

GEORGIA CANOEING ASSOCIATION, INC.



P. O. Box 7023, Atlanta, Georgia 30309

February, 1980

NEWSLETTER

Vol. 15, No. 2

Deadline for material for the next newsletter is the 15th. Submit material to Gary DeBacher, 1191 Conway Rd., Decatur, GA 30030. PLEASE TYPE BORDER TO BORDER (ZERO MARGINS) WITH INDENTED PARAGRAPHS AND NO VERTICAL SPACING BETWEEN PARAGRAPHS. This format makes it much easier for me to lay out the newsletter. Good, high contrast photos are also welcome, as well as pertinent conservation clippings from other publications.

ARE YOUR DUES IN ARREARS? Forward your \$10 right away or you won't be reading this trashy newsletter much longer.

NEXT EXECUTIVE BOARD MEETING WILL BE THE FIRST WEDNESDAY OF FEB., 7:30 PM IN FERNBANK SCIENCE CENTER. ALL MEMBERS ARE WELCOME TO ATTEND.

TRIPS FOR FEBRUARY

Feb. 2	Sequoia* Creek Class II	Roger Nott	1-536-6923
3	Apalachee River I-II	John Shumaker	874-6716 afternoons
9	Upper Chattahoochee II-III	Norm Reynolds	455-3498
10	Etowah class I-II	George Neill	294-9736
16	Talking Rock Creek I-II	Gary DeBacher	288-1773
17	Wild Card Trip	Jim Atkins	688-6586
23	Etowah, Hightower section, class II	Roger Nott	1-536-6923
24	Cartecay class II-III	Stan Landers	876-6160

A full paddle suit should be the absolute minimum equipment; i.e. waterproof nylon jacket and pants. Trip leaders have the right to demand wet suits.

*I haven't located this one on my own maps yet, and may have the wrong spelling, but Roger has a knack for finding excellent little creeks, so don't just bypass this one in disbelief.

If these tripleaders don't know you, expect to get the third degree over the phone about your equipment and experience. Untrained beginners should wait for a warmer month. Tripleaders please help all you can to organize carpools. Some of us simply must carpool this year, or we can't afford to paddle. --ED.

GENERAL MEMBERSHIP MEETING FRIDAY FEBRUARY 8 AT 7:30 PM, ATLANTA WATER WORKS. The meeting will begin with the usual potluck supper. Bring a main dish and a salad or dessert, enough to fill yourself and part of someone else. A small fee will be charged to cover the cost of beverages and utensils. Wear warm clothes, as the place isn't real well heated. Some good films will be shown and there will be plenty of opportunity to abuse the officers, past and present. Since Curt Holmes has moved to Kentucky, we may have to elect a replacement vice president. Be there, or we may elect you. --Ed.

* * * * *

Vacationing in South Florida? If you can afford the gas to get there, you may want to visit the Loxahatchee River. It is said to be the last natural river in SE Florida, running down to the coast at Jupiter Inlet in Palm County. It offers some of the most interesting and varied Florida canoeing in an area which is excellent for a winter vacation. At the bottom end is Jonathan Dickenson State Park, with its large, pleasant campground and seven well-equipped cabins within walking distance of the boat docks. We stayed in a cabin (\$120/week in 1976, slept 4 to 6) and notwithstanding the usual tourist influx, we were usually the only cabin residents. This was in late January; Xmas and Easter would be a different matter.

Non-paddling pursuits first. The park is very large, including short nature trails, a small beach, a horse stable and trails, paved roads and trails for bicycling, and a nice playground/picnic area by the river. Outside the park, one can reach some fine Martin and Palm County beaches within 20 minutes. Try surfing your boat! There is plenty of fishing, and lots of interesting birds to watch. In Port Salerno you can buy excellent fresh seafood, and on the way you can cut through Jupiter Beach and goggle at the homes of the rich and super-rich. At blowing rocks conservation area the sea is carving an ancient reef into intricate shapes.

