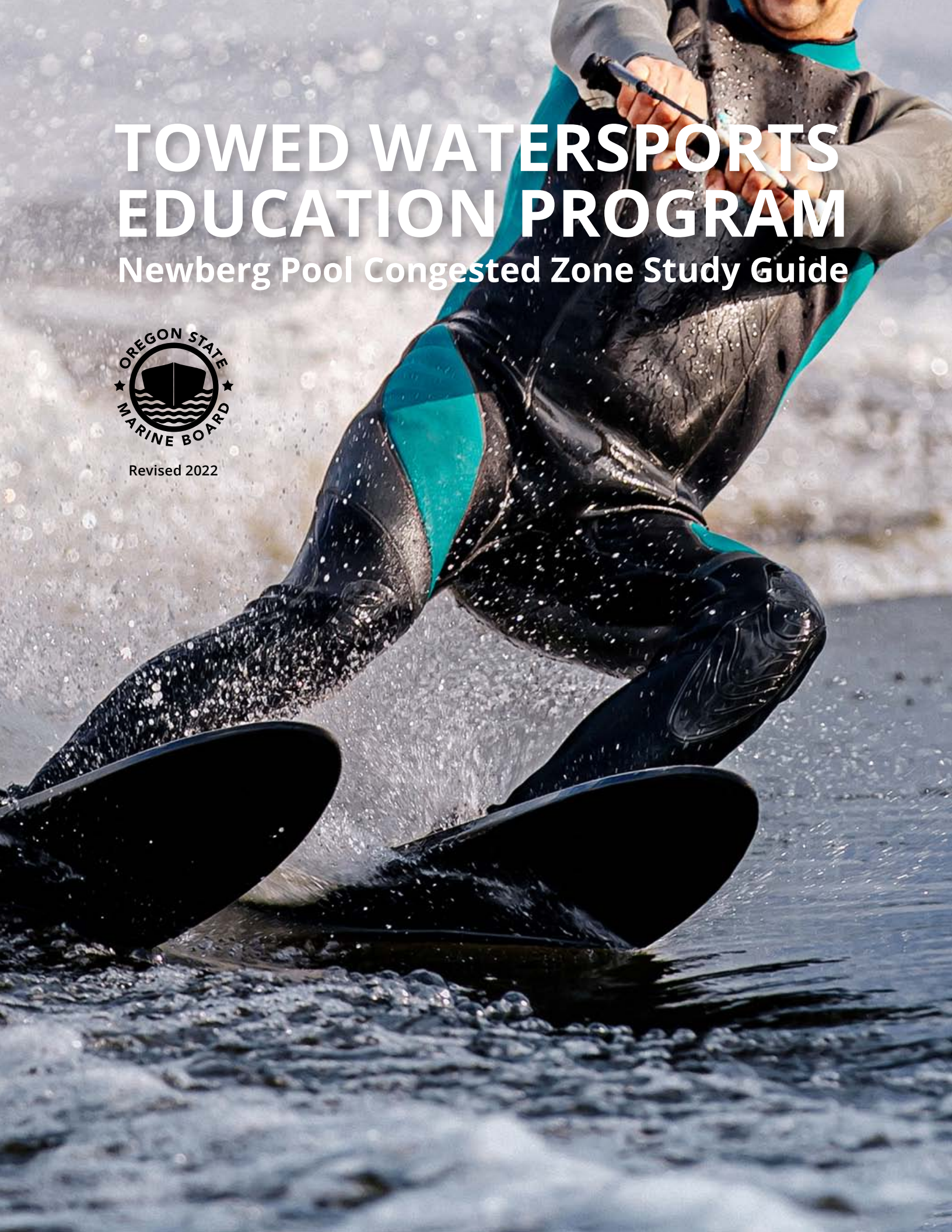

TOWED WATERSPORTS EDUCATION PROGRAM

Newberg Pool Congested Zone Study Guide

OREGON STATE MARINE BOARD

Revised 2022

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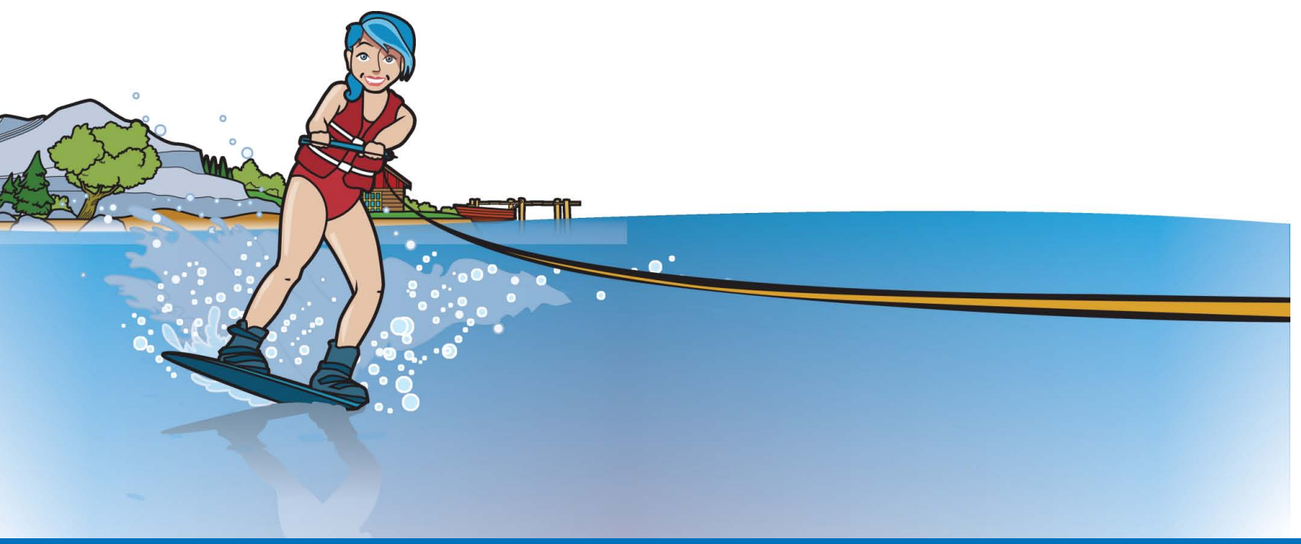


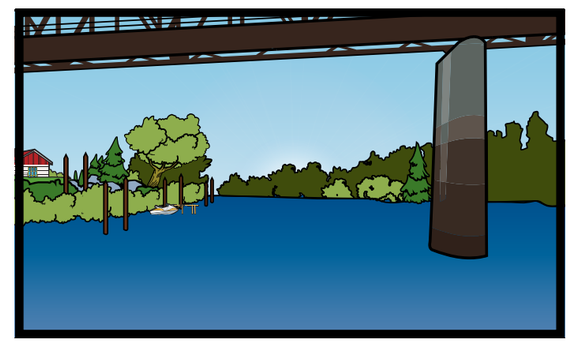
Towed watersports are a lot of fun. However, large wakes can cause damage to private docks, contribute to erosion, and can cause injury to other boaters, swimmers, and persons on docks. The Oregon Towed Watersports course was created so boat operators have the knowledge they need to tow wakeboarders,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

This course will help you understand:

1. Rules restricting towed watersports.
2. What you need to know before going to the Willamette River in the Newberg Pool Congested Zone.
3. The responsibilities as a boat operator, an observer, and rider.
4. Tips for towing.

Enjoy Oregon waterways and above all, please operate safely and courteously on all Oregon's waterways.

HISTORY



The Newberg Pool Congested Zone (Congested Zone) is the slack water portion of the Willamette River between Willamette Falls (RM 26.6) and the mouth of the Yamhill River (RM 55). It flows through agricultural, residential, and industrial properties. The Congested Zone has special boating regulations focused on reducing conflict between waterfront homeowners and boaters who operate in the Congested Zone. The primary issue is large wakes. The boating rules strive to reduce boat wakes to avoid damage to docks and other private property.

This course is the result of House Bill 2352, passed by the 2019 Oregon Legislature and into law effective January 1, 2020. There are new provisions and amended statutes in Senate Bill 1589, passed by the 2022 Oregon Legislature and into law effective April 7, 2022. In this course, you're going to learn everything you need to know to obtain your Towed Watersports Endorsement.

