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The EDDY LINE

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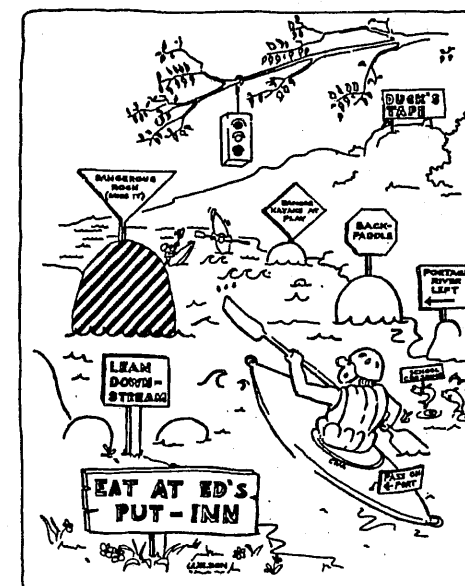
Vol. 23, No. 4

April, 1988

DEADLINE for the next newsletter is the 7th! Send material to Gary DeBacher, 659 Scott Circle, Decatur, GA 30033. ** NOTE CHANGE OF ADDRESS! ** Please type border-to-border (zero margins) with indented paragraphs, and don't skip a line between paragraphs. This saves valuable space. Photos, cartoons, artwork, and clippings of interest to paddlers are also welcome. Ads are free for members selling used paddling equipment only. ADDRESS CHANGES, SUBSCRIPTION PROBLEMS AND MEMBERSHIP INQUIRIES: send to GCA, PO Box 7023, Atlanta, GA 30357, attn. membership chairperson. NEXT EXECUTIVE BOARD MEETING WILL BE THE FIRST THURSDAY OF THE MONTH AT 7:30 PM, at the Atlanta Jewish Community Center at 1745 Peachtree Rd NE, Atlanta, just north of Brookwood Station next to an Int. House of Pancakes. Members and interested persons are invited to attend. If you wish to submit any matters for discussion or vote, call President Allen Hedden, 252-6167, so he can plan time on the agenda.

April Jacks River Jump Trip-First April Saturday with rain. Roger Nott 1-536-6923

2 Full Moon Metro Hooch Run	Carol Mercer	373-6683
Chattooga 3 3-4, advanced	Dewey Tate	355-5826
3 Wildcard	Brad Nichol	973-3585
Tellico 3-4, advanced	Mark & Susan Levine	926-8683
9 E.Fork Little River AL. 1-2++, technical, 15 miles.	G.DeBacher	634-4651
Upper Hooch 2-3, intern.	Barry Hahn	252-9538
Chattooga 3 3-4, advanced	Jim Silavent	587-1172
9-10 ACA Instructors Methods Workshop.	Ron Towe	435-0903
10 Hightower section, Etowah. Easy intermediate	Ben Fouts	1-523-3523
Upper Amicalola 1-2(3), intermediate	Robb Kerr	1-889-6566
16 Broad 1-2, trained beginner	Ed Schultz	266-3734
Wildcard 2-3, intern.	Carol Mercer	373-6683
Wildcard 3+, advanced	Greg Grant	1-615-344-2573
Mulberry Fk. AL 2-3, easy intermediate	Frank Crane	1-205-238-8455
17 Locust Fork AL 2-3, intermediate	" " " "	" " " "
Upper Hooch 2-3, intern.	Laura Jordon	1-803-836-8498
23 Wildcard Hike	Rob Kerr H:1-889-6566 W:442-4698	
Etowah 1-2, trained beginner	Dick Hurd	394-4919
Wildcard 2-3, intermediate	Bruce Bishop	641-1944
23-24 GCA Instructors Methods Workshop	Mark Levine	926-8683
24 Leader's Choice 2-3, intermediate	Gwen Bergen	377-2970
Wildcard 3+ Trip leader needed. Call	Jim Silavent	587-1172



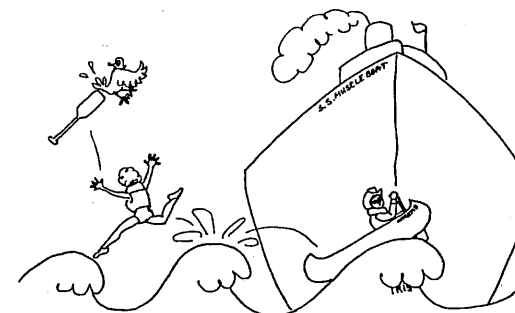
Courtesy of John Wilson & CWA's Gradient.

4/30-5/1 Helen to Atlanta Races. Call Anne Gayle at Wildewood Shop, 1-878-2541

May

4/30-5/1 GCA SPRING EXTRAVAGANZA --- TERRORA CAMPGROUND --- CHATTOOGA PADDLING.

