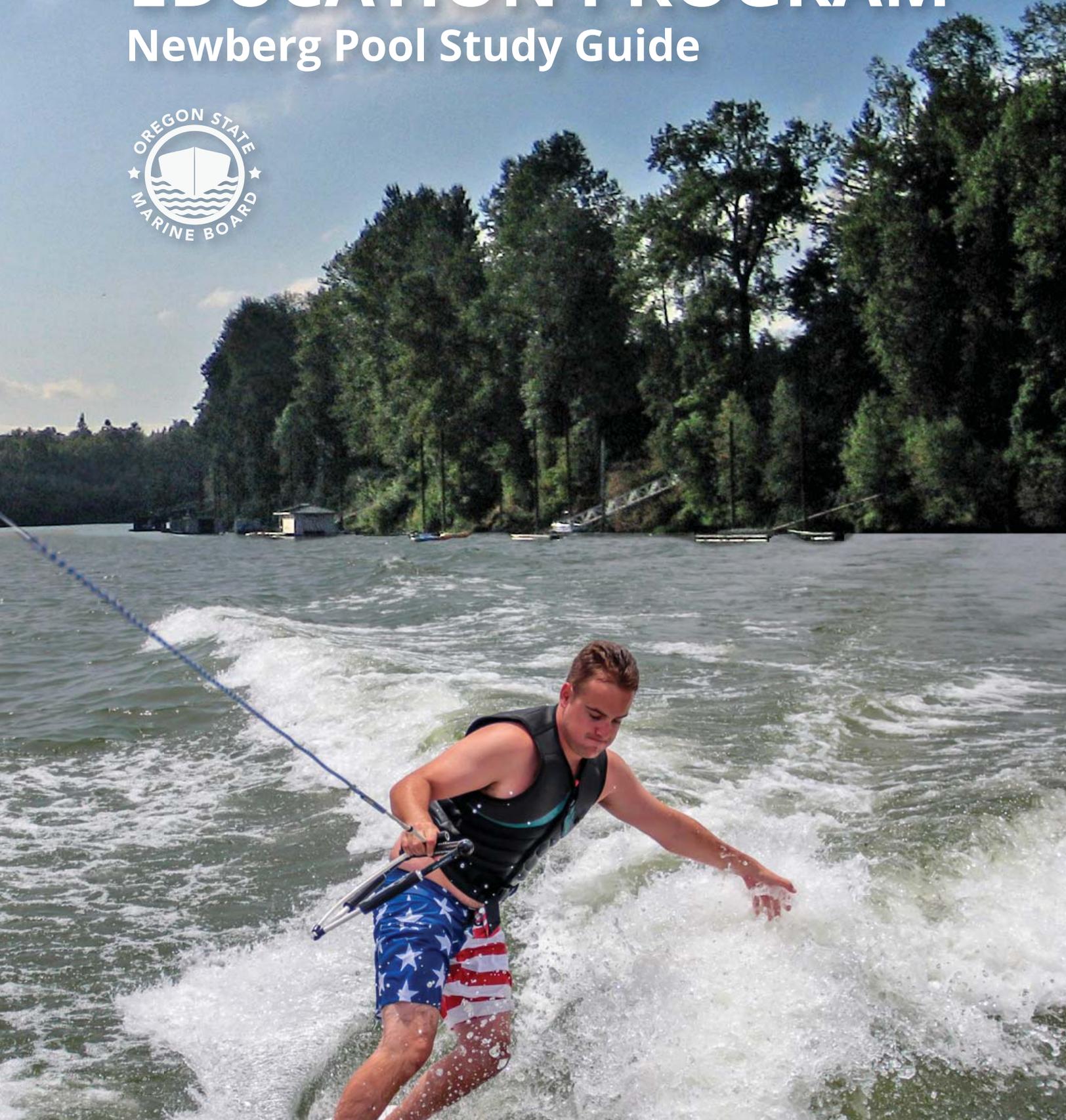


TOWED WATERSPORTS EDUCATION PROGRAM

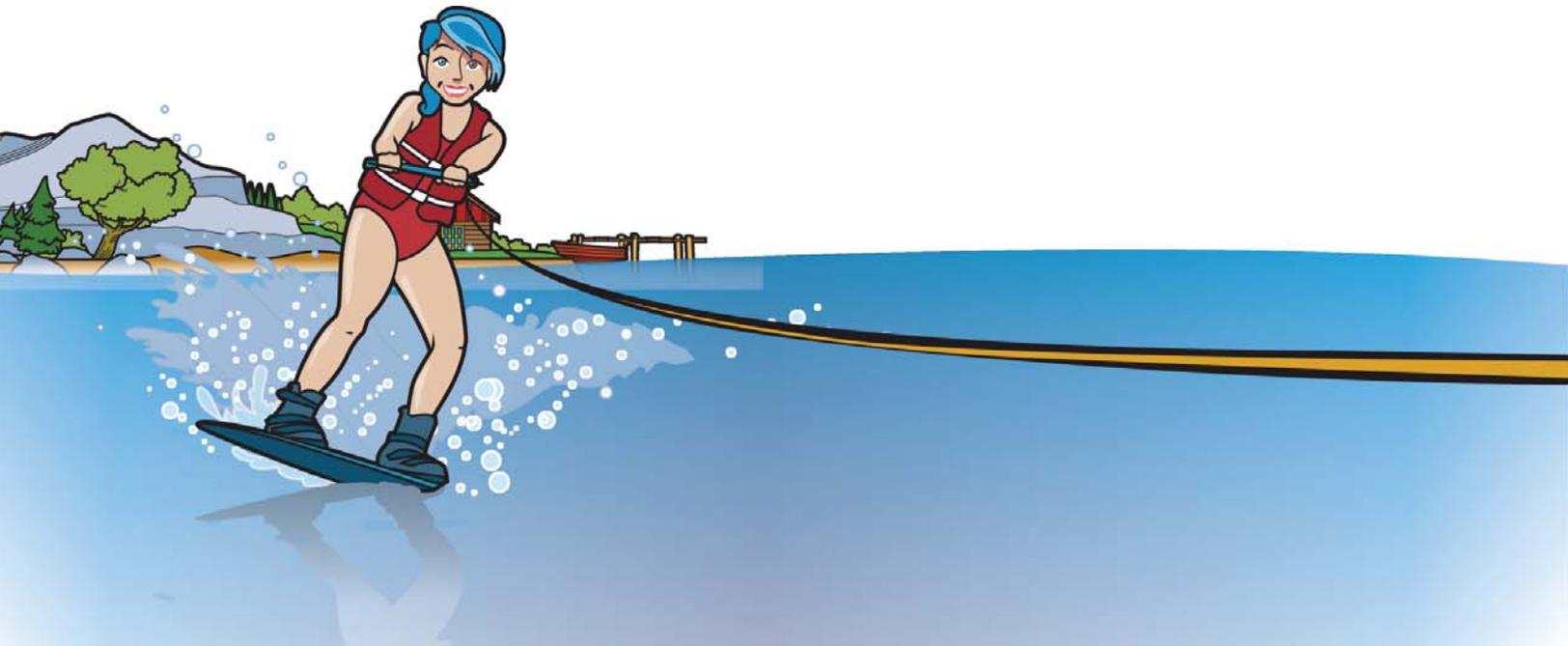
Newberg Pool Study Guide



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Wakeboarding and wakesurfing are a lot of fun. However, large wakes can cause damage to private docks, contribute to erosion, and can cause injury to other boaters, swimmers and persons on docks. The Oregon Towed Watersports course was created so boat operators have the knowledge they need to tow wakeboarders and wakesurfers behind their boat safely.

