

March 10, 2021

I oppose HB2555 and HB2725 as they appear in their current form.

The bills are trying to remedy a problem caused by boat wakes and have included All Towed Watersports for regulation and fees even though water sports such as waterskiing, kneeboarding, and tubing never required a heavy boat or wanted a large boat wake. The preference for this group is calm waters and a minimal boat wake. They were never considered part of the problem because they are not a wake sport.

The bill should be focusing on the problem which is boats generating high energy wakes. If you are trying to associate the problem with a water sport, please select the sports which are wanting a high energy wave and don't make it a general class of All Towed Watersports.

I know the group known as ORSPA has been active in trying to eliminate high energy boat wakes on the Willamette River and has involvement in these bills. I support those efforts which will lessen damage to the environment and property.

I have witnessed erosion at our property caused by nature due to surface water, rising river levels, and winter storms. I have also witnessed erosion caused by boat wakes which cuts steps into the soft soil at the waterline and loosens clumps of soil on the river embankment walls when the waves splash against them.

I have witnessed damage to our dock by nature when parts of trees float down the river and slam into the dock. I have also witnessed damage to our dock from high energy boat wakes which has resulted in broken deck screws, broken boards, a broken piling hoop, dock floatation which has been dislodged or shifted, nails and bolts becoming loose.

The boat wake damage I do see is not caused solely because of a boat's weight. It is caused by the boat's wake energy. A ski boat and a wake sport boat can weigh the same amount on a scale but when participating in its activity the energy of the boat's wake can be very much different. The wake sport boat's hull design and mechanical wedge can make it behave like a much heavier boat. The extra energy imparted into the boat's wake is accomplished using a powerful boat motor and lots of fuel (15 gallons per hour is not uncommon). Below you will find a listing of some of the popular boats I have observed in the Newberg Pool over the years. You will notice the trend of sport boats is to be bigger, heavier, and have a large passenger capacity. Even if the boats are not participating in a sport activity and just cruising at 15 mph, some will still generate a large wake energy even with the ballast tanks empty and/or wedges not engaged.

The YouTube video located at;

[WAVE FROM 325 FT PRESENT202103031531 - YouTube](#)

is a comparison of the wave energy of a wake boat and a ski boat designed to generate a small energy wave and a. The wake boat is designed to generate a high energy wave while the ski boat is designed to

generate a small energy wave. If the ski boat were being operated at its optimal level (above 22 mph) the boat's wake would be even less.

The Oregon State Marine Board (OSMB) and the Oregon Natural Resources Director, Michael Carrier, worked on this problem you are currently dealing with in 2008 and came up with a set of rules for the Newberg Pool which were in effect from 2009 until 2018. Please see the attachment below. These rules would have been effective if the OSMB had developed adequate training for law enforcement, followed up on their promise to study the effects of boat wakes on the environment, and made some minor adjustments to the rules. Incidentally, during this period when the WED (Wake Enhancing Device) ban was in effect; home prices did not decline, area business did not decline, the few businesses operating along the river did not suffer, and the Newberg Pool continued to be populated with new and heavier wake sport boats whose WED features were not allowed to be engaged legally in the Newberg Pool.

What I would like to see happen are the persons engaging in wakesports, the manufacturers of the wake sport boats, and riverfront homeowners to work together to identify areas which would be suitable for their sport and then spend the money (the boat and gear makers need to contribute) to create courses with wave attenuators and whatever else is necessary to protect the property and the environment. The US Army Corps of Engineers has expertise in this area and their knowledge should be sought out.

