.

Sergeant Karen Fahy addressed the [BRC@njsp.gov](mailto:BRC@njsp.gov) Email Communications. It was established that Michael Healy, the author of three emails sent to the Boat Regulation Commission, was not present at the meeting. His wife, Linda Healy was present and requested his emails be read for public record.

Sergeant Fahy read the following email concerns sent from Michael Healy, a Byram Cove Resident:

My question is generated because the majority of the residents around Byram Cove would like the weekend waterskiing restriction on Byram Cove removed. Therefore, can 13:82-3.11 be modified to delete Byram Cove from paragraph (a)1?

As 12:7-34.49 paragraph 14.c states, The commission will promulgate rules and regulations...These rules and regulations shall be such as necessary for the protection of the health, safety and welfare of the public. My question is why do you not recognize that the loud music played from moored boats in Byram Cove is harmful to the health and welfare of the residents living around the Cove. And that as a threat to the health and welfare of the residents, you are required to promulgate the necessary rules and regulations to provide protection to the residents. It is widely accepted that noise, even at

low levels, can cause annoyance, sleep disruption, and stress that contribute to cardiovascular disease, cerebrovascular disease, metabolic disturbances, exacerbation of psychological disorders, and premature mortality. Why will you not address this problem?

I do have another question. Please be advised that our sea wall is being undermined by high waves overflowing the wall from boats leaving the cove at high rates of speed coming within 5 feet of our boat house. My question is why hasn't the planned no wake zone around the perimeter of Byram Cove been instituted?

An email from Robert Kita, of Boat Safe US, LLC was also directed to the Commission. Mr. Kita was present, but requested the email be read to the Commission.

Sergeant Fahy read the following email concerns sent from Robert Kita, with contributions from, Nick Leason, Founder and CEO of Lift Foils, Rich Hovey, Senior Engineer at Qualcomm. She also noted the actual e-foil the gentlemen brought with them:

On behalf of one of my recent students, I'd like to submit some of the findings and recommendations for e-foil use in NJ Waters based on multiple discussions with one of my boating safety students. Richard Hovey is an avid e-foil rider and enjoys riding on Round Valley Reservoir. I have been in contact with Mr. Hovey since he took the Boat Safe US proctored exam. I'm hoping the information that he provided to me will assist the commission and continue to allow him to operate the e-foil on all bodies of water in NJ. I, along with Mr. Hovey, do plan on attending the July 12<sup>th</sup> meeting at Lake Hopatcong. Thanks to Mr. Hovey, here is his response integrated with my earlier comments to some of the questions raised about e-foils during previous commission meetings:

From the NJ Boating Regulation Commission (NJ-BRC) minutes Q&A about eFoil, here are Mr Hovey's answers:

- Do eFoil have a HIN?  
Yes and no... ;Yes, the 2 primary commercial vendors Lift (eFoil inventor) and Waydoo (subsidiary of DJI, drone maker) both are sold with a registered HIN; No, there are many DIY (homebuilt) eFoils and JetBoards built without a HIN. There is regulatory precedence for this situation where the owner would ultimately follow existing NJ-MVC procedures for registering a homebuilt watercraft.
- Do eFoil require a Title? Short answer: NO (Less than 12 ft)  
Related question - should the NJ-BRC make a ruling on this and provide Instructions to NJ-MVC. Or simply, continue the "less than 12 ft" requirement; Manufacturers do issue a 90-day pro-forma title transfer document based on the HIN at time of sale; But currently, NJ-MVC would not issue a boat title for an eFoil. Mr. Hovey indicates he even asked nicely for a registered Title.
- Can eFoil be insured for liability?  
TBD... Major insurance vendors have recognized the need and will underwrite liability policies. At the moment it's unclear whether municipalities deem a

“powered surfboard” as requiring such provisional overhead for ownership and usage.

