

**HELLO
SPRING**

2026

CLOA WEBSITE

The CLOA website at CLOA.org provides information to our members that includes:
Important Announcements
Bylaws and Regulations
Boat Registration
Environmental Issues, etc.



**Annual and Board of
Director Meeting Minutes
are also available on this
page**





Cedar Lake Owners Association

Dear CLOA Members:

During the 2025 boating season, the use of two wake boats, new to the lake, had raised concerns from some of our members. The first boat was initially allowed on the lake due to a misunderstanding of its capabilities as a wake boat. The second new wake boat was launched and operated on the lake without CLOA approval.

As many of us are aware there has been a push in Connecticut and in other States to ban the use of boats on lakes that are specifically designed to create the largest wakes possible for the purposes of wake surfing and wake boarding activities. Severe environmental and safety hazards are caused by their large, high-energy wakes, which can require over 500-700 feet to dissipate to safe levels. Key concerns include shoreline erosion, damage to docks, disruption of shallow water ecosystems, and the spread of invasive species through ballast tanks. The following points summarize reasons that these wake boats are being restricted on many lakes in Connecticut:

- Shoreline Erosion and Property Damage: The intense, powerful waves generated by wake boats can destroy natural shorelines, sea walls, and damage docks, leading to expensive repairs for homeowners.
- Destruction of Lake Ecosystems: The hull design of wake boats and their use of ballast tanks to submerge their hulls to create a deep downdraft that stirs up bottom sediment. This process can destroy aquatic habitats, disrupt fish spawning, and release phosphorus, which has been documented to fuel harmful blue-green algae blooms.
- Safety Hazards for Other Water Users: The massive, rolling wakes are hazardous for smaller vessels such as kayaks, canoes, and paddleboards, increasing the risk of accidents.
- Spread of Invasive Species: Ballast tanks and ballast bags, which can hold hundreds of pounds of water, often transfer invasive plants and organisms from one body of water to another.
- Reduced Water Quality: By churning up mud and sediment from the lake bottom, these boats reduce water clarity and degrade overall water quality.
- Inappropriate for Small/Shallow Lakes: Many, especially smaller or shallower lakes, lack the necessary depth (often recommended over 20+ feet) and size to safely dissipate the energy from these, which can cause significant damage in smaller, restricted areas.

Cedar Lake is a small and shallow lake (average depth of 7.9 feet) that is very susceptible to the negative impacts that wake boats can bring to any body of water. It is also our understanding that the specific boats, addressed in this letter, were routinely brought and used on other lakes in 2025, increasing the exposure of Cedar Lake to invasive plant species, such as Milfoil and Hydrilla that are extremely expensive to eradicate and control.

After careful re-evaluation, the CLOA Board of Directors has determined that these new boats are prohibited from use on the lake by Article V of the CLOA Bylaws. The owners of the boats have been formally put on notice that their boats are prohibited for use on the lake in 2026. The Board has contracted with outside legal counsel to litigate this matter if it becomes necessary.

It was necessary to take this action to ban any new wake boats from being used on Cedar Lake in order to preserve our lake's environment and to reduce the potential impact that the large wakes produced by these boats can cause.

CLOA Board of Directors



ANNUAL MEETING NOTICE JUNE 8 ~ 6:30 PM ~ BPOE

In reference to page 2, there has been a lot of chatter about this IMPORTANT issue. We anticipate a lengthy discussion at the meeting regarding our wake boat policy and the damage these boats have on shallow lakes such as ours. As many are aware from newspaper reporting, multiple wake boat studies are being done around many other lakes and the outcome is very disturbing.

THE NEXT PAGE IS JUST ONE ARTICLE ON
THE DAMAGE TO SHORELINES AND THE
EFFECTS ON SHALLOW LAKE BEDS

Wake boats erode state's shores and disrupt fish habitats, study finds



Jim Shannon/Hearst Connecticut Media

Some residents around Lake Waramaug have yard signs voicing their opinion as a debate is taking place with local residents about whether or not wake board boats should be banned on the lake.

