

## **Conversation Between SLA Board Members and Hans Myklebust, a Long-Term Stormy Lake Resident and Owner of a Wake-Enhanced Boat**

Via Zoom: Hans Myklebust and SLA Board members Campbell, Navratil, Fox, Benson, Cook, Soderman, and Laabs

1/19/2026 6:00 PM Central

*Meeting notes generated using AI and edited for clarity by Bruce Campbell*

**Comments and questions submitted by Hans Myklebust in reaction to these notes begin on page 4.**

### **Intent of the meeting**

The meeting grew out of a conversation between Hans Myklebust and Bruce Campbell to allow Hans to share with the SLA Board his concerns on how wake-enhanced boats and boaters are viewed by the Board and other Stormy Lake residents. The meeting was designed to be a one-hour listening session with the understanding that the Board has no authority or capacity to enforce regulations or ordinances. No materials were distributed ahead of time, although Hans did provide his PowerPoint slides and Bruce did provide a sketch of lake zones after the meeting.

### **Executive Summary**

The meeting focused on discussing the impact of wake-enhanced boats on Stormy Lake, with Hans presenting a PowerPoint to provide a wake boat owner's perspective on the issues of aquatic invasive species, sediment disruption, and erosion. Hans argued that while wake boats contribute to these problems, they are not the sole cause and that other types of boats, such as large speedboats and ski boats also create significant waves and erosion.

The group discussed the effectiveness of current regulations and recommendations, including the 500-foot distance recommendation for large boats, and discussed the need for better education and enforcement of boating safety and courtesy for all boaters. The conversation ended with an agreement that while the board does not have legislative authority, promoting understanding and responsible boating practices could help address concerns and potentially allay pressure for stricter regulations in the future.

### **Water Quality Data Review Meeting**

Bruce and the team discussed a document compiled by Tom's friend, a NOAA commander, which gathered information on water quality studies from various sources including two detailed studies scientific from the University of Minnesota Saint Anthony Fall Laboratory. Bruce mentioned he could share additional resources if people would like them.

### **Wake Boat Impact Assessment Presentation**

Hans presented a PowerPoint to discuss wake boats on Stormy Lake, emphasizing that while wake boats can cause issues, Stormy Lake is different from smaller lakes and can accommodate them. He aimed to provide an objective perspective on three main concerns: aquatic invasive species, sediment disruption, and erosion. Hans planned to share the presentation with the board after the meeting to facilitate further discussion and potentially influence how wake boats are communicated about in the future.

### **Stormy Lake Aquatic Concerns**

Hans presented information about lake activities and boat traffic on Stormy Lake. He noted there are 123 properties on the lake and estimated around 200 boats, including approximately 9 wake boats. Hans discussed aquatic invasive species concerns, emphasizing that water exchanges between lakes, not just boat volume, are key factors in species transfer. He highlighted various ways boats can transfer water, including bait buckets, live wells, anchor ropes, and motor coolant systems. Hans mentioned his son's previous involvement in lake committee discussions and his own interest in addressing lake erosion, sediment, and aquatic species issues.

### **Aquatic Invasive Species Boat Movement**

The group discussed concerns about boat movements and aquatic invasive species, particularly the spiny water flea, which affects three lakes in the county including Stormy. Bruce highlighted that Stormy lake's biggest exposure risk comes from boats that transport water between lakes, while Hans presented data suggesting that wake boats, which are limited in number, have less exposure compared to other boats that stay in the lake for longer periods. The discussion revealed that only one wake boat at Stormy Lake frequently travels between lakes, raising questions about the need to understand the specific movements and risks associated with this particular boat.

### **Wake Boat Impact on Water Quality**

The group discussed the impact of wake boats and other boats on lake water quality and aquatic species. Hans presented a mathematical analysis comparing the water transfer of wake boats to other boats, concluding that while wake boats could contribute to aquatic species issues, they were not the majority cause. Tom acknowledged this point and mentioned the Clean Boats Clean Waters program, which inspects boats to reduce the spread of aquatic species. The discussion also touched on the concerns about wake boats' impact on lake erosion and safety, with Bruce noting that the current Stormy Lake Courtesy Guide and website do not specifically address ballast tanks.

### **Wake Boat Operation and Safety**

Hans explained the operation of wake boats, noting they require deep water due to the risk of damage and the need for proper wave creation. He described how wake boats push water down and back up to form waves, emphasizing that operating in shallow water can result in flattened waves and potential damage to the boat. Hans also discussed the differences between wake boats and other types of boats, highlighting the unique characteristics of wake boat operation in deep water.

### **Boating Impact on Stormy Lake**

Hans discussed the depth and sediment disruption patterns in Stormy Lake, noting that while wake boats can cause some damage, other high-speed boats are likely the primary culprits. Val raised concerns about responsible boating, sharing personal experiences with wake boats damaging their moorings. Both Hans and Val agreed on the need to address these issues, focusing on improving boating practices and reducing sediment disruption.

