

# Deschutes River user fee introduced to State

A bill which would give the state authority to start a boating user fee for the Deschutes River will be introduced at the request of the governor's office by the House Environment and Energy Committee.

The fee system proposal, which requires legislative action, is one of several recommendations made in the final report "Management Issues and Alternatives—Deschutes River Scenic Waterway" of the Governor's Deschutes River scenic Waterway Advisory Task Force, issued December, 1980.

Gov. Vic Atiyeh said he "fully endorses" the task force recommendations. "Within practical limits, and when feasible, I would like to see these recommendations fully implemented," he said. "I hope that the legislature will act quickly on the user fee proposal so tht it will go into effect this summer.

"It is not our intent to eliminate people from the river. Our purpose is to enhance the quality of the experience for everyone.

"It is clear that there are problems on the river—mostly the result of skyrocketing boating use. The proposed solutions to the problems represent a low-key approach on the part of the government there's to be no permit system and most regulatory activities will be of a voluntary nature." Recommendations of the task force include:



(1) a user fee system--Revenue from boating user fees would be used to defray the cost of administering enforcing river use rules, and developing and maintaining recreation facilities. All those boating on the river would be required to pay a user fee, but there would be no limit on the number of those using the river.

(2) not having a mandatory permit system--At this time there should not be a permit system limiting boating use on the Deschutes River.

(3) group size--There should be a limit on the size of both noncommercial and commercial boating groups on the river to 16 persons per party.

(4) Power boats--There should be no restrictions on current use areas or numbers of power boats, but education programs that will make all boaters aware of the problems they are causing other river users should be emphasized.

Also, the State Marine Board should enforce existing boat regulations regarding safety,

noise, and equipment on the Deschutes River and that the jet boat industry make an effort to reduce the noise cused by jet powered craft on the river.

(5) commerical guides--There should be a limit entry plan implemented for commerical guides assuring that there be no increase in the number of guides, trips or passengers over the 1980 use season level.

The task force made additional recommendations including those involving camp

sites, campfires, and discharge of firearms.

Atiyeh said he is asking the state Parks and Recreation Division to coordinate the states role in the proposed regulations. He said legislation would give the division the necessary authority to administer and enforce the proposed fee system.

"I'm asking all public agencies which share responsibility for the river to take seriously the report and its recommendations. The ultimate responsibility for the river rests with its users--their cooperation is the key to maintaining the delicate balance between protection of the river while, at the same time, allowing heavy public use," he said.

The 17-member Governor's River Scenic Waterway Advisory Task Force, headed by citizen-at-large member Roger Martin, Lake Oswego, held six meetings, attended by over 300 people and groups, during the summer and fall of 1980 and heard testimony as part of the meetings.

Atiyeh named the task force by executive order in July, 1980, to identify the problems on the river and to develop recommendations or ways to deal with the problems.

The river, from the Pelton Reregulating Dam to the Columbia River, a distance of about 100 miles, was designated as an Oregon Scenic Waterway in 1969 by a majority of Oregon voters.

# CPR training useful anywhere

What would happen if you were eating out and the man at the next table began choking? Or what if you found a friend lying on the floor of his home unconscious, possibly the victim of a heart attack? Would you stand helplessly by, unable to do a thing?

With such an occurence in mind, the Warm Springs Fire and Safety department is continuing to offer Cardio Pulmonary Resuscitation classes to interested tribal employees. One eight hour session has already been completed resulting in 15 employees being certified. Safety officer Ray Rivero says, "If we could get 20% of the

tribal employees certified then in almost any circumstance we would have appropriately trained first responders available." Acting immediately is important in saving the lives of choking or heart attack victims.

Being trained in CPR instruction, Fred Muniz conducts the class limiting the number of students per session enabling more complete individual instruction. Muniz feels this training to be important especially because "people can take it home with them." It is useful anywhere.

Certification is awarded after the CPR trainee can efficiently perform mouth to

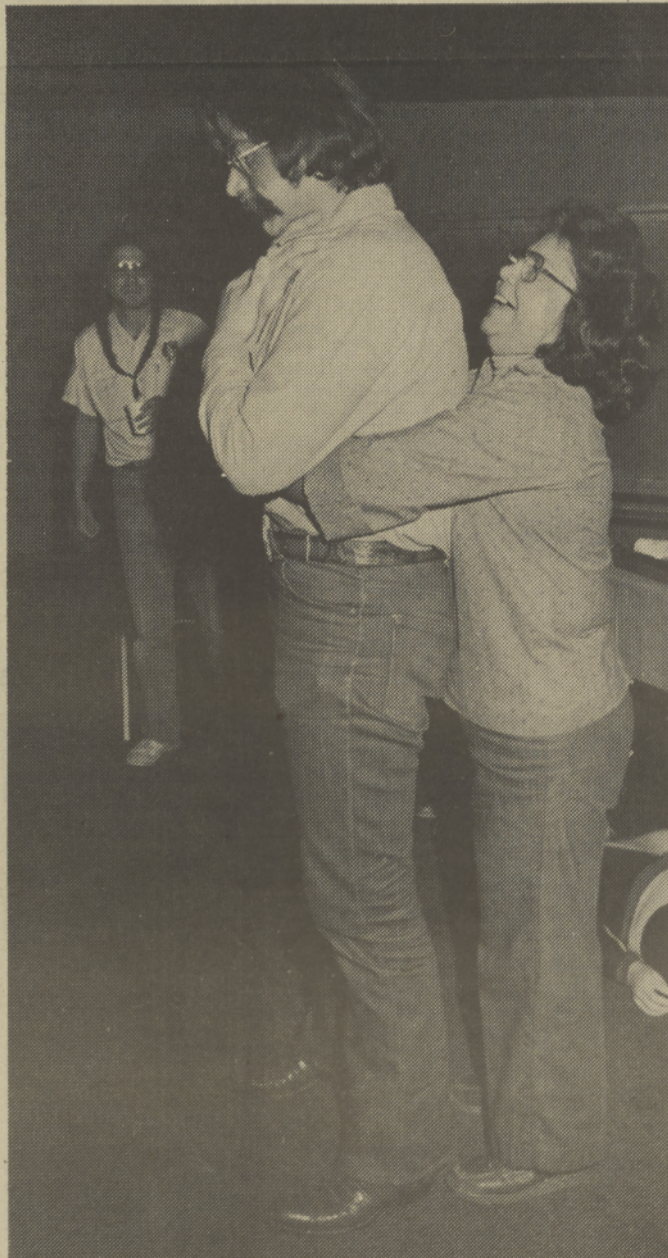
mouth resuscitation and heart massage on a dummy representing a victim. The trainee must also know the method for dislodging foreign matter from the throat of a choking victim.

Recertification must take place on a yearly basis. This is important according to Rivero, "because the scientific nature of medicine is constantly changing. An accepted practice this year may not be so next year."

The next CPR class is tentitively scheduled for the end of April. Rivero says, "we would appreciate all departments to participate."



Heart Massage—A certified CPR must know the method of massaging a heart in order to keep oxygen supplied to the brain. Oliver Kirk practices on a dummy.



Hands On Experience—Choking victims come in all sizes as do certified CPRs. Vernon Rowe allows Ruth Johnson to practice dislodging a foreign object.

Spillyay Tymoo photo by Shewczyk