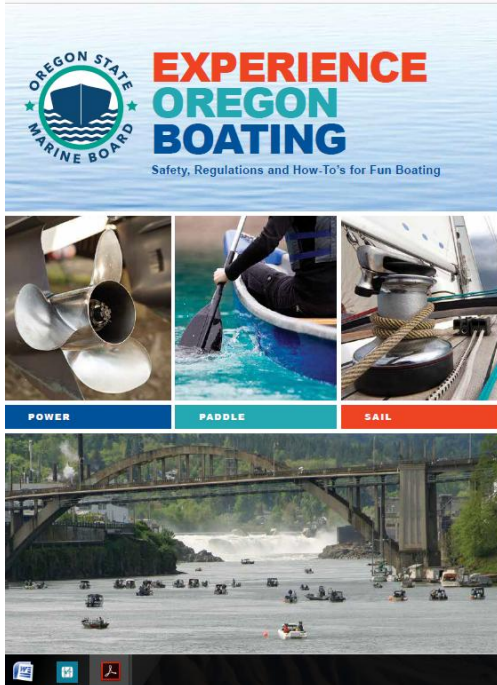




OSMB Guidance



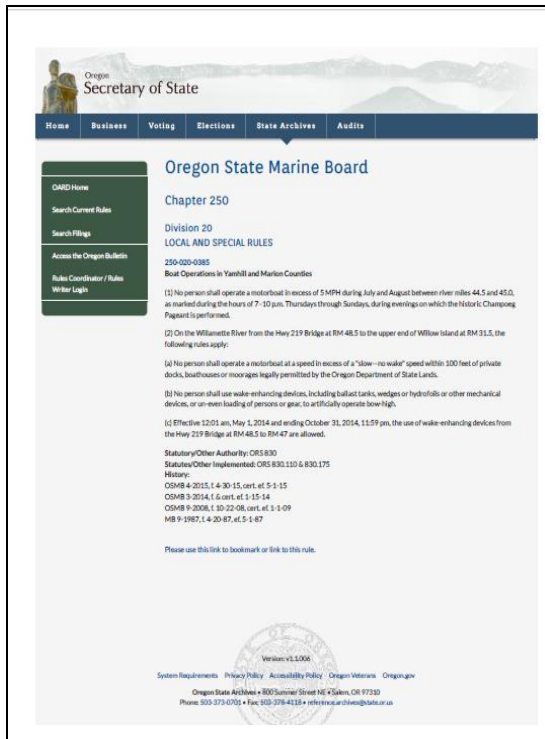
“...wakes from large boats make operation of small boats difficult and even dangerous. More than ever, boaters need to watch their wakes”

“Larger wakes carry more energy and increase the chance of damaging docks, eroding sensitive river banks, or tipping smaller boats”

“The best way to minimize your wake’s risk to others is to avoid “plowing” through the water, running close to other boaters, swimmers, docks or sensitive shorelines, and to engage in activities (such as wakeboarding or wakesurfing) in areas away from developed or sensitive shorelines or where small boats congregate”

“Each operator is responsible for damage or injury caused by his or her wake”

OAR 250-020-0020/0385

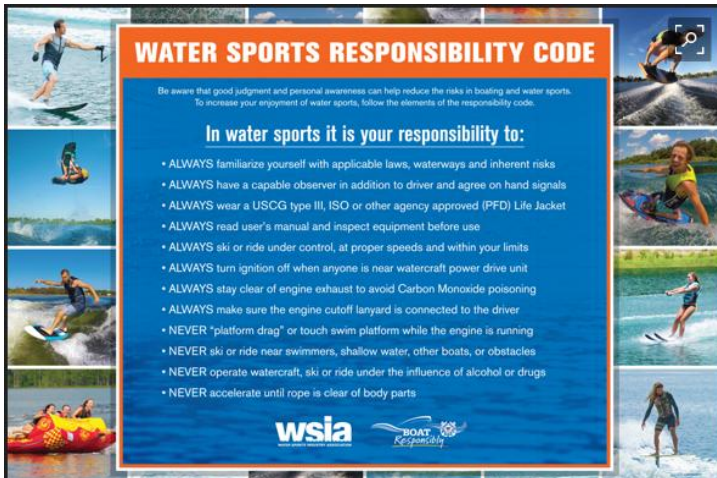


The screenshot shows the Oregon State Marine Board website. The header includes the Oregon Secretary of State logo and navigation links for Home, Business, Voting, Elections, State Archives, and Audits. The main content area is titled "Oregon State Marine Board" and "Chapter 250". It lists "Division 20 LOCAL AND SPECIAL RULES" and "250-020-0385 Boat Operations in Yamhill and Marion Counties". The rule text includes: (1) No person shall operate a motorboat in excess of 5 MPH during July and August between river miles 44.5 and 45.0, as marked during the hours of 7-10 pm, Thursdays through Sundays, during evenings on which the Historic Champagne Pageant is performed. (2) On the Willamette River from the Hwy 219 Bridge at RM 48.5 to the upper end of Willow Island at RM 31.5, the following rules apply: (a) No person shall operate a motorboat at a speed in excess of a "slow—no wake" speed within 100 feet of private docks, boathouses or moorages legally permitted by the Oregon Department of State Lands. (b) No person shall use wake-enhancing devices, including ballast tanks, wedges or hydrofoils or other mechanical devices, or un-even loading of persons or gear, to artificially operate bow-high. (c) Effective 12:01 am, May 1, 2014 and ending October 31, 2014, 11:59 pm, the use of wake enhancing devices from the Hwy 219 Bridge at RM 48.5 to RM 47 are allowed. The page also includes a "History" section with various OAR and MB numbers and a footer with system requirements and contact information.

