

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF WILDLIFE RESOURCES**

Application for Establishment of Regulatory Markers on Public Waters of Virginia

Date of Application: 9/4/24 Proposed Date of Installation: 11/30/24

A. APPLICANT

1. Name of Political Subdivision or Agency: Not Applicable
Telephone Number: _____
2. Name and address of individual to be responsible for installation and maintenance:
Douglas Ira, 279 Hall Farm Drive, Heathsville, VA, 22473
_____ Daytime Tel. No. 443-988-5748

B. NECESSITY OF REASON FOR REQUESTED MARKERS

1. Attach a letter, with two signed copies, addressed to the correct regional office:
Please follow this link www.dwr.virginia.gov/about/offices/ to find the appropriate region office to mail your application Attn: Region Captain
NOTE: In the City of Richmond, please mail to the Charles City Regional office.
2. Political subdivision – attach three copies of public notice and proposed regulation or ordinance, which has been issued prior to this application.

C. LOCATION OF MARKERS

Body of Water: Bailey Prong **County:** Northumberland

1. Attach three copies of a map, chart section, or drawing to a scale which will readily depict the proposed zoned area to its surroundings showing the location of each marker to be placed in the water and its relation to nearby channels and water patterns. Have inset or attachment showing type of marker to be used at each location.

Latitude: Location 1: 37deg 48'50"N 76deg 19'34"W
Location 2: 37deg 48'55"N **Longitude:** 76deg 19'48"W

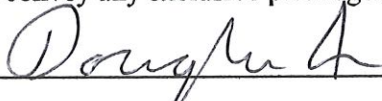
D. MARKERS

Type and Number of Markers: (2) Taylor Made Sur-Mark II Floating Regulatory Buoy (see attached)

1. All markers must conform to specification as listed in Rules of Establishment of Uniform Regulatory Markers. State below names of manufacturer of commercial markers that will be used, or, if obtained otherwise, indicate source.
Taylor Made Sur-Mark II Regulatory Buoy sourced through Wholesale Marine

E. CERTIFICATION

The applicant hereby agrees and certifies that all markers authorized by the Department will be installed and maintained at no expense to the Department; that all such markers will conform to the specifications, standards and conditions set forth in "Rules for Establishment of State Uniform Regulatory Markers on Public Waters of Virginia" and may be inspected at any time, without prior notice, by authorized personnel. Should markers not be maintained in satisfactory condition, the Department may order them removed at no expense to the Department. The applicant agrees that the Department of Wildlife Resources will not be held liable with respect to any and all claims that may result from the installation and maintenance of such markers and the marking of any waters does not convey any exclusive privileges.

Signature 
Title Crane's Creek Harbor Resident

INSTRUCTIONS:

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NOTE: In the City of Richmond, please mail to the Charles City Regional office.

September 4, 2024

P.O. Box 129
72 Monument Place
Heathsville, VA 22473

Board of Supervisors;

This letter documents the need and necessity for no wake markers on Bailey Prong.

Bailey Prong is a tributary off Cranes Creek and is listed in the Streams Category for Northumberland County in the state of Virginia. Cranes Creek connects with the Great Wicomico River which flows into the Chesapeake Bay. Bailey Prong is a narrow body of water ranging in width from approximate 300 feet, where it connects with Cranes Creek, and necks down to less than 100 feet upstream. Residential properties are located on both sides of Bailey Prong with the majority found in the Cranes Creek Harbor development on the north side of the prong. All developed residential properties on the prong have piers of varying lengths installed, some of which extend out approximately 1/3 of the prong width leaving as little as 185 feet for boat and jet ski traffic.