TERMS AND DEFINITIONS

In Oregon, towed watersports are defined as follows:

- "Operator" means the person who operates or who has charge of the navigation or use of a boat.
- "Towed Watersports" means activities that involve being towed by a boat such as, but not limited to water skiing, wakeboarding, and tubing.
- "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 wake surf boards, wakeboards, stand up paddleboards, and hydrofoils.
- For this publication, the term "rider" will generically reference people who are engaged in any towed watersport.

OBTAINING YOUR CARDS AND DECALS

Upon completion of the test and receipt of payment, you will be mailed a Towed Watersports Education (TWE) Card and a decal. Every boat engaged in towed watersports in the Congested Zone MUST have a current decal, and every operator MUST have a current TWE Card. If you plan to operate someone else's boat, you must complete this course, carry your Boating Education and TWE cards, and ensure that the boat has a current 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 operator.

The Marine Board must review applications to determine whether the boat meets the weight requirements set by Oregon Revised Statute, therefore there is not temporary operating permit that substitutes for the boat decal. Boats that qualify must have a Maximum Loading Weight (dry weight plus maximum factory ballast capacity) less than 5,500 pounds. Boats that do not meet this size requirement may still operate in the Congested Zone but cannot engage in towed watersports, including wakesurfing.

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 learn the owner's manual for your boat before getting on the water.

1.2 LIFE JACKETS

1.2.1 Wearable Life Jackets

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

Inflatable life jackets are not authorized for persons under the age of 16, nor are they approved for use during high-impact towed watersports and 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.

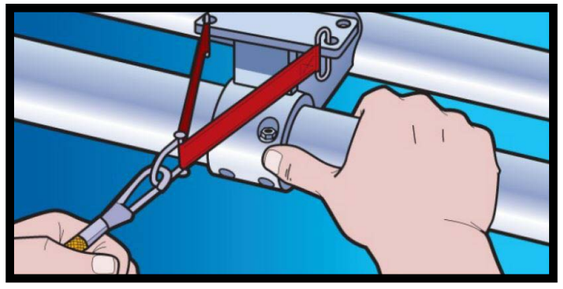
Additionally, if your boat is 16 feet or longer, you must have a throwable that is immediately available, in good condition and U.S. Coast Guard approved. If you're not sure if your throwable flotation device meets U.S. Coast Guard standards, consult the label for more information.

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

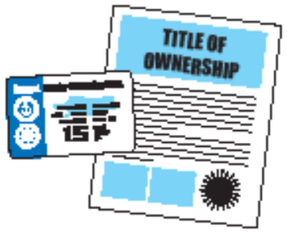
Now that you have checked your tow bar, check the following:

- 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 Boating Education Card.

1.4 AT THE BOAT RAMP

1.4.1 Towing the Boat

- 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,
- Tie down loose items,
- Criss-cross chains under the frame,
- Make sure chains can support weight of entire load,
- Ensure brake lights, taillights, 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 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

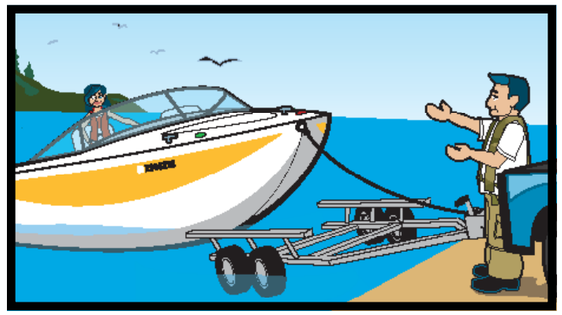
When you arrive to the waterway, remember these tips:

- 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 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 you have at least three people: the operator, an observer, and the rider.
- 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 boats 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 your boat is equipped with an engine cut-off switch and use it.
- Establish 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.
- 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 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 rider, 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 multiple riders in the water, be sure to use extreme caution, and make sure you can see each rider in the water before you retrieve each of them.