Back to paddling. The Loxahatchee flows past four distinct habitats: freshwater cypress swamp, scrub pine on sand bluffs, palm thickets, and brackish mangrove swamp. The last three can be seen by paddling 3 miles upstream from the park, where the river is broad. A ten foot alligator is in residence and open for visitors most of the time. There are a few power boats on this section, including the park's sight-seeing launch, but they aren't much of a bother. Surrounding development has stolen fresh water from the Loxahatchee, so most cypress on the lower section are dead snags, killed by saltwater encroachment. We ran the upper Loxahatchee to see the thick cypress swamp. Because the water level was low as usual in January, we had to pull the boat over or under almost 30 logs or trees, but apart from the uncertainty about how-many-more-of-these-things-can-there-be!?, we enjoyed ourselves anyway and reached the campground after 6 hours. Be sure to ask the park rangers about current conditions on the upper river, and allow extra time in case you get temporarily lost or stuck. --Ed.

RUNOFF. Why do water levels seem to hold so well in late winter and very early in the spring? One obvious reason is that we usually get more rainfall at this time of year. A second factor is the lower evaporation rate in cold weather. And finally, The trees and vegetation aren't sucking water from the ground and transpiring it into the air. I wish I had some definite figures on how much moisture a square mile of forest can remove from the water table; the amount is probably considerable. Anyway, as I write this, a dry December is past and more than two inches has fallen in the last couple of days. Under winter conditions, that will keep all our regular runs at good runnable levels for almost a month. --Ed.

RIVER TRIVIA QUIZ. Answers elsewhere in this issue.

1. Think you've got a grasp on the obvious? Then how many Chattooga rivers are there in Georgia?
2. How many Little Rivers are there in our state?

Consumer Report: Perception Sage C-1. This boat, as most of you know already, is the only C-1 made of rotationally molded polyethylene. Its main advantage is an invulnerability to breakage which can be approximated in laminated (cloth plus resin) construction only with premium materials at a higher cost. "Tupperware" boats, as we are fond of calling them, also are more resistant to abrasion than "glass" boats. Because polyethylene has less inherent stiffness than laminates, all "Tupperware" boats are designed with a relatively cylindrical cross section to give them greater rigidity. This might be a liability in a slalom racing boat, but for general river running, it makes for a design which is very forgiving of mistakes. These boats also need internal stiffeners or walls to help maintain their form in the water and to help prevent collapse in a pinning mishap. The Sage has a continuous Ethafoam wall which does double duty as a seat. The later production models include aluminum brackets to help keep the wall vertical. Tightly inflated split bags are also important to keep the hull rigid. If the bags are not properly blown up, the boat is downright floppy. Rigidity is harder to achieve in a C-1 than in a kayak, because of the greater cross section. The only changes I have made in my Sage are to cut the seat down in height and to glue in some knee blocks to help keep my knees spread. I'm still trying to figure out how to install a spare paddle setup.

Perception calls this a medium volume boat, but by standards of current availability, it is unquestionably high volume. I will gladly chug without interruption the internal volume difference between this boat and my high volume Crowley Hahn. The hull design is also similar to the '72 Munich Hahn, except that the Sage is even rounder. Though it looks like it couldn't possibly remain upright in the water, it has tolerable initial stability and much better final stability than more recent modern designs like the Noah Atlantis or Phoenix Ceewun. The Sage doesn't ferry as well as the Phoenix or Noah, it's slower into and out of eddies, and since it is too high-ended to sneak gates, you can't race well on modern courses. But if you're planning to switch from an open boat to a C-1, you'd better try the Sage first. Most other designs are very touchy and hard for the beginner to manage. I tried Ken McAmis's Noah on the Ocoee, and almost flipped to both sides before I even got out into the main current! Then the Atlantis decided it wanted to run the next two rapids backwards. The Atlantis and Phoenix boats must be actively managed almost every minute, while the Sage is quite happy with the relaxed, laid-back paddling style which prematurely senile paddlers like myself prefer. I have heard it argued that C-1 experts prefer the low volume racing boats, even for big water like the Grand Canyon, because there is less boat for the river to grab onto. Supposedly such boats will dive below and past hydraulics rather than being held back. Maybe so, but there are lots of other holes, like in Bull Sluice, which the larger boats can span and pop through, while the smaller hulls do reverse enders and similar stunts. McAmis says he has to roll much more often in his Atlantis than in his old Hahns, but he prefers the smaller boat for its handling qualities. He loves to roll and does it well. New C-1 paddlers are better off in older designs in which they are less likely to flip in the first place.