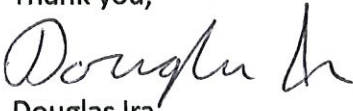
This request for no wake markers is based on two concerns; personal safety, and accelerated bank erosion. Cranes Creek attracts a significant amount of boat and jet ski traffic because it is fairly wide yet generally protected from wind so the water is typically calm. Boats and jet skis are often traveling at high speed in Cranes Creek and given its width they can do so with little safety risk. However, boats and jet skis from Cranes Creek often make their way into Bailey Prong. Since there are no speed restrictions these boats and jet skis travel up and down Bailey Prong at very high speeds. Often there are 'packs' of jet skis traveling up and down Bailey Prong at speeds in excess of 25 knots. Given the narrow width of the prong, this results in serious personal safety risk as there are often swimmers, paddle boarders, and kayakers in the water off the residential piers putting them in very close proximity to fast moving boats and jet skis which may not have time to react to avoid a tragic accident. If a boat or jet ski traveling at high-speed hits a swimmer it will likely cause death or severe injury. This is an unnecessary risk as there is no reasonable rationale why boats and jet skis need to be traveling at high speeds in Bailey Prong. Over the past years several new homes have been built on the northern side of Bailey Prong, this trend has shown an increase in water activities such as paddle boarders, kayakers and canoes creating many more opportunities in the future for potential mishaps particularly during weekends and holidays. Finally, Bailey Prong is a dead ended stream that is not prone to through traffic with the exception of fishing, crabbing, and site seeing it serves only those boaters that have residential docks thus the apparent need for excessive speed serves no purpose.

Additionally, much of the south shoreline of the prong is undeveloped and the significant wave action caused by boats and jet skis traveling at high speed is eroding the bank at an accelerated rate. This erosion is filling in the creek with silt from the bank and causing trees on the bank to be undercut and falling into the creek. If left unchecked more trees will fall into the narrow

sections of the prong cluttering the shoreline and restricting boat navigation. Examples of trees that have been undercut by erosion and fallen into the creek can be seen in the attachment.

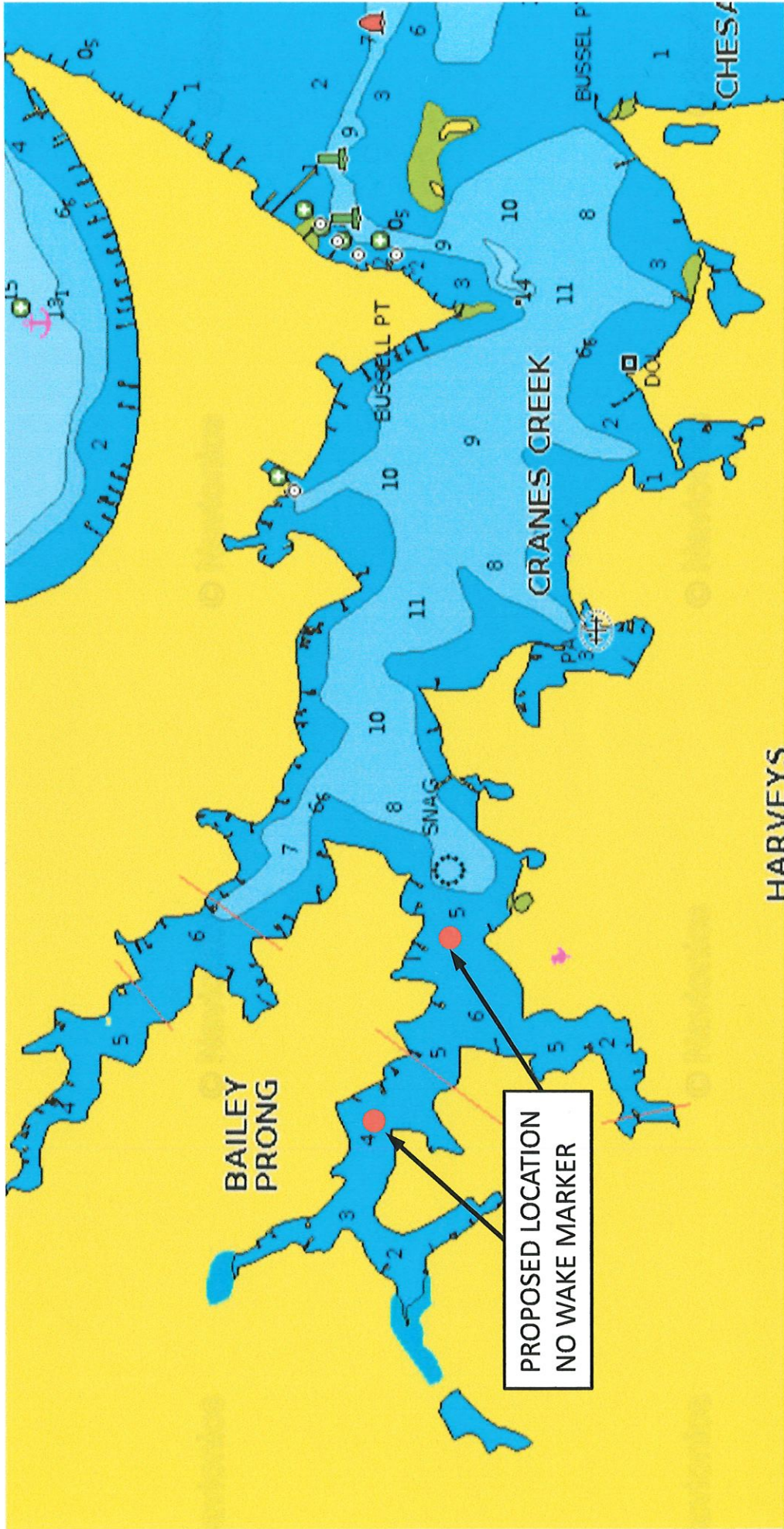
This request for a no wake restriction is supported by a credible personal safety risk that should be addressed before a tragic accident occurs. Again, Bailey Prong is a dead ended stream only serving the residence living on the prong and thus there is no need for boats and jet skis to be traveling at high speed. Evidence of erosion can already be seen with numerous trees fallen into the creek. This erosion will have longer term impacts to residence on Bailey Prong in the form of silt from the bank filling in the prong. Over time this will continue to reduce the water depth ultimately impacting boating opportunities for residence of Bailey Prong with deeper draft boats. Based on the rationale above approval of no wake markers are requested as shown on the attached charts and map. Also attached is a description of the type of marker proposed for installation.

