

Senate Committee on Energy and Environment
Oregon State Legislature
900 Court Street NE
Salem, OR 97301
RE: Opposition to SB 301

Dear Chair, Senator Sollman ; Vice-Chair, Senator Findley ; Member, Senator Golden ; Member, Senator Hayden ; Member, Senator Lieber:

My name is Reneé Morgan and I am a resident of Portland, and an active user of the Willamette River. I am writing today, representing the Portland Willamette's *Calm Water Coalition* to express strong opposition to SB 301 and its proposed amendment to remove ballast weight from vessel weight regulations in the Newberg Pool. We are very concerned in the Lower river, as well.

Why does SB301 and -1 matter to us in Portland? *Because what happens on the Newberg Pool, happens on the Portland Willamette.* Our concern is if a deregulation amendment can be made to SB1589, could similar amendments or deregulation of ballast weight limits be made to regulations on the Portland Willamette, affecting the recreational safety for thousands. We don't want to go back to this: <https://www.youtube.com/watch?v=ZovZfK9hhG0>

It has taken a decade for the Upper River to arrive at the current wake safety regulations. The Lower River was slightly behind, but in **2017**, a steep increase in reported boater and paddlers accidents caused by heavy wake lead us to take a local survey. The response was a clear message that the Upper River wasn't the only area affected by heavy, disruptive and abnormal wake. In November of 2018, Portland's *Calm Water Coalition* was formed. Over the next year, more than 4,000 people joined this user group, including university and private rowing teams, paddling organizations, kayaking, canoeing and sailing clubs, Rose Festival Dragon boats, boathouses, businesses and residential moorages and marinas organized to ask for wake regulation help on Portland Willamette.

For six years, the Coalition (CWC) has worked together with organizations on the Upper Willamette in support of wake and boat weight regulations to ensure the safety of all users of the Willamette River.

For six years, members studied the research, wrote public comment letters, attended Oregon State Marine Board Public meetings and RACs, and gave legislative testimony. The message we shared rarely changed – "no" on any new bill or amendment aiming to reduce wake and boat weight and ballast restrictions, canceling hard-fought safety rules.

For six years, the local media reported story after story of our CWC members wake-caused accidents -- of the 50 boats swamped and 7 capsized, of the two rowing shells broken in half, of more than 100 rowers and paddlers thrown from their boats by 4-foot wakes, of one year's wake damage expenditures of \$140,265 for just 8 floating homes and marinas, to replace floats, decks and service lines.

For six years, the submitting of study after maritime hydrodynamic study by both U.S. and international universities and hydrologists. A newly peer-reviewed report by Professor Gregor Macfarlane, of Australian Maritime College, verifies, once again that the heavier the boat and ballast, the more significant increase in wave energy and impact.

SB1589 is working. There is no new information to substantiate amendments. No changes are needed. No more valuable legislative time needs to be spent on the already carefully vetted and agreed upon safety programs, both upriver and downriver.

Please stand up for river safety and the interests of the majority of Willamette River users. Vote NO on SB 301 and its proposed -1 amendment. Thank you for your time and consideration.

Sincerely,
Reneé Morgan



CALM WATER COALITION
Portland Rowing Club
Oregon Yacht Club
Willamette Riverkeeper
Macadam Bay Moorage
Human Access Project
Waterfront Organizations of Oregon (WOOO)
Lewis & Clark College Rowing
Landing Boat Club
Oaks Park Community Boat House
Rose Festival Dragon Boats
Wasabi Paddling Club – Dragon Boats & Outrigger Canoes
Willamette Sailing Club
Station L Rowing
Rose City Rowing
Willamette Rowing Club