

MEETING MINUTES
Town of Spider Lake
Health, Safety and Environment Committee
June 18, 2026

1. The meeting was called to order at 4:00 pm by Chair Johnson. In attendance: Berkopec, Johnson, Lawton, Thearin and Amery.
2. Agenda approval. Motion by Thearin to approve an amended agenda, seconded by Berkopec. Motion carried.
3. Pledge of Allegiance.
4. Approve minutes from May 5, 2026 meeting. Motion to approve by Berkopec, seconded by Amery. Motion carried.
5. Discussion of letter and material from WWSC (WI Watersports Coalition) concerning Wake Enhancement Activity

A document titled "WHY ARE TOWNS AND LAKE GROUPS BEING PRESSURED TO ADOPT WAKE ORDINANCES?" was discussed. This document (copy attached) was forwarded to us by the Wisconsin Watersports Coalition, with the request that it be reviewed at the Town level. A summary of committee findings based on a review of the document, including a review of the source document used to support the Coalitions position, was also discussed (copy attached).

Based on this review, the Committee recommends to the Board that no change in the current wake enhanced ordinance be made at this time.

6. Discussion of letter regarding TOSL Boating Ordinance 2025-1

The Committee reviewed a letter from Attorney Anders B. Helquist of the Weld Riley law firm in Eau Claire. Mr. Helquist represents "several riparian owners on Spider Lake that own wake boats that have reached out to us and would like to continue use of their wake boats for wake surfing on Spider Lake." Mr. Helquist joined the meeting via Zoom and was invited to outline his client's interests and their request for a meeting to discuss them further. Chairman Johnson noted that he schedules regular meeting hours at the Town Hall that are open to anyone who wants an audience with him, offering this same opportunity to Attorney Helquist and his clients.

7. Update on Public Safety Officer

Chairman Johnson reported on the search for a Public Safety Officer to support the Town's efforts to enforce the boating ordinances. To date, no qualified candidates have expressed an interest in this position. The Committee discussed additional advertising and alternative means of accomplishing the purposes of this role. A program to enhance community response to observed boating ordinance infractions was discussed as an additional tool for augmenting the Town's ordinance education and communication program (see attached draft). Efforts to find a strong candidate will continue.

8. Discussion of Amendment to Ordinance 2024-2 to specifically include Ghost Lake as a "Quiet Lake" (10 mph) (Motion)

Chairman Johnson outlined proposed amendments to Ordinance 2024-2, as follows:

- a. Under Section 4, item d: delete the word "surfboard"
- b. Under Section 5: Add Ghost Lake to Lost Land and Teal Lakes; and, revise the wording from "less than 50 acres." to "less than 100 acres."

It was noted that these changes do not require an advisory letter from the Wisconsin DNR.

Motion made by Amery for approval of proposed amendments, seconded by Thearin. Motion carried.

9. Website Update

Updates to the Town website regarding the Health, Safety and Environment Committee were discussed. Bob Berkopec agreed to work on them.

10. Adjournment

Amery moved to adjourn the meeting, seconded by Thearin. Motion carried.

Motion Meeting adjourned at 5:25 pm

Respectfully Submitted,
Bill Amery, Vice Chair

WISCONSIN WATERSPORTS COALITION

WHY ARE TOWNS AND LAKE GROUPS BEING PRESSURED TO ADOPT WAKE ORDINANCES?

A coordinated campaign is underway to persuade Wisconsin towns and lake organizations to adopt a pre-packaged “model ordinance” before conducting the due diligence necessary to determine whether restrictions are justified, effective, enforceable, or even needed.

Activist groups frequently portray Wisconsin lakes as facing an urgent and immediate threat from wake-surfing boats and encourage local governments to act quickly. However, many of the claims used to justify these ordinances are either unsupported, exaggerated, or contradicted by available scientific evidence.

