



TERRY MOULTON



WISCONSIN STATE SENATOR

23RD SENATE DISTRICT

From: Senator Terry Moulton
To: Assembly Committee on Environment and Forestry
Re: Testimony on Assembly Bill 100
Restrictions to persons operating a motorboat towing a person on water skis
Date: April 18, 2017

Chairman Mursau and committee members, thank you for the opportunity to speak to you today about Assembly Bill 100.

Since 1960, residents and visitors in Minnesota, the birthplace of water skiing, have been able to water ski without a spotter onboard when a boat is equipped with a wide-angle rear-view mirror. This bill is modeled after that 57-year-old law and would repeal the requirement for a spotter when a boat is has a wide-angle rear-facing mirror.

When this idea was first brought to me by water skiers in my district, I had some initial questions about safety, but after looking deeper into the issue, I'm convinced that this is a safe and practical change that will benefit residents and visitors to our lakes and rivers. Last year, the Senate agreed with me and passed this bill unanimously on a voice vote.

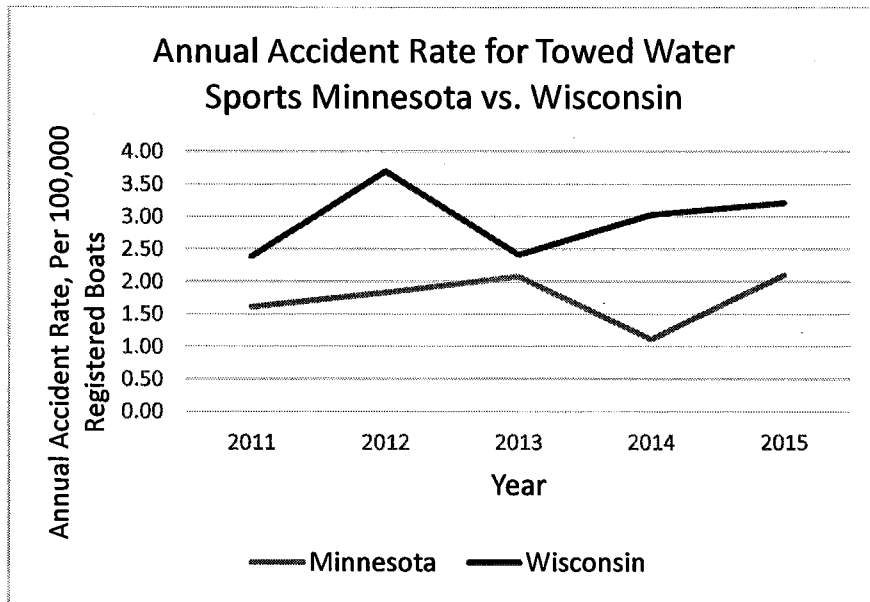
In 2015, Minnesota had 185,000 more registered motorboats than Wisconsin, yet Minnesota had only eight skier-involved incidents compared to Wisconsin's eleven. In fact, over the past six years, Minnesota has had 28% fewer skier-involved incidents per 100,000 registered boats than Wisconsin.

While waterskiing is often a family sport, many visitors and residents, particularly empty nesters and retirees, have trouble finding a third person to join them, especially if they want to ski at off-peak times when lakes are less busy. According to the Department of Tourism, 76% of those who traveled to Wisconsin in 2015 for vacation (not visiting family, friends, or on business), had two or fewer adults in their party. Under current law, these groups would not be able to waterski during their visit to Wisconsin without a third person. This bill would allow for more people to participate in recreational watersports on our lakes - especially residents and tourists who enjoy our lakes with just one other person. It would also give more folks the option to ski at off-peak times, alleviating afternoon crowding on Wisconsin lakes.