2.3 OBSERVER RESPONSIBILITIES

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

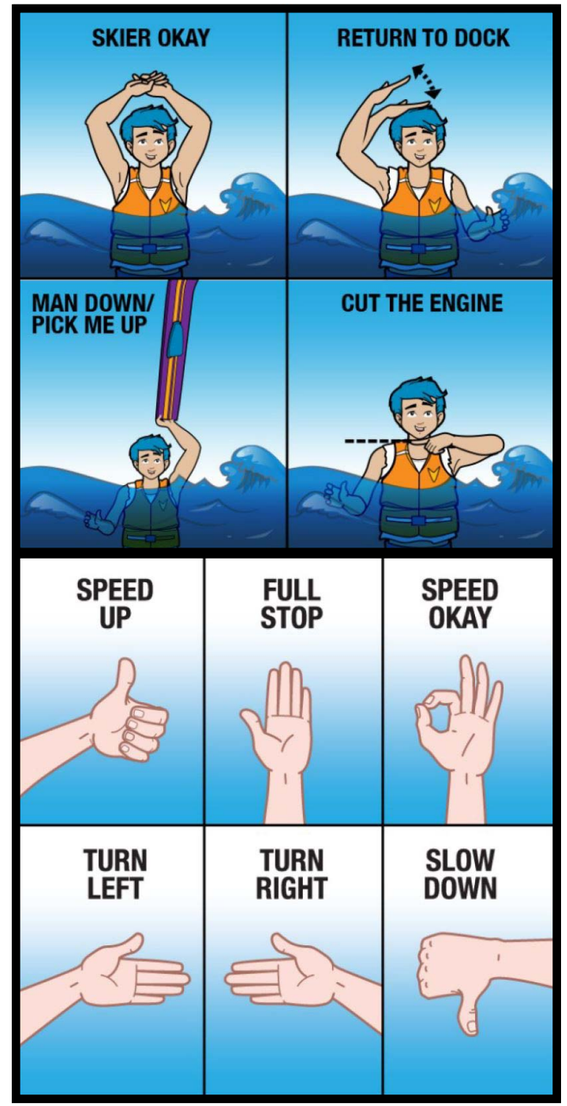
- Relay any hand signals given by the rider to the operator,
- Tell the operator if the tow rope is not clear before take-off,
- Inform the operator if the rider falls, and then keep an eye on the rider as the boat circles back to retrieve them, and
- Watch for and report any other potential dangers.

2.4 SKIER-DOWN FLAG

The skier-down flag is a red or orange flag that must be at least 12" x 12" in diameter. The flag must be displayed immediately by the observer when a rider has fallen into the water. If 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 with a rider when being towed and in the water.



2.6 RIDER RESPONSIBILITIES

As the rider, you're also responsible for being towed in a safe and legal manner. You need to be aware of your surroundings as well as how your riding impacts others in, on, and around the water. The rider must:

- 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, and non-motorized boaters,
- Not use or be under the influence of alcohol, drugs, or prescription narcotics, and
- Not 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. Sources for carbon monoxide, but not limited to, gasoline engines, generators, and poorly tuned engines. 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 boat is turned off.

2.8 BEST PRACTICES

Familiarize yourself with your boat's operation. Learn how speed, trim, and operation impact the rider behind your boat. Below are some industry tips from WSIA for operation and how to keep yourself and your rider safe on the water.

2.8.1 Wakeboarding

The Wake: a good wake height is 18 inches for doing tricks. Remember your wake creates a lot of energy and the energy dissipates as it travels.

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 docks, 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.

2.8.2 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: It's recommended 8 mph for small children and 20 mph is the limit for adults. Settle in at 15-18 for a safe yet adrenaline-pumping ride.

Line Length: 60 feet. Make sure the tube rope is designed to support the weight and drag of a tube 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 rider's line is far from structures and other boats in the water.

2.8.3 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.

2.8.4 Wakeskating

Speed: Around 20-21 mph. Ease off a little from 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.