Thank you,

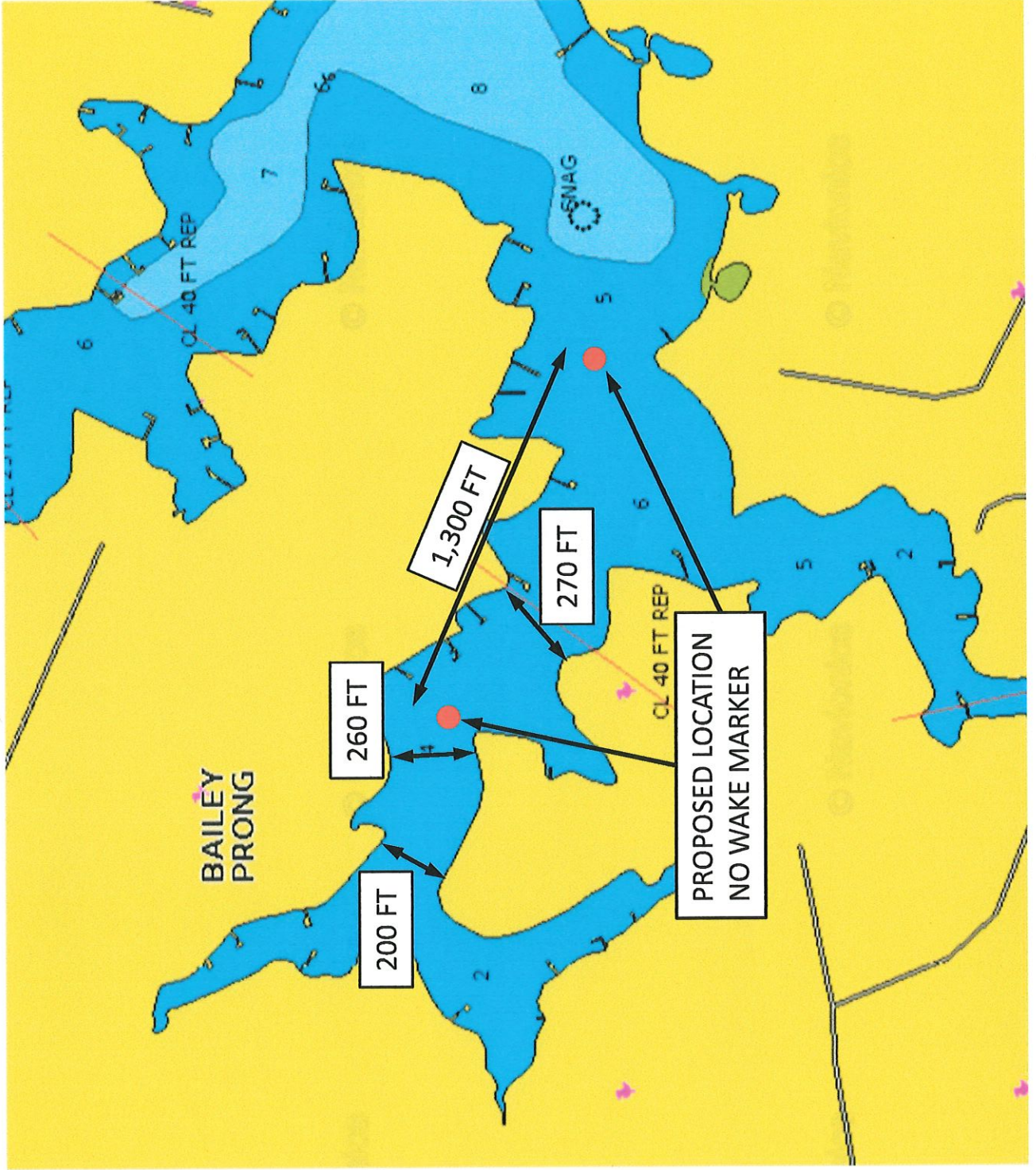


Douglas Ira

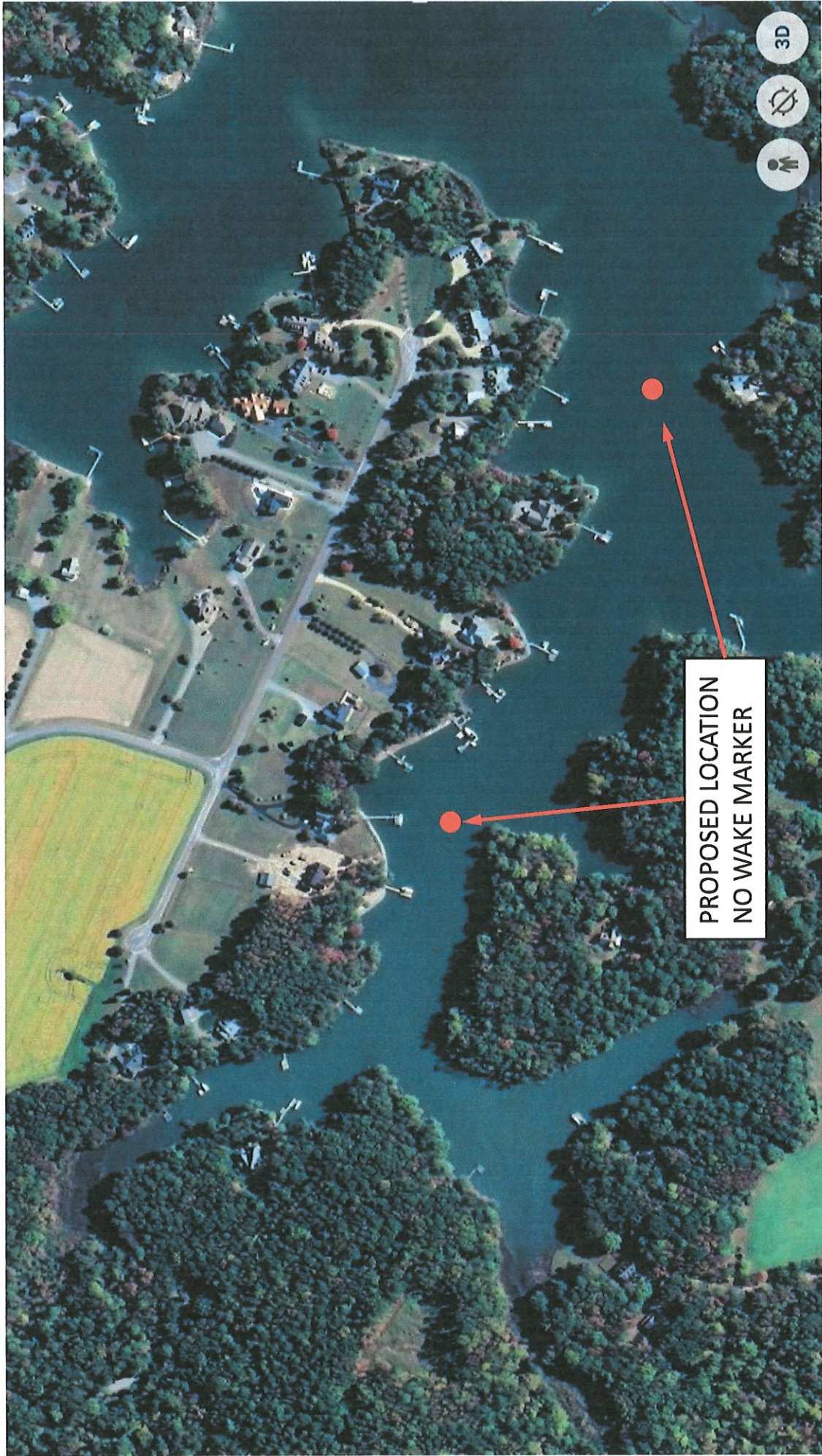