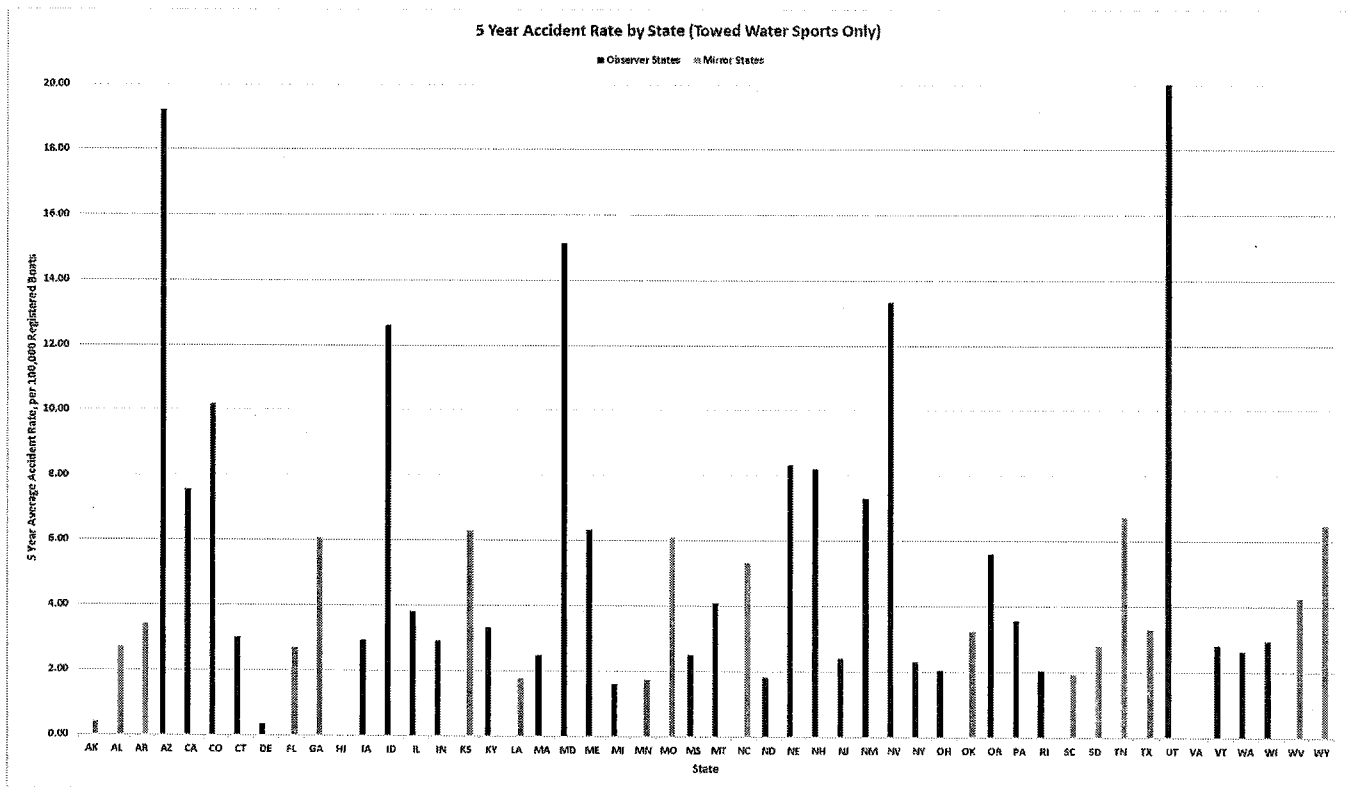
Considering the importance of our lakes and recreational watersports to our tourism industry, I hope you will support this safe and effective change to increase participation, reduce crowding at peak times, and grow our state's watersports tourism. Please recommend the passage of Senate Bill 100. Thank you again for allowing me to testify today.

Serving the 23rd Senate District

AB 100: Towed Watersports Data



In 2015, Minnesota had 185,000 more registered motorboats than Wisconsin, yet Minnesota had only eight skier-involved incidents compared to Wisconsin's eleven. Over the past six years, Minnesota had 28% fewer skier-involved incidents per 100,000 registered boats.



Over the last five years, states that require an observer had an average of 6.31 accidents per 100,000 boats. States that allow a wide-angle mirror had 3.83 accidents per 100,000 boats. The rate of towed water sport accidents across the US are rare, but states that allow a driver to use a mirror in place of a spotter have significantly fewer accidents.



ADAM JARCHOW

STATE REPRESENTATIVE • 28TH ASSEMBLY DISTRICT

Testimony on AB 100 – Relating to operating a motorboat towing a person on water skis

Assembly Committee on Environment and Forestry

Tuesday, April 18, 2017 – 12:00 p.m.

3285 NW – State Capitol

This bill would exempt motorboats equipped with a wide-view rear-facing mirror from having an on-board observer (spotter) while towing a person on waterskies, wakeboards, or tubes. Currently, Wisconsin law states that three people are required for recreational watersports that involve towing: the skier, the boat operator, and a spotter. This bill eliminates the requirement of having a spotter on board the boat while towing a person as long as the boat is equipped with a mirror.

In the summer, my district sees thousands of Minnesota residents come to their Wisconsin lake homes enjoying their vacations and spending millions in tourism dollars. Minnesota currently does not require a spotter to be present on a boat and has had very little incidents as a result. Western Wisconsin relies on Minnesota residents coming to Wisconsin and using our beautiful lakes. Making this change ensures that if only two people are visiting, they are still able to enjoy water activities on Wisconsin lakes.

I have heard from many constituents who are excited by this possible change in state law. They believe that it is common sense and long overdue. I encourage you to join me and Senator Moulton and support this bill.

Sands, Mitch

From: Dave and Michelle Benson <bensonwdby@comcast.net>
Sent: Saturday, February 25, 2017 6:37 PM
To: Sen.Harsdorf; Rep.Jarchow
Subject: In Favor - 2017 SENATE BILL 69

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings

<https://docs.legis.wisconsin.gov/2017/related/proposals/sb69>

I would like to add my support to 2017 SENATE BILL 69 and request that you do the same.

We are lake shore owners who purchased property in Wisconsin with the express intent to ski on our lake. We will be retiring soon, as will a lot of taxpayers, and having a third party available during the day when everyone else you ski with is still working is problematic.

While we prefer to ski with a spotter for a variety of reasons, allowing us to ski with a qualifying mirror would allow us to use our lake when the majority of boaters are at work. Running during the day allows us to spread out the boat load on the lake. We don't ski all day - - actually probably only an hour at most - and then done for the day. This allows less competition for water space in the evening when everyone else is at home, especially on smaller lakes, which is safer for everyone.

Also - be aware that good wide angle mirrors are not cheap - they can run over \$300. This is not a bad thing. The people most likely to have this kind of mirror are going to be serious boaters, probably with much experience.

You may want to additionally allow real time video display instead of a mirror. Some boats may come equipped, or aftermarket, with rear facing video cameras that display to the drivers console, eliminating the need for a mirror.