Before restricting the activities of lake users, local officials should require objective evidence that a measurable problem exists on their specific lake, that wake-surfing activity is responsible for that problem, and that existing laws are inadequate to address it. Absent that evidence, regulation becomes a solution in search of a problem.

The following compares the most common claims made in support of wake ordinances with the available evidence.

CLAIM: “THESE ORDINANCES WILL NEVER BE LEGALLY CHALLENGED, AND WE WILL DEFEND ANY LAWSUIT FREE OF CHARGE TO THE TOWN.”

- Lawsuits regarding wake surfing ordinances are occurring throughout Wisconsin.
- There are at least 9 current, pending, or settled lawsuits involving wake surfing ordinances in Wisconsin...with more coming.
- The activist’s attempts to “intervene” in the initial lawsuit was dismissed by a Federal Judge, advocacy interests like those asserted by the Alliance are not sufficient to support intervention as of right.

CLAIM: WAKE BOATS ARE A MAJOR DRIVER OF AQUATIC INVASIVE SPECIES (AIS).

- Wisconsin DNR leadership has publicly stated available research does not support claims that wake boats uniquely or disproportional spread aquatic invasives species.
- AIS existed in Wisconsin long before wake boats became popular.
- Data indicates the number of newly invaded lakes has declined over the past decade.
- Natural Resources Board 1/2026, Deputy Secretary Little stated:
“In spite of what you’ve heard over the past several years from individuals and organizations who have come before the NRB, the research has not demonstrated that wake boats uniquely or disproportionately drive AIS spread compared to other watercraft.”

CLAIM: WISCONSIN LAKES ARE AT IMMEDIATE RISK FROM WAKE BOATS.

- Activists have yet to identify through Aquatic Plant Management Plans and WDNR trophic state Data a lake exhibiting long term health degradation attributed to wake boats.
- There is no evidence that Wisconsin lakes are experiencing a statewide water quality crisis caused by wake-surfing activity. [Source WDNR Water Quality Reports online](#)
- WDNR has permitted weed cutting for decades on hundreds of Wisconsin lakes. Harvesting occurs repeatedly in shallow near-shore areas, the activity can disturb sediments, fragment plants, alter habitat, and resuspend nutrients

CLAIM: “ARTIFICIALLY ENHANCED WAKES” ARE UNIQUELY DIFFERENT FROM ALL OTHER BOATING ACTIVITY.

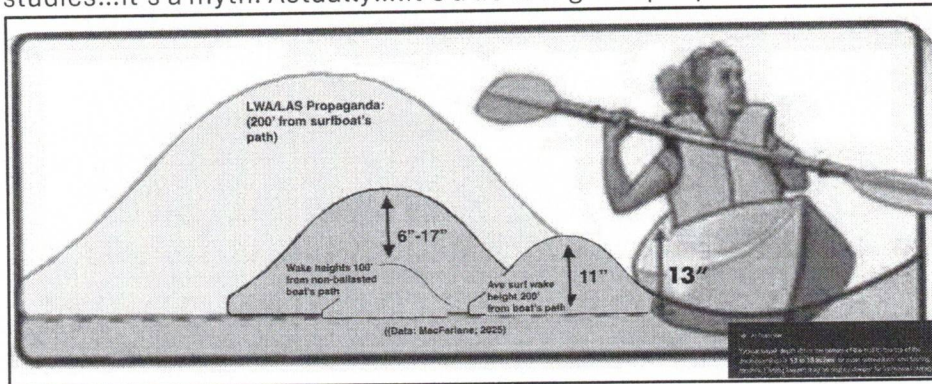
- “Artificially Enhanced Wakes” is an activist-created term rather than a recognized scientific or legal classification, to single out wake boats as “different”.

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- All motorized boats are capable of generating significant wakes under certain operating conditions (slow cruising, kids skiing and tubing etc).
- Many proposed ordinances single out wake-surfing boats while exempting other vessels capable of producing comparable wave height and energy.