MARKER LOCATIONS



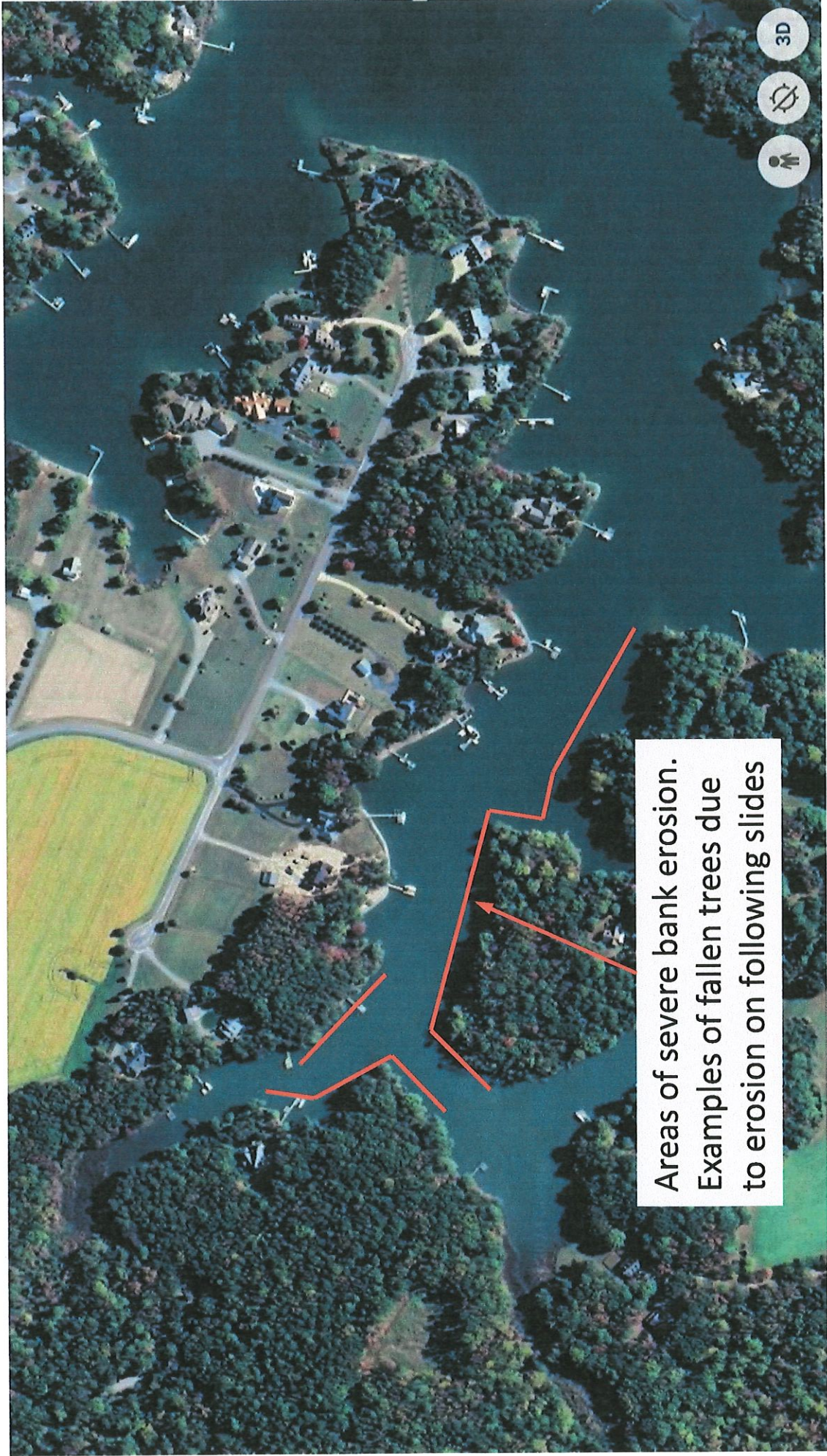
MARKER LOCATIONS