You may also want to consider some sort of warning or penalty for inattentive driving. This would cover all towing of people behind the boat and not be restricted to people taking advantage of the new mirror law. This would be specifically for the case when people who lose a skier and keep driving away - clearly not knowing that their skier/boarder has fallen. Ironically this is probably more likely to occur with a boat full of people than in a boat with no spotter but a good mirror. I have seen way too many boats leave their guy behind because everyone in the boat is chatting, sight seeing, drinking, or whatever. Since it is difficult to measure the exact amount of time after falling required to be considered 'inattentive' this might be hard to enforce - but a warning for first offense may be enough to get their attention.

As a skier - I take safety extremely serious. As a long time skier with decades of skiing in Minnesota, skiing without a spotter has never been a safety issue for us. In fact, with no spotter the driver is much more aware of their surroundings and their skier, than with a boat full of people.

Not having the new mirror law would possibly be enough to encourage us to retire in Minnesota instead of Wisconsin.

Thank you for taking the time to read this and consider this new legislation.

Best Regards

Dave Benson - Vice President, Loveless Lake Association

1616 Reidner Lane

Centuria, WI

612-868-1465

Sands, Mitch

From: ERIC DAWN BAUMEISTER <debaumeister@msn.com>
Sent: Saturday, February 25, 2017 10:21 AM
To: Rep.Jarchow
Subject: 2017 Senate Bill 69

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Representative Jarchow;

I understand that the above mentioned bill is up for consideration again this year. I own property on Balsam Lake and my family are active boaters and water skiers. It is my opinion that the requirement of an extra person (as a spotter) in a boat should not be mandatory if you can use a wide mirror to monitor the skier behind.

From what I have researched, the requirement of a spotter statistically does not reduce the incident rates for boating accidents. The rates are actually lower in Minnesota, indicating the use of a mirror vs. a spotter has no proven impact on volume of accidents or deaths.

I understand that this is only one comparison. But considering the volume of boats and lakes in the neighboring state, it should hold some validity. In addition, Minnesota is very liberal. If a "spotter rule" were proven to save even 1 life, Minnesota would have that rule!

So thank you for taking the time to review my request. Please allow this bill to pass this year!

Sincerely,
Eric Baumeister
309 Park Dr.
Balsam Lake, Wi 54810

Sent from [Mail](#) for Windows 10

Sands, Mitch

From: Ryan Dewey <mnh20skier@gmail.com>
Sent: Tuesday, March 14, 2017 9:41 PM
To: Rep.Jarchow
Subject: Support for Assembly Bill 100

Dear Representative Jarchow,

My name is Ryan Dewey and my wife and I are residents in St. Croix Falls, WI, which I believe falls in your district. I wanted to contact you in regards to Assembly Bill 100. I have been a waterskier for 35 of my 38 years of life. For the past 28 years, I have been a Wisconsin Showskier that currently skis for the Chetek Hydroflites, Balsam Lake Waterski Show Team, and previously co-founded the UW - Stout Collegiate Waterski Team nearly 18 years ago. The sport of Waterskiing has brought me some of the greatest memories of my life, and even helped meet my wife, who is a showskier and former professional skier.

When we heard that there was a chance that the "third" person spotter rule could be amended, we were very, very excited. Being that the two of us are very avid waterskiers, we spend many hours a week on the water. Unfortunately, since we live near the border of MN, we typically will trailer our ski boat over to Lindstrom, MN and will ski there. MN does not require a "third" person rule, so we are able to ski/train as long as we are using our mirror. There are multiple downsides to this, but most importantly we typically end up gassing up the boat and truck in MN on the way to the launch, so that is money that is being spent there, instead of in our local area. We would love to be able to support our local businesses both on and off the water on a more frequent basis before and after we are done skiing.

We do realize that changing this rule does potentially allow more people to be on the water on our lakes. We also understand that not everyone is trained to use a mirror while driving like we as showskiers are. In our opinion, having to utilize a mirror to be legal in this situation, forces drivers to be more aware of their surroundings and other boat traffic. I would even bet the majority of people will still have multiple people in the boat as well as using their mirror.

In closing, the hardest part for us to understand, is that there are more waterskiers per capita in the State of Wisconsin than anywhere else. Just take a look at the amount of Show Ski Teams that are found in our state compared to others around us, or even in the southern states like Florida. Because of the high numbers of skiers we have, we find it a necessity to pass this rule, so that we can continue to grow our sport of Waterskiing. Not everyone has a "third" person to ski with all the time, but those people deserve to be out on the water just like the residents of MN and other states.

We ask that you continue to support getting the spotter rule changed and amended to allow a driver and skier to enjoy the great sport of Waterskiing on all of Wisconsin's great lakes.

Thank you very much for your time, and thanks for supporting the change of this bill.

Sincerely,

Ryan Dewey
2118 A 125th Ave
St. Croix Falls, WI 54024

Sands, Mitch

From: Joe Larson <larjosd@gmail.com>
Sent: Sunday, February 26, 2017 1:42 PM
To: Sen.Harsdorf; Rep.Jarchow
Subject: support for SENATE BILL 69

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I'm a MN resident but do frequent Dunham lake in WI with friends frequently and just wanted to voice my support for Bill 69.

MN has the 'mirror only law' and has no greater occurrence of accidents, so it's just as safe as having an observer. The watersport enthusiasts who really want this are the ones who like to ski early in the morning or right at sunset when it's not always easy to find a third person.

Passing this bill would increase watersport tourism to your area of the state, at least from me and my ski parter!

Best Regards,

-Joe Larson

To: Representative Mursau, Chair of Wisconsin Assembly Committee on
Environment and Forestry

From: Gordy Bubolz Wakeboard School Inc.

