

## Winter Roll Practice — Location Changed

Indoor pool roll sessions begin the first Monday in January and run through the last Monday in March, with the exception of the MLK holiday. Plan to take advantage of this great service provided by your club. Whether you want to learn to roll, practice your roll to stay sharp, teach a fellow paddler to roll, or work on other techniques such as wet exits, hand rolls, deep water re-entries, etc., the indoor heated pool is THE best place to hone these skills in the middle of the winter.

**The location for winter roll practice is changing.** Due to schedule conflicts at the Samuel L. Jones Boys' & Girls' Club, we will be moving roll practice back to the Warren Memorial Boys' & Girls' Club at the corner of Berne & Marion Streets near Grant Park

A hearty "Thanks!!" to Revel Freeman for his many years of coordinating this event, and for continuing to do so this year. We appreciate all you do, Revel!

For complete roll practice details, see the announcement in the December issue of *The Eddy Line*. ✂

## December GCA Meeting

The December GCA meeting will once again be the Annual Holiday Party. The party is scheduled for Friday, December 20, at 7:30 PM at the Garden Hills Community Center in Buckhead. Bring a covered dish and/or a dessert, a festive holiday mood, some good paddling tales and an appetite, and we'll all get together and celebrate the Holiday Season.

At this writing, we are still working on a possible program (entertainment) for the meeting. Check next month's newsletter for the latest details.

To find the Garden Hills Community Center: From Peachtree Street, go east on East Wesley Road (8/10 mile south of the intersection of Peachtree and Roswell Road). Turn left on Rumson Road. Go about 100 yards to the first intersection and you will see the Community Center on the right.

See you there!! ✂

# HAPPY THANKSGIVING!!!



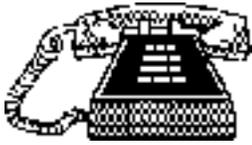
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## Who Ya Gonna Call?

The following list is provided for your convenience:

**For general information about the club** - Call the club telephone

number, 770.421.9729, and leave a message. Someone will get back to you.

**To volunteer to help with club activities** - Call President Marvine Cole at 770.475.3022 or contact the committee chairperson for your area of interest.

**For information on payment of dues or membership status** - Call Treasurer Ed Schultz at 404.266.3734.

**To sign up for a club trip** - Call the trip coordinator at the number listed on the activity list.

**To sign up to lead a club trip** - Call Cruisemaster Mike Winchester at 770.319.8969.

**For change of address or for *Eddy Line* subscription**

**information** - Call Ed Schultz at 404.266.3734.

**If you didn't receive your *Eddy Line*** - Call Ed Schultz at 404.266.3734.

**For information on GCA clinics** - Call the clinic coordinator listed on the clinic schedule, or call Training Director Jim Albert at 770.414.1521.

**For information on winter roll practice** - Call Revel Freeman at 404.261.8572.

**For information on placing want ads in *The Eddy Line*** - Call Newsletter Editor Allen Hedden at 770.426.4318, or see "To place an ad" in the Want Ad section of *The Eddy Line*.

**For information on commercial ads** - Call Advertising Director Geoff Kohl at 404.457.3517 or Newsletter Editor Allen Hedden at 770.426.4318.

**For information on videos and books available from the GCA Library** - Call GCA Librarian Denise Colquitt at 770.854.6636. ✂

## Board of Directors Meetings

The Georgia Canoeing Association Board of Directors meetings are held on the first Thursday of even months (February, April, etc.) from 7:00 to 9:00 PM at the Atlanta Botanical Garden, located on Piedmont Road at the Prado, next to Piedmont Park. All members are encouraged to attend. If you have an item for discussion, please call GCA President Marvine Cole at 770.475.3022 so she can add your item to the agenda. Attending Board meetings is a great way to become more involved with the GCA. ✂

### GCA Executive Committee

President .....	Marvine Cole
Vice President .....	Gina Johnson
Secretary .....	Tom Bishop
Treasurer .....	Ed Schultz
Member Services Chair .....	Vacant
Recreation Chair .....	Gretchen Mallins
Resource Development Chair .....	Cameron Pach
River Protection Chair .....	Julia Franks
Training Chair .....	Jim Albert