My Sage has already been tested by a full speed run at the rock wall below Seven Foot Falls, so I have a lot of confidence in its durability. The only problems I have had with it are a lost bolt on the knee strap bracket (I now carry spares with me), and difficulty keeping the foam knee pads glued to the bottom. (Remember, almost all glues are packaged in polyethylene because they won't stick to it.) Sanding the inside of the hull helps contact cement to keep the pads in. The difficulty in mounting a spare paddle clip I have mentioned already. I have one reservation about the safety of the boat: because the hull is so floppy, a lateral pinning could trap the paddler in the cockpit more easily than in a glass boat. I have installed partial bulkheads to stiffen the hull from side to side and to help keep the foam walls vertical. The only thing I just plain don't like about the Sage is the weight. Perception claims a weight of 76 lbs, but with foam walls and split bags, this boat weighs significantly more than my old 9-layers-of-glass-in-the-bottom Crowley Hahn. The floppy hull and the weight make it a handful to pick up and portage. But, all things considered, I think Perception is going to make a lot of money on the Sage.

---Ed.

Ahh, Wilderness ...

Needing no further introduction, here is a list of items that have been found in Yosemite National Park:

6 human skeletons (partial); 487 pairs of glasses; 3 car bodies, including a 1952 Nash Rambler; 109 single shoes, boots, slippers, and wedgies; 16 toupees; 4 full wigs; 2 plastic statues of Jesus; 36 dog or other animal collars; 1 gas rationing bond, circa World War II; 123 tape cassettes; 5 tape cassette recorders; 10,688 hair combs; 2 television sets; 22 cameras; 342 compacts; 4,028 lipstick dispensers; 41 sleeping bags intact; 1 extension telephone; 1 bathtub; 2 church pews with cushions; 4 typewriters; 1 78 RPM recording of Debussy's "Afternoon of a Faun"; 1 35mm movie projector with a reel of "The Little Foxes"; 8 full-size flags, including one of the Republic of Lithuania.

Items above from Georgia Conservancy Newsletter, Audubon South, Chattahoochee Sierran.

The following is not a paid ad, but is provided for the benefit of all you members who are holding your breath and wondering what to do next. The author teaches rolling clinics in the D.C. area.

For Sale

THE ROLL BOOK. Illustrated step-by-step methods for learning to roll K-1, C-1. \$3.95 postpaid from Bob Bailey, 5720 Mass. Ave., Bethesda, MD 20016

5,720,000,000 gallons. That's how much gasoline might be saved in a year if every United States motorist saved just one gallon of gas each week.

There are approximately 110 million passenger cars on the road in the U.S. If each of those cars used one gallon less each week, it could save 110 million gallons of gas per week. Multiply that figure by 52 weeks and the savings amount to five percent of the total U.S. gasoline consumption per year.

The Suwannee River Coalition — a group of conservation and civic organizations, including Florida Audubon — has issued an informative annual report summarizing the actions taken since its creation in 1977 to protect the natural, scenic, historic and cultural resources of the Suwannee River System. A copy of the report is available from the Coalition at 622 North Main St., Gainesville, Fla. 32601.

Georgia's Heritage Trust program — designed to acquire and preserve natural and historic areas — **is in trouble**: it doesn't have enough money to buy areas that should be protected as state parks, wildlife, scenic and historic areas. In 1974, its first year, the state appropriated \$12.6 million for the program. Annual appropriations have dropped sharply since then. Some 300,000 acres of open space are devoured by development in Georgia each year, the trust's annual report noted recently. Without an increase in Heritage Trust funds, many areas that should be protected will be lost.

The following article is reproduced with permission of Charles Wharton and the Georgia Conservancy. By the way, you can actually paddle to this region from Atlanta by proceeding down the South River (pew!), across Jackson Lake (the only reservoir), and down the Ocmulgee, continuing from where it is joined by the Oconee to form the Altamaha and on down to the ocean. If you use a Folboat, you can then pack it up and catch a bus back to Atlanta. Old exploration notes from Steve Johnson indicate that scenery is pretty good along most of the run.