This course will help you understand:

1. Rules restricting the towing of wakeboarders and wakesurfers.
2. What you need to know before going to the Willamette River in the Newberg Pool area.
3. The responsibilities as a boat operator, an observer, and rider.
4. Tips for wakeboarding and wakesurfing.

Good luck with this course, and above all, please operate safely and courteously on all of Oregon's waterways.



The Newberg Pool is the slack water portion of the Willamette River between Willamette Falls and the Yamhill River. It flows through agricultural, residential and industrial properties. The area between Newberg and "The Narrows" west of Oregon City, roughly River Mile 30 to River Mile 50, has special boating regulations designed to reduce conflict between waterfront homeowners and boaters. A primary issue is large wakes. The boating rules strive to reduce boat wakes to avoid damage to docks and other private property and for all boaters to recreate on the water safely.

This course is the result of House Bill 2352, passed by the 2019 Oregon Legislature, which instituted a Towed Watersports Education Program within the Marine Board. Beginning January 1, 2020, all operators of watercraft towing persons who are wakeboarding or wakesurfing in the Newberg Pool must have first completed this course. In this course, you're going to learn everything you need to know to obtain your Towed Watersports Endorsement.

TERMS AND DEFINITIONS

In Oregon, wakeboarding and wakesurfing are defined as follows:

- **"Wakeboarding"** means the activity of towing a person who is attached with two foot bindings on equipment similar to a short surfboard or snowboard. Equipment used in this activity may include but is not limited to wakeboards.
- **"Wakesurfing"** means the activity of propelling a person, on equipment similar to a surfboard, forward with a boat's wake. The person may be holding a rope or free riding. Equipment used in this activity may include but is not limited to wakesurf boards, wakeboards, stand up paddleboards, and hydrofoils.
- **"Operator"** means the person who operates or who has charge of the navigation or use of a boat. This can be used interchangeably with the word **"driver"** and doesn't necessarily imply that it is the boat owner.
- For this publication, the term **"rider"** will generically reference people who are engaged in any towed watersport including wakeboarding and wakesurfing.

OBTAINING YOUR CARDS AND DECALS

While this course focuses on wakesurfing and wakeboarding, all persons engaging in towed watersports are encouraged to complete the course. Inner-tubing and other towed sports can also create large wakes and unsafe conditions. The Newberg Pool has rules that regulate all forms of towed watersports, so this course will help you to prepare for and understand the rules.

Upon completion of the test and receipt of payment, you will be mailed an Towed Watersports Education Card and a decal. Every boat towing a wakeboarder or wakesurfer in this area **MUST** have this decal, and every operator **MUST** have a current endorsement card. If you plan to operate someone else's boat, you must complete this training, carry your card, and ensure that the boat has a current boat decal. If you have multiple boats, you may order additional decals, but you should ensure that your boats are operated **ONLY** by a card-holding adult. In addition to the endorsement card, you must carry your Boater Education Card (more information in Chapter 5).

Because the Marine Board must review applications to determine whether boats meet weight requirements set by Oregon Administrative Rule, there is no temporary operating permit that substitutes for the boat decal. Boats that qualify for this program must have a Maximum Loading Weight (dry weight plus factory ballast capacity) of less than 10,000 lbs. Boats that do not meet this size requirement may still operate on the Newberg Pool, but cannot qualify for the boat decal.

1.1 WATER SPORT SAFETY CODE

Changing water and wind conditions and crowded waterways can make boating unpredictable. Practice, experience, and putting safety first will help ensure a great time on the water. You should read and understand the owner's manual for your boat before getting on the water.

1.2 LIFE JACKETS

1.2.1 Wearable Life Jackets

Make sure the wearable life jackets you have on board are approved for watersport activities. There must be a life jacket that is in good condition, for each person on board. Life jackets must be U.S. Coast Guard approved, properly sized for the wearer and if not worn must be readily accessible to put on in an emergency..



Inflatable life jackets are not authorized for persons under the age of 16, nor are they approved for use during high-impact sports such as wakeboarding or wakesurfing. If you're not sure if your life jacket is approved for your activity, be sure to consult the label for more information.

1.2.2 Other Life Jacket Information

Someone being towed behind a boat is considered to be "onboard," so you are required to have a life jacket available for everyone being towed.

Additionally, since most boats used for watersports are 16 feet or longer, you must have a throwable flotation device that is immediately available, in good condition, and U.S. Coast Guard approved. If you're not sure if your throwable flotation device meets U.S. Coast Guard standards, consult the label or check the manufacturer's website.

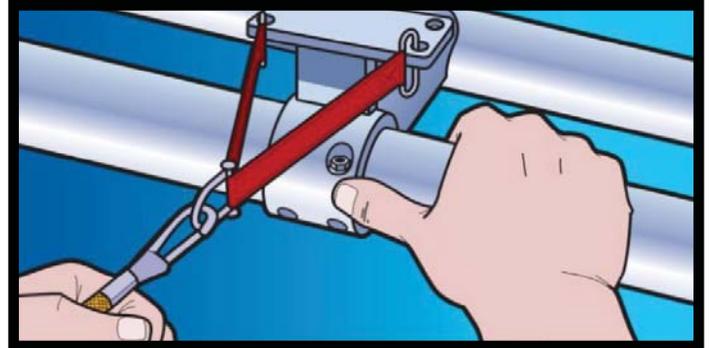
Life jackets should be worn by ALL boaters when in, on, and around water, not just when operating or riding in a boat. Conditions on and around the water can change very quickly. Even when they are accessible, life jackets take some time to fit securely and properly. In particular, once in the water, a life jacket is much more difficult to put on. In the event of an emergency, boaters may not have the time to put on a life jacket. Therefore, it is highly recommended that boaters always wear a life jacket properly when on, in, and around the water.

1.3 GEAR AND EQUIPMENT

1.3.1 Tow Bars

Before you leave your house, make sure you have answered the following questions:

- Is the attachment strong enough to handle the line without breaking free?
- Is there any damage to the tow bar?
- Will your tow line attach correctly?



1.3.2 Tow Ropes

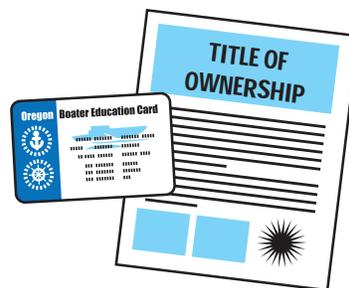
Now that you have checked your tow bar, check the following:

- Make sure your rope is not frayed, knotted, unraveling or discolored from use.
- Make sure the tow rope is not elastic or bungee material.
- Make sure your tow line is rated for the weight that will be towed.
- Make sure you have the correct type of rope that is suited for the activity.

1.3.3. Other Equipment

Even more to check before you hit the river:

- Check the boat's prop to make sure it's in good condition.
- Check your boards; i.e. the bindings, splits in the board, skeg's on the boards, and straps (depending on the equipment you are using).



Make sure you have the other required equipment/paperwork in your boat; i.e. functional navigation lights, skier-down flag, whistle or manufactured horn is working, Certificate of Number (registration card) and Boater Education Card.

1.4 AT THE BOAT RAMP

1.4.1 Preparing to Launch



When preparing your boat for towing to the river:

- Make sure the boat is centered on the trailer and gear is distributed evenly;
- Make sure the coupler is on the hitch and don't forget to put the lock pin in;
- Criss-cross chains under the frame;
- Make sure chains can support weight of entire load;
- Ensure brake lights, tail lights, and turn signals work;
- Check tire pressure and ensure lug nuts are tight;
- Adjust side-view mirrors as necessary; and
- Tie the boat to the trailer frame with tie-down straps.