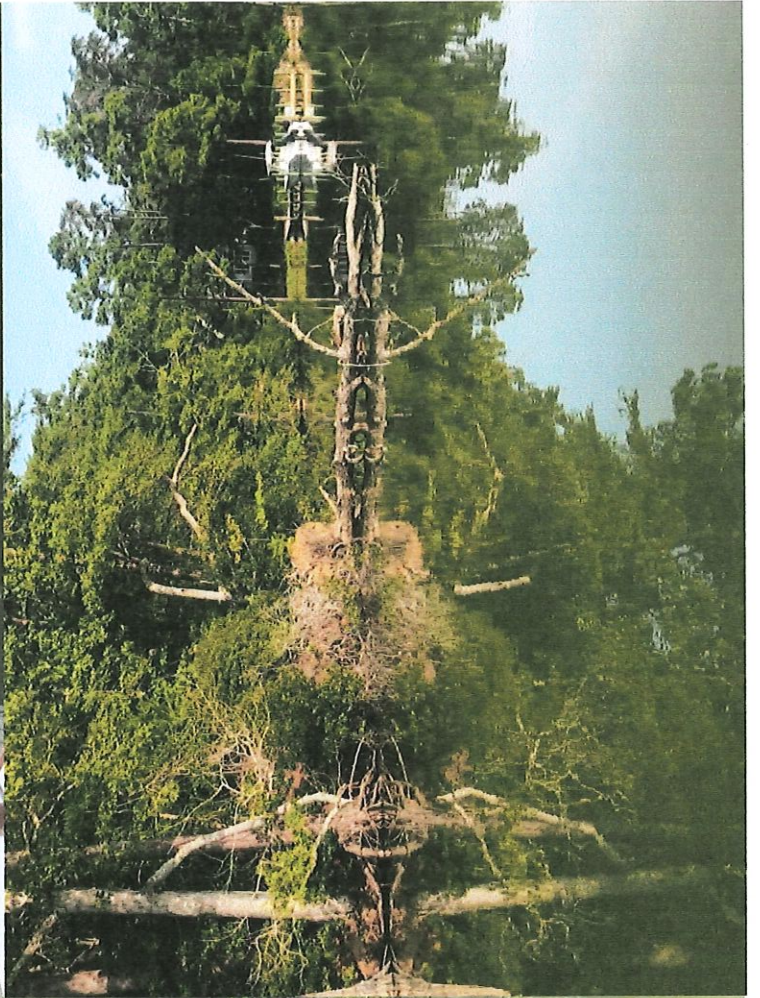
MARKER LOCATIONS



BANK EROSION

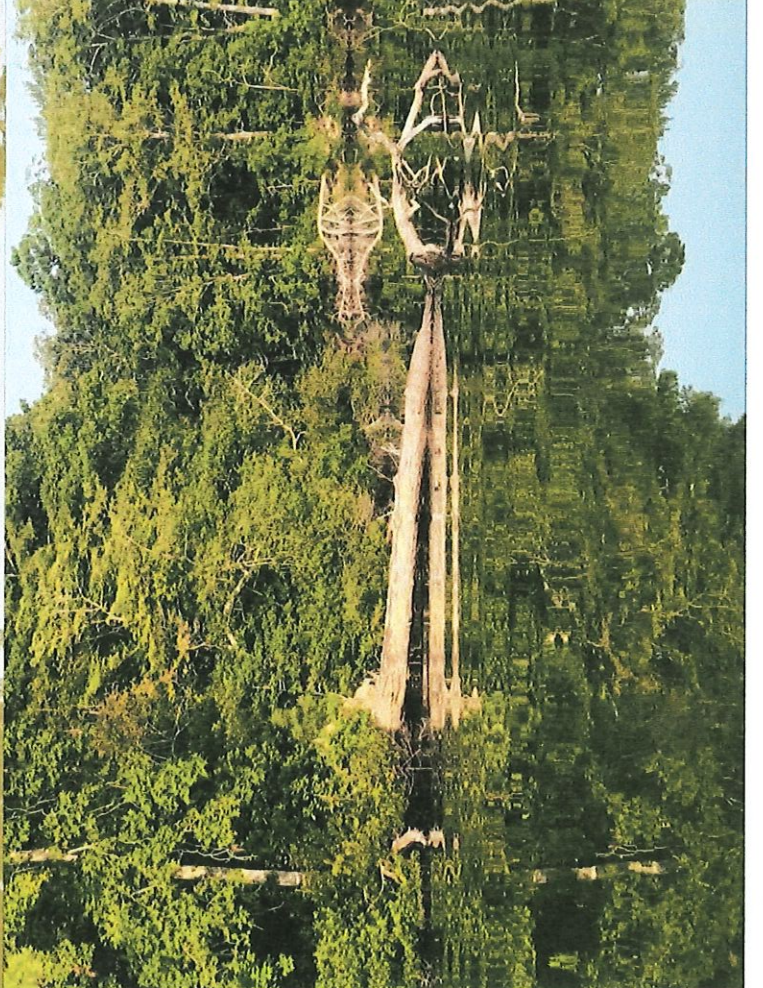