Regards,

Dale Mack
Aurora, OR

Comparison of Popular Boats in Newberg Pool through the Years

2019	Length (feet)	Dry Weight (pounds)	Total Added Weight (# people / pounds)	Fuel Capacity (gallons)	Factory Ballast Weight (pounds)	Total Weight (pounds)
Malibu Wakesetter 25 LSV	25	5,600	18/2538	77	2,950	11,550 (note 1)
Mastercraft Prostar	20	3300	7/1341	25	Optional	4791
Mastercraft X-Star	23	5800	16/2400	76	4,100	12,756 (note 2)
Mastercraft X-26	26	6700	18/2700	88	4,150	14,078 (note 2)
Super Air Nautique G23	23	5900	16/2500	65	2850	11,640 (note 3)
Super Air Nautique G25	25	6400	19/2800	83	2850	12,548 (note 3)

2010	Length (feet)	Dry Weight (pounds)	Total Added Weight (# people / pounds)	Fuel Capacity (gallons)	Factory Ballast Weight (pounds)	Total Weight (pounds)
Malibu Wakesetter 23 LSV	23	3900	14/1974	55	2550	8554 (note 4)
Mastercraft Prostar 190	19.7	2620	7/1087	28	optional	3946
Mastercraft X-Star	24.8	4250	1770	57	2300	8662 (note 5)

1998	Length (feet)	Dry Weight (pounds)	Total Added Weight (# people / pounds)	Fuel Capacity (gallons)	Factory Ballast Weight (pounds)	Total Weight (pounds)
Malibu Response LX	20	2450	8 / 2450	35	Wedge option	3788
Mastercraft Prostar 190	19.5	2650	9/1322	32	none	4164

Note 1: The total weight reflects the 1,500 pound contribution of the SurfGate and PowerWedge combination which is a wakeshaping device to give a result similar to adding ballast weight. This added energy to the wake is accomplished at the expense of increased boat fuel consumption.

Note 2: The total weight reflects the weight of 3 ballast tanks (2800 lbs) plus the contribution of the Mastercraft Gen 2 Surf System which is a wakeshaping device available as a factory option and gives a result similar to adding ballast weight. This added energy to the wake is accomplished at the expense of increased boat fuel consumption.

Note 3: The total weight does not reflect the contribution of this boat's wakeshaping capabilities. This information was not found in the manufacturer's owners manual or boat specifications.

Note 4: The total weight reflects the 1,200 pound contribution of the PowerWedge which is a wakeshaping device to give a result similar to adding ballast weight. This added energy to the wake is accomplished at the expense of increased boat fuel consumption.

Note 5: The total weight is the combination of the 3 ballast tanks plus the added weight of the ballast bags added to the Plug & Play system.

The information in this comparison was obtained from manufacturer specifications, manufacturer owner manuals, Wakeboarding Magazine and Boating Magazine reviews.

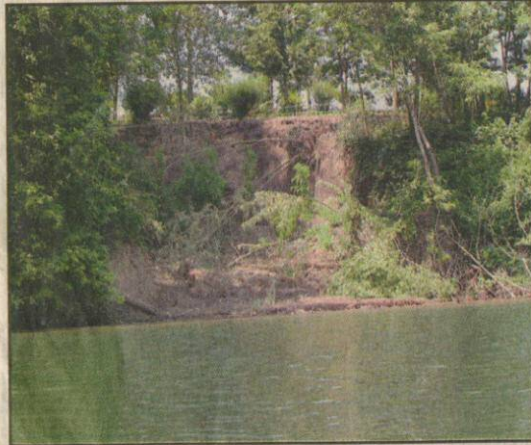
dm

Oct 2019

Boaters and property owners struggle to find common ground

7/23/2008

BY PATRICK JOHNSON
FOR THE CANBY HERALD



SALEM — The clash between property owners and recreational boaters continues with the Oregon State Marine Board looking at additional rules to limit the size of wakes recreational boats can create on the Willamette River.

At issue are property owners and boaters arguing about everything from wakes damaging docks, claimed increased erosion of river banks,

to loud music coming from powerboats on the river.

The clash has been going on since 2005, according to Randy Henry, Oregon State Marine Board policy analyst.

The marine board approved a plan July 8 to make a slow, no-wake zone from the Interstate 5 Boone Bridge to the railroad bridge directly west.

Other rules limiting wakes were put on hold until more information can be gathered.