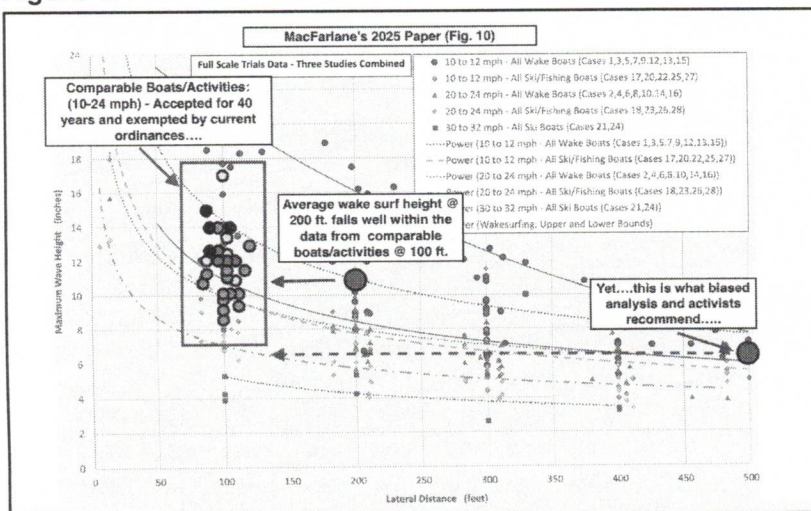
CLAIM: WAKE BOATS CREATE MASSIVE 4-FOOT WAVES. WAKE BOATS ARE DESTROYING SHORELINES AND REQUIRE 500-FOOT SETBACKS.

- The frequently cited “4–5 foot wake” by activists has not been documented in published studies...it’s a myth. Actually....it’s a lie to frighten people.



- Wake-surf waves are highly unstable and diminish rapidly with distance. While wave heights measured directly behind a wake boat average approximately 30 inches, the surf wave 100 feet from the boat averages approximately 14 inches. Comparable boats and activities without ballast systems, including tubing and skiing, have produced waves measuring 12–17 inches at the same distance (Figure 1).
- To date, neither activists nor researchers have identified any extensive shoreline that has been demonstrably affected by wake-surfing activity from the approximately 1% of boats equipped for the sport. Instead, concerns have largely been based on well-coached anecdotal observations and speculation rather than documented evidence.
- The measured data does not support the substantially larger setbacks being advanced by activists and researchers. Instead, the evidence indicates that a setback—an additional 100 feet—greater than existing requirements for comparable boating activities would align with the observed wave characteristics existing on lakes today and documented in the studies. (Figure 1)

Figure 1.



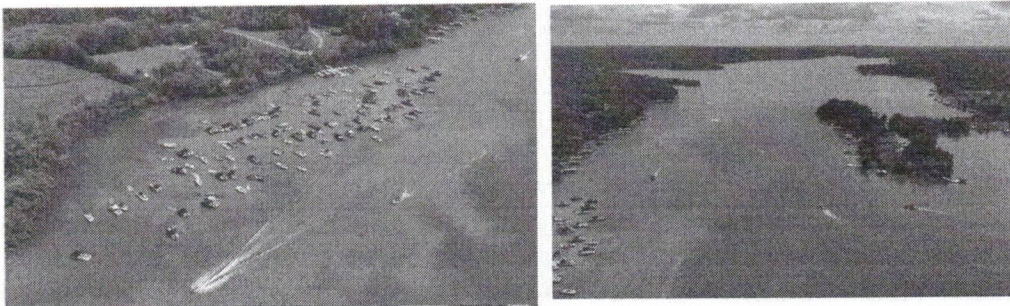
WISCONSIN WATERSPORTS COALITION

Utilizing MacFarlane's 2025 data, the highlighted data points represent comparable boats and/or activities resulting in wave heights ranging from 8-17". The average surf wave height from all three studies at 200' from shore was approximately 11", well within the range of comparable boats and activities 100' from shore (Figure 1). In fact, this is where MacFarlane acknowledges comparable boats cruising at 20-24 mph and his recommendation was 250 ft. Unfortunately, MacFarlane ignored a similar activities comparison which would have reduced his recommendation distance further.