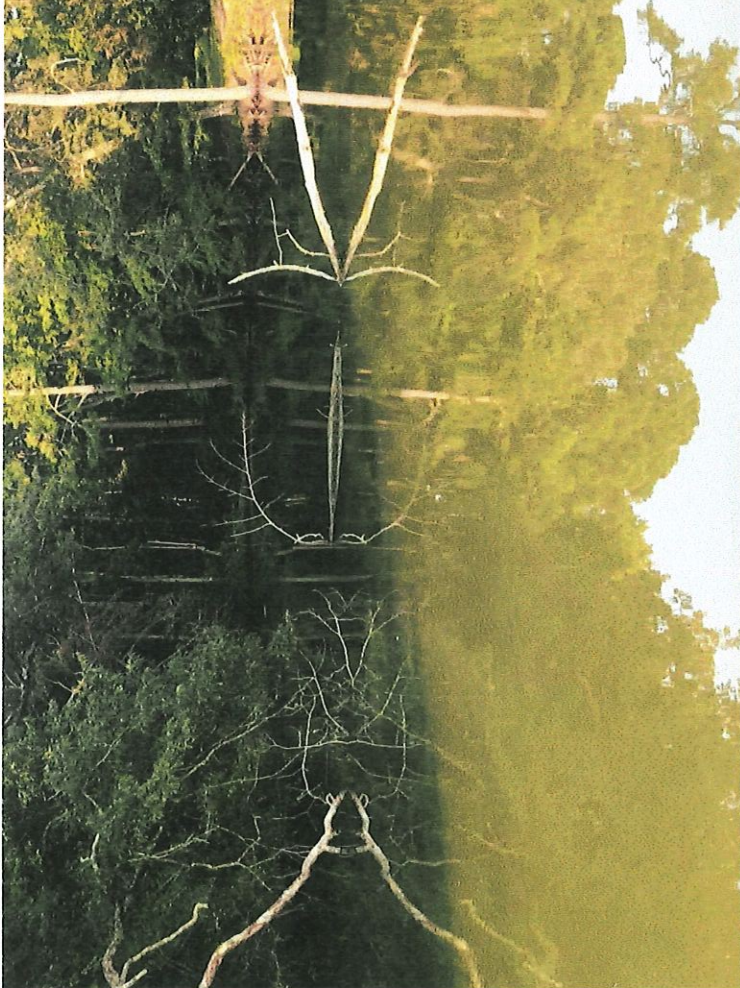
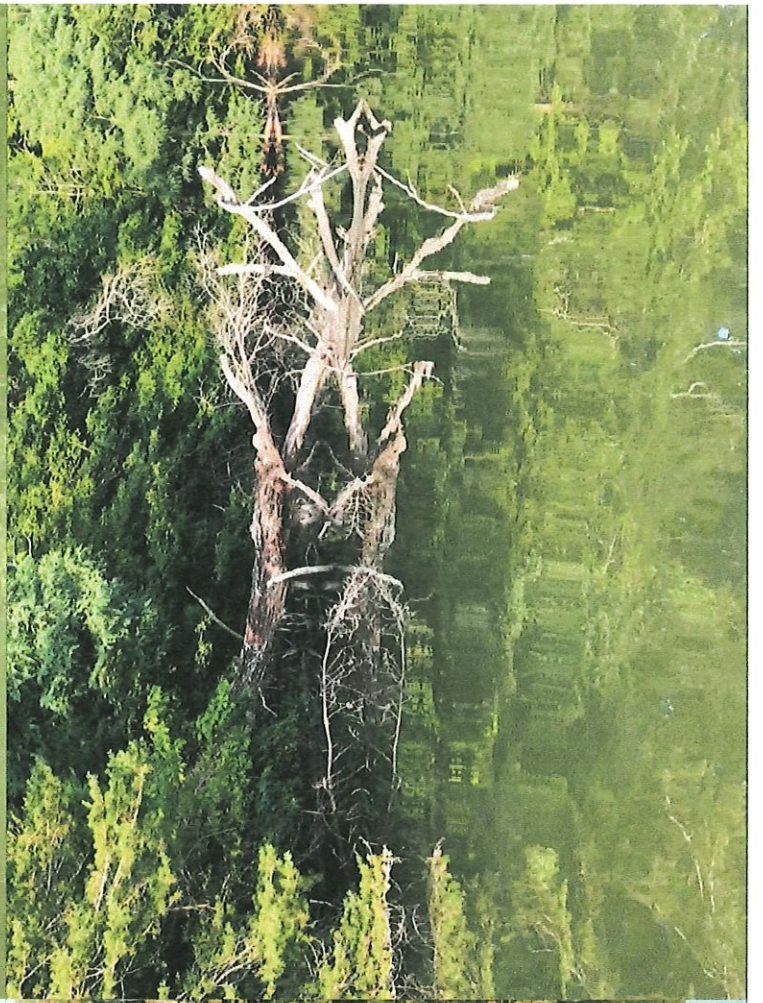