The Great Altamaha River Park

Ten years ago, Georgia Conservancy leaders proposed a bold concept in the history of Georgia's environmental concern: a great river park reaching from Jesup to Darien. This proposed park would encompass a remarkable mosaic of our natural environment, archaeological and historical heritage.

A few years later the Georgia Department of Natural Resources undertook a thorough study, The Altamaha - A Scenic and Recreational River Proposal for the Great Altamaha Swamp, and completed the study in 1978.

The Altamaha River Park, covering a five-mile wide floodplain along one of the South's mightiest rivers, is unique in concept. It is designed to boost the region's economy and at the same time, preserve a natural environment of national importance. Even in 1974, this section of the Altamaha drew more than 100,000 more visitors than the nationally-known Okefenokee. The proposed park will tap the enormous tourist flow down I-95, averaging over 6 million visitors per year.

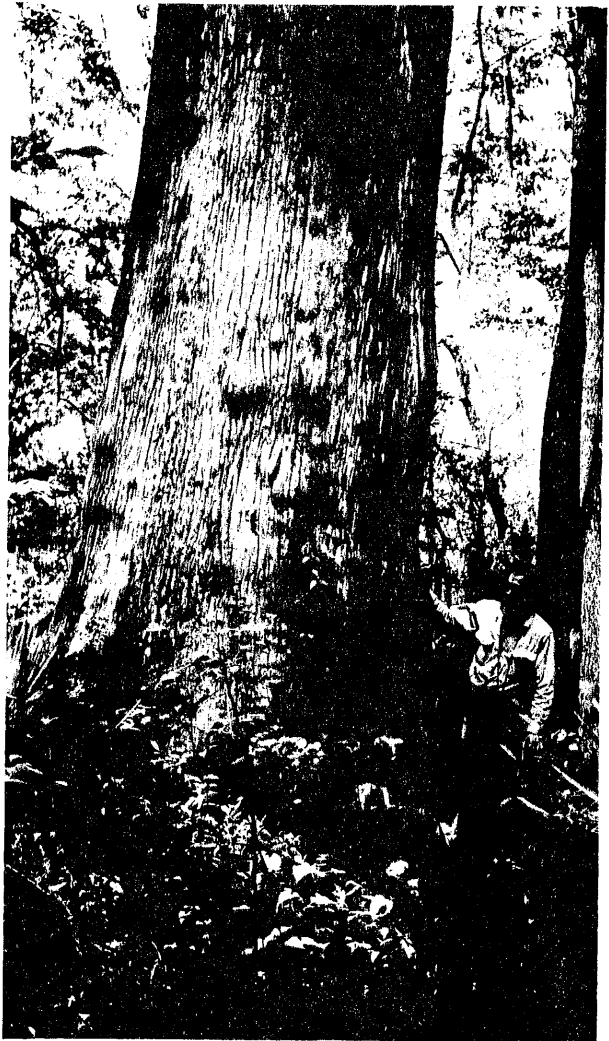
With something of interest for each member of the family, it will link the rice plantations of Hofwyl and the history of Fort King George with the seafood-producing salt marshes and estuaries of the great river swamp that sustained them. It will not be locked up as wilderness, but will be used for hunting, fishing, camping, hiking and boating. In these energy-precious times, it will be a mecca for Georgians.

This 75-miles of river and floodplain is a fantastic mosaic of natural diversity where one can explore gum cypress flow-ways, endless twisting waterways, sand hills with ancient live oaks, acorn-rich acres of bottomland hardwoods,

(Continued on page 3)

Remember the **Tennessee-Tombigbee Waterway's** original cost estimate? It was supposed to cost \$323 million, according to the U.S. Corps of Engineers. The Corps recently released the latest estimate for the Alabama-Mississippi pork barrel project: \$1.814 billion, \$137 million more than the 1978 estimate and \$1.491 billion more than the original estimate!

Mobile Bay Audubon Society and the Alabama Conservancy recently investigated reports of clearcutting and road building adjacent to the Escatawpa River. Result: the Scott Paper employee responsible for clearcutting on a small tract in violation of company policy was disciplined and the company adopted a new policy requiring 100-foot buffers on both sides of the river. As the chapter put it, "it's encouraging when conflicts can be voluntarily resolved without economic harm to the industry."

