

Lake Combie Association
Boating Safety Meeting of Homeowners, Residents and Lake Users
Thursday, May 30, 2024
6:00-700 pm pdt
(Zoom and Dial in Link shown below)

Agenda

1. Introductions and Status Update
2. Review of CA Boating and Safety Laws
3. Review of Lake Combie Safety Rules, Etiquette and Common Practices
4. Life Jackets
5. Own Your Wake
6. Lake Map and Large Wake Sport Suggested Locations
7. Aquatic Invasive Species
8. Interesting website links related to boating safely and responsibly
9. WSIA summary on wake characteristics
10. Q&A

Zoom link for the meeting:

Topic: Lake Combie Annual Boating Safety Meeting
Time: May 30, 2024 06:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/85970563569>

Meeting ID: 859 7056 3569

One tap mobile

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[+16699006833](tel:+16699006833),85970563569# US (San Jose)

BOATSMART! IS FULFILLED BY THE CALIFORNIA BOATING DIVISION

MEMBERSHIP BY NASELA

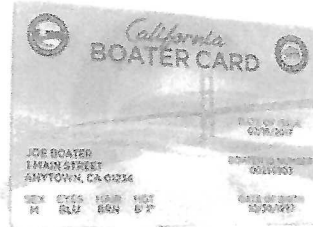


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CALIFORNIA BOATING LAWS & REGULATIONS

New California Boater Card Law In Effect Jan 1, 2018

If you operate a motorized vessel on California waterways you may be required to have a California Boater Card. Effective Jan 1, 2018, the law is being phased in over 8 years.

By 2025, boaters of all ages will require a California Boater Card.

| | |
|------|--------------|
| 2018 | 20 years old |
| 2019 | 25 years old |
| 2020 | 35 years old |
| 2021 | 40 years old |
| 2022 | 45 years old |
| 2023 | 50 years old |
| 2024 | 60 years old |
| 2025 | All ages |



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California State Parks
Division of Boating
and Waterways

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California Boating Laws

California State Parks, Division of Boating and Waterways

www.BoatCalifornia.com

There are about four million recreational boaters in California who visit marinas, lakes, rivers and the ocean seeking an enjoyable outdoor recreational experience. In order to ensure that this experience is a safe and enjoyable one, it is important for boaters to know and follow boating regulations and guidelines.

The ABCs of California Boating is a booklet that contains these regulations and guidelines. Below are some excerpts from this booklet. Please contact the California State Parks, Division of Boating and Waterways (DBW) to order a free copy.

Life Jackets

- **All passengers:** One Coast Guard-approved wearable life jacket must be carried for each person aboard. Life jackets must be readily accessible and properly fit the intended wearer. Note: *An inflatable life jacket must be worn to be considered readily accessible.*
- **Children:** Every child under 13 years of age on board a vessel must wear a properly fitted Coast Guard-approved life jacket. The law does not apply to: (1) child who is restrained by a harness tethered to the sailboat; or (2) the child is in an enclosed cabin.
- **Personal Watercraft/Towing Sports:** Every person on board a personal watercraft (PWC) and anyone being towed behind a vessel must wear a Coast Guard-approved life jacket.