7 Broad 1-2, trained beginner	Nancy Barker	874-8897
Lower Amicalola 3-4, advanced	David Ashley	498-7462
7-8 Nantahala Weekend 2-3, intermediate	Carol Mercer	373-6683
8 Hiwassee 1-2++, easy intermediate	Rob Kerr	1-889-6566
14 Toccoa, hatchery to Dial. Trained beginner	Royce Hughes	945-2664
Chattooga 3 3-4, advanced	Mark & Susan Levine	926-8683
14-15 Nantahala Weekend 2-3, intern.	Tom & Jeanne McCormick	1-912-653-2012
15 Cartecay 2-3, intern.	Dick Hurd	394-4919
21 Hiwassee 1-2+, easy intermediate	Jim Biasco	426-8587
Lower Amicalola 3-4, advanced	Roger Nott	1-536-6923
21-22 River Rescue Clinic. See flyer insert for sign-up.		
22 Nantahala 2-3, intermediate	Evelyn Hopkins	255-7018
28 French Broad 3-4, advanced	Rob Kerr	1-889-6566



"DON'T WORRY, DENR, WE HAVE RIGHT-OF-WAY."

American WHITWATER

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TIME LIMIT

Call Rob Kerr for impromptu trips, 1-889-6566

High Water Jump Trip- Upper upper Hooch above Helen. Advanced. Call Ben Fouts, 1-532-3523 (Gainesville).

Float the Unknown- call Exploration Chairman Roger Nott for exploratory trips after heavy rains: 1-536-5263 [Gainesville].

To volunteer to lead trips, call Jim Silavent at 587-1172.

Valentine's Day dawned bright and clear, a bit brisk, but without the cold wind that characterized the previous week. A game group of nine paddlers gathered at our rendezvous and began our short drive to the putin. Shuttle run, everyone's stuff organized, we got on our way down the mighty Etowah. As usual it could have used a bit more water, but since it was such a lovely day, there were no complaints. Most of us ran the tunnel without any problems (well I did leave a whole bunch of aluminum gunwale on the sides, but that's why they make gunwales out of that stuff!!!). Some others opted to leave the tunnel for next time. We ran the rest of the way without any problems, and got everyone on their way home at a reasonable hour.

A QUICK COMMENT: Just above the old Grist mill, it appears that someone has made an effort to block passage by cutting down a large tree across the river. A few hundred yards further down from this obstruction, there is another ten or fifteen smaller trees cut into the river. These trees were obviously deliberately cut by man (not beavers, which abound on this stretch), but for what purpose? I hope we are not dealing with another unhappy soul like the Smith Island case. I believe we should keep an eye on this situation, as this section of the Etowah is very much worth running.

Whoops!! Almost forgot the trip list: OC-2: Faith and Bill Mann, and their son "B" (4 years old) their first GCA trip, welcome them! Pat Keller and Len Corley, Roberta Tolan and Dave Karan; OC-1: Ed Schultz and John Bell. Thanks to everyone for making my day so enjoyable, and special thanks to Ed for running sweep.

Submitted by John Bell

UPPER CHATTAHOOCHEE, 1-24-88: At last there was a reasonable water level. Probably two feet without walking to the gauge. It was such a great day. Several were making their first trip. I believe they all had an enjoyable time. Special thanks to Ron Becker for providing shuttle and to Jeff Engel for being sweep. Those on the trip were Mike Doyle and Charles Brewer in Kl's, Kevin Becker, Jeff Engel and myself in OC-1's, and Jim Haga and Ron Becker in OC-2's.

We dressed for cold weather. Even so, the group played and side-surfed at the Little Grabber below Horseshoe. Good bracing practice. When we finished one of the group had lost his keys enroute. There was a fishing contest to pull up on the trunk release. Other entertainment at the take out was a mud slip by myself. My side still hurts, but the doctor said there were no broken bones. I rested until the next Saturday. The day before the trip I received a cancellation call from Jeff Hunt who had broken his arm. Best wishes to Jeff. Hope to see you back soon. Thanks to the group for a nice day.

NANTAHALA, 2-27-88: Trip Coordinator - Barry Hahn
Our scheduled trip on the Etowah was rescheduled due to low water levels. My apologies to those who would have preferred to paddle on the "River of Gold". Those who were willing to drive to the water had a nice day. Those on the trip were: Dick Hamilton, Bill Mann, Jerry Peterman, Bruce Lawson and myself - all in OC-1's.

The trip was especially enjoyable since this will be the last weekend to release water prior to the two month shut-down to refurbish the generating equipment. It was a little early in the year, but we watched a half dozen rafts pass us by. We shall all be thrilled to see May roll around and find this friendly river available for trips again with rafts and all the traffic.