TIP: Prepare your boat away from the ramp area to avoid creating unnecessary delays at the launch area.

1.4.2 Launching Your Boat

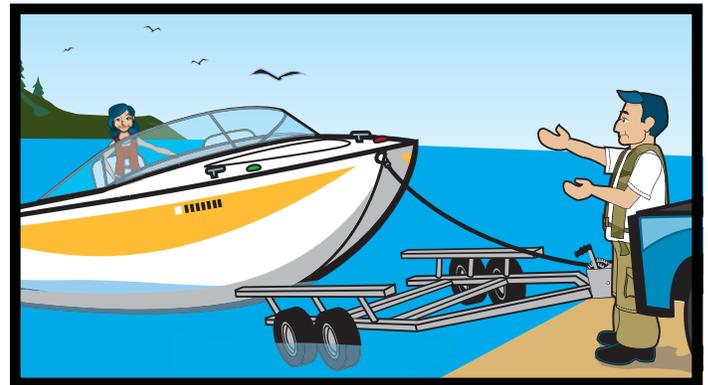
When you back down the ramp, remember these tips:

- Prepare your boat away from the launch so you don't block boaters who are waiting to launch or retrieve their boat;
- Don't forget to put the drain plug in! Once your boat is loaded, get in line and wait your turn to launch; and
- Once launched, secure the boat to the dock, and then promptly move the tow vehicle and trailer away from the boat launch.

1.4.3 Retrieving Your Boat

Once your day on the water is done, here are a couple of tips of retrieving your boat:

- Prepare vehicle and trailer for retrieval and wait your turn;
- After retrieving the boat, pull the trailer out of the water and well away from the boat ramp out of the way of others; and
- Secure the boat to the trailer with the tie-down straps, pull your drain plug, remove all aquatic vegetation from your boat and trailer and throw it away in a garbage can.



SUMMARY

After reading Chapter 1, you should have knowledge of:

- Life jacket requirements for towed watersports
- Safety equipment for your sport
- Best practices for boat preparation
- How to launch and retrieve safely and efficiently





2.1 OPERATOR RESPONSIBILITIES

The operator of the boat has many responsibilities to keep everyone safe on the boat. The operator should:

- Follow all Oregon boating laws;
- Ensure other operators of your boat are thoroughly instructed and trained on how to drive the boat and tow riders safely. Remember: Each operator **MUST** have their own Towed Watersports Education Card.
- Ensure the boat's safety equipment and towing equipment is in good working order;
- Ensure all passengers are properly seated and comfortable with safety equipment and procedures;
- Ensure all passengers are wearing or have quick access to a properly fitted life jacket;
- Know if the boat is equipped with an engine cut-off switch and use it;
- Know the hand communication signals between you, the observer and the rider;
- Make sure the tow line unwinds smoothly without getting snagged on anyone or anything;
- Stay alert and watch out for all potential hazards;
- Always operate with the safety of the rider and passengers in mind;
- Never boat under the influence of alcohol or drugs;
- Not tow anyone after sunset and before sunrise; and
- Not allow a person to operate or manipulate the boat, tow rope or device in any direction that causes the rider to collide with or strike any person or object.

As the operator, you are legally liable for damage your wake causes to other boats, docks, etc. as well as the safety of everyone on board

2.2 SAFE RETRIEVAL

When a rider has fallen, follow these simple safety recommendations to ensure the safety of your rider while they are in the water:

- Turn the boat around slowly and approach the rider at an idle speed. Avoid power turns as they create large wakes.
- Approach the rider on the operator side but make sure to stay far enough to not strike the person; and
- When you're close and bringing the rider on board, turn **OFF** your engine to prevent striking the rider with the propeller.

If you have dropped multiple riders from a tube or other towed device, be sure to exercise extreme caution and make sure you can see each rider in the water before you move to retrieve them from the water.

2.3 OBSERVER RESPONSIBILITIES



The observer is a person on the boat who will be responsible for watching the rider at all times. If you are the observer, then you should know all of the proper hand signals to relay from rider to operator. The Observer must:

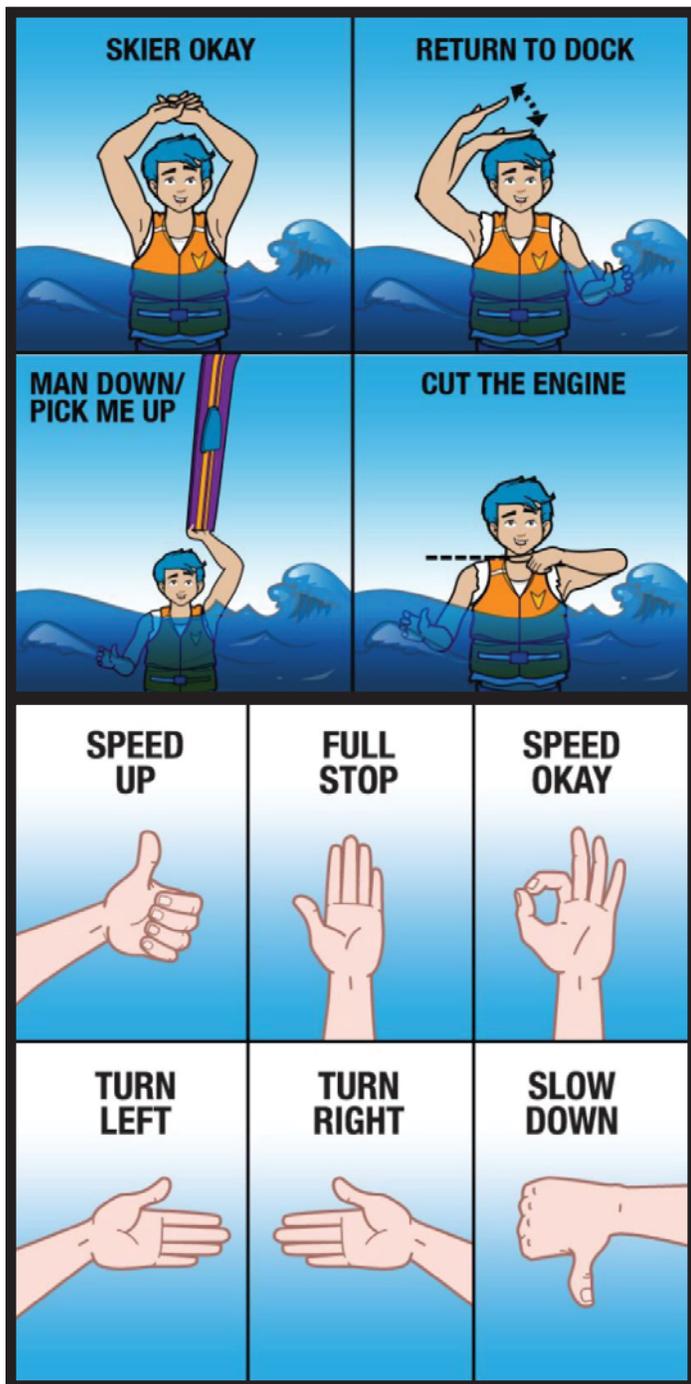
- Relay any hand signals given by the skier to the operator;
- Tell the operator if the tow rope is not clear before take-off;
- Inform the operator if the rider falls, and then keep an eye on the rider as the boat circles back to retrieve them; and
- Watch for and report any other potential dangers.

2.4 SKIER-DOWN FLAG

The skier-down flag is a red or orange flag that must be at least a 12" x 12" dimension. The flag must be displayed immediately, by the observer when a skier has fallen into the water. As long as the person is in the water, the flag needs to be displayed and visible from all sides of the boat.