CLAIM: WAKE BOATS ARE DESTROYING LAKE BOTTOMS. WAKE SURFING REQUIRES A MINIMUM DEPTH OF 25 FEET.

- Activists and researchers have not identified or documented a lake where wake-surfing activity alone has been shown to cause long-term ecological impacts. As a result, concerns are often based on observations of sediment resuspension rather than documented evidence of lasting ecological harm.
- A depth requirement premised on eliminating all sediment suspension creates an unrealistic standard that goes beyond what is required of any other activity on the lake, often in more shallow waters

Figure 2. Source SWRPC Big Cedar Lake



Wake surfing occurs on Big Cedar Lake in the deep part of the lake in the top of the right-hand picture. The sediment resuspension in the left picture is allowed in shallow waters. Sand bar hopping and other activities in shallow water happen throughout Wisconsin Lakes continuously.

- Much of the evidence presented consists of videos showing temporary sediment resuspension, localized scouring, or vegetation disturbance. While these observations demonstrate that disturbance can occur, they do not establish long-term ecological harm, or a specific correlation to a wake surfing boat.
- Multiple studies have failed to measure meaningful differences in sediment resuspension associated with wake surfing beyond approximately 14 feet of water depth. To date, no study has established a direct connection between wake-surfing-related sediment disturbance and measurable long-term degradation of lake health.
- Sediment disturbance is a well-documented and common occurrence on lakes. Studies dating back to the 1970s have identified sediment resuspension from numerous natural and recreational sources (Figure 2), including:
 - ❖ Wind, ice action, and stormwater runoff
 - ❖ Any boat operating in shallow water (less than 10-15 feet).
 - ❖ Rapid acceleration from piers, launches, or near-shore locations
 - ❖ Anchoring and anchor dragging
 - ❖ Mechanical weed-cutting and weed-harvesting operations, which have been conducted on Wisconsin lakes for decades under permits issued by the Wisconsin DNR

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CLAIM: WAKE BOATS CREATE SIGNIFICANT SAFETY HAZARDS.

- Wake boats are federally approved vessels that are specifically designed and manufactured for wake-surfing activities.
- The U.S. Coast Guard permits the manufacture, sale, and operation of wake boats for their intended purpose. Wake boats do not present an inherent visibility or operational hazard that would prevent them from meeting applicable federal safety standards.
- The Wisconsin DNR annually identifies the state's most significant boating safety concerns. Wake boats and wake-surfing activity have not been identified among Wisconsin's primary boating safety issues.
- To date, concerns regarding wake-surfing safety have largely been based on anecdotal complaints rather than documented statewide accident trends or evidence demonstrating a unique safety risk associated with wake boats.

THE BOTTOM LINE

The issue before local governments is not whether wake boats alone can create waves, resuspend sediment, or contribute to user conflicts. All forms of boating can create impacts under certain conditions.

The real question is whether proposed ordinances are supported by measurable evidence, documented local impacts, and enforceable standards.

Local governments should conduct their own due diligence before adopting restrictions that affect property owners, businesses, and recreational users.

Public policy should be based on evidence, not fear. Facts, not anecdotes. Science, not activists' speculation.

To: Quent Johnson, Chair, TOSL Health, Safety and Environment Committee

From: Bill Amery, Member, TOSL Health, Safety and Environment Committee

Date: June 14, 2026

Re: Response to document from Wisconsin Watersports Coalition on Wake Ordinances

In preparation for our upcoming meeting, I reviewed the document "WHY ARE TOWNS AND LAKE GROUPS BEING PRESSURED TO ADOPT WAKE ORDINANCES?", that was sent to us by group identifying as the WISCONSIN WATERSPORTS COALITION (Coalition).

