

G E O R G I A C A N O E I N G A S S O C I A T I O N

July 1970

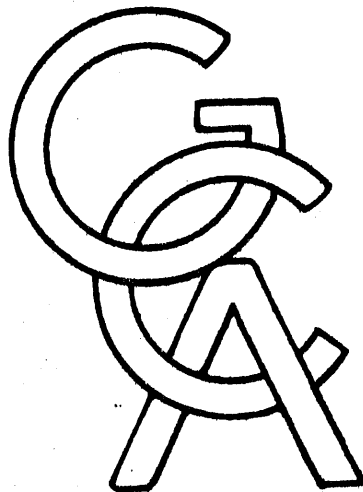
NEWSLETTER

Volume IV, No. 6

NEW TREASURER ANNOUNCED

George Wetherhold has done an outstanding, meticulous job of the treasuryship in the first months of his term of office, and it is with regret that we have received the word that he is resigning due to the press of studies and job activities. We hope, however, he will have some time to be on the rivers with us.

We seem to have adopted the motto, "Let George do it," for George Stephenson has been asked and has agreed to take over as Acting Treasurer. Checks for membership (\$5 per family, made out to the Georgia Canoeing Association) and all other monetary matters should be directed to Mr. George G. Stephenson, Jr., 356 Queen Aliese Lane, Jonesboro, Georgia 30236.



* * *

SECOND ANNUAL NANTAHALA RACE -- July 3-4, 1970

If you have joined the GCA ranks only recently, brief directions for finding the racing site may be in order. The 8-mile race course is on the Nantahala which runs along U.S. highway 19 ten miles south of Bryson City, N.C. This river is Class III-V and is continuous white water the entire run. Persons planning to take part in the races are urged to use the blank below, or the one from the brochure mailed previously, to pre-register.

SECOND ANNUAL NANTAHALA RACE - JULY 3-4, 1970 / REGISTRATION FORM

ENTRY FEE \$2.00 Per Person, Per Event,
Payable in Advance. Mail Form & Check to:

HORACE P. HOLDEN, Race Chairman
Camp Chattahoochee, Box 565
Roswell, Georgia 30075

State _____

EVENTS
Decked
#1 C-1 C-2 C-2 Mixed
Slalom
#1 C-1 C-2 C-2 Mixed K-1W
Undecked
 C-1 C-2 C-2 Mixed

WAIVER AGREEMENT: In consideration of the Tennessee Valley Authority's scheduling generation at the Nantahala Hydro Plant to provide adequate river canoe racing on dates to be agreed upon during the first week of July, 1970, the undersigned hereby assumes all risk of injury or loss of life to himself or damage to property arising out of his participation in such race or out of the release of water through said Hydro Plant and releases the Tennessee Authority, the United States of America, the Nantahala Power and Light Company, and all officers, committee members, and organizations sponsoring the race from all liability as to any right of action that may accrue either to the undersigned or to his heirs or personal representative for any such injury, loss of life, or damage to property which he may suffer in such race from any cause whatsoever.
Persons under 21 years of age must have the waiver agreement signed by themselves and their parents or guardians.

Parent & Guardian (Signature)

Date

STONE MOUNTAIN CANOE RACES, June 27, 1970

The Georgia Canoeing Association is co-sponsor with Riverboat Dock, Stone Mountain Lake, Stone Mountain Park of these one-day races.

Registration is at 9 a.m. Junior, intermediate and adult classification. Juniors (10-12 years) must have waiver agreement signed by a parent or guardian. C-1, C-2, K-1 classifications hoped for, but an event will not be held unless a minimum of 3 boats is registered.

Spectators can view the race from the Riverboat Dock. Come and support your club or encourage your fellow members.

* * *

KINCHAFOONEE CREEK - Saturday, July 18
PROVIDENCE CANYONS - Sunday, July 19 (a gentle hike, not a canoe trip).

Steve Johnson has scouted this beautiful, little creek which has limestone cliffs festooned with greenery and an unusual spring boil, and reports it to be a four-hour, family-type trip. It may be low if rains are lacking, but he doesn't believe it would ever become unpleasantly so, perhaps just not so swift. Camping will be at Chehaw State Park near Albany; the Atlanta Astronomy Club is being invited also, so there may be some telescopes that night with which to view the heavens. Sunday we may include a quick trip to an Indian mound on the way to the Canyons which rival the Grand Canyon in every way but size. Even in size, they are awesome enough when you are standing at their jagged rims; their colors you will have to see for yourself.

We will meet 11 AM Saturday at the Courthouse Square in Leesburg. From Atlanta take Interstate 75 So. Below Cordele, take Highway 32 and turn right onto Highway 33 to Leesburg. The Kinchafoonee Creek crosses 32 west of Leesburg, where we will put in. Take-out will be at U.S. 19, almost at Albany and near Chehaw.