2.5 HAND SIGNALS

Everyone on board should be familiar with the following hand signals to ensure safety and accurate communication when a rider is in the water.



2.6 RIDER RESPONSIBILITIES

As the rider, you're also responsible for operating in a safe, legal manner. You need to be aware of your surroundings as well as how your operation impacts others in, on, and around the water. Remember, towed watersports need at least three

people to play: the operator, the observer, and the rider.

Remember, safety first while on the river:

- Review hand signals with observer and operator;
- Wear an appropriate life jacket for the watersport;
- Avoid horseplay and risky behavior;
- Be alert for cross/stacked wakes, partially submerged objects, swimmers, non-motorized boaters,
- Skiing while under the influence of alcohol, drugs, or prescription narcotics is illegal; and
- No wakeboarder or wakesurfer can ride in a reckless or negligent manner as to endanger any person or property.

2.7 CARBON MONOXIDE AWARENESS

Engine exhaust contains carbon monoxide (CO), which is a colorless, odorless, and poisonous gas. Carbon monoxide is as heavy as gasoline and can collect within, alongside or behind a boat quickly and in a variety of ways. Follow the advice below to minimize your exposure:

- Make sure no one is sitting on the transom or boarding platform while the engine is running;
- Make sure the engine is properly tuned and running well;
- At a slow speed operation, leave the windshield open so fresh air flushes through the cockpit; and
- Remember, it is illegal in Oregon to occupy the swim step while the boat is underway. This includes riders launching or landing on the swim step. Even if the boat has built-in seats aft of the transom, occupancy is prohibited except when the engine is turned off.



2.8 BEST PRACTICES

There are many ways to play. The Oregon State Marine Board encourages you to engage in activities that are both fun and

CHAPTER 2: Towing Responsibilities

safe. Below are some industry tips from WSIA for operation and how to keep yourself and your rider safe on the water.

2.8.1 Wakesurfing

The Wake: The force of the wake is what allows the rider to surf and is what propels them forward. The height of the wake varies greatly depending on the weight, shape, and ballast of the boat.

Speed: Relatively slow; 10-11 mph to create surfable waves.

Line Length: Start 10-15 feet behind the platform then decrease your distance to find the right spot on the wake to surf.

Driving Tips: Drive straight and steady with no sudden slow-downs. Remember to drive in the middle of the river or as close to it as possible when other traffic is oncoming, keeping in mind navigation rules.

2.8.2 Wakeboarding

The Wake: A wake height of 18". Remember your wake creates a lot of energy and the energy dissipates as the wakes travel.

Speed: It's recommended for the first time with kids about 12 mph; for adults around 18-23 mph. Accelerate slightly if you need to adjust the wake so that it has a clean edge (not foamy).

Line Length: 50-65 feet for beginners; 75-80 feet for more experienced riders where the wakes are more defined and wider.

Driving Tips: Give yourself as much space as possible from the shoreline or other boats. Guide the boat straight to establish consistent wakes. Using slow but steady acceleration is best to minimize displacement of water and reduce large wakes.

2.8.3 Tubing



The Wake: The wake varies depending on the speed of operation. Extra displacement also can occur with the weight and shape of the pulled tube.

Speed: 8 mph for small children; 20 mph is the limit for adults. Settle in at 15-18 for a safe yet fun ride.

Line Length: 60 feet. Make sure the tube rope is designed to support the weight and drag of a tube weighted with multiple passengers.

Driving Tips: A leisurely "S" pattern can be fun, but shouldn't be done on a narrow river. Slow down when approaching large wakes to keep the tubers from falling off. Ensure that your riders line is far from structures and other boats in the water.

2.8.4 Waterskiing



Speed: Around 20-24 mph on combo skis or a shaped slalom ski.

Line Length: 75 feet, but adjust accordingly to find the most rider-friendly part of the wake.

Driving Tips: Guide the boat straight and try to follow the same path back and forth to stay on the smoothest water. Operators should hold the speed to the level of the skier.

2.8.5 Wakeskating

Speed: Around 20-21 mph. Ease off a little from top-end wakeboarding speeds.

Line Length: Can vary, but start with 65 feet to see how it works for you

Driving Tips: Like wakeboarding, guide the boat straight for consistent wakes.

2.8.6 Barefooting

Speed: Speed is calculated by the barefooter's weight divided by 10 then add 20. A 150 lb. person would go approximately 35 mph.

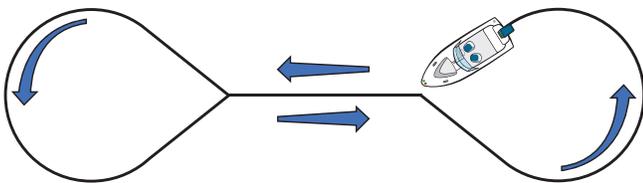
Line Length: 100 feet

Driving Tips: It takes finesse to manage just the right gradual acceleration to get a footer out of the water, then a steady throttling-up to climb to footing speed.

2.9 DRIVING TECHNIQUES

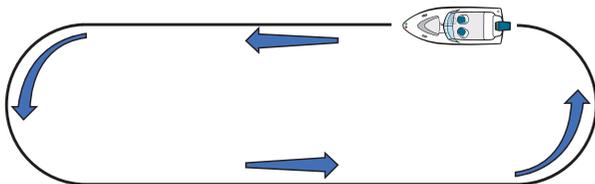
2.9.1 Dog Bone

A dog bone pattern works best when there are few other boats operating on the same stretch of river. This pattern helps maximize your distance from shore. Your boat should follow the same path from one end of the course to the other with tight controlled turns at each end.



2.9.2 Racetrack Pattern

Use this pattern in areas where there are many boats operating. By operating in a safe, predictable pattern, you help keep other boaters safer on the water and avoid the possibility of collisions.



2.9.3 Power Turns

Wake boat operators should pick up wakesurfers/wakeboarders by slowly powering down and reducing throttle before entering a turn. Do not power turn unless absolutely necessary—this displaces extra water and can be dangerous.

The time it takes to complete each type of turn is almost the same, but the power turn creates roller wakes that can stack with other waves and potentially impact other boaters. A slow turn helps disperse wakes evenly.

2.9.4 Slowing Down and Speeding Up

When you come off plane too quickly, your boat will create a large wake; slowing down too quickly causes your hull to enter a displacement mode, which pushes a lot more water than it would when your boat is planing.

Do not wait until you are right at a slow-no wake buoy or zone buoy to slow down. Try to slow more steadily, well in advance of the restricted areas. This will help minimize issues with wakes.

The same is true for when you're ready to launch a rider. While it's tempting to accelerate quickly, doing so also displaces a great deal of water as compared to accelerating at a more gradual rate. Try to be aware of people in the water or working at water level, as your wake can have an effect on them.

2.9.5 Avoid Repetitive Passes

Driving your boat repetitively past one section of river all day concentrates your wakes to that one area and may cause frustration for others. Try and spread your activity out along the length of the river in areas where it is safe and legal to operate.

SUMMARY

After reading Chapter 2, you should have knowledge of:

- Your responsibilities as an operator, observer, and rider
- Proper etiquette while on the water
- Techniques for safe retrieval
- Best practices for rider communication



3.1 WAKE MANAGEMENT

There are many wakesport-restricted areas within the Newberg Pool as discussed in Chapter 5. As a boat operator, your responsibility is to follow laws in your area for safe operation. It is also your responsibility to boat safely and understand how to best manage both your boat and your wakes. You are legally responsible for any damages caused by the wakes that your boat generates. This chapter discusses how wakes are created and some best practices for wake management along the Newberg Pool.