FOR SALE: SUNBURST-YELLOW WITH EXCELLENT CONDITION. FORTE RABB
PERCEPTION SADDLE, FLOAT BAGS. , 536-1766 GAINSVILLE, GA. \$550.00

PFDs can pose some fascinating design problems. For surviving the Titanic disaster, you want plenty of flotation, distributed to hold your head out of the water and somewhat face up, whether you are conscious or not. The jacket should be easy to get on in a hurry. That's one reason why the Coast Guard is skeptical about crotch straps. Most of the people they hope to protect are power boaters or sailors who do not wear their PFDs until there is an immediate threat of sinking, and then they need something easy to put on even after several beers.

Or consider the lowly Type II horsecollar. Its 15 lbs or so of flotation are positioned with the priority of keeping an unconscious paddler face up in quiet water. It is a good choice for summer paddling on lakes and flatwater rivers, being fairly cool and comfortable. For swimming in whitewater, it doesn't keep the rest of the body as high as will a Type III jacket with a similar amount of flotation.

The way most Type III whitewater PFDs are designed, they help keep the paddler warm during a cold swim, but are correspondingly less comfortable in hot weather. This is probably an unavoidable conflict, and we are starting to see paddlers using warm jackets like the Hifloat for cold weather, and new designs like the Delta Hots Pullover for warm weather. If we wear a wetsuit or drysuit when we are supposed to, then it may be somewhat less important for the PFD to have insulating properties. Both wetsuits and drysuits contribute supplementary flotation, so that instead of wearing a heavy and cumbersome Hifloat, one might consider wearing a lighter, more flexible summer PFD, to help compensate for some of the loss of freedom of movement associated with wetsuits and, to a lesser extent, with drysuits.

When I started paddling in 1973, the first PFDs I bought were two Flotherchocs, a French design in which chains of air-filled vinyl bubbles are sewn in vertical tubes of nylon taffeta. Each little bubble is about 1½ long and ¾ thick. Although one occasionally got jabbed by the corners of the little bubbles, these jackets were amongst the lightest, most flexible, and comfortable PFDs ever made. At around 13 lbs buoyancy, they were a tad short on flotation, but if properly fitted, they didn't ride up or balloon out, so they floated the wearer just as high as many conventional jackets which met the Coast Guard's 15.5 lb. buoyancy standard. In cold weather, I would wear my large over my wife's medium, getting 26 lbs flotation and still managing more comfort and flexibility than any of the modern high flotation jackets.

So why doesn't Flotherchoc own the market today? Because the Coast Guard didn't like those little bubbles. They reasoned that if a swimming paddler were to run into a cactus plant, a porcupine, or a swarm of freshwater sea urchins, then a lot of those little bubbles could get popped. Closed cell foam flotation is less susceptible to such damage. It was also rumored that Flotherchoc cells would lose air over time, but if so, the loss in my jackets has been almost imperceptible. I would still be wearing over and under Flotherchocs except that ultraviolet exposure has weakened the nylon fabric over the shoulders of the larger jacket.

The next PFDs I bought were Omega Featherlites which the GCA got for \$10 apiece in a group purchase deal. These jackets used molded polyethylene foam flotation sewn into vertical tubes of nylon taffeta, and they were Coast Guard approved. They were as light and almost as flexible as the Flotherchocs, but the stiff little blocks of insulation bunched between the neck and shoulder as my upper arm crossed and extended in front of me. (This bunching may be more of a problem for canoeists than for kayakers, because the canoeist's upper arm must cross over substantially to keep the paddle vertical and close to the boat.)

Just meeting the Coast Guard 15.5 lb flotation standard, the Omega jackets didn't support any better than the Flotherchocs because they didn't fit as well, tending to float up or away from the body. For heavy water, it wasn't possible to wear one Omega over the other, but I found that I could wear the large Omega over the medium Flotherchoc with good results.

What are the advantages and disadvantages of wearing two PFDs? In cold weather, two jackets are an advantage, but they can be darn near unbearable on a summer day on the Ocoee. They certainly float you higher. If the outer one gets caught on a branch during a bad swim, you can shed it and still have the inner jacket. If you have to surface dive to retrieve lost equipment or to get down to a trapped

paddler, you can take off the outer jacket, and dive fairly easily in the inner jacket, as long as it isn't over 16 lbs flotation. But just try to dive down and stay down in a Hifloat.