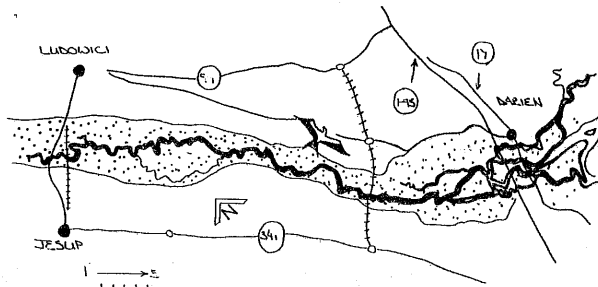


Conservancy member Sam Candler examines a large virgin cypress on the Lewis Island tract in the proposed Altamaha River Park area. Photo by Charles H. Wharton.

("Altamaha," continued from page 1)

remote islands, ponds and lakes, and camp on broad, white sandbars. Much of the lower end is already in public ownership - including Georgia's last virgin cypress - a 30-acre tract of 1000 year-old trees on the Lewis Island area.

The Altamaha River Park area is large enough to protect rare birds such as the bald eagle, the limpkin, the swallowtail kite, and possibly even the ivory-billed woodpecker. Its river system pulses with migrating sturgeon, shad and striped bass.



Map of the proposed Altamaha River Park area.

Georgia will be developed. To allow Georgia to develop, yet retain the life support values of its natural environ-

mental heritage is the Conservancy's goal.

The Conservancy wishes to recruit from its members, particularly those in south Georgia, a task force of dedicated people who will work for a river park. The task force members will work to acquaint local people with the beneficial effect of such a park on the local economics and the environment. They will emphasize the fact that the park will enhance property values, help landowners along the river control undesirable and irresponsible use, and permanently preserve a setting for outdoor sports such as hunting, fishing and boating.

A park such as this will prevent exploitation by large industry, but at the same time help attract industry to the region - in short, promote wise use of what can quickly become one of Georgia's great natural attractions.

-Charles H. Wharton

Your Move ✓

Conservancy members Derby Waters and Bill Haynes have agreed to organize an Altamaha River Park Task Force under the recently reorganized Rivers and Streams Committee. Please contact Derby Waters, Managing Editor, Press-Sentinel, P.O. Drawer 666, Jesup 31545, or Bill Haynes, P.O. Box 543, Darien, or call the Conservancy state (404/262-1967) or coastal office (912/355-4840).

Two small tents huddled on a cold, wind-whipped sandbank along the swampy Satilla may not be everybody's idea of a great place to spend New Year's Eve, but for four GCA paddlers it was a special, peaceful beginning to 1980.

After a five-hour drive from Atlanta and a 34-mile, two-hour shuttle, Russ and Pat Koester and Rich and Lori Cole put in Dec. 29 at Hwy. 82 and explored 48 miles downriver, camping three nights and taking out early in the afternoon Jan. 1 at Hwy. 301.

The weather and the river were kind the first two days, with crisp winter sun and plenty of broad sandbanks for lunching and camping. The moon was just at full and there was plenty of fallen wood for campfires on the sand. Narrow and writhing with a moderate current on the upper reaches, the tea-colored Satilla reflected the twisty cypresses and spiky palmettos along its banks so clearly that in photographs it is difficult to tell which are the trees and which their reflections. Because the river winds back on itself so often, numerous cut-throughs have formed and the faster-moving water here required some tricky maneuvering around protruding cypress knees and fallen trees. Higher shoulders covered with heavy carpets of moss were common and migrating ducks and other waterfowl often flushed from backwaters as we approached. Masses of sudsy bubbles looked suspiciously like pollution, but were in fact formed by the tannic acid which gives the water its amber color.

The Satilla had recently flooded and water marks were nearly six feet above the ground. When we put in the gauge at Hwy. 82 was at 1.5. Debris washed against obstructions in the river appeared to be the result of the flooding and hopefully is not common on the Satilla.