Date: 4/12/2017

Re: Support for 2017 Assembly Bill 100.

Dear Representative Mursau, I wanted to write a letter in support of Assembly bill 100; allowing water skier's to use a rear view mirror as a replacement to a spotter when water skiing. Please have my letter read aloud during the April 18th Environment and Forestry Committee meeting.

For the past 25 years I've had the pleasure of operating the Gordy Bubolz Wakeboard School in Fremont Wisconsin. In that time, I have won a wakeboard World Championship and have spent thousands of hours on the water driving for other wakeboarders, and coaching them. In the countless hours I've spent driving for others, I have watched my skier's through my boat's rear view mirror. A rear view mirror is much more effective in viewing what is going on with the skier behind the boat than a spotter. Through the mirror, I can see the skier's body position, when they have fallen, and can respond much more quickly than a spotter can notify me.

I can tell you as an expert in the sport, that the requirement to have a spotter in the boat for water skiers is useless, pointless, and deters people from being able to enjoy our states wonderful lakes and rivers. Personally, I can't tell you the number of times that I've wanted to go out wakeboarding with a friend or family member, but couldn't because we didn't have a 3rd person to ride along in the boat. I have a rear view mirror; I can see everything that is going on with my skier, why do I need to find a 3rd person to come along just to sit in the boat? It would be absurd to think of a law requiring a spotter in an automobile; however this outdated law has been forced upon the boaters of our state, but hopefully, for not too much longer.

Furthermore, almost all new ski boats sold now come with a rear view mirror installed from the factory. These mirrors are anywhere from 3-10 times larger than a car's rear view mirror, and

provide a large and clear field of view behind the boat. For older boats, it is very easy to purchase and install an aftermarket mirror on a boat. An entry level rear view boat mirror is a budget friendly purchase and can be found for fewer than 25 dollars.

Many other states have already adopted a rear view mirror policy in replacement of a spotter, and have held that policy for decades. Florida is one such state. During my college years I went to school in Tampa, Fl. In Florida you will see almost every boat on the water has a rear view mirror, this makes boating safer as a whole, regardless of whether or not a skier is being towed. Our Wisconsin boating community would greatly support this measure, and it would allow families more opportunity to make memories on the water, and enjoy our beautiful Wisconsin summers.

Respectfully,

Gordy Bubolz

President, Gordy Bubolz Wakeboard School

15 April 2017

Dear Committee Members

Bottom line up front:

I strongly urge you to support AB 100 in the public hearing on Tuesday, 18 March 2017, and push for a vote for this year's session so that this water ski boating rule can be applied to the upcoming 2017 water ski season.

Discussion:

I would like to ask for your support in fast tracking a simple water ski bill, currently AB 100 (SB 69), that was first introduced in 2015 and has since been sidetracked.

This bill simply authorizes the operation of a motorboat towing a person on water skis, aquaplane, or similar device, without having a second person in the boat to observe the person being towed, if the motorboat is equipped with a mirror that provides the operator with a wide field of vision to the rear.

Simply, a driver aided by a rear view mirror is allowed in order to tow a water skier - similar to laws that have been in place in Minnesota and Florida for decades.

All that was needed for the bill (SB180 and AB 256 in 2016) to pass last year was for the Rules committee to schedule it for a vote in the Assembly. Instead they went home with no action taken! *It had already been passed by the Senate and by the Assembly Tourism Committee!*

And now the whole process has started ALL OVER AGAIN in 2017. This is frustrating, and is an example of the negative impacts of bureaucracy. I also do not understand why this bill is a partisan issue with Republicans being in support and Democrats voting against. Absurd. All should be in support of this important sport that has a large positive economic impact in Wisconsin. Also, there is no evidence of any safety factors being compromised when pulling skiers from a boat with a driver and an appropriate rear view mirror. Minnesota and Florida boating safety statistics confirm that safety is not degraded when water skiing is conducted in this fashion.

Two water skiing seasons have come and gone since 2015. I and my fellow supporters do not want to sit out another skiing season. I am sure many other Wisconsin water skiers and visiting out-of-state tourists would like to be able to ski with a mirror. Tourist couples skip plans for Wisconsin and schedule their ski vacations in Minnesota or Florida since those States do not require a third person to be an observer. This negatively impacts consumer spending in Wisconsin.

I routinely compete in 3-event water ski and barefoot tournaments, all sanctioned by national and state water ski federations/organizations. These organizations require strict safety protocols for the events to be sanctioned. In turn, when water skiers in Wisconsin engage in the sport, they ski safely and responsibly. But if we are unable to

get a third person to sit in the boat we would be breaking the law, even in the sanctioned tournaments - this is ridiculous!

Last year I supported the Wisconsin Senators who passed their bill SB 180 in support of allowing a boat driver and the use of a rear view mirror (instead of an observer) for pulling a water skier. I also supported those in the Assembly Tourism committee who voted approval to support the Assembly bill AB 256 regarding the same. This bill would have allowed Wisconsin water ski boat drivers to have the same advantages as those in both Florida and Minnesota. For decades these two states have had in place common sense boating rules regarding pulling a water skier with the use of a boat driver and a rear view mirror.