By Austin Mirmina

STAFF WRITER

As wake boats become more common – and controversial – on Connecticut lakes, a new state study confirms their powerful waves can erode shorelines, stir up sediments and disrupt fish habitats.

The draft report by the state Department of Energy and Environmental Protection outlines several ways to reduce those effects, in-

cluding limits on how far the vessels can operate from shore or in shallow water.

But it leaves an important policy question unresolved: whether Connecticut should adopt a single set of rules or continue allowing towns to regulate wake boats on individual lakes, even as DEEP's own law enforcement officials say a statewide approach would be easier to enforce.

Waves continues on A9

WAVES

From page A3

Wake boats — designed to generate large artificial waves for watersports like wakeboarding and wakesurfing — have surged in popularity in recent years. Many are equipped with ballast tanks, wake shapers and other devices that allow users to create customizable waves reaching three to four feet high. Those waves are known as a boat's wake.

Under current state law, wakesurfers and wakeboarders are regulated the same way as waterskiers and are prohibited from operating within 100 feet from shore. However, towns can adopt boating-related ordinances on water bodies within their boundaries, subject to DEEP's approval.



BOARD

boundaries, subject to DEEP's approval.

Wake sport enthusiasts say the activities are a safe and enjoyable form of recreation that can also bring economic benefits when done responsibly. But as the boats have gotten more powerful, they've also drawn fierce opposition from waterfront residents, who argue the amplified waves damage shorelines and docks, disturb wildlife and create hazards for swimmers, paddlers and smaller boats.

The debate has led several communities to pass their own restrictions. Last year, the three towns surrounding the 656-acre Lake Waramaug in Litchfield County approved an ordinance banning wake boat activities. DEEP approved the ban and later upheld it after a group of wakesurfing enthusiasts petitioned the agency to withdraw its support. That group, Lake Waramaug Friends, is now challenging DEEP's approval in state Superior Court.

Officials in East Haddam have also adopted bans covering Bashan Lake and Moodus Reservoir. In Morris, voters rejected a proposed ordinance that would have restricted wakesurfing and wakeboarding within 500 feet of the Bantam Lake shoreline.

As the issue gained attention, DEEP said more residents from both sides

A wake boarder skims across the surface of Candlewood Lake in Danbury.

of the debate began reaching out. So it launched the study to examine the environmental effects of wake sports and possible ways to manage them.

The agency said it received nearly 300 comments from residents across all eight counties in Connecticut. A majority opposed an outright ban on wake boats, instead calling for statewide and uniform regulations.

DEEP itself signaled skepticism toward bans in the report, saying it "generally aims to manage these conflicts with rules that apply consistently across multiple recreational activities" rather than "supporting bans targeted at prohibiting a specific recreational activity or vessel."

Wake boats can have a much greater impact on lakes than traditional motorboats because their large, powerful waves can travel farther across the water before fading, according to DEEP's review of existing research. That "wave energy" can erode shorelines and damage docks and other waterfront property.

The report found that the turbulence created by wake boats can stir up sediments, clouding the water and releasing nutrients that contribute to harmful blue-green algae

blooms. The waves also pose a threat to canoes, kayaks, sailboats and other vessels, which can fill up with water - called "swamping" - and capsize.

To lessen those impacts, the report highlights some strategies used in other states with wake boat restrictions, which include Alabama, Georgia, Maine, Maryland, Pennsylvania, Tennessee, South Carolina and Vermont. The most common approach is establishing a minimum setback so wake boats can't operate within a certain distance from the shore, allowing waves to lose energy before reaching sensitive areas.

Another option is limiting wake sports to deeper parts of the lake, which would help prevent the boats' propellers and waves from disturbing lakebed sediments and aquatic plants. But enforcing those restrictions would be "less straightforward," the report states, because many boats aren't capable of measuring water depth. Plus, some Connecticut lakes have depths that are "irregular and inconsistent," making it challenging to enforce and comply with the depth rule, the report adds.