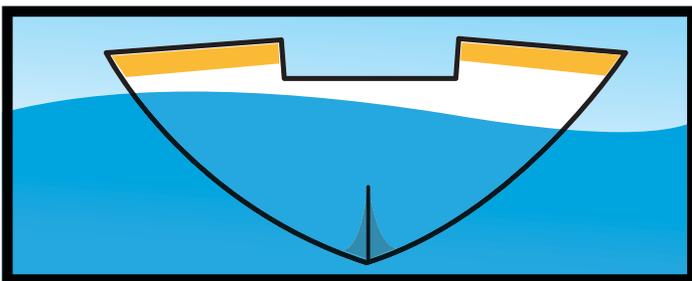


3.2 HOW WAKES ARE CREATED

Many factors influence the size of a wake. These include the speed, size, design, and operation of the boat, as well as factors like water depth, speed, and temperature.

3.2.1 The Boat

Different boat designs yield different results when it comes to wakes. Many wakeboard boats are designed specifically with a deep-V shape to generate the biggest wake possible. As most wake enthusiasts know, operating a boat slower doesn't necessarily reduce your wake. This planing hull pushes out a big wake when operating at a plowing speed; when planing, the boat has a much smaller wake. Operating slower also affects the angle that the wake leaves the boat.



Weight also affects wake. A boat that is level and operating at either slow-no wake or planing speed will leave a smaller wake than one that has a high bow and low stern. Ballast systems and deliberate weigh-down of the stern causes boats to plow deeper, creating larger wakes. Keeping a balanced load on your boat will help reduce wake size.

Ballast tanks and other surf systems add additional weight to areas of the boat to create more displacement because of the weight. Other accessories, like commercially available wave shapers on many newer boats can alter an already large wave to have a different angle or depth.



TIP: Your wake can cause damage to property and other boats. Always take into account the effects your wake might have when adjusting your speed.

3.2.2 The Water

Wakes can be made larger by the size and shape of the waterbody. The Willamette River is narrow along the Newberg Pool, often between 500-600 feet wide. It has a deep channel that runs down the center. Just like waves at the beach, wakes peak when they hit shallower water. By keeping an eye on your depth finder and operating in deeper areas away from structures, you can help keep your wakes away from those shallower areas and allow time for your wake to lose energy and dissipate.

Additionally, the influence of other boats in the water can create a synergistic effect and amplify wakes. Try not to cross other wakes and operate in a straight line to minimize this impact.



Slow-no wake zones are primarily located near public boat launches and docks to establish zones where the public can safely use the water. In designated slow-no wake zones, such as inside marked slow-no wake buoys or the marked slow-no wake section between the Boones Bridge and the Railroad Bridge, you need to operate in such a way that eliminates your wake. Slow-No Wake is defined as "operating a boat at the slowest speed necessary to maintain steerage and reduces or eliminates waves that appear as white water behind the boat."



3.3 MINIMIZE THE IMPACT

Determining the degree to which your boat's wake effects docks, shorelines, other boats, and people in the water can be difficult, but part of being a responsible boater means trying to keep your effect minimal on the environment around you. Towed watersports are fun but often create large wakes, which can be problematic in narrow sections of river.

Familiarize yourself with your boat's operation. Learn how the following factors affect wave height:

- Speed,
- Trim,
- Water depth, and
- Operation.

Knowing your boat helps you understand how to modify your operation to match the circumstances and helps you be a more responsible boater.

Be mindful of your operation and your wake. New boaters and experienced boaters alike should be aware of what kind of wake they create. While engaged in towed watersports, make it a habit for you and your spotter to check how your wake is affecting others, the near-shore environment, and personal property.

One thing to consider is the area of operations. Large boats can leave a large wake, but small boats are just as capable of creating large, rolling wakes. While these are fun and great for surfing, they may not be appropriate for a narrow channel. Operating your boat in an area very close to shorelines, docks, and other boats means that you need to be responsible and manage the size of your wake.

Many modern wakesports boats can produce big, surfable waves, but consider if you need to produce such a big wave to have a good time. Surfing a smaller wave can be just as fun and may be more appropriate for the Willamette River. When you're ready to surf big waves and do more impressive tricks, save those for your weekends at a lake.

For larger wakeboats, check out the Marine Board's interactive map at www.BoatOregon.com/map to see waterbodies near you that offer lots of open space to play and surf.



SUMMARY

After reading Chapter 3, you should have knowledge of:

- **How boat design affects wake size**
- **How the waterbody affects wake size**
- **How to be mindful of your wake**



The Oregon State Marine Board wants you to enjoy the water in a safe, courteous manner. Part of that safety and courtesy is following all applicable state laws while recreating. It is important to understand your duties as an operator as well as the penalties for committing more serious boating infractions.

The below list is for reference and review only. This is not a comprehensive list. It is your duty to know all boating laws pertinent to you. For further details, please review Oregon Revised Statutes and Oregon Administrative Rules for complete language.



4.1 SLOW-NO WAKE

"Slow-No Wake" means operating a boat at the slowest speed necessary to maintain steerage and that reduces or eliminates waves that appear as white water behind the boat.

Operators of boats must observe Slow-No Wake within 200' of a boat ramp, marina or moorage with a capacity for six or more boats; a floating home moorage with six or more structures; or people working at water level. There is also a specific Slow-No Wake section between the Boones Bridge and the Railroad Bridge. The operator may be liable for damage caused by wake.

A citation for Slow-No Wake rules is a B violation, and the presumptive fine is \$265.

4.2 AGE RESTRICTIONS

In Oregon, there are strict rules regarding the age in which a person can operate a boat.

Operators of powerboats greater than 10 horsepower, and youth 12-15 operating any size powerboat, are required to carry a Boater Education Card:

- Youth 12-15 years of age need to carry a Boater Education Card when operating boats 1-10 hp alone.
- Youth 12-15 years of age operating a powerboat over 10 hp, must carry a Boater Education Card on board AND a card-holding adult (16 or older) must be on board in direct supervision.
- No one may operate a motorboat if they are under 12 years of age.

4.3 UNSAFE PRACTICES

The following acts are considered dangerous and illegal:

4.3.1 Overloading

Check your boat's capacity plate. In many boats, you cannot fully load ballast tanks and carry a maximum load of people.

A citation for Overloading is a Class B violation, and the presumptive fine is \$265.

4.3.2 No Proper Lookout

There are many distractions on the water. As the boat operator, it is your responsibility to constantly monitor your surroundings, at all times, and to use an observer when engaged in towed watersports.

A citation for Failure to Maintain a Lookout is a Class B violation, and the presumptive fine is \$265.



4.3.3 Riding on Bow, Decks, Gunwales, or Transoms

Operators must not allow any person to ride or sit on the bow, gunwales or occupy the area aft of the transom when the boat is underway at greater speed than slow-no-wake without adequate railings. It is will be at the officer's discretion to determine what is adequate.

4.3.4 Unsafe Operation

Unsafe operation is using your boat in such a way that it endangers or would likely endanger a person or property. Some examples include:

- Jumping a boat's wake unnecessarily close;
- Traveling too fast and unable to stop in time, hitting an object; and
- Failing to conform to legal boating signage

A citation for Unsafe Operation is a Class A violation, and the presumptive fine is \$440.

4.3.5 Reckless Operation

It is a crime to operate a boat carelessly in willful disregard of others. Pulling a tube through an area where swimmers are present in spite of the boat exclusion buoys would be grounds for a citation. Be sure to take note of your area of operation before you drop a rider so that you are sure it is safe to surf or tow in that area.

Reckless operation also encompasses operating your boat at a speed that might be considered dangerous if you needed to make a quick stop. Take into account the visibility, wind, water condition and currents, traffic density, boat responsiveness and hazards to determine a safe speed.