- Should helmets be required?  
Generally, eFoil lessons for new riders by professional instructors do require helmets and PFD until the rider is able to stand-up and be stable;  
After basic training, Mr. Hovey was required to wear a PFD and believes all powered watercraft (regardless of power) should wear a GOOD fitting Class III PFD as currently stipulated, no change to statute would be required;  
For Mr. Hovey personally, he opts not to wear a helmet as an experienced foiler;  
One solid reason against "extra" safety gear beyond a PFD is eFoils require balance to ride safely, too much extra gear can inhibit ability to get on the eFoil once underway and throw-off balance while riding.
- What is the power rating for an eFoil electric motor?  
Low-end eFoils (Waydoo) have 6HP (4.5 KW) electric motors;  
High-end eFoils (Lift) can have up to 8HP (6KW) electric motors
- How long do their batteries charge last and are they safe?  
Battery capacity is a major differentiator for the eFoil market. All current eFoils on the market (including homebuilt) are based on Lithium Ion Battery (LIB) chemistry; All manufacturers follow strict, rigorous safe construction practices to protect against compromising a LIB used in a water application; Low-end eFoils (Waydoo) 32.5Ah; High end eFoils (Lift) 40Ah.
- What speeds are eFoil capable of?  
The slowest speed underway is approximately 6 mph (10-minute miles) to maintain steerage and control; The fastest depends on the weight of the rider and KW rating of the eFoil motor; Mr. Hovey is 140 lbs and with a 6KW (8HP) motor, he can reach 30 mph (2 minute miles); Would or has Mr. Hovey ever done 30 mph on a reservoir? No and hell no, he enjoys living and breathing without pain; The fastest Mr. Hovey would recommend being safe/in-control on a reservoir, like RVR as an example, is 15 mph (4 minute miles). This would be a good trade-off between maintaining steerage control and ability to avoid objects in, on or near the water; What or is there regulatory precedence for eFoil and JetBoard classification and regulation?  
Here is a source tracking global classification/regulation from many different type of municipalities (from a single lake up to whole countries) for both eFoil and JetBoard
  - <https://e-surfer.com/en/blog/esurfboard-regulations-efoil-jetboard-laws>**Classification** - Mr. Hovey and my recommendation for the NJ-BRC is to merge U.S. (Florida) and Germany classification approaches.
- Differentiate eFoils as a “**small boat**”  
In Germany, eFoil are classified as “*Kleinfahrzeuge*” (small boat); Steerage is accomplished by balancing on a wake-board Differentiate JetBoards as a “**large boat**”; JetBoards can be trickier to classify because they can have either petroleum or electric motors but all are much greater than 10HP.
- Registration - Our recommendation to the NJ-BRC is to keep the status quo where **ALL** powered craft to be used on NJ waterways must be registered with NJ-MVC.

To assist regulation enforcement of eFoil, the NJ-BRC should require NJ-MVC to explicitly document the power rating of the motor to distinguish for NJ-DEP and enforcement authorities the distinction between “small” and “large” boat classification; >10HP classifies as a large boat, regardless of length, and by example, unsuitable for small NJ-DEP managed reservoirs; <10HP classifies as a small boat. Basically, stipulate and extend current boating regulation precedence of a “less-than 10 HP” limit for trolling motors, to cover eFoil and powered Stand Up Paddleboards (SUP).

If “small” and “large” boat classification is too simplistic to address all boat new types, Nick’s primary patent defines eFoil as “**Personal Hydrofoil Watercraft**” (PHW). This moniker provides sufficient differentiation that eFoil wouldn’t get lumped in with PWC incorrectly.

- **Boater Safety Certification**

As with all powered watercraft, our recommendation for the eFoil/PHW rider be required to have NJ endorsed boater safety certification. It could be useful to indicate that an instructor possessing a boater safety cert may teach students without a safety certification, AS LONG AS THE STUDENTS STAY NEAR THE INSTRUCTOR for the duration of their lesson. Independent eFoil/PHW use without a safety cert should be disallowed.

- **Required Safety Gear**

Again, since the classification method distinguishes the eFoil/PHW or JetBoard as a boat, current safety gear regulations should be maintained.

