

Dear Rep. Landry - Thanks for the quick conversation just now. As you requested, here are my contact details in addition to the message I had sent you yesterday. Please forward to the committee members and let me know if there's a way for me to join the discussion among the stakeholders.

Sincerely, Jeff

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On Sunday, February 13, 2022, 05:33:00 PM EST, jeff owen <jcowen_01@yahoo.com> wrote:

Dear Representative Landry - My name is Jeff Owen and I'm reaching out to you regarding two aspects of the boating rules amendments currently being considered. I'm the president of Orono Paddlers, the head coach of the Orono High School canoe team, the Youth Outreach Coordinator of the Maine Canoe and Kayak Racing Organization, and a life-long avid canoe racer.

I, and many of my racing colleagues, host canoe and kayak races all across Maine from early spring all the way into the fall. The long-standing permitting process has always been one of the many things race directors have had to secure in preparation for hosting their races.

However, I'd like to bring your attention to two items in the proposed amendments to the boating rules (attached) and permits that shouldn't apply to canoe and kayak races. Both items are in section:

13.11 Boat regatta, non-motorized boat race, boat exhibition, or water-ski exhibition.

Item 2.a. - Requires that one trained aquatic plant inspector....shall be present and conducting inspections during the event.....

The smooth outsides of canoe and kayak hulls are not surfaces to which aquatic plants get stuck. It is motors, propellers, anchors and anchor ropes, and the like that snare aquatic plant matter. So not only are plants unlikely to be on the hulls when the boats arrive at a race venue in the first place, but some canoe and kayak races have a lot of boats (several typically have over 100) without only one place to launch from. Boats are launched from both sides of a stream or river, put in somewhere upstream, or paddled to the staging area from elsewhere. The canoes and kayaks are unlikely to have aquatic plants attached, and boats are entered into the water at a variety of locations. That's a combination that makes inspection for plants both unnecessary and ineffective.

Item 2.b. - Requires a minimum of two spotters.....assigned for human and wildlife safety. The spotters must be on the lookout during the entirety of the race for intrusions....from boats, people, wildlife or other hazards. The spotter will have the ability to communicate to race participants and officials and is expected to halt the race until the risk.....is eliminated.

This is impossible to imagine. Canoe and kayak race courses in Maine can cover anywhere from five to 50 miles on rivers, streams, lakes, and combinations of those. It's impossible for

spotters to be able to observe the whole race course. And it's impossible for the communication of hazards to be made to all participants once a race is under way. So this requirement doesn't make any sense. The closest we come to this is something we already do: All race directors require participants to attend a pre-race safety briefing at which all known hazards are discussed. That, and the racing culture which expects racers to stop and offer help to each other, is how hazards must be dealt with.

So, with respect to the non-motorized canoe and kayak racing events:

Item 2.a. is unnecessary and ineffective; and

Item 2.b. is simply impossible.

I'd really appreciate the opportunity to speak with you about these two amendments to the boating rules. Would you be available for a phone call some evening this week?

Our home phone in Orono is 866-8518, or I could call you at your convenience.

Sincerely,
Jeff Owen