A citation for Reckless Operation is a serious offense. It can be up to a Class A Misdemeanor, which requires an appearance in court and will result in the loss of your boater education card.

4.3.6 Hazardous Conditions

Hazardous conditions include improper or insufficient life jackets, fire extinguishers, carburetor backfire devices, and/or navigation lights. Also considered are overloading, overpowering and leakage of fuel.

4.4 BOATING UNDER THE INFLUENCE

A boater who shows signs of impairment from alcohol or drugs – even some prescription drugs – can be arrested for Boating Under the Influence of Intoxicants (BUII). Using recreational marijuana (smoking or using any marijuana products) is illegal in boats on public waterways. Law enforcement officers are trained to recognize non-alcohol impairment and if detected or they observe impairment, they will conduct field sobriety tests and possibly a breath test.

A boater with a blood alcohol content (BAC) of .08% or more is considered to be under the influence. However, if a boater who shows signs of impairment may be required to perform and



pass a standardized field sobriety test (SFST) and/or provide a blood sample. Failing such tests may result in the boater's arrest regardless of his/her BAC level. BUII is a Class A misdemeanor punishable by up to one year in prison and a fine of up to \$6,250 or more.

If the boater is found guilty of BUII, they will be required to complete a safe boating class, are not allowed to operate a boat for one year, and may have their boater education card suspended for three years. Oregon law provides that any person operating a boat on any Oregon waters has given consent to submit to breath and field sobriety tests if the officer has probable cause to believe that he or she is impaired.

4.5 PLATFORM DRAGGING (TEAK SURFING)



It is illegal to allow any person(s) to occupy any portion of the boat aft of the transom (including a step, ladder, platform, or deck) while underway. This area can have a high concentration of carbon monoxide and is generally very close to the boat's propeller.

4.6 LIFE JACKET AVAILABILITY

Life jackets should be worn whenever the boat is underway. However, if they are not worn, they must be readily accessible. Readily accessible means easily located and retrieved without searching, delay, or hindrance.

It is particularly important to have a throwable flotation device immediately available, free of wrapping and packaging for use in emergency situations.

4.7 SOUND SIGNALING EQUIPMENT

For boats that are used for towed watersports, typically those less than 39.4 ft., U.S. Coast Guard requires one whistle or a compressed air horn per boat, or a manufacturer installed boat



horn .



4.8 INCIDENT REPORTING

In Oregon, operators **MUST** report any incident involving:

- Damage to a boat and other property totaling \$2,000 or more;
- Injuries to any person requiring treatment beyond first aid;
- Complete loss of any boat; or
- Death or disappearance.

This includes damage your boat does to personal property or injuries to people as a result of your wake. Any incident resulting in death or injury **MUST** be reported within 48 hours. Incidents involving only damage must be reported within 10 days.

4.9 LAW ENFORCEMENT

Marine Law Enforcement can conduct a safety inspection:

- With the owner or operator's consent;
- If a sheriff's deputy or other police officer confirms that a safety violation has occurred (Probable Cause).

When you are being approached by a law enforcement boat using its blue flashing light and/or siren, you must slow to the slowest speed at which you can safely steer your motorboat.

When approaching a stationary law enforcement boat displaying their blue lights, consider them the same as a boat ramp, 200' slow-no wake zone around the law enforcement boat.

4.10 NEWBERG POOL

4.10.1 Activity Restriction Zones

These special rules will be covered more in depth in chapter 5. If you are cited for not following these rules, it is a B violation and the presumptive fine is \$265.

4.10.2 Towed Watersports Education

You are required by law to carry a Towed Watersports Education Card on the Newberg Pool. Every boat towing a wakeboarder or wakesurfer in this area **MUST** have a current decal, and every operator **MUST** have a current Towed Watersports Education Card.

Failure to carry a Towed Watersports Education Card and boat decal is a Class B Violation, which carries a presumptive fine of \$265. Additionally, if you are cited a second time within a three year period for wake-related violations, you can be issued a Class A violation (presumed fine of \$440) and may receive a one-year suspension from boating by a judge.



SUMMARY

After reading Chapter 4, you should have knowledge of:

- The different rules that apply to power boaters
- The penalties for operational violations
- What sorts of activities you can be cited for
- Reasons you can be contacted by law enforcement



5.1 NEWBERG POOL RULES

There are special rules that effect towed watersports on the Willamette River between river mile 30 and river mile 50. Red and yellow zones have been marked by white and yellow buoys that have river miles (RM) marked on each. This allows you to know which zone you are in and what the rules are within that zone.

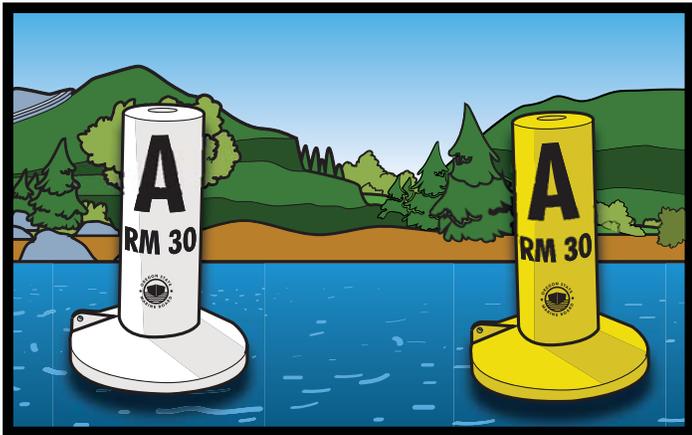
5.1.1 Interactive Map

The Oregon State Marine Board has developed an interactive map that is available for your smartphone. This map can help you know which part of the river you are on using location services as well as let you know what types of activities are allowed.

To get the map, visit the Oregon State Marine Board at **BoatOregon.com** and click on "Newberg Pool App" on the homepage.



5.1.2 Buoys



The Newberg Pool has been marked with buoys to outline areas where specific types of operation are restricted. When heading upriver, the white buoy should stay on your port side and the yellow buoy to your starboard. The letter on each buoy indicates which zone boundary you're approaching, and the second line indicates the river mile. Knowing which buoy goes on your port side helps let you know if you're entering or exiting a zone and can know what types of activities are allowed in that area.

! ATTENTION: Rules can change during the boating season. Please visit BoatOregon.com for the latest updates and rule changes.

5.2 ACTIVITY RESTRICTION ZONES

Depending on which sport you're participating in, there are different rules you need to know.

Restrictions by Activity	
▶ Wakesurfing	<p>Yellow Zones: Boats must operate at least 300' from any permitted dock, boathouse, or floating moorage.</p> <p>Red Zones: No boats longer than 18' are allowed to engage in wakesurfing or plow in a Red Zone. Boats must operate on plane or at slow-no wake speed if travelling to another zone.</p>
▶ Wakeboarding	<p>All Zones: Boats must operate at least 200' from any permitted dock, boathouse, or floating moorage.</p>
▶ Tubing and other inflatables	<p>All Zones: Boats must operate at least 200' from any permitted dock, boathouse, or floating moorage.</p>
▶ Waterskiing	<p>All Zones: Boats must operate at least 100' from any permitted dock, boathouse, or floating moorage.</p>

If the river is too narrow for your boat to remain the specified distances from a dock, boathouse, moorage or floating home on both sides of the river, then you need to operate no closer than the river centerline.

! ATTENTION: Any rule updates will be posted on the Marine Board's website at www.BoatOregon.com or on the Boat Oregon Facebook page. Follow us today!