Based on my review, the major issues presented in this document are familiar to us and were evaluated by the Board in our deliberations on establishing an enhanced wake ordinance. What is new or different, and what permeates this document, is an overarching argument that enhanced wake ordinances are wrong because they are not based upon objective evidence, and that Wisconsin towns are being influenced by activists to enact policies that are "unsupported, exaggerated, or contradicted by available scientific evidence."

I agree with the Coalition that using objective/scientific evidence is very important. Unfortunately, this document doesn't offer much of it. Instead, the importance of scientifically proving the damage by wake enhanced activities is used as a hammer to drive home the same point -- that in the absence of proof we should do nothing. The argument goes something like this: *Decisions should be made on scientific evidence, but there is none, or what there is has been misinterpreted by activists and researchers; therefore, until there is incontrovertible scientific evidence/proof that damage is being done, all wake ordinances are wrong.* My problem with using this logic is that we would do nothing until there is proof, that we all agree on, of wake enhanced activities have causing serious problems in our lakes. By then, the damage will be done, and the kind of damage we are talking about here may be irreversible. To me, this approach would be irresponsible -- it is bad public policy, and is not what the Town wants from its leadership.

So, while I am unconvinced by the Coalition's broader argument, I do feel it is important to analyze new data as it becomes available. The objective or scientific evidence that is referenced in the Coalition document is a research paper entitled "Wakesurfing, Wakeboarding, and Waterskiing: A Comparison of Wake Characteristics". The author is Gregor J. McFarlane, and he is associated with the Australian Maritime College, University of Tasmania, Australia. The paper was published in the Australian journal River Research and Applications. I downloaded the entire study and will make it available to the Committee.

This paper is a compilation of engineering/scientific data from three studies: 1. The study commissioned by the WSIA, 2. The St Anthony Falls Laboratory/University of Minnesota study

and 3. The author's own study data. The first two studies are familiar to us, having been part of the BOAHC study and Board deliberations.

The Coalition document focuses specifically on one chart in the McFarlane paper -- Figure 10. The following is excerpted from their document:

"The measured data does not support the substantially larger setbacks being advanced by activists and researchers. Instead, the evidence indicates that a setback—an additional 100 feet—greater than existing requirements for comparable boating activities would align with the observed wave characteristics existing on lakes today and documented in the studies. (Figure 1)

Utilizing MacFarlane's 2025 data, the highlighted data points represent comparable boats and/or activities resulting in wave heights ranging from 8-17". The average surf wave height from all three studies at 200' from shore was approximately 11", well within the range of comparable boats and activities 100' from shore (Figure 1). In fact, this is where MacFarlane acknowledges comparable boats cruising at 20-24 mph and his recommendation was 250 ft. Unfortunately, MacFarlane ignored a similar activities comparison which would have reduced his recommendation distance further."

My review yielded several discrepancies we should investigate, if we decide to take this matter further:

1. The chart from McFarlane's paper (Figure 10 in his original paper) has been altered in the graphic presented in the Coalition document (their Figure 1).
 - a. McFarlane draws none of the conclusions that were added in the Coalition amended version. This looks like the Coalition used selected parts of raw data from the McFarlane presentation and came up with their own interpretation.
 - b. The Coalition graphic speaks to "average" wave heights. McFarlane makes no reference to average wave height. Generally speaking, using average as a statistical measure can be problematic, which may be why McFarlane doesn't use it. Think tidal waves – they do massive devastation without changing the average wave height very much.
 - c. McFarlane's reference to a 250' setback distance (page 1203) may not be related to Figure 10 and is not a "recommendation" as stated in the Coalition document.
2. McFarlane's **actual** conclusions were omitted in the Coalition document. His conclusions were that wave energy, rather than wave height, may be a more rational benchmark, and that this would suggest setback distance of 350 or perhaps 500 feet. Here is an excerpt from his paper (highlights added in yellow):

Conclusions

“A comparison of full-scale trials from three separate studies has confirmed that wake boats, either ballasted or unballasted, when operating around 10–12 mph, generally generate significantly higher and more energetic waves than “conventional” recreational craft operating within higher speed zones of 20 mph and above.