Because more PFD flotation helps somewhat in setting up to roll, I have sometimes had C-1 paddlers put on two or even three PFDs for rolling practice. Recently, however, I discovered a significant disadvantage. I had spent a day each on the Nantahala and Ocoee, just wearing a single PFD because the weather was warm, and I was popping rolls without difficulty. Then I drove up to the New River, and since this was heavy water on an unfamiliar river, and we had a cool headwind, I decided to wear my Omega over my Flotherchoc. When we'd hiked down to the river from Sleepy's, I tried a few rolls, and although I didn't miss any, I had a terrible time getting up. What was wrong? After a lot of thought, I realized that with two jackets, more than twice as much water was getting trapped amongst the tubes and flotation cells, and I was having a hard time lifting this extra water as I rolled.

Just to get you more thoroughly confused, let's list some design considerations which are pushing in opposite directions.

1. For floating the body in a more nearly horizontal position, PFD flotation should extend down the torso as far as possible; but for ease of movement, comfort in hot weather, and to clear the spray skirt in decked boats, the PFD should not go below the rib cage.
2. For increased flexibility, the flotation should be segmented as much as possible. This also tends to make for a cooler jacket. However, segmentation will tend to increase the amount of water trapped in the PFD which the decked boater must lift when rolling.
3. For better ventilation and freedom of movement, the PFD should be somewhat loose around the chest; but to float the body as high as possible, the PFD should be tight enough that it cannot rise away from the chest.
4. To reduce the amount of water which enters the vest during a flip, the vest fabric should be waterproof, and all the seams sealed. But for comfort in hot weather, and for better flexibility, an uncoated fabric is better.
5. To maximize the tendency for the face to ride clear of the water, as much of the flotation as possible should be up near the face and behind the head, as in the type 2 horse collar. But to give the most effective flotation for swimming on the stomach, on the back, or on the side, the flotation should be distributed fairly evenly over the entire torso.
6. Light fabrics and flotation material tend to make for a cooler, more comfortable PFD; but heavier fabrics are less likely to tear loose under stress, and heavier foams tend to lose buoyancy less rapidly, especially if the PFD is used as a seat cushion or sleeping pad.

PFDs with vertical segmentation tubes have dominated the white-water market for at least a decade, the late Walt Blackadar's type I Mae West notwithstanding. (I always wanted to try one of those.) The new pullover jackets such as the Delta Hots Pullover may represent a very important new development. There is no zipper. All flotation is in either a single front slab, which extends nearly halfway around the front of the torso down near the waist, but narrows and ends at the attachment zone for the pectoral muscles; or in a second slab covering most of the back, coming halfway around the torso down near the waist, but narrowing as it approaches the neckline so as to allow the shoulders plenty of freedom. The arm holes and neck hole are quite roomy, and the narrow shoulder straps do not interfere with the upper arm's crossing the chest. Side adjusters and a waist tie allow the paddler to draw the jacket in close against the chest where it will do the most good. I would personally like to see at least a single crotch strap to keep the jacket from riding up. These new jackets may never get more than a type III classification, since it is difficult to get enough foam in those two slabs for the 22 lbs required for a type V whitewater jacket. But if properly fitted, so that the jacket does not ride up, and so that the foam slabs are held close to the body surface during a swim, these jackets should be quite adequate in all but the most severe conditions.

Whatever you are using for a PFD, take a critical look at the fit, and see whether it is too loose around the chest, or rides up too easily. A lot of paddlers are using a PFD one size too large. Adding even a single crotch strap may help the jacket float you better, and may keep it on you in a bad swim. —Ed.

Here is something that may be of interest to paddlers. Someone listed the canoe as one of the twelve most important inventions of mankind (Personkind?). The others were the: airplane, automobile, computer, fire, laser, light bulb, paper, printing press, television, wheel and X-ray. The comment about the canoe said: "First built by Stone Age man, the canoe exists everywhere in the world--from the bark canoes of North American Indians and Africans, to the dugouts of Maoris and British Columbian Indians, to the skin-covered kayaks of Eskimos. Impact? In effect, the canoe and its descendents have made water user-friendly. Harman Taylor (K-1)

Why Knot

Slipped Figure Eight

Bart Lee

Without giving it much thought, you routinely recognize boaters you know when they are personally not visible, are hundreds of yards away, and are passing at over 100 mph. A car with boats on top is easy to see far down the road. A particular combination of vehicle and boats will tell you who is going to the river and more.

Friday morning at the end of a wet week, watch on the interstate to see who's taking the day off. Across the median pass a red solo boat, a Dancer, a Sentra. They're up really early, hours on the road already and a couple to go. Over the horizon come canoes, a whole heap of canoes and then a tan Dodge van. He never works on Friday anyway. Flashing down a hill through traffic comes the maximum brown travelling machine. Four wheels down, four wheels up and two Dancers in the middle. Reckon he can hand-roll that Nissan?

