

Re: SB 1589

Dear Legislators,

- I am a resident of Wilsonville with a home on the river.
- We have 160' of riverfront property.
- Our family has lived here since 1972
- We have been boaters since that time and are still boaters today
 - Skiers
 - Boarders
 - Tubers
 - Fisherpersons
- Over the last 6 or more years:
 - the river height has increased by 1' due to PGE being required to add height to the rive for fish
 - Boats have increased in size and weight from 4,00 lbs and under to up to 8,000 lbs, up to 12,000 lbs with added ballast
 - Boat traffic has increased in the summer to very higher numbers
- The natural process of erosion has accelerated dramatically since the economic recovery of 2008, culminating in vast numbers of people boating the summer of 2020, during the pandemic when everyone was home.
- The facts are that these newer, bigger boats are designed to generate wakes for surfing and other high-wake sports. The displacement from these boats, without wake sports taking place, is tons of water.
 - There is a white paper submitted previously to the OSMB and to legislators, which can be delivered to anyone requesting it that gives the physical facts of this claim: modern wake boats create wakes that are “orders of magnitude more powerful” than traditional wake boats
 - We regularly see waked crashing like ocean surf on the banks of the river, splashing 2' and 3' high, when a less than 5,000 lb boat has a 6" wake with very little power.
 - We are limited by both the States rules and our budgets from doing anything at the waterline or anything meaningful above the waterline that might mitigate this people-made situation.
- The environmental impact of this activity has not been studied, but the State has been put on notice by environmental groups that this activity violates the turbidity standards for rivers.
 - Our experience is that turbidity begins with the first activity of a few boats and accelerates through the day to the point where the water is thick with silt and mud for 15' to 20' each side of the river.
 - We have not caught a single crawfish in the last three years off our bank when it was a regular seasonal pastime. There was a commercial crawfish fishery here; we haven't seen those boats in 3 years either.

In summary, there is no argument that can be made that these huge boats have a negative impact on the environment of the river (public and private property). The number of affected individuals, should the rule be accepted, is small. And while I hate the idea of class warfare even being hinted at, the fact is that the price of these boats is more than the average wage of all the citizens in the state. Surely one can afford the gas to drive to a lake or somewhere else where the impact is not so great. Frankly, I can afford one of those boats, I would have one if there were no reason not to. There is a reason.

Any boat sold or purchased during the time the 4,000 lb rule and the no wake enhancing devices rule was sold or purchased with the intent to break the rule. Knowing there was minimal to no enforcement.

The current rules are not being enforced; warnings are given but no behavior inhibiting ticketing has taken place and enforcement is spotty at best.

These boats must be taken elsewhere or no boats will be able to be used in the future.