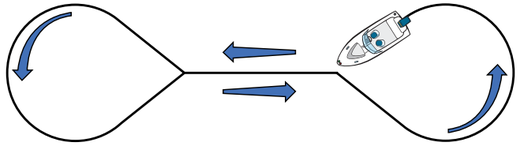
Line Length: 100 feet

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

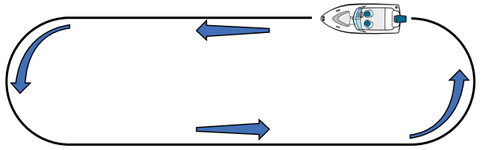
2.9.1 Dog Bone

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

In high congestion areas, use this pattern to help keep you and other boaters safer on the water and avoid the possibility of a collision.



2.9.3 Navigation Rules

Although the recommended patterns are safer on the water to engage in towed watersports, remember the safety aspects of the navigation rules to avoid a possibility of a collision:

- When meeting another boat head-on; both boats should pass each other's port (left) side.
- In a crossing situation, remember if you see the port (left) side from another boat, that boat has the right-of-way (stand on), and you must go around (give-way) to that boat.
- If you see the starboard (right) side, you have the right-of-way (stand-on) and the other boat needs to go around (give-way) your boat.
- ALWAYS be aware of other boaters and react appropriately to be safe. The other boater may not remember the navigation rules.

2.9.4 Power Turns

Operators should pick up riders by slowly powering down and come off- plane before entering a turn. Do not power turn unless 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.

2.9.5 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 on plane.

Do not wait until you are right at a slow no-wake buoy to slow down. Try to slow more steadily, well in advance of a restricted area. This will help minimize issues with wakes that your boat creates.

The same is true for when you're ready to pull a rider, accelerate at a more gradual rate, then a full-throttle rate. Also, be aware of other people in the water or working at water level, as your wake could have an effect on them.

2.9.6 Avoid Repetitive Passes

Driving your boat repetitively in one area of the river focuses your wakes to that one area. Spread your activity along the length of river to minimize frustration from others.

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

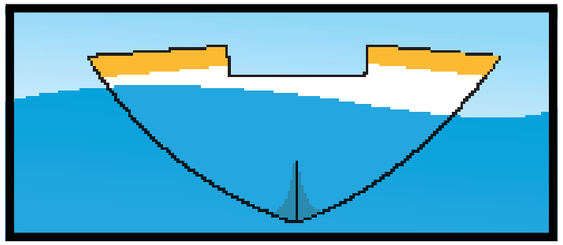
As a boat operator you are responsible to follow the laws in your area for safe operation. It is also your responsibility to boat safely and understand how to best manage both your boat and your wake. You are legally responsible for any damages caused by your wake that your boat generates. This chapter discusses how wakes are created and some best practices for wake management in the Newberg Pool Congested Zone.

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 geography like water depth, speed, and temperature.

3.2.1 The Boat

Different boat designs yield different results when it comes to wakes. As most operators know, operating at a plowing speed, doesn't reduce the wake. When the boat is on plane, a much smaller wake is produced. Smaller wakes help protect areas that have more in-water structures and limits damage to docks.



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 Congested Zone, often about 500 feet across. 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.

> **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.*

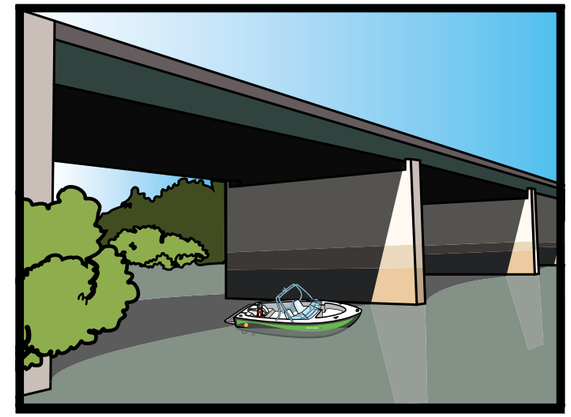
Additionally, having other boats on the water can create a synergistic effect and amplify wakes. Try not to cross other wakes and operate in a straight line to minimize this impact.