Operation

- **Age Restrictions:** No person under 16 years of age may operate a boat with a motor of more than 15 horsepower, except for a sailboat that does not exceed 30 feet in length or a dinghy used directly between a moored boat and the shore (or between two boats). The law also allows children 12-15 years of age to operate boats with a motor or more than 15 horsepower or sailboats over 30 feet if supervised on board by an adult at least 18 years of age.
- **Alcohol:** No person shall operate any vessel, water skis or similar device that has 0.08 percent or more, by weight, of alcohol in his or her blood. A level of at least 0.05 percent, but less than 0.08 percent, may be used with other evidence in determining whether the person was under the influence of alcohol. A person convicted of operating a vessel while intoxicated could receive up to a \$1,000 fine and six months in jail.
- **Carbon Monoxide:** It is a violation to operate a vessel's motor or generator while someone is: (1) teak surfing, platform dragging or bodysurfing behind the vessel; or (2) while someone is occupying or holding onto a swim platform, swim deck, swim step, or swim ladder, except for a very brief period of time when a person is assisting with the docking or departure of the vessel or exiting or entering the vessel, or while the vessel is engaged in law enforcement or emergency rescue activity.
- **Head-On Situation:** When meeting head-on, or nearly so, either vessel shall signal its intention with one short blast which the other vessel shall answer promptly. Both vessels should alter their course to starboard (right) so that each will pass to the port (left) side of each other.
- **PWC Operation:** PWC's cannot be operated between sunset to sunrise, even if they are equipped with navigational lights.
- **Towing Sports:** When towing anyone or anything behind the boat, there must be an operator and an observer (at least 12 years old) in the boat. No towing of skiers, boarders or floaters between sunset to sunrise



DBW May 2018

Lake Combie Safety and Rules

To ensure that you and our community are safe,
pledge to do the following:



Never boat under the influence. Paddling, kayaking, boating requires safe, responsible and aware operators.



You are responsible for any and all damage or injury caused by your wake. Operate 150 ft from shore for wake enhanced vessels and minimize repetitive passes.



Traffic operates in a counterclockwise direction on the lake. This applies to all vessels and skiing the slalom course.



Speed limit on the lake is 35 mph from sunrise to sunset. 10 mph from sunset to sunrise.



Inspect your vessel for the invasive Quagga Mussel species prior to launching.

Other rules to keep in mind:

- An observer in the boat (in addition to the driver) is required. Flag display when skier down.
- Play music at reasonable levels and have respect for your surroundings.
- CA Boating license required for all drivers.

You can do your part by wearing a life jacket
and practicing responsible boating etiquette

REMEMBER TO



SafeBoatingCampaign.com

WAKE RESPONSIBLY



1 Always operate 200+ feet away

from shorelines and docks, and steer clear of parked boats and smaller watercraft.

2 Play music at reasonable levels

and have respect for your surroundings. Consider time of day and be mindful that explicit lyrics may offend others.

3 Minimize repetitive passes

along residential shorelines.

wsia

Go gle Maps

Places that you like

100 Valley Rd
Saus-e Nails

Tony's Pines Dr

4ma Ct
Combie Rd

Forest Lake
Christian School

thill Real Estate

Franco Masonry

Darkhorse Golf Club

Darkhorse

T Bones Custom
Meat Shop

Dudhokar Dr

1st choice

2nd choice

Meadow Vista
Transfer Station

Bay River Winery

Evergreen
Equipment Financing

Go gle

Map data ©2021 1000 ft



STOP AQUATIC HITCHHIKERS!

www.ProtectYourWaters.net

Follow these simple steps:

Clean

Remove all plants, animals, mud and thoroughly wash everything, especially all crevices and other hidden areas.

Drain

Eliminate all water before leaving the area, including wells, ballast, and engine cooling water.

Dry

Allow sufficient time for your boat to completely dry before launching in other waters.

If your boat has been in infested waters for an extended period of time, or if you cannot perform the required steps above, you should have your boat *professionally* cleaned with high-pressure scalding hot water (>140 °F) before transporting to any body of water.

Before launching and before leaving...
Inspect everything!

Interesting Websites related to Boating Safely and Responsibly

www.wakeresponsibly.com - Wake Responsibly is a campaign that educates homeowners and boaters about courteous boating behavior to ensure every moment on the lake is safe and enjoyable for all.

www.wsia.net - The Water Sports Industry Association (WSIA) is the leading advocate for the towed water sports industry. WSIA develops best practices, maintains waterway access rights, educates participants, promotes safety, and facilitates sustainable industry growth.

www.uscgboating.org - United States Coast Guard boating safety site.

www.dbw.parks.ca.gov - CA Division of Boating and Waterways - listing of resources to obtain boaters' license and boating safety courses.

www.discoverboating.com - Discover Boating is a marine industry trade association that provides resources to boaters and watersports participants.

www.lakecombielca.com - Lake Combie Homeowners' Association website.