The data presented may assist in defining rational management options for waterways where the waves generated by sporting activities such as wakesurfing may be causing issues related to shoreline erosion, damage to maritime structures, and/or presenting a danger to other users of the waterway.

The leading advocate for the towed water sports industry in the USA, the WSIA, recommends wakesurfers stay at least 200 ft away from the shoreline, docks, or other structures. The appropriateness of this distance can be examined using the presented data from multiple locations from the sailing line of the test boats and compared against a suitable benchmark. It is likely that some rational benchmarks may recommend a greater distance, likely to be in excess of 350 ft when considering wave height and 500 ft when considering wave energy. In the vast majority of cases where vessel wave wake is being assessed, the author believes wave energy to be a notably more appropriate measure than wave height for the reasons presented in Section 1.2.”

Coincidentally, our Board did consider allowing wake enhanced activities with a 500 ft setback. As I recall, and based on recommendations from the BOAHC study, we concluded that the Spider Lake chain is made up of lakes that do not have areas large and deep enough to accommodate the 500 ft option.

3. The Coalition document refers to a 200 ft measurement of wave height and argues this is meaningful in relation to the 100 ft measures in Mcfarlane’s data. It is worth noting that Mcfarlane commented on possible bias in that the 200 ft setback recommendation originated with the WSIA and was not supported by their study’s data. Here is an excerpt from the Mcfarlane paper, found on page 1193:

“The WSIA report includes some valuable data. However, the report itself may be tainted by bias, as a number of the conclusions are not supported by the data presented. It appears that the consulting engineers commissioned by WSIA performed the study, but the WSIA may have made their own interpretation of the results from which they based their recommendations—most notably that wakesurf activities stay at least 200 ft from the shoreline, docks, or other structures. The following statement was available on the WSIA website:

“In 2015, Ocean Engineer and Naval Architect Clifford Goudey scientifically studied and collected wave energy data on the characteristics of boat wakes. WSIA analyzed the data to develop

recommendations to protect shorelines, docks and other personal property” (WSIA 2023).”

In conclusion, my analysis found nothing that would cause us to change our current position. I understand that the Coalition wants to eliminate enhanced wake ordinances, and I respect their right to pursue this goal. It does concern me, however, that objective data may be selectively interpreted to make their case. There are parts of their document I find questionable. That said, I am not an expert in these matters. Therefore, if we decide to pursue this further, I suggest we reach out to people with expertise in this area – perhaps members of the BOAHC group that have science or engineering backgrounds.

Draft Proposal for a Community Response Program to Monitor Compliance with TOSL Boating Ordinances

Background:

Going back to the 1960s, the Town of Spider Lake has relied upon community “policing” of its boating ordinances. To the community it was a satisfactory, if not particularly effective, way to encourage compliance. More recently things have changed, and Towns are expected to demonstrate that their boating ordinances are both *enforceable* and *being enforced*. This proposal is offered as a means to enhance the TOSL community response mechanism in a way that is better, inexpensive, provides useable data and does so without creating conflict or ill will.

Purpose:

This program will:

- Provide a way for community members to report ordinance infractions or activities that are not in compliance with TOSL boating ordinances
- Provide the Town Board with data to help assess boating ordinance compliance.
- Demonstrate the Town is actively monitoring its boating ordinances in ways that will enhance education and communication.