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 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:

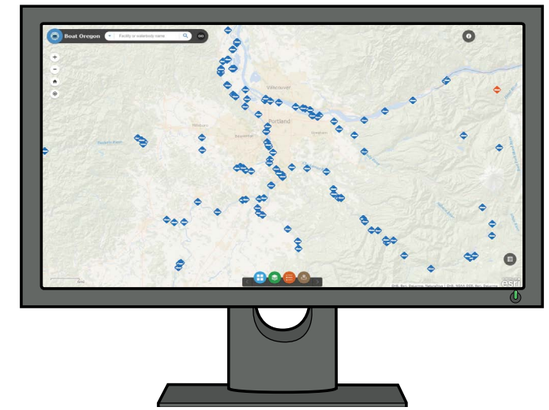


- Speed,
- Trim,
- Water depth, and
- Operation.

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 to both check yourself and have your observer 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. 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.

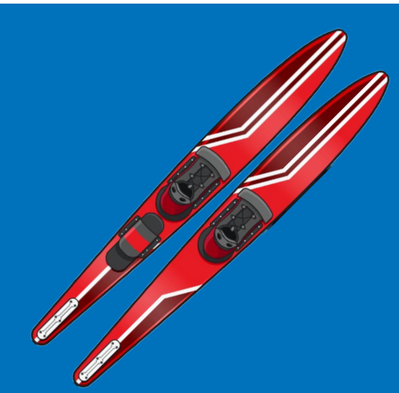
For larger wake boats, check out the Marine Board's interactive map at Boat.Oregon.gov to see waterbodies near you that offer lots of open space to wake surf.



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 courtesy and safety 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 a reference and review only. This is not a comprehensive list. It is your responsibility to know the boating laws. It's also your responsibility to keep up on law changes while boating on Oregon waters. 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 (hp), and youth 12-15 operating any size powerboat, are required to carry a Boating Education Card:

- Youth 12-15 years of age need to carry a Boating Education Card when operating boats up to 10 hp alone.
- Youth 12-15 years of age operating a powerboat over 10 hp, must carry a Boating 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

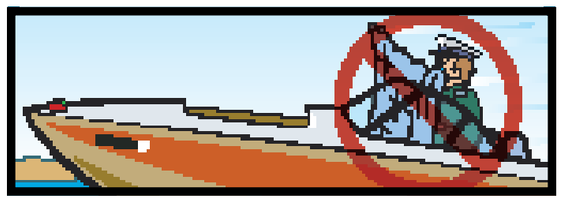
Check your boat's capacity plate. In many boats, you cannot fully load ballast tanks and carry a maximum load of people.

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 always, 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 will be the officer's discretion to determine what it is adequate.

A citation for riding on the bow, decks without adequate railing, gunwales, or transom of a boat is an B violation, and the presumptive fine is $265.

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 regulatory boating signage.

A citation for unsafe operation is an 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 despite 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 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. In areas where there is mixed use or several boats on the water, take note of the location of other boats and hazards to safely navigate around them. Also consider the visibility, wind, water condition and currents; traffic density, boat responsiveness and hazards to determine a safe speed.

A citation for Reckless Operation is an A Misdemeanor, which requires an appearance in court and your boating education card will be suspended for one year.

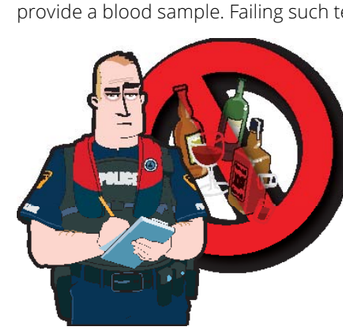
4.3.6 Hazardous Conditions

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 prescription drugs – can be arrested for Boating Under the Influence of Intoxicants (BUII). Using recreational marijuana (smoking or using 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 shows signs of impairment they 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. Oregon law states 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.



BUII is a Class A misdemeanor punishable by up to one year in prison and a fine up to $6,250 or more.

In addition, if the boater is found guilty of a BUII, they will be required to complete a boating safety class, are not allowed to operate a boat for one year and may have their boating education card suspended for 1-3 years.

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

Boats that are less than 39.4 feet are required to have one whistle or compressed air horn per boat, or a manufacturer installed boat horn onboard.