DEEP also suggests restricting wake boats on

lakes smaller than 100 acres. That would align with bans many smaller Connecticut lakes already have in place for water skiing - a category that includes wakesurfing and other towed water sports under state law.

Lawmakers are already considering one possible change. A new bill would increase the minimum distance for wake boats from 100 feet to 200 feet from shore. But the proposal contains a crucial caveat: municipalities would still be allowed to enact local wake boat bans, so long as DEEP signs off on them.

The legislation was widely opposed by many wake sport advocates, who said they were open to regulations but believed they should be applied consistently across the state. Allowing towns to impose their own bans, they testified, would create a confusing patchwork of lake-by-lake rules that would be difficult for boaters to follow and authorities to enforce.

DEEP's Environmental Conservation Police Division raised similar concerns. In the report, EnCon officers said policymakers should consider statewide rules rather than water body-specific ordinances, arguing that a uniform approach would

"provide consistency and uniformity for officers and for wake boaters who visit different water bodies."

The division recommended aligning the minimum setback for wake boats with the existing 200-foot distance requirement for personal watercraft. Officers also said that restricting wake boats on smaller lakes would be "easily enforceable," since lakes below a certain size could simply be designated as "no wake sport" areas.

"These could be advertised in the Connecticut Boater's Guide and signage posted at state boat launches," the report states.

At the same time, the report also lays out an argument for local regulations, saying that they allow "policies to be tailored to the nuances of local water bodies, community preferences, and local enforcement." That view echoes what many proponents of local control have argued: that statewide rules wouldn't account for the differences in the size, shape and depths of Connecticut's lakes.

The report notes how Connecticut boating laws already have "many examples" of both approaches - statewide rules, like the ones for water skiing, and

local regulations that apply to individual lakes, such as speed limits and horsepower restrictions.

Lake Waramaug Friends, the group of wakesurfing advocates challenging the local ban in the towns of Kent, Washington and Warren, said the draft study "confirms that every potential risk associated with wake boats can be effectively mitigated through reasonable, science-based restrictions - including a 200 ft. setback from shore."

The group added that the report "does not support sweeping or excessive restrictions," and that under DEEP's framework, wakesurfing at Lake Waramaug should be allowed with "reasonable regulation."

DEEP said the study is meant to give lawmakers and local officials information they can use as they consider how - or whether - wake boats should be regulated across Connecticut's lakes.

Those interested in commenting on the draft study can email DEEP.Boating@ct.gov with "Wake Boat & Wakesurf Study" in the subject line by 5 p.m. on April 30. The agency said it plans to release a final report in mid-2026.

H John Voorhees III/Hearst Connecticut Media



**BOAT REGISTRATION COMMITTEE
ASKS THAT YOU DO THE FOLLOWING
IN ORDER TO RECEIVE YOUR KEY AND
STICKERS:**

- PLEASE GET ALL INSURANCE AND BOAT REGISTRATION DOCUMENTS IN AS SOON AS POSSIBLE AND AT THE SAME TIME
- MAKE SURE YOUR INSURANCE POLICY IS FOR THE CURRENT BOATING YEAR AND THAT YOU HAVE THE REQUIRED COVERAGE

2026 Boat Registration Reminders

As we approach another boating season, here are a few reminders relating to the boat registration process:



Don't Delay!! Please Plan Ahead.

Allow 7 days processing time assuming all paperwork is received and in good order.