This program will not:

- Be used to enforce Town ordinances. This is a data reporting tool, not a tool for ordinance enforcement. No enforcement actions will be made based on reports received through this program.
- Record or retain details of reported events. To further underscore it is not an enforcement tool, no information or records of parties that may be violating an ordinance, nor any records or information on parties reporting a violation, will be retained. All submitted information will be discarded or destroyed. This is intended to discourage one neighbor “telling on” another neighbor, or any party feeling they have been unfairly accused of an infraction.
- This program is not intended to provide full and comprehensive reporting. That is, it is understood that not all infractions will be observed, and those infractions observed may not be reported. It is understood to be partial and imperfect data, with the notion that some information is better than no information at all.

Program Organization

- A summary of data will be submitted to the TOSL Board on a monthly basis (see attached reporting form).
- The source of information will include telephone message and email messages received via the “Hey Gov” feature of the website.
- An individual will be appointed by the Board to collect and report on all data. This individual will have no obligation to report specific details to the Board, however, he/or she may be asked to respond to ways to improve the quality of reporting for this program.
- This will be a trial program with a designated starting and ending date for its effectiveness to be evaluated.

TOSL Boating Ordinance Compliance -- Community Reporting						
Date	Body of Water	Description of Incident	Applicable Ordinance	Confirmed	Unconfirmed	Notes

Wake Boats: Enhanced Wake Creation and Ballast Systems

Legislative Outline

The undersigned organizations at the end of this document support the creation of minimum state standards for water sports activities employing enhanced wake creation techniques such as ballast, fins or other wave-shaping devices, and bow-up artificial wake creation.

Recommended Minimum State Standards

Due to the large number of lakes and rivers in Wisconsin and the diversity of municipalities in which they reside, State-wide minimum standards will provide a modicum of protection for one of our State's greatest assets while providing recreational opportunities for all users. The minimum standards that we recommend are as follows:

- 1) Enhanced wake creation activities shall only occur 700 feet or more from a lake and river shoreline or island shoreline.
- 2) Enhanced wake creation activities shall only occur at water depths in excess of 30 feet.
- 3) Ballast systems must comply with DNR regulations NR19.055 and NR40. All ballast systems are subject to the "Home Lake Rule", requiring thermal decontamination by a certified individual before launching and owner certification paperwork for single-lake use. Boats must be professionally decontaminated when relocating to a different lake or river and receive accompanying paperwork. Furthermore, any anti-freeze in ballast tanks must be fully purged before a boat enters a Wisconsin lake or river. These regulations take effect one year after enactment.
- 4) Local units of government shall continue to have the right to enact ordinances more restrictive than these State minimum standards when necessary to fully protect the waters under their jurisdiction. Any currently existing local ordinances that are stricter than these state minimums shall be allowed to continue to be in effect.

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To: TOSL Board of Supervisors

From: Bill Amery, Town Supervisor

Date: September 9, 2026

Subj: Results of Community Response Program for Boating Ordinances

This is a summary of the first set of responses received on boating ordinance issues. Since this is new for us, I wanted to revisit some of the basics of this effort and why we are doing it. First, this is a way for members of the community to respond when they believe there is an ordinance issue. Hopefully, this is more effective than the "community policing" model we have used in the past, which is mostly about standing on a dock and yelling, or attempting to flag someone down on the lake. Second, this program is set up to assist the Board in understanding the location, time and events that may constitute an ordinance infraction. It is intended as an information gathering tool and is not designed to accuse or punish anyone. We are keeping all the data confidential in order to avoid this being used to apply penalties.

In my opinion, the success of this program will depend on good judgment and care in the use of these reports. We have some naysayers that have used this program with emails that express doubt in our abilities to handle this information. I disagree, and I am confident we can process the reports and findings in a way that is useful, productive and accomplishes the many goals and duties we have as Board members. To that end, there are a couple of things that we need to keep in mind. They revolve around accountability and decision making.

Our Town Board is expected to make good decisions. In a perfect world, we would have all the information needed to make these decisions. This almost never happens. Most organizations, especially those that make complex decisions like town governments, find they must work with limited or sketchy data. There is never enough to guarantee the right course of action. That said, the only thing worse than having poor quality data is having no data at all. This is the rationale for collecting community input on our boating ordinances. We know the reports are not perfect, but they can be useful in augmenting our efforts at finding the right balance of governance and leadership in managing the health, safety and recreational opportunities within our community.