4.8 ENGINE CUT-OFF SWITCHES AND LANYARDS

If your boat is equipped with an engine cut-off switch, it is recommended that you attach the lanyard to your wrist or life jacket. It is a quicker way to turn the engine off when needed or when an incident occurs.

4.9 FIRE EXTINGUISHERS

Boats are required to carry an approved USCG fire extinguisher

if one or more of these conditions exist:

- Double bottoms not sealed to the hull that are not filled with flotation materials
- Closed compartments where portable fuel tanks may be stored
- Closed living spaces
- Permanently installed fuel tank

Motorboat Size	No Fixed System	With approved Fixed system
Less than 26 ft.	1 B-1/5-B/10-B	0

4.10 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 because 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.

4.11 LAW ENFORCEMENT

Marine Law Enforcement officers are authorized to conduct a safety inspection:

- With the owner or operator's consent; or
- If a sheriff 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 CONGESTED ZONE

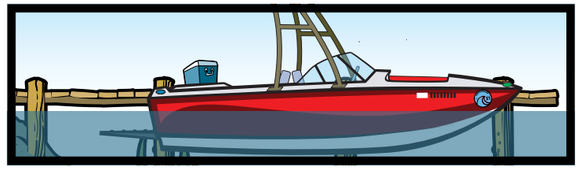
4.12.1 Congested Zone

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. For certain offenses, if a boater is convicted multiple times within a three-year span, the boater will lose boating privileges for a year and be required to take a boating safety education course.

4.12.2 Towed Watersports Education

You are required by law to carry a towed watersports education card in the Newberg Pool Congested Zone (Zone). Every boat engaged in towing a rider in the Zone MUST have a current decal, and every operator MUST have a current 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 CONGESTED ZONE RULES

There are special rules that effect towed watersports on the Willamette River beginning at the Willamette Falls (RM 26.6) and ending at the mouth of the Yamhill River (RM 55). The following rules apply in the Zone:

- Wakesurfing is banned,
- You may not use any devices or individuals to increase the boats wake,
- A boat with a maximum loading weight less than 5,500 pounds can engage in towed watersports,
- Boats that are 5,500 pounds and over the maximum loading weight may still recreate in the Zone but may not participate in towed watersports,
- Boats engaged in wakeboarding, tubing and other inflatables must operate at least 200 feet from any permitted dock, boathouse, or floating moorage, and
- Boats engaged in waterskiing must operate at least 100 feet from any permitted dock, boathouse, or floating moorage.

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 using location services as well as let you know what types of activities are allowed.

5.2 TOWED WATERSPORTS EDUCATION PROGRAM

5.2.1 Education Card

To obtain a Towed Watersports Education (TWE) Card, you must have your boating education card from Oregon or from another state and have passed the test associated with this study guide. Oregon does not accept out-of-state Towed Watersports certificate of completions/cards.

Tests are available online. Please visit Boat.Oregon.gov for access. If you need your exam delivered in a different format, please contact Jessica Watson at 503-877-7897 or email jessica.watson@boat.oregon.gov.

5.2.2 Boat Decal

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

- Make, model, length, and year, and
- Dry Weight and Maximum Factory 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 5,500 pounds to receive the decals.

Boats that are 5,500 pounds or larger are not eligible for the program and cannot engage in towed watersports in the Newberg Pool Congested Zone. These boats may still cruise or engage in other activities along this section of river.

Per statute, the boat decals may only be issued to the actual boat owners, that is, those whose name(s) are on the title. If you would like to apply for boat decals but are not one of the named parties on the title, you must either work with our office to add your name to the title or have the owners apply as well.

Once your application has been approved, you will receive your decals by mail. Apply decals above the waterline, 6 inches forward of the OR numbers towards the bow on both starboard and port sides.