Being in Good Order Means Making Sure Your Submission is Complete:

- o Boat Registration Form Completed (included below)
- o Boat Registration with exp date of [4/30/2027](#)
- o Boat Insurance showing: Owner, Watercraft covered, policy expiration date and appropriate amount of liability coverage
 - o Homeowner's Insurance for non-powered watercraft or powered boats under 25 hp showing: Owner, property covered, policy expiration date and appropriate amount of liability coverage
 - o Safe Boating Certificate for all operators of your watercraft
- [Check your E-Mail: An email will be sent to the e-mail we have on file if we need additional information](#)
- Both powered and non-powered watercraft (except paddleboards) are required to display a CLOA yellow background sticker and current year sticker. You can request a sticker for your paddleboard if you choose.
- Powerboats are also required to display the applicable current year state registration sticker
- Stickers must be on the watercraft **BEFORE** being launched in the lake
- When submitting your boat registration request, please be clear regarding whether you need a yellow background sticker or whether you already have one

- [A Boat Launch key is for the sole use of the member it is assigned to. It must not be copied or loaned out to another member. They may not have gone through the CLOA Boat Registration process and/or may not be properly insured](#)

- Only properly registered watercraft belonging to a member is allowed on the lake.
[Watercraft belonging to non-members/guests is strictly prohibited from entering the lake.](#)
- Boat audits will be performed throughout the boating season to verify compliance with these registration requirements. Non-compliance is considered a violation and will subject the member to fines and/or penalties in accordance with the CLOA By-Laws depending on the details and length of violation.

2026 CLOA Boat Sticker Registration Form

To launch a watercraft in the lake, CLOA by-laws and policies and procedures require members to register their boats according to the laws of their respective State, to comply with all applicable State of CT boating statutes and regulations and to comply with all CLOA rules and regulations. (Refer to Article V in the by-laws and the Boating Rules and Regulations for complete detail)

The Association boat registration requirements are as follows:

- **All powered boats must be registered to the homeowner/lake association member and membership dues must be current.**
 - **Boats over 25 HP must maintain a minimum of \$300,000 Liability insurance coverage**
 - **Boats 25 HP and under must maintain a minimum of \$100,000 Liability insurance coverage: This includes nonpowered/manually-powered boats such as sailboats, rowboats, kayaks, canoes, etc.**
 - **A Connecticut Safe Boating Certificate is required for each operator**
 - **Each household is allowed a maximum of 3 powered boats as follows:**
 - **No more than one powered boat over 25 HP**
 - **No more than one powered boat 25 HP and under**
 - **One Pontoon Boat (no HP limit)**
 - **No more than one powered boat 10 HP and under**
 - **Each household is allowed a maximum of 5 non-powered/manually-powered watercraft.**
- **All watercraft must display the yellow CLOA background sticker on the starboard (right) rear side of the boat.**

**** Please allow seven (7) days processing time, assuming all documentation is received and in good order. Incomplete documentation may increase the turnaround time****

Once the association receives the proper documentation (copies of in-force insurance, current year registration and CT Safe Boating Certificate(s)) and validates membership dues status, a 2026 sticker will be issued to adhere over the 2025 sticker on the existing yellow background sticker.

All 2026 documentation must be submitted and current year CLOA stickers affixed before you launch your boat in the lake.

Violators may be subject to additional fees and fines and suspension/ termination of membership – depending on the details and length of the violation. Members with boats requiring access to the CLOA boat launch shall receive a 2026 gate key.

By remitting documentation for 2026 boating stickers, the member acknowledges and agrees to comply and to have their family and guests comply with the by-laws of Cedar Lake Owners Association, Inc., its rules and regulations, and the State of Connecticut boating laws and regulations when accessing/swimming, operating any boat, powered boat, other watercraft and/or any manually propelled vessel on Cedar Swamp Pond aka Cedar Lake, and at all times exhibit safe boating/water recreation practices, and further acknowledges that all such activities are at the individuals' own risk