“On the Willamette River from the Hwy 219 Bridge at RM 48.5 to the upper end of Willow Island at RM 31.5, the following rules apply:

- (a) No person shall operate a motorboat at a speed in excess of a "slow—no wake" speed within 100 feet of private docks, boathouses or moorages legally permitted by the Oregon Department of State Lands
- (b) No person shall use wake-enhancing devices, including ballast tanks, wedges or hydrofoils or other mechanical devices, or un-even loading of persons or gear, to artificially operate bow-high”

Water Sports Industry Association “Responsibility Code”



“ALWAYS familiarize yourself with applicable laws, waterways and inherent risks”

“NEVER ski or ride near swimmers, shallow water, other boats, or obstacles”

Water Sports Industry Association “Wake Responsibly” Campaign

A graphic for the WSIA Wake Responsibly Campaign. It features a blue and white diagonal design. On the right, a man in a dark tank top and shorts is surfing on a blue and white surfboard, riding a wave. The background is a bright blue sky and water. The WSIA logo is in the top right corner. On the left, there is text providing tips for being a courteous boater.

wsia
WATER SPORTS INDUSTRY ASSOCIATION

WAKE RESPONSIBLY

Congratulations on your new equipment purchase! We love watersports as much as you and know how intense a good session on the water can be.

HERE ARE A FEW TIPS FOR BEING A COURTEOUS BOATER.

- 1** Stay at least 150 feet away from the shoreline, docks, or other structures.
- 2** Keep music at reasonable levels. Sound travels well over water. If it's loud enough to hear at 80 feet back, it is likely loud enough for homeowners to hear, too.
- 3** Minimize repetitive passes on any one portion of shoreline. Once you've run the same line for a while, move on to another area.

REMEMBER, YOU ARE RESPONSIBLE FOR YOUR OWN WAKE.

“Stay at least 150’ away from the shoreline, docks or other structures”

“Minimize repetitive passes on an one portion of shoreline”

“Remember, you are responsible for your own wake”

Trends

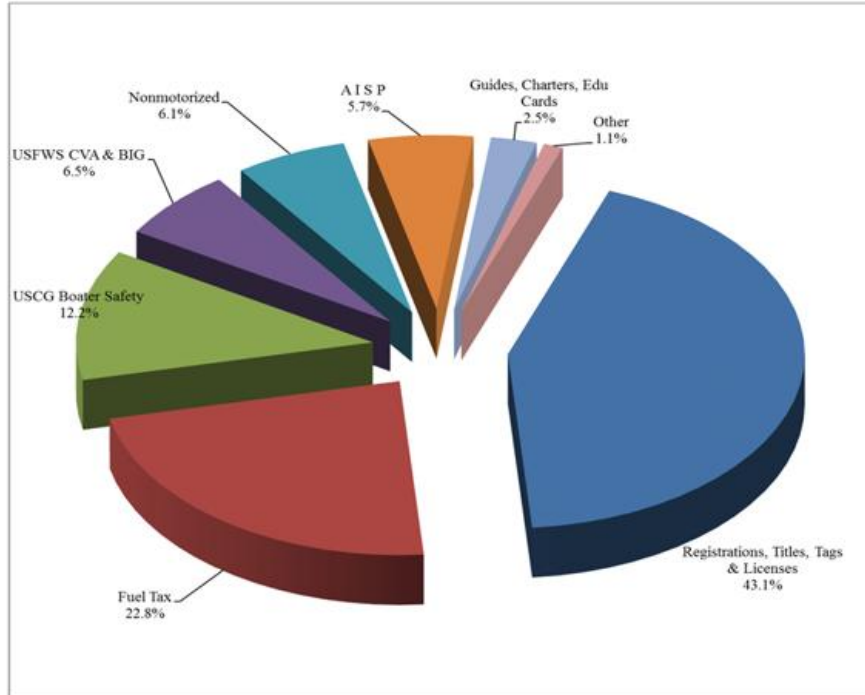
- Lack of Compliance with the OAR restrictions
 - Some are unaware
 - Some simply choose to ignore the rules
- Boats are getting bigger
 - Increased Dry Weight and Ballast Capacity
- Non-Motorized usage is increasing
 - Willamette River Trail
 - Wilsonville's Memorial Park