If you worked at it, you could learn

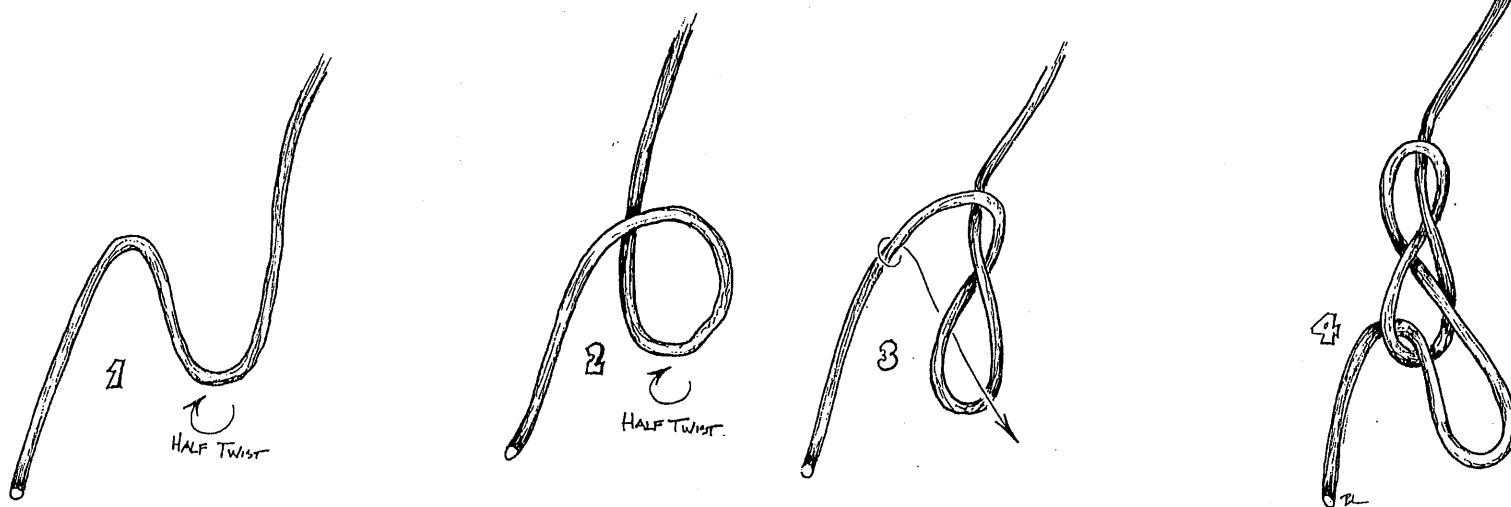
to identify boaters by their rope work also. Tying boats to vehicles is so necessary and basic for paddlers, it's difficult to avoid developing some skill in this regard. There are knot-nuts, knot-phobes and those normal folks in between, so naturally there are numerous ways to use rope to ensure your boat's safe passage, both interstate and river. As you learn to lash down your own boat, watch and ask others for their techniques. As you learn to trust your own skill, you can choose knots based on the job to be done and your preferences.

This knot is a particularly good one to use when painters are tied around bumpers. (Young readers, this is not a printing error but rather an anachronism. In the past, bumpers on all vehicles were explicitly designed for this purpose. They stood well out from the body of the vehicle, their designers rightly realizing the necessity of providing strong, ample tie-down fixtures for canoe painters. An anti-paddling conspiracy of possibly foreigners,

Feds and others has robbed your new vehicle of this civilized feature.) You will have to look below and behind your "bumper" to find some nameless hole in a metal part--if you are lucky--and pass your painter through that way.

This knot is a slipped figure-eight. It has a bunch of other names, among them, "trucker's hitch." One, it's not a hitch. Two, I'll bet you the price of a new kevlar boat that fewer than 5% of the truckers who drive into the Ocoee next year will know what the hoop it's for--not to mention how to tie it.

With your boat on the roof rack, tie this knot in your painter a couple of feet above your bumper. Pass the running end around your bumper, back up and through the loop formed by your slippery eight. This lets you double your pull-down force. Tighten to taste, and tie off. When you unload, a quick pull on your painter will untie the knot so the painter will be knot free. On the river, stow the painter neatly. Never leave a knot in it.



ROLLING PRACTICE CONTINUES...Monday nights from 7 to 10 PM at the Perry Nautitorium in NW Atlanta. Contact Allen Hedden for further info. 257-6633 (work) or 252-6167 (home) Wednesday nights from 8 to 9:15 PM at Mountain Park Pool in Lilburn. Contact Jon Forrester @ 945-0601 or call the pool @ 925-0047

Use Management Development for the Ocoee River

The Tennessee State Park Service has recently begun an in depth analysis of use trends and public attitudes about use levels and crowding on the Ocoee River. Resulting permanent regulations are expected to be implemented in time to be effective for the 1990 recreation season.