Member Name: _____ CLOA Lake Lot # _____ **2026**

Lake address: _____

Mailing address (if different): _____

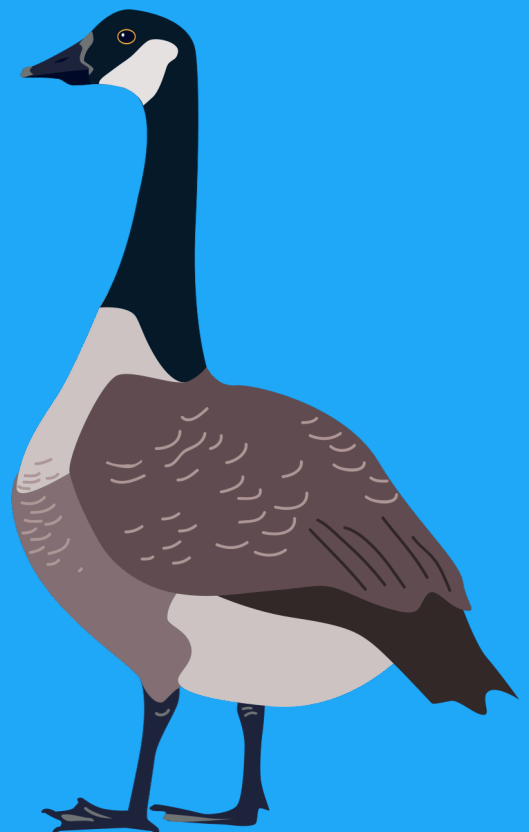
Watercraft Description	Copy of Registration (yes for powered boats, no for non-powered)	Copy of Insurance policy (check if enclosed)	Yellow Background Sticker Needed (yes new boats only)

Connecticut Safe Boating Certificate(copy for each licensed operator): _____ Yes _____ No

Mail to: CLOA Boat Sticker Committee, P.O. Box 2152, Bristol, CT, 06011



WHY SHOULD YOU NOT FEED THE GEESE BREAD, CRACKERS, POPCORN AND OTHER HIGH CARBOHYDRATE FOODS ARE LIKE JUNK FOOD TO BIRDS. BIRDS FILLING UP ON THEM WILL NOT SEEK OUT OTHER, NUTRITIOUS FOOD. THIS CAN CAUSE THE BIRDS TO BECOME MALNOURISHED, CONTRIBUTING TO A HOST OF HEALTH PROBLEMS FOR BOTH ADULTS AND BABIES.





CEDAR LAKE IS TRYING TO AVOID



The next few pages explain the importance of HYDRILLA prevention

Hydrilla Control Efforts at East Twin Lake (CT River Strain)

Background

The Connecticut River strain of hydrilla (*Hydrilla verticillata*) is an unusually aggressive invasive aquatic plant. It was first detected in the Connecticut River around 2016 and has since spread inland. Notably, the CT River strain is distinct from the Florida strain introduced via the aquarium trade in the 1950s — it is considered far more virulent and difficult to eradicate

In June 2023, East Twin Lake in Salisbury, CT became the first lake outside the Connecticut River to identify this strain, with the first fragment discovered near O'Hara's Landing Marina

. Since then, it has been identified in 10 additional Connecticut lakes

The Response Coalition

The Twin Lakes Association (TLA) quickly assembled a broad coalition including:

- Connecticut DEEP
- U.S. Army Corps of Engineers (USACE)
- Northeast Aquatic Research (NEAR)
- Connecticut Agricultural Experiment Station (CAES)
- SOLitude Lake Management
- Local lake associations and town officials

Treatment Strategy & Results

Early efforts used spot treatments with the systemic herbicide ProcellaCOR, which proved ineffective against hydrilla — though it did successfully eliminate Eurasian watermilfoil

The strategy shifted to a whole-lake treatment using Sonar (fluridone) at 2–5 parts per billion (ppb), calibrated to selectively target hydrilla while minimizing impact on native plants

By the fall of 2025, results were highly encouraging: "The good news is, the hydrilla is pretty much gone. We have not found anything." — George Knoecklein, NEAR limnologist