- **History of eFoil - Nick Leason (CEO LiftFoils, Inc. and principal inventor of eFoil) highly recommends avoiding classifying eFoil as a “PWC” (Personal WaterCraft).**

Here are some reasons why:

All eFoils are electrically powered, no petroleum motor powered eFoils exist; there are no handlebars or sophisticated control linkages to divert a thruster; PWC are always larger than an eFoil and all PWC are powered by >10HP motors; Modern PWC are capable of towing things, eFoil explicitly do not have this capability.

Additionally, Mr. Kita included photos of the E-foil registration and the Round Valley Recreation Area Boating Rules and Regulations.

*Tim Becza, a resident of Nolan’s Point.* Mr. Becza addressed issues of tension and frustration among all the people who appreciate and utilize the lake. He expressed the importance of everyone getting along, regardless of the activity they enjoy on the water. Mr. Becza aimed to remind everyone of the need to be respectful of each other and their preferred activity. He stated wake surfing does create a wake, but so do other boats. He opined the 500’ proposal seemed crazy, and added some people love to fish, he likes to wake surf, and everyone can enjoy the water.

*John Kurzman, a resident of the Lake Hopatcong area.* Mr. Kurzman wanted to address Mr. Steinbaum’s recommendations on wake surfing. He presented the Commission with a Boating Industry report titled “New peer-reviewed paper analyzes wakesurfing shore impact” dated April 26, 2022. This paper cites minimal impact of wakesurfing on the

shoreline in depths over 10' of water at a distance of 200' from the shore, in comparison to wind driven waves impact. Mr. Kurzman added that people do want waterskiing on Woodport Cove. He further remarked that if people stop wake surfing on the lake, then the lake would be covered in anchored vessels. Mr. Kurzman addressed safety issues on the lake a called for a "true" class for boater rental safety. Lastly, he noted e-foils and provided a copy of the USCG August 26, 2022 Policy Letter mentioned equipment requirement and operator compliance including light requirement in low visibility and the fire extinguisher requirement unless a PFD is worn.

*Diane Delforno, a resident of Byram Cove.* Ms. Delforno Questioned the Commission about the safety of boats rafted together. Sergeant Fahy responded that there was no specific safety issue with rafting boats together therefore no statue exists to prohibit the practice. Ms. Delforno then asked about moored vessels in front of docks, and boats anchored without lights. She advised she contacted New Jersey State Police Dispatch during hours there were no personnel assigned to the Lake Hopatcong Station and was advised no Troopers were available to address boats anchored without lights. Acting Chairperson Ed Harrison Jr. advised there was no statute for mooring a vessel in front a dock, and regarding the Troopers assigned to the stations, he advised the governor may intervene in staffing issues with the State Police.

DAG Kevin Dronson intervened and reminded the members of the public that the purview of the Board is for rules and regulations necessary for the safety of the public and for proper use of New Jersey water. He added the Board will consider public comment.

*Robert Kita, of Boat Safe US, LLC.* Mr. Kita referred to his email previously read and wished to clarify that the e-foils are less than 12 feet. He mentioned that speed on a lake may not be a concern on some reservoirs. He requested the Commission to not lump the e-foils in with personal watercraft as per the US Coast Guard recommendation, allowing e-foils to operate on any body of water.

*Richard Hovey, E-foiler and Senior Engineer at Qualcomm.* Reference the e-foils, Mr. Hovey conveyed that only Germany and Florida decided not to regulate as a personal watercraft. He is requesting the same consideration to be made in New Jersey.

*Linda Healy, a resident of Byram Cove.* Mrs. Healy mentioned a safety issue at the mouth of Byram Cove. She stated the Sea Wall is being eroded. She elaborated about a day with a couple hundred boats, they were getting pushed into their sea wall and swamping her jet ski. She added boats are careless, operating at a high rate of speed. She stated it is a serious problem, and somebody is going to get hurt.

## **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](http://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 13, 2023, at the Toms River Yacht Club, 1464 Riviera Ave., Toms River, NJ 08753.

**X. ADJOURNMENT**

The meeting was adjourned at 11:43AM.