Among already identified issues are: the concept of charging user fees of private boaters, limiting the number of both commercial and private users per day, assigning launch times to all users, and advance permitting for organization (club) trips. Please realize that decisions on these issues have not been made, but the issues will certainly be debated in the process.

Involvement in this process by private users is critical. The quality of the final regulations and the ways in which they will impact private use will be a direct result of the quality of involvement by paddlers. Here are three things you can do:

Get on the mailing list for official mailings from the State Park Service. Write: Bob Allen, Tennessee Department of Conservation, 701 Broadway, Nashville, TN 37202.

Get on the Ocoee River Council mailing list. Write: Marc Hunt, Chairman, Ocoee River Council, Rt. 1, Box 320B, Benton, TN 37307.

Plan to attend a "Future of the Ocoee" meeting to be held Saturday, April 30, at 7:30 p.m. at the Nantahala Outdoor Center Outpost, located on US 64 between Ocoee and Parksville. This will be an informal discussion meeting, intended primarily for private boaters, hosted by the ORC--not part of the formal management development process. Its purpose will be to raise understanding and awareness of the issues to make us all better participants in the process.

The View from the Bow

With several overnight camping trips planned for the future, the review of sanitation principles seems appropriate. The thought of being in the woods without a flush toilet turns many timid souls off. What do you do when nature calls?

Some points from Collin Fletcher's The Complete Walker III, and Walking Softly in the Wilderness by John Hart are:

* Always use johns when available.
* Large groups (10 or more) camping in any kind of country, should always dig latrine holes and fill them carefully before leaving. Latrines should be no deeper than 17 inches and about a foot wide. Only excrement and toilet paper go into it, and fresh soil is thrown in after every use. Tampons, sanitary napkins and disposable diapers should be packed out with you.

* A party of 3 or less can use "cat sanitation"; dig a hole 4-8 inches deep and cover carefully when done. Colin Fletcher recommends the plastic toilet trowels (10" long, 2 oz., \$1) found in many catalogues. He also keeps a book of matches in the double plastic bag with his toilet paper. The matches are used to burn the paper before covering back up. This is recommended except when there is a fire hazard.

DR. SURF

The Spray, Colorado WW Association

Dear Dr. Surf:

When does the river running season start?

High and dry in December.

Dear High:

To the best of my knowledge (and I DO know best) the river running season started on July 29, two weeks after the end of the Pleistocene Epoch (exactly 10,133 years ago on my calendar) when native Americans (known as Indians) watched two mastodons float down the Columbia River, which at the time was running at 3,654,679 cfs. It looked like such a thrill to these adventurers of yesteryear that they made ballons from the bladders of giant ground sloths and tied these to their waists to float the river. Unfortunately, by the time they were able to reach an eddy they were already 6 miles off-shore in the Pacific. No one tried that stunt again until Perception came along.

I hope that answers your question!

Dr. Surf.

- * Wash your hands when finished.
- * Always go at least 50 feet and preferably 500 feet from any watercourse.
- * "All other things being equal, choose a john with a view." Collin Fletcher.

The reason for all these guidelines is not only to preserve the beauty of the country side, but also to prevent the spread of infectious organisms. The most common infectious organism in the water ways in the U.S. is Giardia lamblia. Giardia is passed in feces in the form of cysts about 10 by 20 microns across. The ingestion of as few as 10 to 20 cysts can infect you. Many of those infected become carriers while other get the giardiasis symptoms - fulminating diarrhea, cramps, visible bloating, weight loss, nasty burps, anorexia and vomiting. Weakness and other symptoms may last for months.

Newsletter of the West Florida Canoe Club

Does the Dry Suit You?

by Bill Hay

Consider the following scenarios which shall become more and more common in the near future:
ONE It is the second day of a paddling weekend of marginal weather. By marginal weather, I mean daytime temperatures in the 30's, 15-20 MPH winds, occasional sunshine, etc. Your wetsuit is frozen after spending the night outside.

The prospect of getting into your wetsuit is somewhat overwhelming. You finally manage, though, after 45 minutes of hard work - 25 minutes to thaw and warm, 10 minutes to complain loudly, and 10 minutes to stand around naked and semi-naked pulling on your paddling clothes. Upon completion of dressing, you immediately go into the early stages of hypothermia.

Meanwhile, your friends with drysuits have dressed in five minutes (whistling and cracking warm jokes all the while), have waited for you impatiently for 15 minutes, and finally have given up and put on the river. They did assure you that they would wait for you down at the "great surfing hole just below the first rapid." They said they would have a fire going for you.

TWO After seven miles of paddling, the group decides to take a lunch break. The temperature has warmed up to 31°F. They pick a lovely rock shaded by a magnificent hemlock tree. The group (all of whom have on drysuits), sprawls out in the shade and spend the next hour telling river lies, eating sumptuous meals, and enjoying the cold, but lovely day.

