

Submitter: Debbi Strand

On Behalf Of:

Committee: House Committee On Environment and Natural Resources

Measure: SB1589

I support SB 1589.

I am a riverfront home owner a few miles north of the I-5 bridge. My family and I have lived in this area of the Willamette River since 1970, and have been avid boaters for years with a 1986 traditional ski boat (max loading weight <<5000#).

Taking a science approach to this issue of damage caused by these large motorboat (>5,000#) wakes: There is a recent Univ of MN study that wakesurfing boats put out 3 to 9 times more wave energy than non-wakesurfing boats at 100 feet and 3 times the wave energy at 500 feet. The study also found that wakesurfing boats require distances greater than 500 ft to attenuate wake wave characteristics (height, energy, and power) to levels equivalent to non-wakesurfing boats operating under typical planing conditions.

What we observe: A significant increase in large boats towing wake surfers that do not respect the laws and boat in areas outside of the currently zoned wake surfing area; at times, these large motorboats come closer to docks/swimmers/non-motorized flotation devices (even <100 feet, inside the no wake buoys out in front of docks), and the large waves/wave forces at times push swimmers into docks and waves wash up and over docks & into persons on the docks, flood kayaks & canoes, and tip paddle boarders. Others have submitted important written & oral testimony about the observed damage to our local habitat by large motorboat wakes.

We have personally experienced dock damage due to large motorboats pulling wake surfers 100-150 feet from our dock; their large wake size/energy has caused hoop shear and dock frame damage/flotation loss (which is very costly to repair, for us, \$3k for an emergency hoop repair after the fully loaded wakesurfing boat produced 3-4 foot wakes so close to our dock that we watched the upriver hoop dislodge out of the dock, and \$20k for frame repair & flotation replacement from summer 2019 large motorboat cumulative large wake energy damage). We have a number of neighbors who have had to spend thousands of dollars over the past 3 years to replace dock flotation which was lost due to large wakes displacing their flotation. Law enforcement is stretched thin and may not always be available to enforce large motorboat watersport/wake surfing violations, and the number of large boat drivers who disregard the laws is increasing - last summer we observed dozens of large, ballasted boats illegally wake surfing every weekend just 2 miles upriver from the Boones Ferry Marina (several miles downriver from the zoned area for this activity). Limiting large motorboat towed watersport/wake surfing activities to river

areas wide enough to allow wake size/wake energy dissipation is needed to help prevent injuries to persons using the river in non-motorized capacity, prevent further damage to homeowner property/docks, and prevent further damage to the local riverbank habitats.

Website references have been mentioned in prior testimony; another website for sample information related to the ski boat dry weights and loaded weight estimates can be found at wakesurfguide.com (<https://wakesurfguide.com/2018/08/02/how-much-does-a-ski-or-wake-surf-boat-weigh/>). It is my understanding that SB 1589 would allow the vast majority of ski boats to participate in boating activity in the Newberg Pool Congested zone; SB 1589 would only limit a very small percentage of boats whose maximum loading weight is >5,000#. The Willamette River in our area is just not wide enough to accommodate the large boat (>5,000#) wake force/energy and the damage these waves cause.

I urge the committee to support SB 1589, as it meets the immediate need to stop further unmitigated large motorboat wake damage now, and allows development of a State Marine Board plan for public health & safety as well as further scientific evaluation for environmental health & safety of our Willamette waterway & associated habitats.

Thank you,
Debbi Strand