5.2.1 Anchoring Restrictions

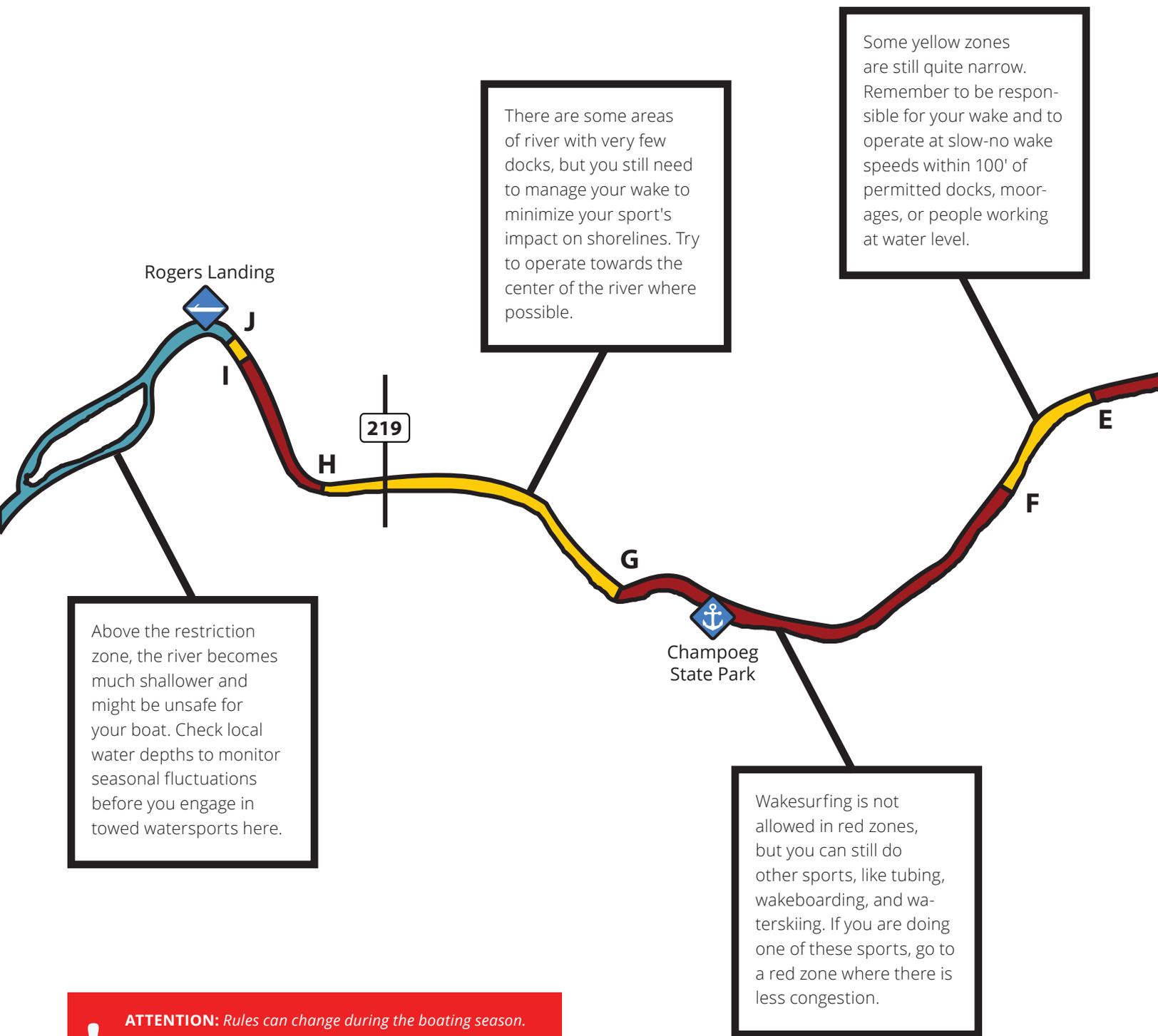
Motorized boats must not anchor more than 100' from shoreline May 15 through September 15 during the following times:

- Between the hours of 3 p.m. and sunset Monday through Friday; and
- Between the hours of 12 noon and sunset on Saturdays, Sundays and legal holidays.

The only exception to this is boats engaged in fishing.

NEWBERG POOL MAP

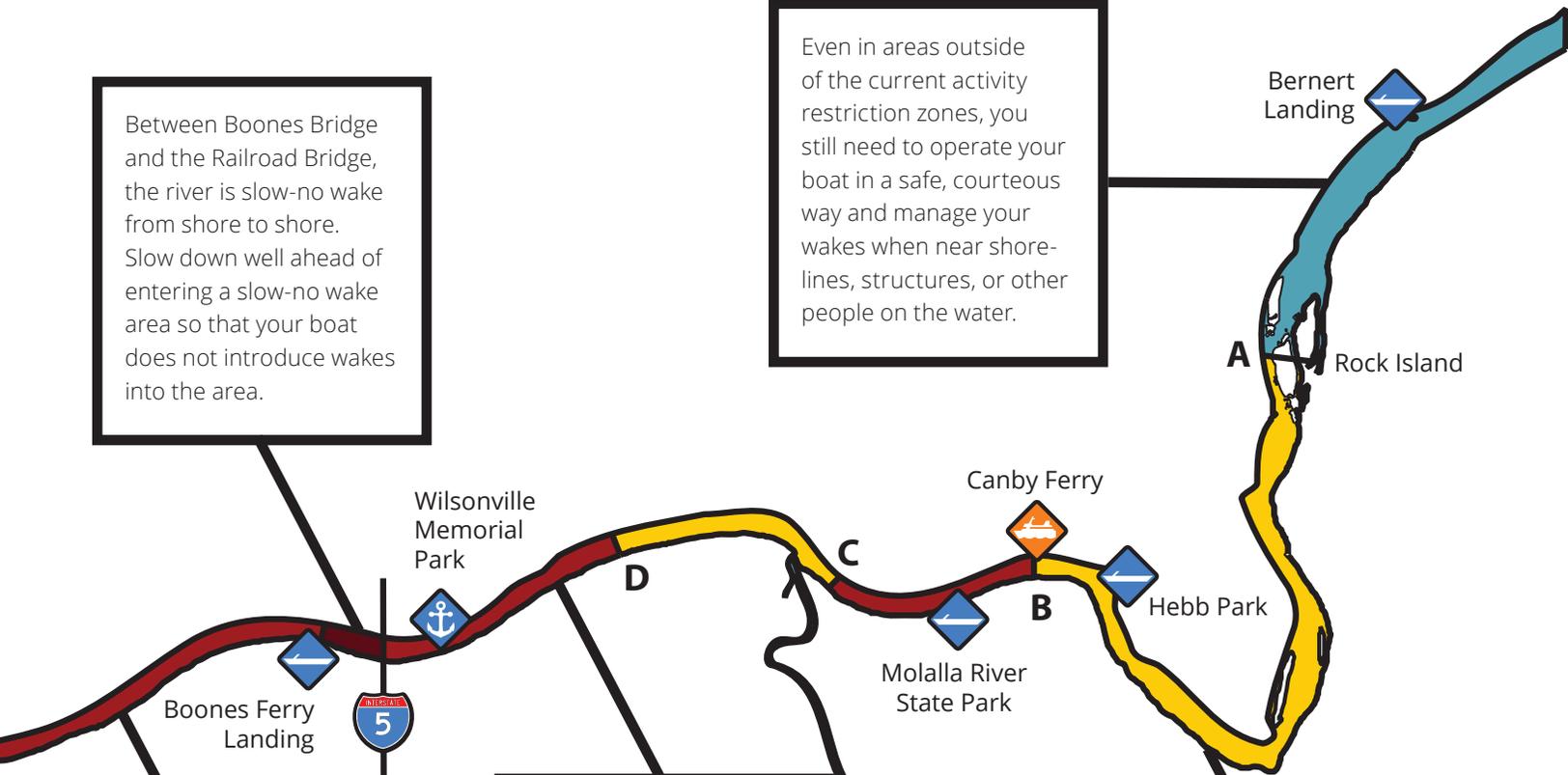
To review the actual rule language for this section of river, please refer to **OAR 250-020-0035** and **OAR 250-020-0385**.