Earlier, whole-bay treatments in 2025 paired with sustained herbicide applications yielded results not seen since hydrilla was first identified

Collateral Damage

The fluridone treatment had one significant unintended consequence: it wiped out *Bidens beckii* (water marigold), a state-protected native plant that had been thriving in East Twin. Of 54 documented aquatic plant species in the lake, it was the only one adversely affected. Recovery is being monitored closely

Ongoing Vigilance & Costs

Annual lake management costs for TLA have increased tenfold — from ~\$50,000 to as much as \$500,000 per year

Connecticut DEEP's 2025 AIS Grant Program distributed \$400,000 across 12 projects statewide to combat aquatic invasive species, with East Twin Lake among the recipients

Federal funding through USACE has faced budget constraints, though previously appropriated funds remain available

Key Lessons Shared

The TLA has become a national resource for other lake associations facing hydrilla. Their core takeaways:
Whole-lake treatment is more effective than spot ("whack-a-mole") strategies

Early detection and rapid coalition-building are critical
Ongoing surveillance is essential — vectors include boats, fishing equipment, and even birds carrying plant fragments

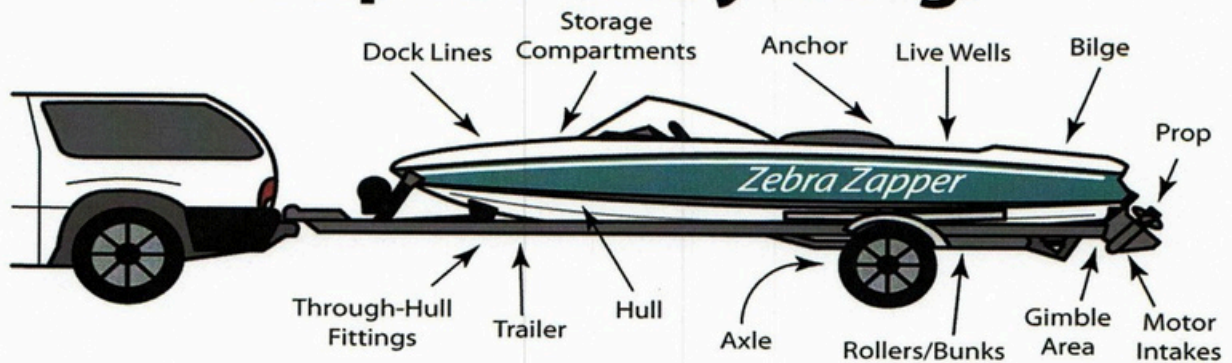
"Forevermore we are going to have to be hyper-vigilant. It came in once and it could come in again." — Grant Bogle, TLA President

**THE NEXT PAGE DETAILS HOW TO
PREVENT BOATS FROM BRINGING
INVASIVE WEEDS FROM ONE LAKE TO
ANOTHER - THIS ALSO APPLYS TO KAYAKS,
ETC.**

The "Clean, Drain, Dry" technique can prevent the spread of invasive species.

(Credit - <https://portal.ct.gov/DEEP/Fishing/General-Information/Aquatic-Invasive-Species>)

Before leaving and before launching... **inspect everything!**



Clean:

- Inspect and remove all visible plant, fish, and animals as well as mud or other debris at the launch. Do not transport them home.
- Check trailer, including axle and wheel areas - in and around the boat itself: anchor, props and jet engines, ropes, boat bumpers, paddles, and anything else that came in contact with the water.

Drain:

- Eliminate all water from every conceivable space and item before you leave the area you are visiting.
- Remove the drain plug from boats and put boat on an incline so that the water drains out
- Drain all water in live-wells, bilge, ballast tanks, transom wells, kayaks, canoes, rafts, motors, jet drives, boat hulls, scuba tanks and regulators, boots, waders, bait buckets, seaplane floats and swimming floats.

Dry:

- Dry Equipment, if possible, allow for 5 days of drying time before entering new waters.

