

Boating and Buoy Revision Proposal

The buoy system and boating rules that were established on Lake Auman 20 years ago have served us well until recently. With the gradual change in power boats from mostly pontoon boats to the heavier more powerful boats which now predominate, a need has developed to make some changes. The proposed changes are intended to enhance safety for all and restore fairness to waterfront dwellers.

In the September and October 2010 community newsletters, volunteers were sought from the diverse boating community on Lake Auman to form a committee and examine these issues. All Twelve people who volunteered served on the committee. They were Mick Herdrich, Paul Kirst, Jim Pierman, Bill Lyons, Barrie Guthrie, Jim Ballew, Jack Stevens, Bill LeGars, Don Smith, Jim Beaty, Charlie Flynnchum, Mary Anne Fewkes, and Bob Fewkes. Eight of the 12 members live on the lake. All are boaters. Most have power boats. Some do not. The committee unanimously supports the following changes.

- 1) Enlarge the ski area where possible, but keep the ski area (as defined by buoys and straight line of sight between buoys) a minimum of 125 yards from all residential shoreline properties.** Currently there are 7 locations where the ski area is less than 100 yards off shore, with one being only 60 yards. In order to maintain a safe turn radius for skiers, the shape of the lake will require the ski area to be much farther out than 125 yards in many places. Allowing wakes to be generated closer to the dam will not damage the dam. This has been confirmed by Dr. Marks. This change will increase the size of the ski area by about 15%, mainly at the north end of the lake and along the dam. Enlarging the ski area creates more separation between fast moving boats and thus increases the margin of safety.
- 2) Widen the no wake 5 mph max speed zone from shore to the ski area.** This creates a larger safe area for swimmers, kayaks, canoes, paddleboats etc. By eliminating the 25 mph max. intermediate zone it keeps the ever increasing number of heavy displacement boats farther from shore before creating large wakes. **We define no wake as producing no appreciable wake with a maximum speed of 5 mph.**
- 3) Move the no wake buoys guarding Johnson Point from 239 yards from the docks to 150 yards from the docks.** Allowing boats to go faster closer to the marina will not increase the size of wakes affecting the docks and will decrease the time it takes boaters to get out of that particularly large cove.
- 4) Designate the area between the ski area and the no wake zone at Johnson Point as a transitional speed area where boats within 125 yards of shore are limited to no wake and 5 mph max. Outgoing traffic can use this area to accelerate up to the speed of the ski area. Incoming traffic can use this area to decelerate as they approach the no wake zone of Johnson Point.** Creating a wider no wake zone from shore in this large cove will still leave a 200 to 250 yard wide zone up the middle and keep heavy displacement boats farther off shore as they transition