Through Tuesday, July 14, register p.m.'s with the Closes: 373-3945. After Tuesday, please register with Clyde Woolsey: 766-8771 (the Closes will not be available by phone from July 15 on, but they will meet you at Leesburg and lead the trip).

* * *

CLASSIFIED ADS

Frank Darsey has Jackson canoes (made in Orlando, Fla.), which are 2-seat fiberglass, 18ft, spray up, blemished, 1" single-keels for sale at \$150.00. Good for flat water. Call Frank Darsey: 241-8621.

P.S. Johnston may still have an Old Town w/good paint going for \$125; with motor for \$155. Call at: 255-0258.

* * *

ANOTHER CHATTOOGA WEEKEND, July 25 & 26

On Saturday we will run the section between Earl's Ford and U.S. 76 (Class 3 and 4). Sunday there will be two runs--S.C. 28 to Earl's Ford (Class 2 and 3) and a trip for the more daring and more expert from U.S. 76 to Tugaloo Lake (Class 5).

The Saturday trip can probably be made by moderately experienced canoeists, but bring bailers, life jackets, perhaps put extra flotation in your canoe and tie your gear in. The Sunday trip should only be made by canoeists with extensive experience in heavy white-water.

Starting times will be 9:30 a.m. for both days. Saturday, July 25, the meeting place is U.S. 76 at the Chattooga river. Sunday meeting places will be the U.S. 76 bridge for the difficult trip and the S.C. 28 bridge for the easy trip. PRE-REGISTRATION IS ESSENTIAL.

Trip leader: Horace Holden: 993-6601 or 252-6100; Co-leader George Stephenson: 478-8825

* * *

LITTLE RIVER TRIP - April 25 -- Payson Kennedy, reporting

Four hardy canoeists from the GCA met at Eberhart's Point on a rainy morning for an exciting trip on the Little River. Clyde and Charles Woolsey and Relia and Payson Kennedy from the GCA were joined by Mike McConkey and Don Snyder of the TVCC, Bill and Perry Doswell from Suwanee, Tennessee, and John Tryon from Alabama. The Kennedy children and Tim Underhill hiked the trail along the river.

After a strenuous hour spent in carrying the canoes and gear down into the canyon, the group got started about 10:30. The water was high from the rain of the previous night and continued to rise as the rain started again that afternoon. When Mike and Don were lining their canoe through one of the early rapids, the canoe swamped and the current was strong enough to break both quarter-inch nylon painters. The loaded canoe wrapped around a rock, breaking the keel and both sides. After some effort, the fiberglass canoe was freed and surprisingly regained its shape. We decided, however, that it was too weakened, and the breaks too large to patch it and continue. Mike and Don carried it back to the starting point and managed to get it carried out of the canyon on the chair lift.

A little farther down the river while Clyde and Payson were scouting one of the more difficult rapids and working up courage to attempt it, Relia overturned in a small channel on the other side of the River. She reports that she was momentarily caught between the canoe and a rock and had fleeting thoughts of what it would be like to drown. She quickly freed herself, however, and the canoe was also freed with only minor damage.

(Continued on Page 4)

After portaging the big Class 6 rapid, we ran on to the mouth of the Canyon Park in a hurry as the occasional drizzle changed to a steady downpour. Because of the steady rain, we decided to skip the Sunday trip, and most of us returned home Saturday night.

The value of a spray deck on the open canoe in this type of water was evident on the trip. It was a real pleasure to be able to take a Grumman through the roughest water at full speed without worrying about waves slopping over, and to rest at the bottom of rapids while the open canoes were bailed out.

Those who are familiar with the Little River Canyon may be interested to know that on April 19, Bob Ensworth and three thirteen- and fourteen-year old boys ran the Little River from the Highway 35 bridge to Eberhart's Point. The canoes were lowered by ropes into the canyon below the falls. One of the canoes was severely damaged but has been repaired. They completed the run in one day but had to leave the canoes in the canyon and go back for them later. This stretch considerably surpasses the lower Chattooga in difficulty.

* * *

REPORT OF MAY 24 2ND-SECTION-OF-CHATTOOGA TRIP -- A.B. Close Reporting

A campfire sing to guitar accompaniment shared Saturday night with those who had run the 3rd Section that day was the prelude to Sunday's run of both Sections 2 and 4.

The leaders of Section 2 had run this stretch of the Chattooga last summer. The water was low that trip, and the leaders had been poling a standard keel, and hung on as many rocks as it could find. This Sunday, the 24th of May, 1970, however, the river was up a few inches, the boat was a shoe keel, and the pleasure was tripled many fold. It was a disappointment, however, to find the water murky, for some of the Chattooga's enchantment is its normally crystal waters.