Skiing activity in Wisconsin is significant. In 2016 the World Water Ski Show Championship Tournament was held in Wisconsin, bringing ski teams from China, Belgium, Canada, and Australia to compete with the USA Team (with members from all over the United States). The Barefoot Skiing Regional, National, and World Championships were also held in Alma, Wisconsin, in 2016, attracting skiers from across the USA and the World to compete. Many Wisconsin Water Ski clubs hold numerous free ski shows for the public (including the Mad City Ski Team on Lake Monona); skiing instruction clinics for abled and disabled enthusiasts, and countless training events and competitions.

Every year the Wisconsin Water Ski Federation hosts hundreds attending the Winter Water Ski Think Tank Convention, this year held at Lake Geneva.

It is to Wisconsin's economic advantage to encourage residents of Wisconsin and other States to do their skiing in Wisconsin. Buying and maintaining ski boats, use of restaurants, gas stations, marinas, and motels/hotels are just a few ways that **money is spent in Wisconsin for the sport of water skiing and barefoot skiing.**

Once again, I ask for your support of AB 100 (and SB 69) in the public hearing 18 March 2017, to push for a vote for this year's session so that this water ski boating rule can be applied to the upcoming 2017 water ski season. I and thousands of other skiers and boaters in Wisconsin and visitors to Wisconsin appreciate your action in supporting this great outdoor sporting activity.

Sincerely,

Kerry Nicholls

Kerry H. Nicholls
US Air Force officer, Retired
W3254 County Road K
Markesan, WI 53946
Phone 808-391-2252

Clancey Nicholls
W3254 County Road K, Markesan, WI 53946
Life member of USA Water Ski
US Air Force Officer, Retired
Eagle Scout
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Herbert Nicholls
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Former water skier and boat driver
Eagle Scout

Joan Nicholls
W3254 County Road K, Markesan, WI 53946
Former water skier and boat driver
920-398-2252

P.S.

I have fellow water skiers - relatives, friends and neighbors, and out-of-state visitors who would like to see that a mirror would be allowed for pulling a water skier when an observer is not available. Even my ski friends (couples who like to water ski) from Illinois and Minnesota agree with this - many who own property on Big Green Lake and other lakes and pay taxes but are not represented because they are unable to vote.

Date: Tuesday, April 18, 2017
To: 2017 Assembly Committee on Environment and Forestry
From: Warren Stapel
Re: Assembly Bill 100

My name is Warren Stapel and I have been fortunate enough to participate in towed water sports in the many lakes and rivers of Wisconsin since the age of nine. I have spent time behind boats in empty lakes in the Wisconsin north-woods, the busy lakes of Waukesha County and everywhere in between. I have also been fortunate enough to purchase a boat for these activities and meet a great deal of good people who share my passion of watersports. We are on the water as often as possible, many times in calm sun and others scattered showers. My last ride of 2016 was December 5th and my first of 2017 was March 5th. I have experience with reliable spotters, inattentive spotters and using a mirror to monitor my rider. I support the assembly bill and believe very strongly that using a mirror does not create an unsafe environment for my boat, my rider or the surrounding lake and its users.

When the 2016 version of this bill was introduced, I was excited and hopefully for passage. Many times busy schedules, professional obligations, limited windows of acceptable weather and a variety of other factors had, and continue to, put me in a position where I either couldn't find a spotter or wanted to keep my time on the water limited to two riders.

As an active participant in the online watersports community, I began to spread the word. Reactions, overall, were positive, but I did hear for a few people who were skeptical. My take away was that those with experience using a mirror were in favor, but a limited few, in states with spotter requirements, expressed a certain "feel" of being safer with a spotter. I think this is consistent with what was expressed in the previous public meeting on this issue, for the Senate bill.

My only answer, to those who have expressed an emotional or anecdotal negative view of the bill is statistics. I know of no other manner to provide real evidence as to whether or not this a safe or unsafe practice. The US Coast Guard reports, on an annual basis, accident and registration data for all 50 states. This includes the number of vessels involved in towed water sports at the time of an accident. For ease, I will refer to these as towed accidents. I have compiled the number of registered vessels, the number of total accidents and the number of towed accidents for 2011 to 2015 for each of the 50 states. This is the past 5 years for which data was available.

Reviewing these statistics has proven to me, that requiring a spotter for towed water sports does not decrease the rate of towed accidents. Spotters do not make towed sports safer for riders or other users of the water. I have far too much data to present it all. But I have included a variety of statistics below:

- There are 17 states that allow users to utilize a mirror for spotting. Over the 5 year period, on average, there were 3.8 towed accidents per 100,000 registered boats. In the states requiring a spotter this number increased to 6.3 towed accidents per 100,000 registered boats. This is an increase in the towed accident rate of 40% in the states that require a spotter.
- Over the 5 year period towed accidents accounted for 9.6% of the total boating accidents in states where mirrors are utilized. Towed accidents accounted for 13.7% of the total boating accidents in states that require a spotter. This indicates that mirror usage does not increase the rate at which towed accidents happen in comparison to total accidents. In effect, this statistic takes the overall safety and reporting culture of the individual states into account.

Minnesota is, in my opinion, the best comparison for Wisconsin in terms of general boating culture. We share the same general season, approach to on-water recreation, and availability of public waterways. Minnesota also allows for the use of a mirror and has a better safety record for towed watersports.

- During the 5 year period Minnesota reported a total of 71 towed accidents. Wisconsin reported 92. On average Minnesota reported over 187,000 more registered boats than Wisconsin during that period.
- During the 5 year period Minnesota averaged 1.75 towed accidents per 100,000 registered boats. Wisconsin averaged 2.95. There was no year during the 5 year period that Minnesota had either more towed accidents than Wisconsin or a higher towed accident rate.