Back Up Slides

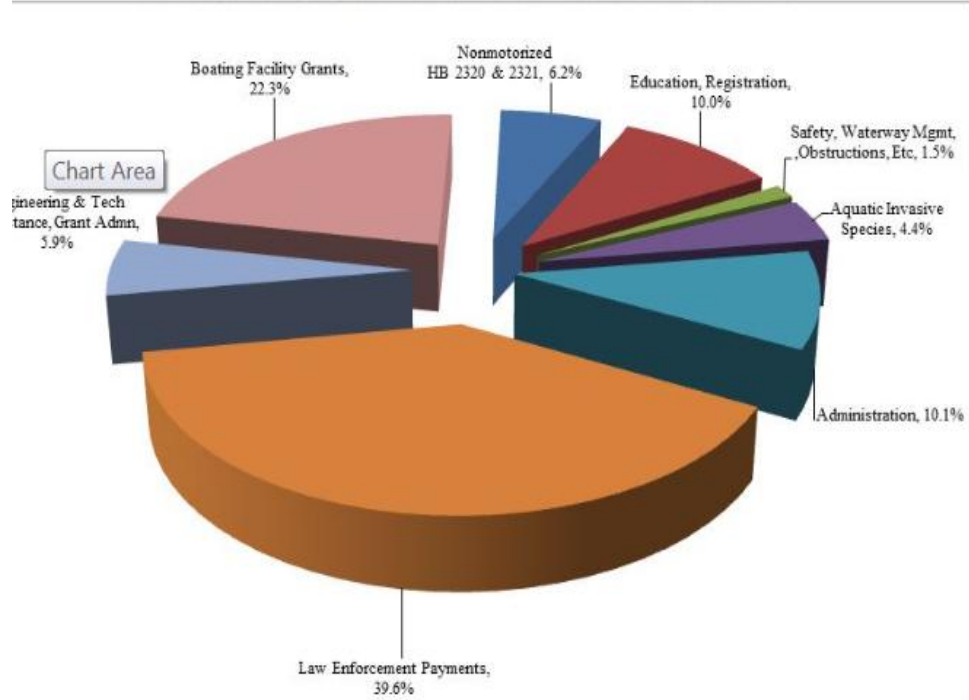
OSMB's Law Enforcement Budget

Revenues 2017-2019



2017-19 MARINE BOARD EXPENDITURES BY MAJOR PROGRAM

2017-19 MARINE BOARD EXPENDITURES BY MAJOR PROGRAM



EXPENDITURES BY PROGRAM & FUND TYPE – TOTAL \$36,053,722

Water Sports Industry Association Commissioned Study

Minutes are posted as draft until approved by the Marine Board at its next regularly scheduled meeting.



Meeting Minutes
Oregon State Marine Board
October 26, 2017
Salem, OR

Chair Valarie Early called the October 26, 2017, telephone conference meeting of the Oregon State Marine Board to order at 9:01 am.

Board Members present: Val Early, Vinco Castronovo, Jas Adams, Jen Tonneson and Cliff Jett

Staff Present: Director Rachel Graham, Ashley Massey and June LeTarte

Jessica Knieling, Deputy Chief Human Resources Officer, Department of Administrative Services (DAS), was present on behalf of Sherry Carter, agency HR representative.

Agenda:

Chair Early announced the purpose of the meeting was to review and approve the draft recruitment plan and position announcement.

Chair Early outlined the basic recruitment process. After the applications are received, DAS Human Resources will conduct initial screening and forward the top candidates to the interview panel. This set of candidates will be further screened in first round interviews and the next level of candidates will move on to second round interview panels that will include Staff, Stakeholders and the Governor's Office. The Marine Board will conduct final candidate interviews at the January 2018 Board Meeting.

Mr. Adams asked how the interview panel members will be selected. Chair Early said the Chair as well as a senior member of the Board. Chair Early, Jen Tonneson, and DAS Human Resources will be on the panel.

Ms. Knieling explained the screening process would focus on the position attributes which were included in the documents supplied to the Board. The Board discussed the position's desired attributes. Mr. Adams requested that familiarity and knowledge of Oregon Revised Statutes, Chapter 830 be included, with specific references. Also, with references to experience with the legislative and administrative rule processes, include experience working with the legislature and governor's office to achieve the agency's desired outcomes. Members agreed.

Chair Early briefed members on the corrections to the draft job announcement. Applicants will submit a resume and cover letter. The supplemental questions will be deleted from the posting.

Director Graham asked whether paper copies will be accepted. Ms. Knieling clarified, applicants need to apply through the on-line system but a hard copy of the job posting will be made available for accommodation or review. Ms. Knieling will re-draft the job announcement.

Applicants are still required to answer the minimum qualification questions associated with the position.

Mr. Jett asked that a clean copy indicating all the changes be sent to the Board members.

Oregon State Marine Board
October 26, 2017
Page 1 of 3

“... the executive summary states that “the maximum wake/wave height associated with wakeboarding and wakesurfing drops 27-56% in the first 100-150ft of its travel from the boat path”

“The executive summary goes on to state that “wakeboard and wakesurf wakes/waves dissipate more slowly in deep water (greater than 15ft) and operating at least 250ft from shore can reduce the effects of deep water wakes”

“The full research report was not made available to OSMB preventing a comparison of the methodology and results of the Australian and WSIA trials”