

February 4, 2022

Senator Kate Lieber, Chair
Senate Committee on Energy and Environment
900 Court St. NE, S-417
Salem, Oregon 97301

Dear Chair Lieber, Vice Chair Findley, and Committee Members,

RE: SB 1589

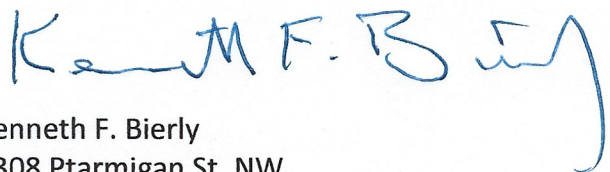
I have canoed the Willamette river nearly every summer for more than 40 years. As a casual paddler, I have shared the river with motor boats of fishers and pleasure boats. There has been the occasional interaction with pleasure boats that create wakes that require careful maneuvering to avoid being swamped. Only recently have there been boats constructed to create ocean sized waves by displacing as much water as they can through adding additional weight to the vessel. These boats create a clear hazard to other watercraft, particularly when operated in a river setting where there is a relatively narrow space to avoid the intended effect of these boats.

The navigable waterways of Oregon are held in trust for **all** Oregonians. The threat to safety and the environment posed by these overly weighted craft threatens other users and the resources supported by the river. While I support a ban on such vessels, it seems prudent to study the effects of these craft on the use and environment of Oregon's waterways.

In a past life I was a lead for the Willamette Special Investment Partnership for the Oregon Watershed Enhancement Board that provided funding for more than a decade in partnership with the Meyer Memorial Trust to enhance the health and function of the Willamette River. That effort won an international prize (Thiess International Riverprize) for the creative blend of science, community engagement, investment and cooperation to improve conditions of the river. After making such progress by so many Oregonians, it is extremely disheartening to see the potential ecological damage that is posed by the proliferation of these craft.

I strongly support the passage of SB 1589 as a mechanism to evaluate the ecological and recreational effects of the load limits as identified in Section 4 of the bill for the purpose of establishing limits that are protective of all the resources of Oregon's public waterways. This relatively modest approach is a good start to protect the health of all of Oregon's waterways from increased wave induced erosion and damage and provide for the safety of other users that share the public waterways. Thank you for your consideration.

Sincerely,



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