As an engineer that works on many of Wisconsin's transportation projects, safety is a top priority of mine. And safety is a behavior that can be analyzed with statistics. If Wisconsin was considering being the first to allow a mirror in place of a spotter then I believe debate would be warranted. But in this case, mirror usage has a proven track record. The accident statistics clearly indicate that allowing for the use of a mirror instead of a spotter is not the cause for an increase in the rate of towed accidents.

Thank you again to those who are involved with this bill. I appreciate the opportunity to provide this information and my opinion on this subject. I am hopefully that this bill will receive a quick approval from this committee and be well along the path to law.

I have included a URL to data tables and source documents. I have also include my contact information below should there be any desire to review the data I've compiled or the US Coast Guard source documents.

Respectfully,



Warren Stapel, P.E.
262-825-2045
wtstapel@gmail.com

Footnote: Determining the boating laws of each state was done via a review of each state's online boating laws, generally provided via a natural resources website. Accident and registration data was compiled using the United State Coast Guard's Annual Report: "Recreational Boating Statistics [Given Year]". These reports include total accident and boating registration numbers for each state and a nationwide towed accident total. A state-by-state breakdown of this total was provided by Susan Weber, a Statistician with the US Coast Guard (Susan.M.Weber@uscg.mil 202-372-1103).

Copies of source documents and data tables are available at:

<https://www.dropbox.com/sh/zi1eso0nwim0rue/AACJESNAzfGSc21MUNtmOzWOa?dl=0>

TABLE 1 - STATE OBSERVER REQUIREMENTS

Abb.	State	Current Requirement		Requirement Comment ⁽¹⁾	Law Source
		Observer	Mirror		
AK	Alaska		X		http://dnr.alaska.gov/Assets/uploads/DNRPublic/parks/boating/as0525watercraft.pdf
AL	Alabama		X		http://www.outdooralabama.com/boating-rules-and-regulations
AR	Arkansas		X		https://www.boat-ed.com/arkansas/handbook/page/51/Chapter-8-Specifically-for-
AZ	Arizona	X		Flag	http://dnr.alaska.gov/Assets/uploads/DNRPublic/parks/boating/as0525watercraft.pdf
CA	California	X		Flag	http://www.dbw.ca.gov/pages/28702/files/ABC's_2016_OperationalLaw.pdf
CO	Colorado	X		Flag	https://cpw.state.co.us/Documents/Boating/BoatingRegulations.pdf
CT	Connecticut	X			http://www.ct.gov/deep/lib/deep/boating/boating_guide/boatguide.pdf
DE	Delaware	X			http://www.dnrec.delaware.gov/fw/SiteCollectionDocuments/FW%20Gallery/boatregs.p
FL	Florida		X		http://myfwc.com/boating/regulations/
GA	Georgia		X		http://www.georgiawildlife.com/node/829
HI	Hawaii	X			http://dlnr.hawaii.gov/dobor/commercial/faq/
IA	Iowa	X			http://publications.iowa.gov/133/1/boatreg.pdf
ID	Idaho	X		Flag	https://www.boat-ed.com/idaho/handbook/page/50/Chapter-9-Specifically-for-Skiing
IL	Illinois	X		Flag	https://www.dnr.illinois.gov/boating/Documents/BoatDigest.pdf
IN	Indiana	X		Ohio River allows mirror use	https://www.boat-ed.com/indiana/handbook/page/49/Chapter-8-Specifically-for-Skiing
KS	Kansas		X		http://ksoutdoors.com/Boating/Boating-Legally/Regulations-and-Statutes
KY	Kentucky	X			http://fw.ky.gov/FishBoatGuide/Documents/1617fishboatguide.pdf
LA	Louisiana		X	Drivers using a mirror must be 16 or older	http://www.wlf.louisiana.gov/boating/required-equipment-regulations
MA	Massachusetts	X			https://www.boat-ed.com/massachusetts/handbook/page/47/Chapter-9-Specifically-for-
MD	Maryland	X			http://dnr.maryland.gov/nrp/Documents/BoatingSafety/waterski.pdf
ME	Maine	X		Mirror allowed in approved slalom course	https://www.boat-ed.com/assets/pdf/handbook/me_handbook_entire.pdf
MI	Michigan	X			https://www.boat-ed.com/massachusetts/handbook/page/47/Chapter-9-Specifically-for-
MN	Minnesota		X		http://files.dnr.state.mn.us/rip/regulations/boatwater/boatingguide.pdf
MO	Missouri		X		https://www.boat-ed.com/missouri/handbook/page/52/Chapter-9-Specifically-for-Skiing
MS	Mississippi	X			https://www.boat-ed.com/mississippi/handbook/page/46/Chapter-8-Specifically-for-
MT	Montana	X			http://fw.mt.gov/eBook/recreation/boatingLaws/2015BoatLaws/index.html
NC	North Carolina		X		http://www.ncwildlife.org/Portals/0/Boating/documents/VOG.pdf
ND	North Dakota	X			https://gf.nd.gov/boating/safety-regulations#skiing
NE	Nebraska	X			http://mag.outdoornebraska.gov/i/747018-2017-boating-guide-web/
NH	New Hampshire	X		Skier specific laws	http://www.gencourt.state.nh.us/rsa/html/XXII/270-D/270-D-3.htm
NJ	New Jersey	X			http://www.state.nj.us/mvc/pdf/licenses/021606-boating-safety-manual.pdf
NM	New Mexico	X			http://164.64.110.239/nmac/parts/title18/18.017.0002.htm
NV	Nevada	X			https://www.usps.org/e_stuff/documents/nv_specific_laws_2010.pdf
NY	New York	X			https://parks.ny.gov/recreation/boating/documents/NYSBoatersGuide.pdf
OH	Ohio	X			http://watercraft.ohiodnr.gov/portals/watercraft/pdfs/laws/OperatorsGuide.pdf
OK	Oklahoma		X		https://www.boat-ed.com/oklahoma/handbook/page/50/Chapter-8-Specifically-for-
OR	Oregon	X		Practice/comp exceptions	https://www.oregonlaws.org/ors/830.365
PA	Pennsylvania	X			http://www.fishandboat.com/Boat/BoatingRegulations/Documents/boatrecap.pdf
RI	Rhode Island	X			http://www.dem.ri.gov/pubs/regs/regs/enforce/boats14t.pdf
SC	South Carolina		X		https://www.boat-ed.com/southcarolina/handbook/page/50/Chapter-8-Specifically-for-
SD	South Dakota		X		https://www.boat-ed.com/assets/pdf/handbook/sd_handbook_entire.pdf
TN	Tennessee		X		https://www.tn.gov/twra/article/boating-regulations
TX	Texas		X		http://tpwd.texas.gov/publications/pwdpubs/media/pwd_bk_12000_0014.pdf
UT	Utah	X			https://stateparks.utah.gov/activities/boating/ten-things-you-need-to-know-before-you-
VA	Virginia			Neither, PFD is minimum requirement	https://www.dgif.virginia.gov/boating/wog/water-skiing-safety/
VT	Vermont	X			https://www.boat-ed.com/vermont/handbook/page/43/Chapter-8-Specifically-for-Skiing
WA	Washington	X			https://www.boat-ed.com/washington/handbook/page/54/Requirements-for-Towing-
WI	Wisconsin	X			http://dnr.wi.gov/files/PDF/pubs/LE/LE0301.pdf
WV	West Virginia		X		http://www.transportation.wv.gov/DMV/DMVFormSearch/Boating_Regulations_2013.pdf
WY	Wyoming		X		https://wgfd.wyo.gov/Regulations/Regulation-