As elected officials we are accountable to the community to perform our duties effectively. We promise to do our best when taking an oath as we are sworn in, and this oath includes our duty to implement and administer Town ordinances (laws). Part of this duty is to ensure that ordinances are both designed to be **enforceable**, and that they are properly **enforced**. The boating ordinance reports you will review are mostly about improving enforceability, and have very little to do with actual enforcement. For example, we are not using these reports to hand out citations and fines. We are not imposing penalties in any way. And, we are keeping all identifying information confidential. Our goal with this program is to help us identify problem areas and use these findings to improve

communication and education for users of the Town lakes. Further, as regards enforcing the Town ordinances, we may use the reports to help us understand if, when and how more active enforcement is needed. If the reports prove to be useful in this way, it will improve the effectiveness and efficiency with which we employ more active enforcement. We will target our efforts and thereby avoid the heavy-handed enforcement some of our community members are concerned about.

All this involves good judgment. Using limited information to support effective leadership is the hallmark of an effective board. It is the job we signed up for, and a duty we took an oath to protect. A summary of reports is attached. I will provide more detail at the meeting. I look forward to our discussion.

TOSL Community Response Program for Boating Ordinances

Summary of Reports through 9/8/2026

Date	Time	Location	Description	Notes
Saturday, July 18, 2026	NA	Big Spider	Appears to be wake boat that is pulling wakeboarder	Not clear if this was wakeboarding, which is OK, or if it is wake surfing, which is contrary to the ordinance
Monday, August 3, 2026	5:30 PM	Picnic Island, Big Spider	Boat pulling kids tubing. After salutation, boat continued tubing at a speed under 10mph	Operator said they were renters and where unaware of ordinance
Monday, August 3, 2026	5:30 PM	Big Spider	Boat pulling tube, ignored salutation and eventually pulled into shore	
Monday, August 17, 2026	4:50 PM	East Bay, Big Spider	There's a jet ski with 3 people in East Bay of Big Spider Lake at 4:50 pm on Monday, August 17.	did not specify speed -- under 10mph would be OK
Sunday, August 23, 2026	7:00 PM	Little Spider	Fishing boat coming from the Heinemann Bay area heading north at full speed to some location north of Brewer's Bay at the north end of Little Spider.	
Tuesday, August 25, 2026	9:14 AM	Little Spider	Large pontoon/barge speeding at 20+mph, Heinemann Bay to the north end of Little Spider.	Commercial vessel with equipment for moving docks and boat lifts
Tuesday, August 25, 2026	10:30 AM	Little Spider	Boat coming from north end of Little Spider heading south and into Heinemann Bay	Commercial vessel with equipment for moving docks and boat lifts
Thursday, August 27, 2026	9:30 AM	Little Spider	Two boats operating at high speed between Clear Lake and Shores Acres beach on south end of Little Spider	appear to be DNR employees
Thursday, September 3, 2026	10:24 AM	East Bay, Big Spider	large pontoon/barge speeding at 20+mph	Commercial vessel with equipment for moving docks and boat lifts
Thursday, September 3, 2026	morning	Teal Lake	Fishing boat exiting mouth of Teal Lake at high rate of speed	headed directly at three kayaks before it slowed down immediately next to them, to do some casting
Friday, September 4, 2026	6:40 PM	East Bay, Big Spider	Fishing boat exceeding 10mph	big outboard running at wide open throttle
Sunday, September 6, 2026	10:25 AM	East Bay, Big Spider	Tubing on East Bay of Big Spider before 11 am.	
Sunday, September 6, 2026	10:25 AM	East Bay, Big Spider	Jet skiing before 11am. Coming from far end of East Bay of Big Spider Lake.	