With a goal to scientifically measure the energy produced by towboat wakes and waves, the first-ever Towed Water Sports Wave Energy Study was conducted in the Spring of 2015 in Orlando, Florida.

Clifford Goudey, ocean engineer and naval architect, is one of the most distinguished experts on wave science in the field today. Mr. Goudey commissioned the assistance of Lewis Girod, PhD, who is an accomplished software and sensing engineer. On March 23-27, 2015, the pair conducted an extensive study on the Conway Chain of Lakes at two different sites to measure energy at a shallow-water profile and deep-water profile, while also monitoring the effects of wind-driven waves.

A 2015 Nautique G23 was used for testing with 2,850 pounds of factory ballast with an additional four sacks weighing 350 pounds each for a total of 4,250 pounds of ballast and a total vessel weight of 10,150 pounds.

What did WSIA learn from the scientific conclusions that emerged from the wave energy study?

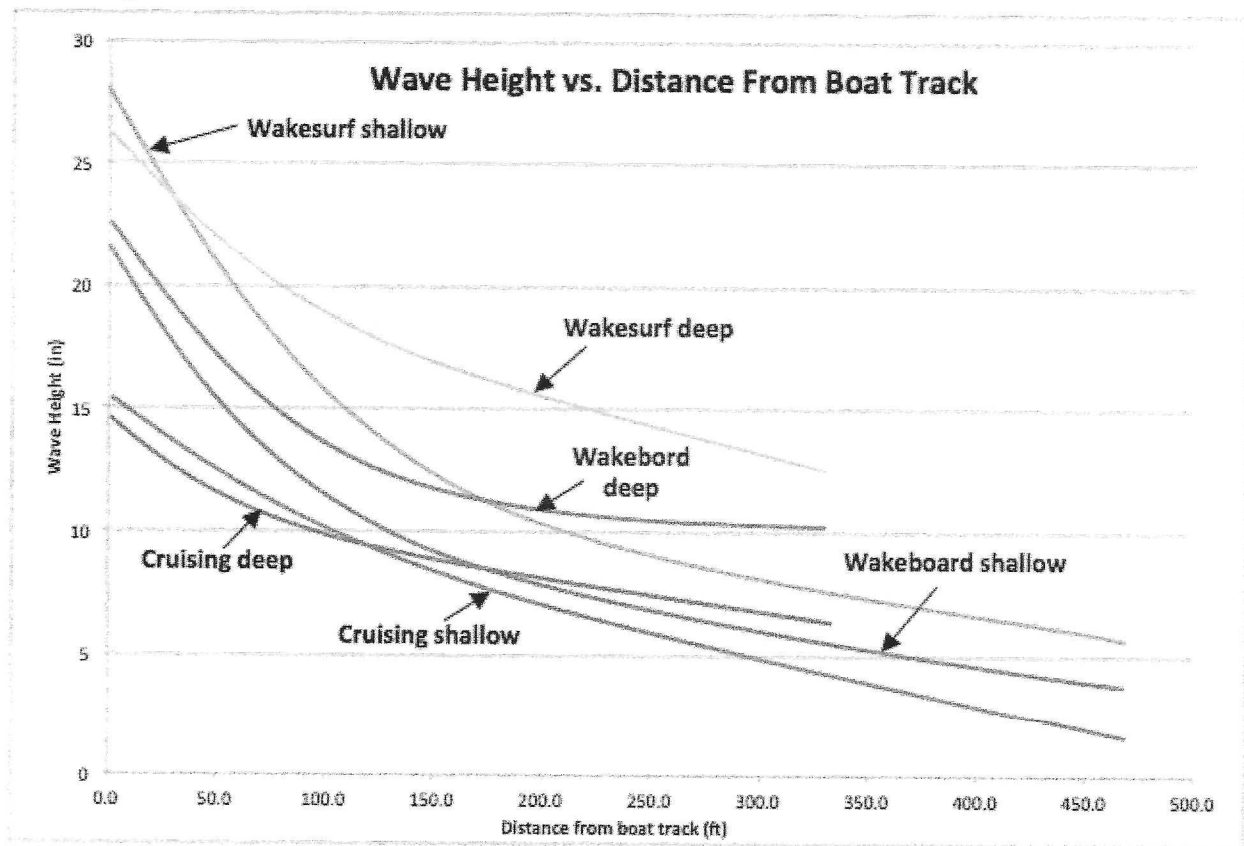
1. Wakeboard and wakesurf wakes/waves, when operated at least 200 feet or more from shore, do not carry enough energy to have a significant impact on most shorelines or on properly maintained docks and other man-made structures.
2. The maximum wake/wave height associated with wakeboarding and wakesurfing drops 27 to 56 percent in the first 100-150 feet of its travel from the boat path.
3. Boat wakes/waves from cruising boats, recreational boats included, dissipate more slowly and lack the initial drop in size associated with wakeboard and wakesurf wakes/waves.
4. A Wakesurfing boat passing a section of shoreline every nine minutes is less damaging than naturally occurring waves from a 10 mph wind with one mile of fetch.
5. A wave loses the most significant amount of energy upon its initial break. This happens very quickly in wakeboarding and wakesurfing due to the wakes steepness, while a wave created by a boat at cruising speed with less displacement can fail to break while moving towards the shore, preserving its energy.