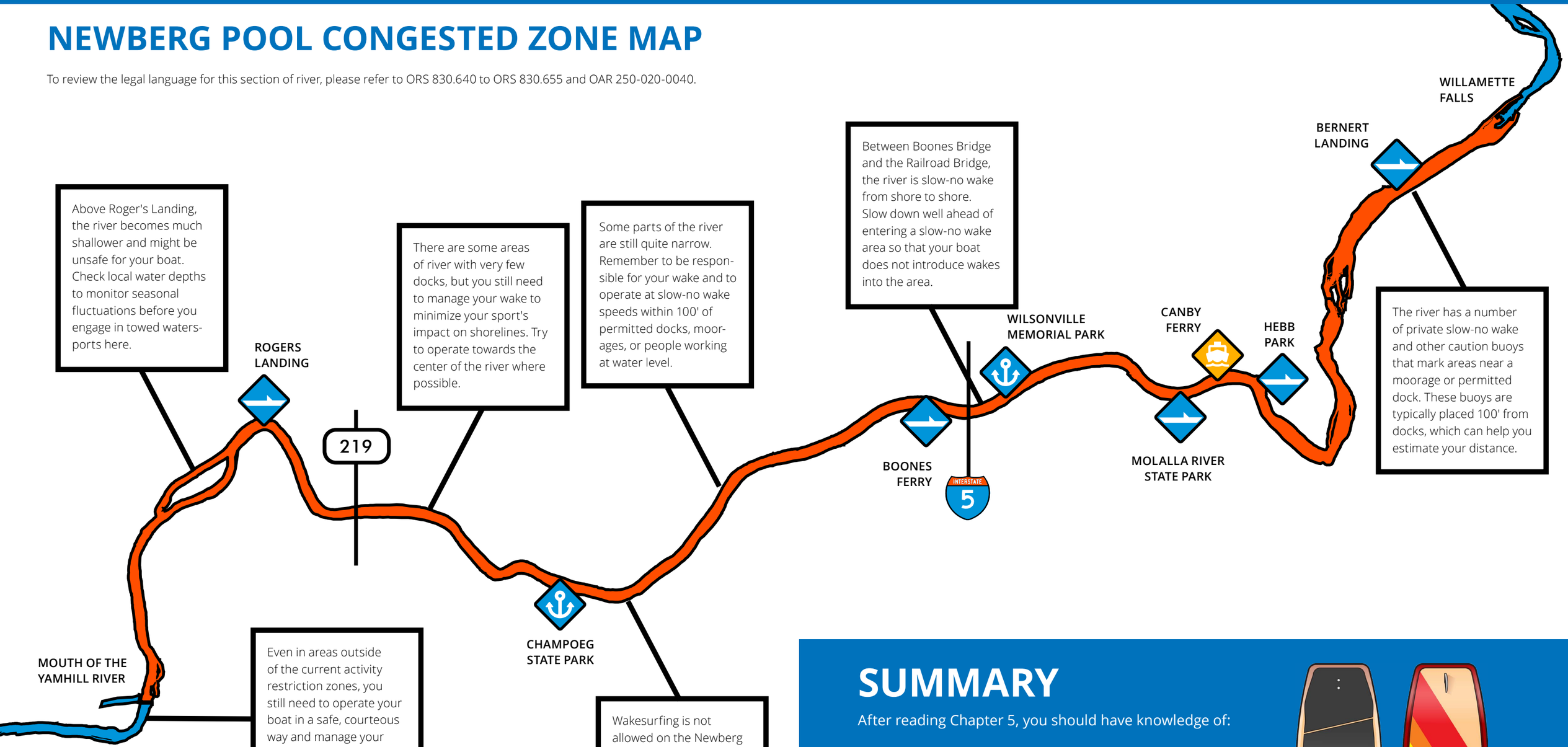
5.2.3 Renewals

Towed Watersports 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, you will need to fill out a renewal application and pay the fee.

CHAPTER 5: **Newberg Pool**

NEWBERG POOL CONGESTED ZONE MAP

To review the legal language for this section of river, please refer to ORS 830.640 to ORS 830.655 and OAR 250-020-0040.



ATTENTION: *Rules can change during the boating season. Please visit* ***Boat.Oregon.gov*** *for the latest updates and rule changes.*

SUMMARY

After reading Chapter 5, you should have knowledge of:

- → **The Newberg Pool Rules**
- → **How you can take the exam**
- → **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.

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

wsia

WATER SPORTS INDUSTRY ASSOCIATION