But back on the table is a ban on the use of wake-enhancing devices on power boats on the Lower Willamette River.

Initially, it seemed boaters and property owners had reached a compromise through public hearings, which didn't include the ban. Marine Board staff changed its recommendations this month, however, after

receiving a letter from Gov. Ted Kulongoski's Natural Resources Police Director Michael Carrier.

In the letter, Carrier states that the compromise wouldn't have done enough to limit the environmental damage done to the banks of the Willamette.

Henry's staff report states that OSMB planners would like to make a slow zone from the Highway 219 bridge near Newberg, to Willow Island near Canby. Wakes would be limited in that 17-mile stretch.

The report outlined four rules that would be in effect for boats towing wake boarders, water skiers and tubes in that area.

Turn to **WAKE** on Page 2

Wake: Meetings are growing tiresome

Continued from Page 1

“

It's all about erosion. At the end of the weekend you can look up and down this section of river and along the bank it looks like chocolate milk on both sides of the river. That's caused by the wakes these boats create.

— Mike McGuire

If they would have just passed what they had before, we could be educating boaters right now. Now all they have done is delayed the education process about how to properly operate these boats. It's not solving anything.

— Brady Cassel

”

Rule 1: There is a ban on wake-enhancing devices, including ballast banks, wedges, hydrofoils, other mechanical devices, or uneven loading of boats to artificially operate bow height within the congestion zone.

The proposed rule was a shock to wake boarders who regularly use the river during the summer months.

“The boats come with ballast tanks and these wake enhancing devices built on,” said Brady Cassel of Tigard, who operates PDXWake.com, an online wakeboarding/snowboarding forum. Cassel is the son of Canby Herald publisher Bill Cassel. “They are designed to create a clean wake to board on — not to make a huge wake. When you get four or five of these boats out here making wakes, it’s no fun for anyone. I think the issue is more generational than a wake issue.”

Mike McGuire, who lives along the river, said that good wakeboarders didn’t need huge wakes, but that the wake enhancing devices were tearing up the banks of the Willamette.

“It’s all about erosion,” McGuire said. “At the end of the weekend you can look up and down this section of river and along the bank it looks like chocolate milk on both sides of the river. That’s caused by the wakes these boats create.”

Rule 2: Power turns of 180-degrees will not be allowed except to pick up a fallen skier.

Rule 3: There is a required distance of 200-feet between a boat and a towed person.

Rule 4: If passed, there will be a slow, no-wake zone 200-feet around all private docks and moorages, according to the staff report.

“The restrictions are not a ban on the sale of the wake enhancement devices,” Henry said. “A boater just isn’t allowed to use them.”

Mac Clark, another recreational boater, said that designating specific sections of waterways

with special designations was a wrong approach and would only confuse boaters.

“No wake zones should only be in places that have floating home communities, not large swaths of open public waterways,” Clark said. “I lived in a ‘no wake’ zone on a floating home for seven years and watched how hard it was for people to follow and how much confusion that one simple thing caused. With ‘no wake’ buoys everywhere it still seemed to be hard for people to grasp. I shudder at the thought of special segments of the river with special rules.”

But Larry Michel of Wilsonville, who lives along the river and is also a wake boarder, said the new proposed rules are a good compromise.

“There are people who have lived along the river for years who say they have seen more erosion in the last five years than they have in the last 20,” Michel said.

OSMB staff has contacted the Oregon State University Wave Research center to propose a study about the wake and erosion issue.

Regardless, the debate about public use of waterways versus property owner rights will continue into the Fall.

Another public hearing will be scheduled for sometime in mid-August, according to OSMB staff.

“I say at the October meeting we vote these rules up or down, no more meetings and playing around,” said OSMB member Bob Montgomery.

Cassel, who attended the OSMB meeting last week, said he was disgusted with the process and the decision to change the proposed rules.

“If they would have just passed what they had before, we could be educating boaters right now,” he said. “Now all they have done is delayed the education process about how to properly operate these boats. It’s not solving anything.”