## Submitting *Eddy Line* Material

Deadline for material to be submitted for publication in the next *Eddy Line* is the fifth of the month, i.e., for the January issue, material should be submitted no later than December fifth. The editor must receive all articles, trip reports and want ads by the deadline or they MAY NOT be published in the next issue. To submit material via EMAIL, send to [gacanoec@mindspring.com](mailto:gacanoec@mindspring.com). The text of an article can be placed in the body of a message, and photo images can be attached to the message as attached files. To submit material via COMPUTER DISK submit articles or trip reports on a 5-1/4 or 3-1/2 inch IBM/DOS formatted disk as an ASCII text file labeled with a ".txt" file extension, or as a text file on a 3-1/2 inch high density MacIntosh formatted disk, and include a printed copy (Disks returned only if requested). To submit material via U.S. MAIL, send to: **Allen Hedden, 2923 Piedmont Drive, Marietta, GA 30066**. All classified ads will be run for two months unless otherwise requested. Hand-written or phoned in material CANNOT be accepted. Contact Newsletter Editor **Allen Hedden at 770.426.4318** for questions. Thanks for your cooperation. ✂

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## UPCOMING ACTIVITIES

### November

2	Talullah Gorge	Class 4-5 Expert	Duncan Cottrell	770.720.6269
2	Broad	Class 1-2 Trained Beginner	Jeff Engel	706.548.5015
3	Metro Chattahoochee	Class 1-2 Trained Beginner	Mike Winchester	770.319.8969
9	Toccoa	Class 1-2 Trained Beginner	Gina Johnson	770.971.1542
10	Cartecay	Class 2-3 Intermediate	Edward Stockman	770.441.9767
10	Leader's Choice	Class 2-3 Intermediate	Becca Brown	404.634.5612
16	Cartecay	Class 2-3 Intermediate	Brannen Proctor	770.664.7384
17	Upper Chattahoochee	Class 2-3 Intermediate	Patrick Gourley	770.422.1689
24	Metro Chattahoochee	Class 1-2 Trained Beginner	Mike Winchester	770.319.8969
30	Tuckasegee (Note 1)	Class 1-2 Trained Beginner	Marvine Cole	770.475.3022

### December

5	Board of Directors Meeting — Members invited — Atlanta Botanical Gardens			770.475.3022
8	Cartecay	Class 2-3 Intermediate	Edward Stockman	770.441.9767
14	Upper Chattahoochee	Class 2-3 Intermediate	Brannen Proctor	770.664.7384
20	Club Meeting — Annual Holiday Party — Garden Hills Community Center — Marvine Cole			770.475.3022

### January

18-20	Ichetucknee Springs/Crystal River (FL) Smooth Water		Morris Friedman	770.469.8414
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Note 1: Paddle w/ the Prez

**Your Trip Could Be Listed in This Space — Call the Cruise Master and Sign Up Now!!**

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**Signing Up:** Call the trip coordinator listed to sign up for trips. *Most trip coordinators will move a trip to an alternate venue if the water levels and conditions for a particular trip are not favorable.* Call early in the week to ensure you get a spot on the trip, and in consideration for the coordinators, PLEASE avoid calling late in the evening.

**Training Trips** are a combination of recreation and training designed to attract those boaters who have completed a formal training clinic and would like some on-the-river time with instructors practicing what was learned in the clinic and expanding skill levels.

**To Volunteer To Lead Trips:** Call the Cruisemaster, Mike Winchester, at 770.319.8969. As usual, we need trip coordinators for all types of trips, from flat water to class 5 white water. Our excellent trip schedule depends on the efforts of volunteers, so get involved and sign up to coordinate a trip on your favorite river today! The GCA needs YOU!

**Chattooga Trips** are limited to 12 boats on ANY section on ANY trip, club trip or private (USFS regulation). Your cooperation in protecting this National Wild and Scenic River is appreciated.

**Roll Practice:** Monday evenings from 7:00-9:00 PM January thru March at the Warren Memorial Boys' & Girls' Club pool. See announcement in this issue of *The Eddy Line*.

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## GCA Library Items

The GCA Library has many videotapes and books available to any GCA member. All you have to do is call GCA Librarian Denise Colquitt at 770.854.6636 to find out what is available. The cost is \$3.00 per tape or book for postage and handling. Any / all donations or loans to the library are welcome. (Please, no bootleg video copies.) Send them to:

Denise Colquitt  
3794 Glenloch Road  
Franklin, GA 30217

The following items are currently available:

### Videos:

Canoes by Whitesell  
Cold, Wet & Alive  
Expedition Earth  
Faultline (Will Reeves)  
First Descents (North Fork Payette)  
Grace Under Pressure (learning the kayak roll)  
In the Surf  
Introduction to Canoeing  
Kayak Handling-The Basic Strokes  
Mohawk Canoes (promotional w/detailed boat outfitting instructions)  
Mohawk Whitewater Canoes (promotional w/ detailed outfitting instructions)  
Only Nolan (Promotional, Canoe Technique)  
Path of the Paddle: Quiet Water  
Path of the Paddle: White Water  
Performance Sea Kayaking (the basics & beyond)  
Play Daze