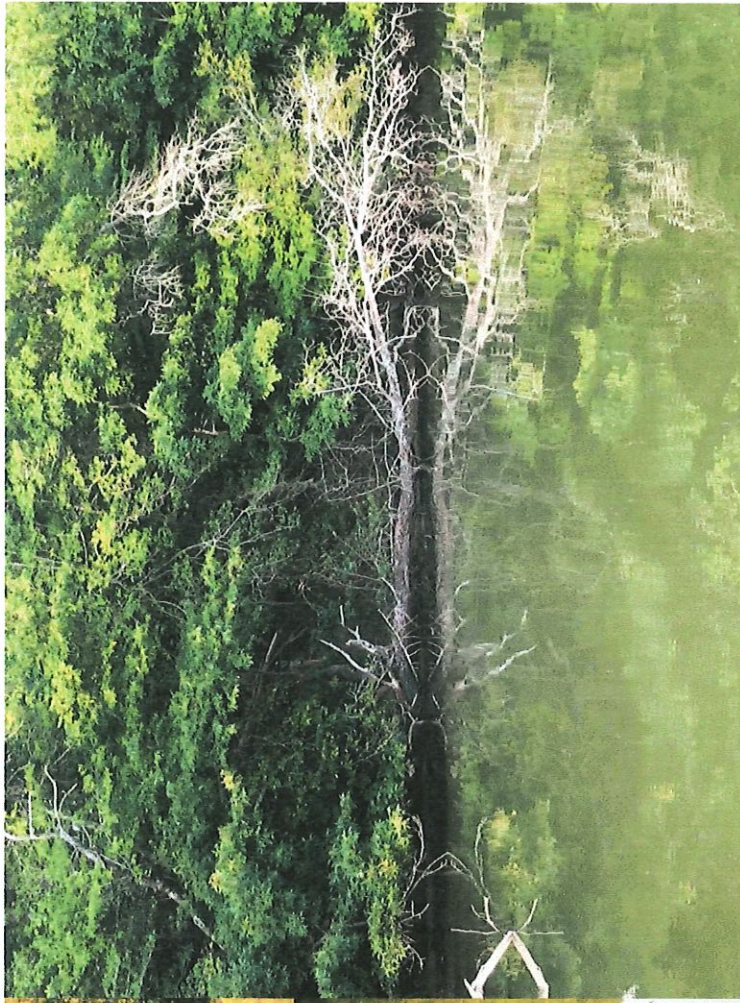


Areas of severe bank erosion.
Examples of fallen trees due
to erosion on following slides









Taylor Made Sur-Mark II Regulatory Buoy