! **ATTENTION:** Rules can change during the boating season. Please visit BoatOregon.com for the latest updates and rule changes.

Between Boones Bridge and the Railroad Bridge, the river is slow-no wake from shore to shore. Slow down well ahead of entering a slow-no wake area so that your boat does not introduce wakes into the area.

Even in areas outside of the current activity restriction zones, you still need to operate your boat in a safe, courteous way and manage your wakes when near shore-lines, structures, or other people on the water.



The river has a number of private slow-no wake and other caution buoys that mark areas near a moorage or permitted dock. These buoys are typically placed 100' from docks, which can help you estimate your distance.

RED ZONES:
Wakesurfing not allowed;
Wakeboarding and other inflatable towed devices allowed at 200';
Waterskiing allowed at 100';
Slow-no wake inside 100'

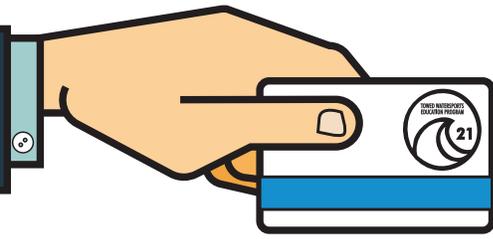
YELLOW ZONES:
Wakesurfing allowed at 300';
Wakeboarding and other inflatable towed devices allowed at 200';
Waterskiing allowed at 100';
Slow-no wake inside 100'

View the interactive map online at BoatOregon.com or scan the QR code to access it with your smartphone.



5.3 TOWED WATERSPORTS EDUCATION PROGRAM

5.3.1 Education Card



To obtain a Towed Watersports Education Card, you must have your boater education card in Oregon or from another state and have passed the test associated with this study guide. Oregon does not accept out of state Towed Watersports Courses.

ated with this study guide. Oregon does not accept out of state Towed Watersports Courses.



NOTE: *If you live in a state that does not require a boater education card or you are otherwise exempt, you will still be required to get a boater education card to obtain a Towed Watersports Education Card by law.*

There are several locations in which you can take a proctored exam. Contact the following offices to schedule an exam:

- **Oregon State Marine Board**
(503) 378-8587
- **Clackamas County Sheriff's Office**
(503) 655-8650
- **Marion County Sheriff's Office**
(503) 932-1465
- **Multnomah County Sheriff's Office**
(503) 988-6788
- **Yamhill County Sheriff's Office**
(503) 434-7506

If you have difficulty getting an exam scheduled or need special accommodations, please contact the Oregon State Marine Board at 503-378-8587.

5.3.2 Boat Decal

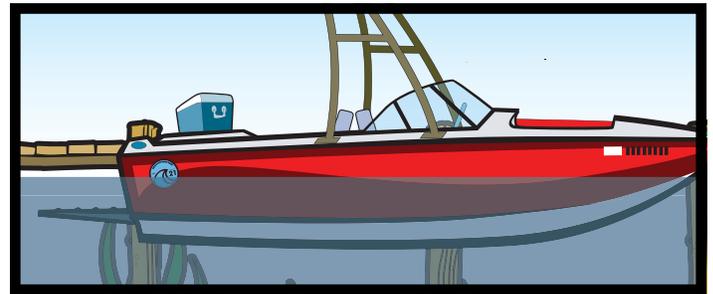
In order to qualify for the Towed Watersports Boat Decal, you must provide the Marine Board an application that includes:

- Make, model, and year
- Dry Weight as reported by the manufacturer
- Maximum Ballast Weight as reported by the manufacturer.

The rules for this program specify that the "Maximum Loading Weight" which is the combined dry and ballast weight, must not exceed 10,000 lbs in order to receive the decals.

Boats larger than 10,000 lbs. are not eligible for the program and cannot operate for the purposes of wakeboarding or wakesurfing on the Newberg Pool. These boats may still cruise or engage in other activities along this section of river.

Once your application has been approved, you will receive your decals by mail. Apply decals to the back half of the boat on both the starboard and port sides.



5.3.3 Renewals

Towed Watersport Education Cards and decals are valid for a two calendar-year period. After two years, they must be renewed. There will be no additional testing requirements after you first earn your card, just an renewal application and fee.

SUMMARY

After reading Chapter 5, you should have knowledge of:

- **The Newberg Pool Rules**
- **What you can do in a yellow zone**
- **What you can do in a red zone**
- **How to get your card and stickers**



TAKE THE PLEDGE

JOIN THE WSIA WITH A PLEDGE TO **WAKE RESPONSIBLY**

The WSIA is the towed water sports industry's leading advocate, known for preserving the vitality of our activities long into the future. As a group, we develop best practices, maintain waterway access rights, educate participants, promote safety and facilitate sustainable industry growth. In an effort to foster a peaceful environment on all waterways, Wake Responsibly is a campaign that educates homeowners and boaters about courteous behavior to ensure every moment on the lake is safe and enjoyable for all.

STAY AT LEAST 300 FEET AWAY.

Those massive wakes that are prime for your surf game are not so prime for the shoreline and structures on your waterway. Staying at least 300 feet away from docks and beaches allows boat wakes to recede enough to minimize any adverse effects when they hit shore.

Don't worry, people will still be able to see your fancy moves from afar.

KEEP MUSIC AT REASONABLE LEVELS.

We realize that marine audio stereos are better and louder than ever before. Although water activities and cranking tunes go hand-in-hand, it is important to be considerate of the time and situation as well as homeowners who might prefer calm and peace over The Weeknd's new album on blast.

MINIMIZE REPETITIVE PASSES.

We all seek the calm, protected shorelines, and once we find it we claim it as ours. However, repetitively driving back and forth in the same line can damage shores and docks. After a few passes, you'll have churned up the water anyways. Take a break, move to another location, and return later. Your spot will still be there when you return.

Take the pledge to wake responsibly. Not only are you protecting the waterways, yourself and your friends - but you will be entered to win some cool gear from your favorite brands.

www.wakeresponsibly.com/takethepledge.html



Oregon State Marine Board

The Oregon State Marine Board is Oregon's recreational boating agency. It is located in Oregon's capital near the banks of the Willamette River. It was created in 1959 by the Oregon Legislature in response to the growing popularity of recreational boating. The agency itself is a small, independent department, consisting of a director and 40 staff with a governing board of five members. The staff and Board serve boaters by:

- Titling and registering recreational boats;
- Establishing boating regulations;
- Contracting with county sheriffs and Oregon State Police for law enforcement;
- Providing boating safety education courses and sponsoring water-safety programs for youths;
- Providing grants to develop and maintain accessible boating facilities; and
- Protect water quality through the Aquatic Invasive Species Program.

The Marine Board is funded by registration fees and marine fuel taxes paid by boaters. No general fund tax or lottery dollars are used to support its programs. Boater-paid fees go back to boaters in the form of services and facilities.

Visit www.BoatOregon.com!

Get answers about:

Boating Regulations
Mandatory Boater Education

Log-in and purchase:

Registration Renewals
Waterway Access Permits
Boater Education Cards

Find out the latest marine news:

News Releases
Boards Actions & Rules Proposals
Public Meetings

And check out our interactive map for boating facilities, local regulations, pumpout stations, obstructions and hazards, all available on your smart phone or computer.