Meanwhile, you and your wetsuit paddle 100 yards downstream to a sunny bog that is partially sheltered from the breeze. There, feet firmly ensconced in the mud, you spend the lunch break hunched over a can of glutinous vienna sausage, hopping around to keep warm, and contemplating the miseries of winter paddling. You begin to hate your friends for being inconsiderate of your hypothermic condition.

Finally, you put on the river alone in an attempt to generate warmth by paddling. You promptly take a swim in the rapid just below the lunch stop ...

THREE It is three o'clock on a December day. You have paddled ten miles of Class III-IV water; there are two miles to go before you reach the take-out and can get into a warm car and warm clothes. You pick up your paddling pace in anticipation.

Suddenly, the lead boat stops in an eddy. You think she is scouting the Class V+ rapid you have heard is downstream. But, no! You watch helplessly as she and other drysuited members of your group spend the next 30 minutes playing a perfect surfing wave. Your body temperature drops to the level of a frozen lizard. You do not go near the surfing hole. Your hatred for your friends goes to near-dangerous levels.

FOUR A long, cold paddle comes to an end. You had a great time, but you are worn out and chilled. You welcome the take-out.

You struggle to take off your wet gear. It still takes you 20 minutes of hard work to get naked. You then realize that your car and dry clothes were left at the put-in.

In the meantime, your friends with the drysuits have spent 3 minutes changing and 17 minutes drinking beer and enjoying themselves. You consider the idea of murder, but postpone a decision until you can get dry and warm.

A friend loans you some dirty clothes and you huddle around the car's heater as boats and gear are loaded. Finally, you warm up. The idea of murder becomes more of a possibility, when you discover your friends have drunk all the beer ...

Fanciful as they seem, such scenes are, in fact, very real. I personally have experienced several of them and have been told of others. Now, a boater who finds him or herself in such a situation has two basic choices - get even or get a drysuit. Let us look at both options.

Getting even can be fun, and, in the process the boater can preserve the macho image of paddling in a wetsuit. A number of revengeful tactics have already been tried and proved successful by those who have grown to dislike drysuited boaters.

First, if a drysuit owner asks you to zip up his or her drysuit, grab the zipper-pull and very forcefully rip it profusely and ask why the things are made so cheaply. This is guaranteed to cause consternation.

Second, if a drysuited companion takes a swim, paddle up to him or her, grab the paddler by the helmet with the right hand, push firmly downward while, at the same time, grabbing the drysuit collar with the left hand and pulling it out away from the body to admit water. When the drysuit is full of water or the paddler has begun to gag in a terminal manner (whichever comes first), let go.

Third, entice drysuit owners to drink lots of beer, diet sodas, and other diuretics at the put-in and lunch stops. Then, disappear when it becomes evident that bladder pressure has reached a critical point. If you are cornered and asked to unzip a suit, resort to tactic #1.

Fourth, refuse to unzip a single drysuit at the take-out until all wetsuited paddlers are dry, fully and warmly clothed, and have at least two beers.

Fifth, equip your gear and shuttle vehicle with pointed and sharp edges. Force drysuit wearers to continually be in the proximity of such sharp edges. Laugh uproariously when they tear their suits, especially if such an accident occurs just before a trip.

Sixth, challenge the masculinity of drysuit wearers at every opportunity. Point out the similarities of drysuits to the womb. Refer to the connection of non-evaporated perspiration and AIDS. Make vague references to psychological dangers of retentiveness. Take as many swims as you can and come out of the water without showing any signs of discomfort. Never, ever wear polypropylene or wool ...

If getting even does not appeal to you or does not seem to keep your friends from using their drysuits, you may consider the option of getting one of the garments for yourself.

(Excerpted from an article that appeared in the Coastal CanEWs, newsletter of the Coastal Canoeists)

Training & Safety

After an Injury

Peggy Tennyson, RPT
 Reprinted from Keelhaulers

No matter what kind of injury you may have sustained, one of the most important things to remember is: **YOU ARE NOT ALL BETTER JUST BECAUSE THE PAIN IS GONE.** Even a minor strain means torn muscle fibers, which will leave the muscle stiff and weak. It is usually not enough to return to your normal activities.

After a simple muscle strain, you should follow this progression: **Stop** what you're doing and rest.

Use ice during the acute phase, the first 3 days. Also, **use aspirin** (not Tylenol, which isn't an anti-inflammatory). **Rest** to control pain and swelling. Pace your activities, and start gentle mobility exercises. Move only in the pain-free range.

