

OP NEWS AND VIEWS

Expedition Grant Established

The Outdoor Program is renowned for its unique history of major international expeditions and environmental projects. The experience of extended or exotic trips holds the power to change the direction of a participant's life. The excitement and inspiration of ambitious adventures ripples throughout the extended community. With the generous gift of Dr. Albert Greenberg, the Outdoor Program continues to encourage cooperative expeditions through this grant program.

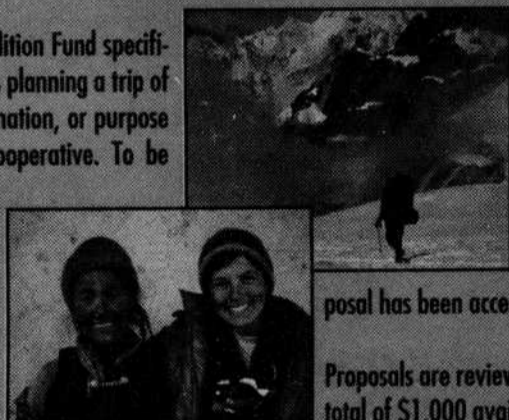
The Outdoor Program Greenberg Expedition Fund specifically awards grants to expedition teams planning a trip of unusual or outstanding ambition, destination, or purpose through the Outdoor Program trip cooperative. To be considered, expeditions must abide by the philosophical and liability format and processes of the Outdoor Program. The trips must involve primary emphasis on backcountry, self-propelled, self-reliant, minimum impact, noncompetitive travel. Expeditions of significant cross-cultural, environmental, or educational purpose will also be considered.

Applications for money can be made only for group expenses, not to subsidize the expenses of an individual group member. Purchase of equipment, film, access fees, and safety gear that the Outdoor Program can pay for directly are ideal uses of the grant program.

Request for cash for participants to use to cover general travel expenses are difficult to justify and administer. Requests for gear support from the Outdoor Program Equipment Co-op are also accepted.

In return for awarding expedition grant money or Co-op equipment, the Outdoor Program may request some or all of the following: a public presentation, access to expedition photography and materials for promotional purposes, recognition for sponsorship in official or media communications, and possibly the return of equipment purchased with grant money that may be useful to future co-op expeditions. A detailed agreement of mutual expectations will be drawn up after a proposal has been accepted.

Proposals are reviewed twice a year, in the spring and fall, with a total of \$1,000 available for each review cycle. Application deadlines are May 1 and November 1. Please carefully review these guidelines and suggestions prior to completing your application. Incomplete requests will not be considered. In addition, the program staff will invite the initiator or expedition members to give a brief presentation and answer questions regarding the proposal and trip.



OP Flash Technology Goes On-Line

Check out the cool new Flash addition to the OP Web Page. The web site has introduced sound and streaming movie technology. Moments after installation, OP web surfers were already taking advantage of their new navigation tool. The new Flash technology helps folks move in and out of programs quickly and easily. So, check out the changes and let us know what you think!

ONRC Presents "Adopt A Wilderness"

On January 13, in the O.P. Office, the Oregon Natural Resource Council (O.N.R.C.) will present a talk on their "Adopt A Wilderness" program. The Program is designed to update maps of U.S. Forest Service lands that may qualify for Wilderness designation. The Outdoor Program has "adopted" the Logan Creek Area in the nearby Cascades and is seeking volunteers to assist with the collection of map data. Anyone interested in the Logan Creek Project or the "Adopt A Wilderness" program are encouraged to attend the meeting.

Waldo Lake Management Recommendations Completed

A Ban on Gasoline Engines in 2005 is Forwarded!

For the last year, a group of U.S. Forest Service employees, state agencies and constituents of various user groups have worked to craft agreement on seven issues in the Waldo Basin. This process represents an extremely interesting experiment in incorporating public input directly into the agency's decision-making procedures. Typically, the public is invited to comment only on a range of alternatives forwarded by a Forest Service team. This type of process not only can produce better quality decisions, but allows user groups an opportunity to meet each other and openly exchange perspectives. One fact that was made clear, even among groups with opposing views, was the overwhelming concern for the integrity of Waldo's unique water quality and the basin as a whole.

On six of the seven issues assigned to the committee, only one did not arrive at a consensus around a set of recommendations. Not surprising, the motorboat issue was the most divisive, although a wide majority of the group voted to support the ban on gasoline engines starting in 2005. Gas motors, especially 2 stroke motors, indisputably discharge oil and gas into the water and create noise pollution that is not in character with the surrounding wilderness of the lake basin. The chemical purity of the lake is several orders of magnitude purer than other well known pure lakes such as Lake Tahoe and Crater Lake. A ban of two stroke engines was recently implemented at Lake Tahoe because gas motors clearly contribute to the loss of water clarity. Recent evidence suggests that water quality at Waldo is also deteriorating. Given the limited sensitivity of instruments to detect such impact, if we wait to act until we have evidence of petroleum pollution, the outstanding quality of the lake will have been long and irretrievable gone.

Quite a bit of discussion and concern was dedicated to maintaining access to elderly, disabled access or to those that just simply don't wish to paddle or sail. A proposal to ban all motors from the lake garnered very little support. The five year phase-in period included in this recommendation would allow boaters ample time to make a change over to cleaner, quieter technology. Currently, boat owners can readily purchase a 5.9 horsepower electric motor. A more powerful 9 horsepower motors are currently being tested in other sensitive natural treasures such as the Colorado River. With a two battery system, a boater can run the engine over three hours at full throttle, ample for maneuvering the bays and across the lake; and certainly ample power for the large majority of small boats that use the lake to run within the 10 m.p.h. speed limit. Additionally, electric motors are significantly cheaper than the four stroke motors that the E.P.A. is requiring of manufacturers for all new motors by 2003.

While four stroke technology is cleaner and quieter, it only takes one gas motor crossing the lake on a calm morning to shatter the natural quiet of the lake enjoyed by other users. While noise pollution may be downplayed by some as a mere social issue, the Forest Service readily admits the overwhelming public input they have received in a variety of forums strongly advocates prohibiting gas motors at Waldo. No other issue on the entire Willamette National Forest has inspired such unified, clear, public feedback to the agency. Aside from the fact that they discharge no pollutants, electric motors go the extra step of being virtually silent. Why not take that step, and create a destination that offers a more primitive large water experience for the growing number of self and wind propelled boaters. Currently an Oregonian seeking a non-motorized experience on a large accessible body of water similar to Waldo would have to travel completely out of the Northwest to Yellowstone Lake or the Boundary Waters. At the same time many other quality destination exist nearby for motorboats use.

In the next phase of the process, the recommendations are forward to Rick Scott, Middle Fork District Ranger for a decision by the agency. What remains to be seen is whether the Forest Service will act according to the recommendations of the committee.

Other Basin Recommendations:

- 1) No improvements to the Charlton Road which is a rough, gravel-surfaced road with periodic maintenance.
- 2) Change the administrative classification of the lake from "Roaded Natural" to "Semi-Primitive".
- 3) Restrictions on dispersed camping such as group size limit of 12, no new campfire rings, closure of the three sites closest to the North Waldo Campground. If conditions degrade or 5 additional dispersed sites are established, camping would be restricted to designated sites only. Required permits would remain a last options if pressure and resource damage continues to unacceptable levels.
- 4) Snowmobile use remains restricted to the Waldo Lake Road.
- 5) No future fish stocking. If evidence shows impact to water quality by existing populations, O.D.F.W. will pursue mechanically reducing populations.