### **Wake Boat Erosion Impact Analysis**

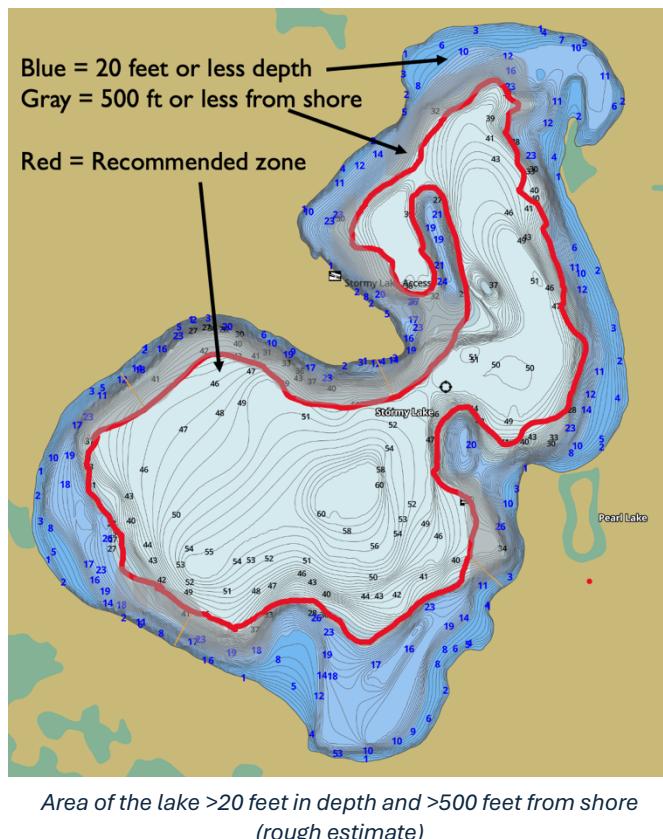
The group discussed the impact of wake boats on lake erosion, with Hans acknowledging that while wake boats contribute to erosion, they are not the only cause, particularly on the east side where natural forces like storms and ice heaves are more significant. Tom and Steve raised concerns about wake boats operating too close to shorelines, with Steve specifically mentioning how their dock at Stormy Point has been damaged by boats coming too close. The discussion concluded with Hans explaining that the east side experiences more natural erosion due to storms coming from the west, while the west and south sides are more affected by wake boat activity.

### **Boat Safety and Wave Management**

The group discussed boat safety and wave creation on the lake, with Hans emphasizing that all boats, not just wake boats, contribute to wave-associated erosion. Debbie raised concerns about barefooting and high-speed boating, while Val and others agreed that maintaining 500 feet from shore could be challenging. Bruce and Hans debated the feasibility of restricting certain boat types from specific areas, with Bruce questioning how to enforce such regulations without infringing on personal watercraft users' rights. Steve pointed out that non-motorized boats always have the right-of-way and Hans noting that maneuvers to avoid small craft potentially redirects wake-enhanced boats within 500 feet of shore.

### Lake Erosion and Wake Boats

The group discussed concerns about lake erosion and wave generation, particularly focusing on the impact of wake boats. Hans presented data showing significant wave heights and shared personal observations of dangerous boating behavior. Tom explained the concept of "fetch" and how wave heights are determined by wind direction and lake geometry. The group agreed that responsible boating practices are important for all vessel types, and Bruce shared a map showing depth contours of the lake. The discussion concluded with an acknowledgment that any major restrictions on wake boats would likely be determined at a community or state level rather than by the local board.



### **Unedited comments submitted by Hans Myklebust**

My focus of the meeting was on 4 areas of concern, and objectively looking at all potential contributors to these issues. Not just wake-boat focused. AIS, Sediment Disruption, and Erosion – and taking a more comprehensive view vs. a more singularly biased view of where wake boats are the only contributors.

In addition to these 3 items, the recent and increase of hazardous driving behavior on the lake, and what could the SLA board do to address these events. This seemed to be only mentioned in half of a sentence in the last paragraph.

Below are my comments for each section.

#### **Aquatic Invasive Species Boat Movement**

You focused on the one wake boat, for which we do not know if they are taking appropriate measures or not to clean their boat. However, you did not point out that there over 100 boats every season that go to & from Stormy Lake that are contributing to the AIS potential spread. Additionally, I requested the Courtesy Guide document be rewritten to identify more directly all boats that are causing potential AIS spread. By just citing the Clean Boats Clean Water program is a general message vs. a direct message to all boats traveling to & from Stormy needing to take better care of being clean. My understanding is that these interns just worked weekends and holidays...is that correct?

#### **Boating Impact on Stormy Lake**

Hans showed photographic evidence of sediment disruption on Stormy Lake's south shore sandbar, and the east side. This clearly showed sediment disruption caused by high-speed boats (ski boats, pontoons, etc...) operating in this area. Areas where wake boats do not operate. This disruption will continue if not addressed.

#### **Boat Safety and Wave Management**

In our discussion, I did not suggest we "restrict" PWC from certain areas. Rather, I suggested we recommend those on PWC, for their own safety, avoid the areas where boats creating big waves are being asked to operate. Restriction was a term others on the call brought up. Note: it seems odd though, that the SLA board has no concerns of recommending these big wave boats stay 500' off shore, but don't want to recommend PWC avoid these same areas when these boats are operating.

#### **Lake Erosion and Wake Boats**

I never presented "data showing significant wave heights". Tom claimed to see waves 4' high, which I have never seen personally.

Inaccurate... “Hans presented data showing significant wave heights and shared personal observations of dangerous boating behavior”

I was surprised to NOT see the “dangerous boating behavior” as a separate sections, vs added in this section. Seems kind of buried. Also surprised to not see pointed out more specifically that this behavior is illegal nor acceptable. I think descriptions of these dangerous behaviors should be pointed out so those that read this and are responsible for this know it is being observed. Additionally, I would like to know more about what the SLA board plans to do to address.

If you want to discuss any of these, just let me know.