Notes:

1 Particular State have requirements outside of a mirror or observer. These requirements are referenced here. VA requires neither an observer or mirror.

TABLE 3 - PERCENT OF TOTAL BOATING ACCIDENTS ACCOUNTED FOR BY TOWED WATER SPORTS

Abb.	Full State	Total Towed Watersports Accidents (a) (b)										Total Boating Accidents (b) (b)										Water Sports Accidents, Percent of Total Accidents (c) (d)					Average Observer
		2011	2012	2013	2014	2015	Sum Observer	Sum Mirror	2011	2012	2013	2014	2015	Sum Observer	Sum Mirror	2011	2012	2013	2014	2015	Average Observer						
AK	Alaska	1	0	0	0	0	1	0	20	23	18	18	18	25	104	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AL	Alabama	7	9	8	8	10	36	73	71	62	71	62	71	79	356	13%	13%	13%	14%	14%	14%	14%	14%	14%	14%	14%	14%
AR	Arkansas	2	2	2	2	2	34	55	55	66	54	49	49	202	202	13%	13%	13%	14%	14%	14%	14%	14%	14%	14%	14%	14%
AZ	Arizona	29	26	28	15	25	123	99	139	99	95	87	97	336	336	18%	26%	26%	29%	29%	29%	29%	29%	29%	29%	29%	29%
CA	California	72	64	79	43	39	277	359	359	365	379	369	398	1938	1938	18%	18%	18%	19%	19%	19%	19%	19%	19%	19%	19%	19%
CO	Colorado	11	9	7	8	9	44	46	46	46	32	37	36	229	229	19%	20%	20%	22%	22%	22%	22%	22%	22%	22%	22%	22%
CT	Connecticut	3	4	0	2	6	1	1	1	1	1	1	1	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DE	Delaware	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
FL	Florida	35	24	27	16	16	118	685	685	685	581	671	671	3284	3284	2%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
GA	Georgia	23	24	13	19	16	98	92	96	111	92	92	85	476	476	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%
HI	Hawaii	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
IA	Iowa	10	10	6	3	11	24	38	38	38	24	33	35	164	164	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
IL	Illinois	11	13	11	6	11	54	57	57	57	46	46	46	247	247	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
IN	Indiana	8	7	2	13	11	97	108	108	108	84	84	84	416	416	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%	16%
KS	Kansas	11	4	5	1	1	27	40	40	40	37	37	37	220	220	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
KY	Kentucky	5	4	5	9	6	29	41	41	41	46	46	46	211	211	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
LA	Louisiana	4	9	6	7	6	27	112	112	112	96	87	87	524	524	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
MA	Massachusetts	2	3	7	4	1	17	46	46	46	83	82	82	368	368	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
MD	Maryland	37	31	20	24	27	139	184	184	184	145	110	130	715	715	20%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%
ME	Maine	9	7	9	5	4	34	48	48	48	54	35	32	217	217	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
MI	Michigan	18	17	10	11	8	64	129	129	129	103	92	97	501	501	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
MN	Minnesota	13	13	13	17	17	71	75	75	84	75	50	87	371	371	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
MO	Missouri	16	16	15	20	14	11	128	141	141	141	142	109	631	631	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MS	Mississippi	2	2	2	2	2	3	7	7	7	7	7	7	41	41	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MT	Montana	3	2	3	2	0	10	19	19	19	17	14	14	80	80	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
NC	North Carolina	21	17	16	20	28	102	144	144	144	145	139	124	162	162	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
ND	North Dakota	1	0	2	2	0	5	10	10	10	5	11	11	31	31	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
NE	Nebraska	10	9	4	9	6	58	62	62	62	45	25	25	150	150	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
NH	New Hampshire	1	1	1	1	1	6	13	13	13	13	13	13	73	73	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NJ	New Jersey	4	3	2	4	1	13	13	13	13	13	13	13	13	13	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NM	New Mexico	3	1	2	2	4	13	13	13	13	13	13	13	13	13	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%
NV	Nevada	10	7	5	5	5	32	42	42	42	46	47	38	232	232	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
NY	New York	15	15	16	11	11	53	173	197	197	180	175	174	869	869	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
OH	Ohio	13	18	4	6	7	45	135	136	136	108	100	100	579	579	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
OK	Oklahoma	5	8	6	7	7	7	7	7	7	7	7	7	7	7	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
OR	Oregon	8	7	11	9	12	47	66	66	66	59	61	65	321	321	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
PA	Pennsylvania	9	11	17	9	12	58	87	87	87	59	71	66	335	335	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
RI	Rhode Island	0	0	2	1	1	4	26	26	26	31	42	40	176	176	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
SC	South Carolina	12	12	6	6	6	8	92	108	108	104	124	123	552	552	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
SD	South Dakota	4	3	0	0	0	8	13	13	13	10	8	15	64	64	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
TN	Tennessee	15	24	17	17	14	14	117	147	147	119	111	107	507	507	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
TX	Texas	21	22	23	23	17	123	337	362	362	346	367	354	1671	1671	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%
UT	Utah	22	16	10	10	8	133	109	109	99	78	80	79	443	443	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
VA	Virginia	3	0	0	0	0	4	12	12	12	9	6	6	31	31	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%
VT	Vermont	3	1	0	0	0	4	9	9	9	9	9	9	51	51	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%
WA	Washington	3	11	5	2	2	9	93	105	105	94	127	107	571	571	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
WI	Wisconsin	15	23	15	19	20	92	110	110	79	102	103	504	504	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
WV	West Virginia	4	2	1	3	1	11	17	17	17	16	24	11	87	87	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%
WY	Wyoming	4	0	1	3	1	9	16	16	16	9	6	11	8	8	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%	23%
		SUM:										SUM:										SUM:					9939
		Observer										Observer										Observer					9939
		Total Towed Accidents										Total Towed Accidents										Total Towed Accidents					9939
		% of Total Accidents Towed										% of Total Accidents Towed										% of Total Accidents Towed					15.7%

