February 9, 2022

I am support of SB1589 with qualifications. I am in favor of boating activities but would like to see regulations which place limits on the size of boat wakes along the Newberg Pool section of the Willamette River.

I live along the Willamette River in the Newberg Pool section and I have observed the changes which have occurred with boat activities for the past 30 years. This section has seen an increase in the size and weight of boats, the number of boats on the river has increased, the size of boat wakes has increased, the turbidity of the river has increased during busy summer days of boating activities when the heavier boats are engaging in wake boarding, wake surfing, and towing inflatables.

On days when boating activity is high, you can see the water is brown in appearance from the embankment and extending toward the center of the river. This is caused by the boat wakes impacting the river's edge and stirring the soil in the shallow portion of the river …… this is a form of erosion. The depth of water under my dock decreases each year as this sediment moves from the shallow water and toward the deeper water.

This section of the river has seen a shift toward larger and heavier boats. While fishing is still popular, the watersport activities have shifted from low wake sports (e.g. waterskiing) to large wake sports (e.g. wake boarding and wake surfing). If you look at the boats present at the marinas and docks in the Newberg Pool, you will see the majority of the boats are designed for wake sports …… these boats are specially designed for a large wake. Above 3 mph, these boats always have a large wake. Even when they are considered to be operating "on plane", they create a large wake. Large waves are seen at Oregon's coast and erosion is a natural occurrence. Large waves are not a natural occurrence on the inland lakes and rivers. Who thinks large waves are not damaging?

Even if you were to ban wakeboarding and wakesurfing in the Newberg Pool, the boats capable of generating large wakes/waves are still going to be present in the Newberg Pool and used for towing the inflatables.

People used to sit on their docks and swim in the river during the summer. If you observe the river activites during the warm days now, you find the people living along the river now using decks they have built on land at the river edge or on the river in their party barge. The water is very turbulent due to the quantity of boats on the river and the generation of large boat wakes which causes the docks sitting in the shallow waters to be violently rocked.

I have attached a boat comparison which I created for an Oregon State Marine Board meeting a couple years ago. These are type of watersport boats I see in the Newberg Pool. The MasterCraft Prostar is a popular boat for low wake sports (e.g. waterskiing). While it has increased in length over the years, it is still a lower weight boat. The boats designed for large wakes are 3 to 4 times heavier than the Prostar. It is not unusual for the wake boats to carry in excess of 10 passengers since more weight allows for a larger boat wake which is what the surfers and boarders are desiring.

Erosion is a slow process. While one boat passing a dock every 30 minutes has a small impact, when it happens every 30 seconds, the problems become compounded. The studies I have seen presented to the legislature and OSMB are based on a single boat. You are not seeing the actual picture. Every year, the next generation of wakesport boats create larger energy boat wakes because there is a market for them. At what point will you place limits on the size of these wakes and save Oregon's natural resources?

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 manufactuer specifications, manufacturer owner manuals, Wakeboarding Magazine and Boating Magazine reviews.

dm

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