Additionally, under the law

- Boaters must inspect their vessel for vegetation and aquatic nuisance species and properly remove and dispose of all vegetation and nuisance species before transporting the vessel. You can be fined \$95 per violation ([CGA 15-180](#)) and [Public Act 12-167](#).

THANK YOU!

DOCKS & WALLS

Please be advised that any work on your shoreline, dock, or wall must be approved by the CLOA board before any work can begin (visit cloa.org/docks-and-walls). Also, all proposed work must be approved by your municipal Inland Wetlands Office.



Boat Launch News:

PLEASE DO NOT SHARE YOUR KEY WITH WITH OTHER HOMEOWNERS - THEY MAY NOT EITHER CARRY LIABILITY INSURANCE AND/OR MAY NOT HAVE SUBMITTED THEIR BOAT REGISTRATION AND INSURANCE INFORMATION - OR BE A MEMBER

AVOID PAYING A FINE!!

ALL WATERCRAFT (EXCEPT PADDLEBOARDS) MUST DISPLAY CLOA BACKGROUND AND YEAR STICKERS AS REQUIRED BY THE CLOA BYLAWS ALONG WITH CURRENT STATE REGISTRATION FOR POWERBOATS



IF YOU ARE UNSURE WHAT YOU CAN OR CAN NOT DO ALONG THE CLOA LAKE BED (SHORELINE)..PLEASE INQUIRE FIRST TO AVOID ANY UNNECESSARY ISSUES

Why it's important to keep our lake safe

Potential Loss of Insurance due to reckless boating and accidents or swimming and floating in boating lane

Keeping trespassers out for liability reasons (ie: swimming, fishing, ice skating)

Not giving boat launch keys out to owners who are not in good standing/have not presented their personal homeowners insurance policies





SAFETY FIRST - A MESSAGE FROM A CONCERNED OWNER

**HAVE YOU EVER LOST SOMETHING YOU LOVED AND KNEW IT DIDN'T
HAVE TO HAPPEN?**

**I AM WRITING ABOUT OUR LAKE PRIVILEGES. WITH EVERY PRIVILEGE
THERE IS RESPONSIBILITY.**

**TO MAINTAIN THE GOOD TIMES WE HAVE ON THE LAKE, EACH ONE OF
US NEEDS TO PRACTICE THAT RESPONSIBILITY.**

**IF SOMETHING THAT COULD BE DANGEROUS IS POINTED OUT TO YOU
BY A FELLOW LOVER OF OUR LAKE, PLEASE KNOW THEY HAVE YOURS
AND EVERYONE ELSE'S INTEREST AT HEART.**

**BOTTOM LINE, SHOULD WE LOSE OUR INSURANCE DUE TO NEGLIGENCE,
IT WOULD BE VERY DIFFICULT TO GET ANOTHER INSURANCE POLICY.
THAT COULD SHUT DOWN ALL LAKE ACTIVITIES AND WE WOULD ALL BE
AFFECTED.**

**THE FOLLOWING ARE SOME SAFETY ISSUES THAT HAVE BEEN NOTICED
AND SHOULD BE ADDRESSED AND CORRECTED FORTHWITH:**

- 1. NOT HAVING A SPOTTER WHILE PULLING A SKIER, TUBER, WAKE
BOARDER, ETC.**
- 2. STANDING WHILE DRIVING AND LOOKING BACK AT TUBER, SKIER,
WAKE BOARDER, ETC. THAT'S WHAT THE SPOTTER IS FOR. YOUR JOB AS
DRIVER IS TO PAY ATTENTION TO WHERE YOU ARE GOING.**
- 3. SITTING ON SIDE RAIL OF BOAT WHILE DRIVING BOAT AND JUST LIKE
IN #2 NOT PAYING ATTENTION TO WHAT'S AHEAD.**
- 4. PEOPLE WITH FLOATABLES HANGING OUT IN BOAT LANE.**
- 5. NOT DANGLING YOUR FEET ON FRONT DECK OF A PONTOON BOAT.**

**REMEMBER: IT ONLY HAS TO HAPPEN ONCE!
PLEASE SHARE THIS INFORMATION WITH ALL IN YOUR FAMILY!**



WEAR A LIFE JACKET!

