

Dear Representative,

I am writing on behalf of Sea Ray Boats and as a Board Member on the NMMA's Grow Boating Initiative, to ask that you vote against HB 4099 and HB 4138 when they come before the Transportation Committee, in coming days. These bills, which would both ban wake surfing on a 20-mile stretch of the Willamette River and give the state Marine Board jurisdiction over erosion issues, are very controversial. With only 30 days left in the session, I ask that you vote against these two bills to provide time for the issues related to economic impact, access to public waters and riverfront owner concerns.

As you may know, the NMMA is the leading trade association representing the recreational boating industry in North America whose members produce more than 80 percent of the boats, engines, trailers, accessories and gear used by boaters and anglers throughout the United States and Canada. Recreational boating has an estimated annual economic impact of \$121.5 billion. Eighty-eight million Americans participated in boating in 2012. Importantly, an estimated 93 percent of traditional power boats (outboard, sterndrive, inboard and jet boats) sold in the U.S. in 2012 were made in the U.S.

NMMA represents manufacturers of boats, accessories and trailers. My company, Sea Ray, manufactures wake board boats that are sold by Oregon dealers. These are expensive boats and I believe this ban would reduce the number of boats sold by local dealers. Reduced sales of boats and accessories will directly impact the economic success of these businesses and threaten the jobs they provide in the community.

HB 4099 not only bans wake surfing, but goes so far as to require ballasted boats, and only ballasted boats, to go at no-wake speed throughout this 20-mile section of the river. HB 4138 gives the Marine Board new responsibilities regarding shore erosion that it has no prior experience assessing.

To my knowledge, there has not been a study to determine the impact of wake surfing on these shorelines, whether a ban provides significant benefit, and if there are differences within the 20-mile stretch of river.

These bills deserve close scrutiny and a robust debate by the legislature and stakeholders. It has been my experience that when all stakeholders are given the opportunity to meet, the result can be options that ensure that the rights of all involved are respected and addressed. However, this is the first time this bill has come before the legislature. There is little time during the short session for this kind of cooperative effort. The longer 2019 session is better suited to address such controversial bills.

Please vote against HB 4099 and HB 4138 and provide an opportunity for the Marine Board to work with all stakeholders to develop consensus solutions. Thank you.

Sincerely,

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