



- Idle Speed No Wake Zone
- Slow Speed Minimum Wake Zone
- Single Engine Vessels 25' or Less May Operate at 35 mph
- No Internal Combustion Zone
- Vessel Exclusion Zone
- Vessel Exclusion Swim Zone
- Skim & Surfboard Zone
- Single Engine Vessels 25' or Less may operate at 35 mph

No person shall operate a boat or allow a boat to be operated in any water area of the city designated and posted as a **slow speed - minimum wake zone** at a speed greater than that speed which is reasonable and prudent under the existing circumstances to avoid an excessive wake. A boat shall be deemed to be operated in compliance with this subsection

This Graphic was redone after the 68D-24010 Pinellas County Boating Restricted Areas were proposed and published. The wake zone near the "New Bridge" addressed our concern with the greatly increased boat wakes both in size and number in the vicinity of the bridge as the new Bridge was elevated and allowed vessels to pass through unobstructed without waiting for the bridge to raise. Posted Bridge wake zones were ignored and the speeding boats would through a powerful wake washing over the top of our new wave attenuator docks. The vessels inside the wave attenuators were generally not impacted. Any vessels that were tied side to the outer western side tie or the areas "under the bridge" were greatly impacted as were several dock piling rollers, snapped by the force of the wakes, generally on the weekend. Hosting FWCC's local Vessel along with Homeland Securities vessels helped both in slowing traffic by visibility and by writing tickets. One of the photos we submitted was used as the cover photo for the report.

There are pen and ink notes to address the one "historical but not codified" water recreation area North of the Causeway and South of Island Estates. Additionally there is a note on the graphic in ink that shows the area that is too shoal for recreation and would not be a loss or hardship to the community if a protection zone was expanded between the ICWW just North of the Bridge and West along the Causeway over the annotated shoal area as it does not impact the area frequently used for water recreation.

One area that I understand is being considered for an additional Slow speed (for manatee protection) is the Area North of the Existing zone that is North of the Memorial Causeway Bridge and goes as far North as the Entrance to Clearwater Basin Marina to protect the Vessel Launch Ramps at Seminole Street. A Slow Speed zone from the East Side to the ICWW going East to the Shoreline would protect the shallow waters and sea grass beds to the East of the ICWW and South of Stevenson Creek. Including the ICWW "channel" from "Seminole Street" North would raise the ire of local boaters. They would be inclined to run just west of the marked ICWW in the 3 to 4 feet of water when headed South, particularly with the old "Turnstile" obstruction NW of Dunedin Pass Red Marker number 2 still charted but no longer there.

William D. Morris
Director, Marine and Aviation Department
City of Clearwater
727-462 6954 x 22 (o)
727-462-6957 (f)
727-224-7003 (c)