The rocks at the 5-foot drop provided a lunching spot for leisurely eaters. Meantime some ran the chute over and over again, others tried to get through a shallow, inviting run at the opposite bank, and the children swam. All went so well (although there was one turn over), that the journey was completed in mid-afternoon. Special thanks go to Betty Terry who stayed in camp that day with the children, yet provided our drivers with a ride back to their cars.

Records have a way of disappearing. A list of participants was compiled at the end of the trip but became mislaid before write-up time. Please let us know if your name or your guest's should be below with those who made the run Jan & Marvin Albitz, Anna Belle & Bill Close, Nancy & Harry Collins, LaVerne Hunt, Bronwyn Fowlkes, Bob Milton, Nina & Jim Morrison, George & John Stephenson, Michael Terry, and Charles Woolsey.

* * *

June 6, TOCCOA RIVER TRIP --Jim Coogler, reporting

Contrary to what one might expect, the generating station at Lake Blue Ridge runs when there has been a shortage of rainfall and does not run when rainfall has been heavy. Lake Blue Ridge is used as a reserve to even out the flow of water in the river downstream. Although the station was scheduled to run on June 6th, because of the heavy rains it was cancelled. We then moved our proposed starting point to Deep Hole Recreation Area upstream on the Toccoa River from Lake Blue Ridge. Fate was again against us because Deep Hole Recreation Area was locked, and another starting point had to be selected a short distance downstream. All but three canoes* were with us on this last change, and as we wondered what had happened to the missing canoeists, we began our journey. Later we found that they had been waiting for us back at Deep Hole.

A total of 16 canoes and two kayaks made a highly exciting trip down a very different Toccoa River, and a new experience even for those who had made the run before. Heavy rains had made white water where one usually had followed channels between the rocks. What had been fairly easy shoals had become a roaring torrent. Despite several upsets, both canoes and canoeists came through the experience unscathed.

Those participating were: Bill & Anna Belle Close, Jim & Bolen Coogler, Mary Rose & Anne Goodson, Hank & Steve Marrison, Clyde & Steve May, Don Nelson & son, Jack & Mike Pinkerton, George & Dot Stevenson, John & Helen Stevenson, Claude & Betty Terry, Butch, Mike & Denise Terry, Bill & Joan Webb & daughters, Clyde & Charles Woolsey and Dave & Randy Yeakley.

* Walter Burton & grandson Jeff, Steve Johnson & Roslyn Rogers and Jim Morrison & Margaret Tucker after missing the scout at Deep Hole, picnicked, waited out the rain and at 1:30 put in where highway 60 crosses the Toccoa. They had a 3-hour trip to the bridge where the full group had taken out and were really pleased with their fairer weather and longer, marvelous trip.

FUTURE TRIP LEADERS, PLEASE NOTE: These six would have appreciated a note having been left for them at Deep Hole telling them where to find the others. This is the second or third time this year that plans have changed and communications have broken down. Be prepared with material for posting directions should it become necessary to do so.

(Continued on Page 6)

TRIP PARTICIPANTS, PLEASE NOTE: It is club policy to wait no more than minutes for latecomers. The leader cannot tell what obstructions may occurred on the river since it was last scouted, and an entire group can be delayed. Bear this in mind and be prompt.

* * *

NEXT NEWSLETTER DEADLINE

Friday, July 17, is the deadline for the August issue of the Newsletter. Those of you who are to write reports of trips to be taken and trips I please mark your calendar Saturday July 11: "Begin writing report," and mark Wednesday, July 15: "Mail report." The deadline of Friday, July 15 is the day that material should be in the Editor's mailbox, so that she has Sunday to edit and compile and can begin typing it Monday after working hours at the office. Thank you for your cooperation. Other contributions welcomed. Mail material to Mrs. W. H. Close, 225 Forkner Drive, Decatur, Georgia 30030. Items cannot be taken over the telephone.

* * *

AN APRIL SCOUTING TRIP -- Clyde Woolsey reporting

On Saturday, April 18, before Frank Hatfield's death, he, Ross Wilson and I met to scout the Coosawattee River in North Georgia. The Coosawattee is southeast from Ellijay and will soon be lost forever to whitewater canoeists and others who love the free-flowing waters due to the Carters Dam which is under construction.

We had heard reports that it was a very difficult and dangerous river, so we went prepared to spend two days making the run. Since we preferred not to carry camping equipment in the canoes, we decided to leave it at about the midway point of the run at a locally well known falls where a man was killed a couple years ago when he lost his footing and was swept over.

That drive in and out of the camping spot proved to be the hardest part of the entire trip. To prove once again that the description of a river by canoeists is not to be taken at face value, the ten-mile trip to our camp took only about three hours and we only had to scout one ledge!