The majority of paddlers that have died in Connecticut were NOT wearing a life jacket. If they had been, the outcome of these accidents could have been much different. **Connecticut law requires there be a properly fitting life jacket for everyone onboard a manually propelled vessel at all times.** It also requires:

- All **children less than thirteen years of age must wear** a properly fitting lifejacket **at any time** during the year;
- Between October 1 and May 31, all adults must wear a properly fitting life jacket while onboard a manually propelled vessel.

Note: Stand-up paddleboards are considered vessels (boats) by the U.S. Coast Guard unless they are being used in a surf zone or designated swim area. Anyone who is using a stand-up paddleboard is required to abide by all boating laws.



ADDITIONAL **IMPORTANT SAFETY INFORMATION**

PROPERTY OWNERS:

- **PLEASE LET ALL GUESTS KNOW THAT THEY MAY NOT SWIM MORE THAN 75 FT FROM SHORE - THIS APPLIES TO ALL FLOTATION DEVICES SUCH AS STAND UP PADDLE BOARDS. STAND UP PADDLE BOARDS MAY NOT BE USED TO FLOAT IN THE MIDDLE OF THE LAKE OR IN BOATING LANES OR FOR LYING OR SITTING - YOU MUST BE ABLE TO BE SEEN. LIFE JACKETS ARE A MUST!**
- **NO ONE IS ALLOWED TO SIT, STAND OR RIDE OUTSIDE THE GUNWALES**

BOAT OPERATORS:

- **AVOID RECKLESS OPERATION - IT IS NECESSARY TO PREVENT ENDANGERING OTHERS AND/OR PROPERTY**
- **RECREATIONAL BOATS MUST DISPLAY THEIR REQUIRED NAVIGATION LIGHTS AT ALL TIMES BETWEEN SUNSET AND SUNRISE**
- **BOATS OPERATING AFTER DARK MUST MAINTAIN A 6 MILE PER HOUR OR LESS SPEED LIMIT AND LIGHTS MUST BE VISIBLE ON ALL POWERED AND NON POWERED**

PADDLE BOARDS/KAYAKS

**PLEASE DO NOT ALLOW GUESTS or
NEIGHBORS BRING THEIR OWN
FROM "OUTSIDE THE LAKE" INTO
CEDAR LAKE**

***AS YOU CAN SEE.. THE MOTTO
OF CEDAR LAKE IS "SAFETY
AND PREVENTION".***

***WE ASK THAT EVERYONE
PRACTICE THESE MEASURES TO
ENSURE A LONG AND HEALTHY
LAKE LIFE!!***





**Fireworks
2026 Fireworks**

**Saturday June 27th 2026
Rain date - Sunday June 28th**

Boating Restrictions - Day of the Show

Fireworks barges will be anchored in the middle of the lake and will be surrounded at a distance by orange buoys. The area inside the buoys is a restricted area for all boat traffic. Once the barge is in place all boats must stay out of the restricted area. If this requirement is not complied with the Fire Marshal can cancel our show.

IMPORTANT NEW REQUIREMENT

When fireworks company technicians are working on the barges, wiring the fireworks for our show, we must keep boat waves to a minimum. Boat waves were extremely bad in previous years, causing difficult conditions for the fireworks personnel to work under, with some minor injuries reported. This year CLOA will establish a no wake zone around the barges during the setup of the show. This period could last three hours or more. Your cooperation is required to ensure that we continue to have firework shows in the future.

CLOA BOARD OF DIRECTORS/OFFICERS

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Be
SAFE



&



HAVE
FUN