Work on flexibility. Start with easy strengthening exercise as soon as this doesn't increase symptoms. Use gentle isometrics and lifting slowly against gravity. Increase the arc of motion, number of repetitions and resistance as you are able. Stress the motions where you are most stiff and weak. Gradually add more weights to your lifting exercises. If you are more than just "sore" afterwards, you're overdoing it. Continue to use ice to control swelling after exercise.

Work on speed. When you can perform 10 to 20 slow repetitions of full arc range with only mild pain, begin to do fast repetitions--with less weight. Even if you can lift considerable weight slowly, the muscle still may not be able to contract quickly enough to give support when you need it.

The last step is to work gradually back into your normal activities. In the case of a serious injury or one that is just not improving with your own care, you should get the advice and supervision of a doctor or physical therapist.

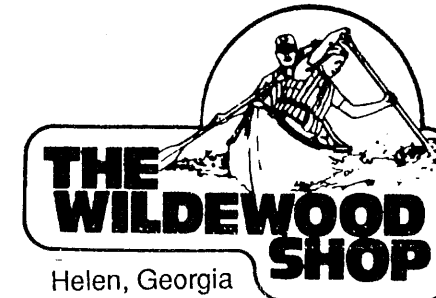
By allowing your body rest prior to resuming normal activities, you can avoid reinjury and chronic problems in the future.



GCA

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 THE WILDWOOD SHOP
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 IN 1987.

ANNE & DAVE GALE



Helen, Georgia

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THE WILDEWOOD OUTPOST

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at the
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Duncan Bridge Road at the
 Chattahoochee River

404/865-4451

To SOLID ROCK — take 365 to Duncan Bridge Road (mile marker 42). Turn left to the river.

Bill to Make Whitewater Recreation A purpose of Corps Dams

KNOXVILLE, Tenn. (Feb. 23, 1988) — Legislation recently introduced in the U.S. House of Representatives will require the U.S. Army Corps of Engineers to officially recognize whitewater recreation, fishing and flatwater boating as project purposes of many of the agency's dams. Introduced by Congressman Nick Rahall of West Virginia, H.R. 3894 will require the Secretary of the Army to manage project lands and operations to enhance the recreational opportunities associated with such projects. The authorization would apply to all projects constructed prior to passage of the bill where operations affect recreation, including whitewater recreation.

The bill will not require the Corps to detract from the other purposes for which a dam was originally built. However, many projects have the potential to provide additional recreational opportunities at little or no additional cost to the taxpayer. The Summersville Dam on West Virginia's Gauley River, for example, is now operated to provide 21 days of reliable whitewater recreation during the fall flood control drawdown of the reservoir. Since the Corps began

operating Summersville Dam to enhance whitewater recreation, use of the Gauley River has increased by 60 percent to 34,000 visits annually and is estimated by the Corps to generate \$16 million annually in direct and indirect tourist revenues. The cost of this operation is approximately \$12,000 annually.

In addition to providing new recreational opportunities, this landmark [watermark? -ed.] legislation will require the Corps to protect the recreational uses of a project when they are threatened by private hydroelectric power developers who win approval to build projects at Corps dams. [Like the Youghiogheny -Ed.]

For a copy of H.R. 3894 and more information contact: Eastern Professional River Outfitters, 530 S. Gay St., Suite 222, Knoxville, TN 37902. Supporters should also write their federal legislators immediately to express backing and request co-sponsors for this important legislation.

Write: Your Congressperson, U.S. House of Representatives, Washington DC 20515 and Your Senator, U.S. Senate, Washington, DC 20510. Note different zip codes.

FOR SALE: Old Town - Discovery - 17. Great boat for tandem or overnight trips. Used only one season. **EXCELLENT CONDITION \$500.00.** Hank Baudet 476-4760.

FOR SALE: Mohawk fiberglass canoe "Blazer 16'," yellow - \$175.00. Otter 6-Man Raft, Northwest River Supplies - \$165.00. Yakima Roof Racks - \$60.00. Call Chuck Gregory 971-0779.

FOR SALE: JETI REGULAR, NEUTRAL COLOR, EXCELLENT CONDITION, \$395.00. HANK MILES, H: (404)487-8362, O: (404)656-6780.

FOR SALE - Mad River "ME" - Perception Foam Saddle and floatation bags- excellent condition. \$750.00 - 768-7434 or 257-0464.

OCEEF NO. 2 RECREATIONAL RELEASE SCHEDULE FOR 1988

JANUARY 1988	APRIL 1988	JULY 1988	OCTOBER 1988
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
FEBRUARY 1988	MAY 1988	AUGUST 1988	NOVEMBER 1988
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MARCH 1988	JUNE 1988	SEPTEMBER 1988	DECEMBER 1988
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▲ 6 hour day ● 8 hour day ■ 10 hour day