The third day the land on either side grew increasingly swampy and sandy beaches were rare. A beautiful cut-through shortly after we passed Hwy. 15 gave us a nice whitewater run and would make a good lunch stop on future trips. As night approached and apprehension grew that we might not find a safe, dry camp, suddenly two deer leapt from the left bank into the river and, spotting us, swam rapidly downstream before turning for the right bank and bounding off into the forest. The wind suddenly seemed less cold and the many downed trees not so difficult to negotiate and we paddled harder and farther than we had intended, finding a dry sandbank only two miles from the takeout just before dark.

We found the topo maps on the lower section to be unreliable and many campsites they indicated were nonexistent. This forced us to paddle 22 miles the third day and paddlers on future trips should plan this stretch carefully. -- Russ Koester

INSULATION. This is a good time of the year to review the latest in insulation, and there are some interesting new approaches. First some basic principles. There are four mechanisms which contribute to heat loss from the human body: conduction, convection, radiation and evaporation. To reduce conductive loss, one tries to put the next best thing to a vacuum next to the skin, air being the most convenient choice. The only problem with plain air is that it won't stay put. Warm air rises away from the body and is replaced by colder air. Wind, which can be regarded as a consequence of convection on an enormous scale, blows warm air away from the body and also aggravates evaporative heat loss. So one must put the air in the immediate vicinity of the body in some sort of matrix to make it stay put. The commonest choice is to use some sort of fluffy fibers, perhaps sandwiched in a tightly woven fabric. Neoprene foam, of which wet suits are made, has millions of little gas bubbles imbedded in a rubber matrix. The foams in life jackets also have good insulating properties. Heat loss by radiation poses somewhat different problems, since radiated energy can penetrate insulation which does a good job with conduction and convection. Space Blankets and some metalized fabrics rely on reflection to return radiated heat to the body. Since radiant heat loss is not as significant as conduction and convection, most cold weather garments do nothing in particular about it. Evaporative heat loss is a factor which has only recently begun to get attention by outdoor clothing manufacturers. For water to evaporate from the body, a large amount of energy is required. Some of that energy may be derived from sunlight or from the air around, but a large part is lost from the body. In summer, this loss brings relief from the heat, but in winter, a wet paddler can lose body heat at a very dangerous rate. A paddle jacket worn over the rest of your insulating garments helps to cut down on evaporative loss.

A relatively new concept in outdoor clothing is the wearing of a watertight barrier under all layers of insulation, with nothing between this "vapor barrier" and the skin except for a fishnet T-shirt. The proponents of the vapor barrier concept argue that the skin will emit perspiration to maintain a certain optimum humidity or moisture level, and that by placing a vapor barrier right next to the skin, perspiration and evaporative heat loss is actually reduced. Without such a barrier, they argue, some perspiration will condense in the outer layers of your insulating garments, adding weight and reducing insulation effectiveness. If this sounds implausible, remember that all insulation systems in buildings include a vapor barrier on the inside of the insulation for exactly the same reasons. Of course if you are working hard and start to get too warm, you, I'll perspire anyway, but the vapor barrier theorists argue that easily adjustable mechanisms for ventilation are more effective than breathability in counteracting this problem. For example, Synergy Works sells a four layer insulation system consisting of a fishnet T-shirt, a vapor barrier shirt, a fiberpile insulating layer, and a urethane coated nylon outside parka. Synergy puts zippers for ventilation in all three outer garments, so that they can be opened to expose the underside of the arms and the sides of the body. I think the originators of vapor barrier outdoor gear are Stephenson's; they make very sophisticated tents, sleeping bags, and parkas using the vapor barrier principle. (Synergy and Stephenson's do business primarily by mail.) Vapor barrier insulation makes a lot of sense to me. Many of us have tried it already, since a wet suit is a vapor barrier. Maybe the reduced insulative loss is why wet suits seem warmer in cold weather than their 1/8" or 3/16" loft would predict.