The river was more badly polluted than any I've ever seen--from chicken feathers and milk jugs to dead hogs. Otherwise, the last half of our run to the camp site was a good trip down fast water with some big waves.

Fishermen at our camp persuaded us not to complete the trip the next day. They convinced us that our choice of getting out of the river when we reached the dam was between dragging our canoes almost vertically up the side of the mountain for about a thousand feet or running the river through a man-made tunnel through several hundred feet of solid rock to come out no one knew

Faced with that alternative, we loaded our canoes in a big stake body truck that one of the fishermen had, rode the truck back to our cars, and another scouting trip became a memory.

* * *

RE ERRATA

believe us, we try hard, but mistakes and oversights will occur when folks are contributing to projects in their precious spare time. Bear with us and come forward with corrections, please.

. Training Session refunds or additional books have been mailed. If you haven't received the adjustment due you (either too little or too much), contact Claude Terry or the Editor.

. If your name has been omitted from a list of an activity you participated in, we would like to hear from you for the sake of keeping accurate records as well as giving credit due. E.g., George Stephenson and son John attended all four Training Sessions but were not on the list in last month's newsletter. We appreciate their letting us know.

. It is possible that a few members were not sent a 1970 membership list. We do not have extra copies, but do want to get one list in each family's home, so if you were overlooked, request your set from our new Treasurer. The Editor has just forwarded them to him.

. We strongly hope all members, prospective members and interested fellow canoeists have received our Supplementary Material for Canoeists (the three green sheets). If you haven't, request this material from the Editor.

* * *

BOOKS OF INTEREST

Deliverance, The first novel by prize-winning poet James Dickey, concerns a weekend canoe trip down the fictitious Cullahawassee River in North Georgia. The story has more than the usual excitement of the rapids, as the party is assaulted by mountaineers and eventually three men are killed. It is published by Houghton Mifflin at \$5.95.

Pole, Paddle & Portage; A Complete Guide to Canoeing, by Bill Riviere (Van Nostrand Reinhold, 1969) probably comes closer than any book yet published to fulfilling the promise of the subtitle. Riviere first describes the different types of canoes, the advantages and disadvantages of each for renter and owner; how to load, trim, board and launch the canoe; paddling and poling techniques and tricks from a master. There's a valuable chapter on open-water canoeing, an exciting one on running white water. Some canoes have sails--these are described. All canoes need repairs and storage--here's how. Chapters are devoted to safety, weather, trip planning, equipment and map reading. A state-by-state guide to canoeable rivers is included. It is weak for the southeast--only the Okefenokee is described for Georgia--but is probably good for New England, where Riviere spent thirteen years as a guide. -- J.P.K.

* * *

ADVICE FOR SECURING CANOES TO CARTOPS--Tom Masterson

In the words of the aeronautical engineer, a canoe atop a car is an "oversized inefficient airfoil" (airplane wing). The canoe was never designed to be carried on a car, and it fights the wind rather than uses it. (I use 10-12% more gasoline when carrying my canoe.)

Accordingly, we have to be careful, and I submit these suggestions:

- Check to insure that cartop carrier is securely fastened to car;
- Tie canoe with two angled ropes to front bumper;
- Tie it once to rear bumper;
- Apply heavy tape on rough bumper surfaces where rope pass over to prevent friction and vibration from fraying rope;
- Ten miles out on a trip, pull over, stop, and recheck cartop carrier and all lashings;
- Tie canoe thwarts to cartop carrier. (The canoe seat struts to which you tie the lines are fastened to the sides of the canoe by four--only four--spot welds. "Fatigue of metals" may cause them to snap after constant vibration. Extra tie-downs are needed.)
- Pass another line over the canoe several times, securing it to the carrier after each overpass. If you are uncertain about the strength of the carrier, you could crack the car windows a half inch and run the lines under the car's roof.

You now have a "failsafe" system half again stronger than the one in the movie. For five dollars worth of line, that's a good bargain.

* * *

ADD THESE NAMES TO YOUR 1970 MEMBERSHIP LIST:

Mr. Stuart Alston
100 Colony Square
1175 Peachtree Street, N.E.
Atlanta, Ga. 30309 892-1900

Mr. W. D. Ellis, Jr.
Southern Mills, Inc.
585 Wells Street S.W.
Atlanta, Ga. 30312 233-1238

Mr. & Mrs. Hugh McGarity
428 Safari Circle
Stone Mountain, Ga. 30083
289-0566

Mr. Robert L. Meadows
4519 Beallwood Avenue
Columbus, Georgia 31904 323-1051

Mr. H. J. Morrison, Jr.
1025 Candler Building
Atlanta, Ga. 30303 939-4753

Correction:

Dr. Thomas Masterson 636-5194

* * *