1. Number of vessels involved in Towed Watersports at the Time of Accidents, by State and Year, 2011-2015. Information provided via email by Susan Weber, Statisticians with the US Coast Guard
 2. Number of vessels involved in Towed Watersports at the Time of Accidents per 100,000 registered boats. Averages for the 5 year period are listed, broken up by observer/mirror requirement.
 3. Number of total boating accidents accounted for by towed watersports in the US Coast Guard's 2015 International Boating Statistics Tables 21 - 25 Year Summary of Selected Accident Data By State, 2011 to 2015
 4. Number of total boating accidents accounted for by towed watersports in the US Coast Guard's 2015 International Boating Statistics Tables 21 - 25 Year Summary of Selected Accident Data By State, 2011 to 2015
 5. The percentage of total accidents accounted for by towed watersports are occurring at the time of the accidents over the entire 5 year reporting period.
 6. The percentage of total accidents accounted for by accidents where towed watersports are occurring at the time of the accidents over the entire 5 year reporting period.

I support this bill as an avid waterskier who has skied collegiately for UW-Whitewater, on show ski teams for Minneiska (Whitewater), and the Lauderdale Aqua Skiers, and I currently barefoot waterski competitively on an individual level.

When I start looking at buying a lake house in the future, my first criteria is going to be whether or not I can ski without a spotter. Under our current laws, I wouldn't even consider a lake house in Wisconsin; I would be looking at lake houses in Minnesota or Tennessee (no spotter laws) where I vacation yearly. When I'm in Tennessee I can get up early with my girlfriend and we can go out and ski without trying to convince someone else to wake up early and ride along in the boat; it's just so much nicer.

I know there's a concern about safety without having a spotter, but in my experience, a spotter doesn't add any value. When I'm driving and have a spotter in the boat, I'm more focused on a conversation with the spotter than I am with my driving and where the skier is. Driving without a spotter I have total focus on the task at hand, and can feel when the skier falls without even using a mirror. Add a mirror into the picture and I know everything that is going on around me. We make 16 year olds drive without a car full of friends with them because it's less distracting, I would say it's less distracting to have an empty boat as well. I think Senator Moulton's statistics in his letter support there not being a safety benefit to the spotter law as well.

When I'm in other states without spotter laws, I don't see the weekend warriors taking advantage of the requirement. People who aren't remotely serious skiers are going to have a boat full of people whether or not they have to. On a nice weekend day when the lakes are busy, it's easy to find people to come out on your boat and this law isn't even considered. On a calm early morning when the lakes are empty, some days it's hard to find a third person to go out; these are the instances people will appreciate not having a spotter law.

Thank you,

A handwritten signature in black ink, appearing to read 'Sean Qualey', with a long, sweeping underline that extends across the width of the signature.

Sean Qualey, CPA