But don't expect a full wet suit to suffice on a 20° morning. You need additional insulation loft to keep you warm. By now, most folks know better than to wear down garments on the river. While dry, they insulate well, but after wetting they are nearly useless. Cotton garments are verboten because they don't drip out after a wetting, so that evaporative heat loss is extreme. Wool and polyester have little affinity for water and retain most loft even when the fibers are damp, so that insulation made of these materials works pretty well if combined with a paddle jacket. No one has proved to my satisfaction that a wool sweater is any better than a synthetic sweater as far as being "warm when wet." In addition to sweaters, there are Dupont Fiberfill II, Celanese Fortrel Polarguard, 3M's new Thinsulate and a woven insulator called Fiberpile. The last is a new product woven so that no nylon shell is required. Fiberpile itself can serve as the entire garment material, the outside resembling the fabric seen in warmup suits, but the inside being thickly covered with fuzzy polyester fibers. Fiberpile garments have little affinity for water and will retain insulating warmth when damp. Since they need not be sewn through, there are no thin spots, and less overall loft is needed than in a down jacket. Thinsulate also permits thinner garments. Although it requires a nylon inner and outer shell, it is claimed to be a better barrier to internal conductive and convective heat transfer than down or the other synthetics. Thinsulate garments are claimed to be midway between down and other synthetic fills on a warmth for weight basis. Reduced loft is a distinct advantage for paddlers, who get quite thick around the middle when dressed for winter trips.

And whichever of these you choose, don't expect them to substitute for a wet suit when you go for a long, cold swim. Neoprene foam and other closed-cell foams such as used in life jackets are the only insulators which retain their full insulating properties when wet. Wool and all the other fiber insulators will fill with water if you're in for more than a moment, and that water conducts heat rapidly right through the fibers.

Finally, I've seen some folks turn out for winter trips inadequately dressed, but not worried because they have a change of dry clothes in a waterproof container. This is folly. By the time they get out of the water and stripped down, they already have first degree hypothermia and can hardly dress themselves again. And of course they have no backup system at all for the next spill. A change of dry clothes is darn nice to have, but you should choose your basic outfit so that you can survive without changing. ---Ed.

Answers to river trivia quiz:

1. Two. The other one is a flatwater run in NW Georgia.
2. Five for certain, perhaps six. One is a little west of Tifton. A second is a Lake Sinclair tributary near Eatonton. The third is a Clark Hill Reservoir tributary. The fourth is an Allatoona tributary north of Atlanta. The fifth: the headwaters of both the East and West Forks of Alabama's Little River are actually in Georgia. And last and certainly least is the drowned "Little River" which we cross when driving north out of Gainesville on route 129.

Who is Reece Turrentine? Brown's Guide Canoeing editor, for one thing, and now a member of GCA. I'd talked to Reece by phone on several occasions, but had never set eyes on him until we ran the lower Chauga together last fall. He is tall and in pretty good condition, with just enough grey in his hair to add an air of distinction to his personable character. He paddles a 16 ft. ABS boat with regulation ratty float block, and still prefers Featherlite paddles to the stiff, heavy whitewater blades considered "in" by the whitewater crowd. Reece loves people and rivers more than "our sport," so he is refreshingly free of ingrown attitudes and prejudices. This leads to some humorous misapprehensions at times; he spent the whole day thinking I was in a kayak. But how good is he, you ask? Sufficiently skilled that I'd be glad to have him along on section III or Amicalola, and calm and level-headed enough that I could get him down section IV or the Ocoee in one piece if need be. Anyway, we had a great run on the Chauga, and if you want to read more about it, watch for the article in a forthcoming Brown's Guide. ---Ed.

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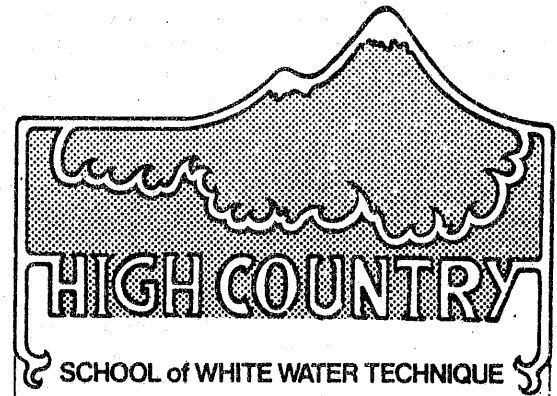
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Little known fact: sometimes Atlanta gets twice as much rain as the mountains. Notwithstanding my premature remarks on the first page, actual inspection of mountain streams on 1-19-80 indicates that they have not received 2" of rain and are not particularly high.