While the study has demonstrated that, in most conditions, wakesurfing and wakeboarding are far less destructive than naturally occurring waves, the WSIA still strongly recommends the following:

1. Always try to wakeboard or wakesurf in the center of any given body of water, and avoid narrow channels or thoroughfares, if possible.
2. Always try to stay at least 200 feet away from any shoreline, dock, or fixed objects.
3. Maintain a reasonable sound level on your stereo.
4. Always respect the shoreline you are using and if the property owner asks that you leave, do so immediately, and always be gracious with the property owner.
5. Repetitive passes result in an accumulation of energy reaching the shoreline. Repetition is never a good idea and can lead to risk of waterway conflicts.
6. The non-surfing side of a wakesurfing boat creates waves that are 10% to 23% smaller with 23% to 33% percent less energy than the surfing side. When possible, present the non-surfing side of the boat to the closest shoreline.
7. Waves tend to increase in height on the inside of a gradual turn. Avoid such maneuvers close to shore.
8. Glass calm water is not a requirement for wake surfing, be respectful and operate as far from shore as you can.

Wakes dissipate in three ways. First, and as can be seen in the above figure, the small number of waves seen at sensor #1 grows to more numerous waves as the wake progresses away from the boat's track. The three initial waves become 14 distinct but much smaller waves by the time the wake has reached sensor #5, which is 270 feet away. A second cause of wake dissipation is the friction of the wave's motion on the lake bottom and is much more significant in shallow water. A third cause of wake dissipation is through breaking. This form of energy loss happens quickly behind a wake-sport boat that is generating a large wave.

Comparisons among runs are shown in the figure below and are based on the speed of each operational mode that produced the highest waves. For those "optimal" speeds the maximum wave height at each station is shown.



The higher waves associated with wakeboarding and wakesurfing dissipate more rapidly than those generated under the cruising condition, more typical of a conventional craft on a full plane. We can also see in this figure that the maximum wave heights associated with wakeboarding and wakesurfing dropped precipitously in the first 100 to 150' of their travel from the boat's track. By contrast, the waves heights associated with cruising speeds dissipate more slowly and lack the initial drop seen with the other two modes of operation. This difference is because these smaller waves tend not to break and therefore propagate with less energy loss.

These results demonstrate the importance of standoff distance from the shoreline and from the data wave height can be predicted for various standoff distances. As shown in the table below, with the exception of wake surfing in deep water, the wake sport waves from a track 200' from shore fall below heights that could be viewed as exceptional.