Retendo  
Solo Playboating!  
The C-1 Challenge  
Vortex -- low cost storm water sampler  
Waterwalker (Bill Mason)  
Whitewater Self Defense

### Books:

A Canoeing and Kayaking Guide to the Streams of Florida  
A Canoeing & Kayaking Guide to the Streams of Kentucky  
ACanoeing and Kayaking Guide to the Streams of Ohio, Vols I & II  
A Canoeing & Kayaking Guide to the Streams of Tennessee-Vol I & II  
A Hiking Guide to the Trails of Florida  
A Paddler's Guide to the Obed Emory Watershed  
ACA Canoeing & Kayanning Instructors Guide  
Alabama Canoe Rides  
AMC White Water Handbook  
American Red Cross Canoeing & Kayaking  
Arkansas information (assorted)  
Basic River Canoeing  
Brown's Guide to Georgia  
Buyer's Guide 1993 (Canoe Magazine)  
Buyer's Guide 1994 (Paddler Magazine)  
Buyer's Guide 1996 (Paddler Magazine)  
California Whitewater - A Guide to the Rivers  
Canoe Racing (Marathon & Down River)  
Canoeing Wild Rivers  
Carolina Whitewater (Western Carolina)  
Endangered Rivers & the Conservation Movement  
Florida information (assorted)  
Georgia Mountains

Godforsaken Sea: Racing the World's Most Dangerous Waters  
Happy Isles of Oceana: Paddling the Pacific  
Homelands: Kayaking the Inside Passage  
Idaho Whitewater  
Indiana Canoeing Guide  
Kentucky Wild Rivers  
Missouri Ozark Waterways  
Northern Georgia Canoe Guide  
Ohio County Maps & Recreational Guide  
Paddle America (Guide to trips & outfitters)  
Paddle to the Amazon - The World's Longest Canoe Trip  
Paddling SC-Palmetto State River Trails  
Path of the Paddle  
People Proteeting Rivers  
Pole, paddle & Portage  
River Rescue  
River Safety Anthology  
River's End (Stories)  
Sea Kayaking Canada's West Coast  
Song of the Paddle  
Southeastern Whitewater  
Southern Georgia Canoeing  
The Georgia Conservancy Guide to the North  
The Lower Canyons of the Rio Grande  
The Mighty Mulberry-A Canoeing Guide  
They Shoot Canoes, Don't they?  
White Water Tales of Terror  
WhiteWaterTrips (British Columbia & Washington)  
Wildwater (Sierra Club Guide)  
WildwaterWestVirginia  
Youghiogheny-Appalachian River  
**Maps:**  
The Big South Fork

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## Announcements

### GCA Email List

The GCA email list has at this printing about 300 subscribers. Thanks to Mike Kaplan and our friends at Kaplan Communications for providing software and server space for the GCA email list.



Here's how the list works:

By sending an email to "gacanoelists@lists.kapcom.com" you automatically reach all subscribers to the list with the message. Anyone can use the address — it's just another email address — and all subscribers will get the email. The list is an "open list", i.e., anyone can subscribe to it mechanically by sending an email to "gacanoelists@lists.kapcom.com" and in the BODY of the message type:

subscribe gacanoelists

You will receive a verification that you are subscribed and a welcome message with instructions on how to unsubscribe and various other commands available through

the service. Be sure to save this information for future reference.

All GCA announcements and forwarded email from other sources concerning new river access issues, late breaking news items of interest to the paddling community, etc., will be sent out via the GCA email list at gacanoelists@lists.kapcom.com. If you want to receive any of this information, please subscribe to the list using the above instructions. Also, don't be shy about using the list to send out or to request information about paddling related topics, rivers you're interested in, etc.

By the way, should you change or lose your email ID, please take a minute to "unsubscribe" your old ID and/or "subscribe" your new one. ✂

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## GCA Web Page

Check it out at <http://www.georgiacanoelists.org>. We are continually adding information and links of value to paddlers. Send your ideas for updates to Allen Siquefield by using the e-mail link for WebGuy at the site. ✂

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## Weekday Paddlers

Did you know that GCA has a list of paddlers available to paddle during the week? We now have 70+ entries on the weekday paddlers list, including members who are retired persons, those with variable or non-standard work schedules, those available to paddle weekdays when school is out (students and teachers), and even those who have a lot of vacation time to burn and want to take vacation days for paddling. The list includes members who paddle smooth water as well as all classes of white water.

If you would like to be included in the list, please call Allen Hedden at 770.426.4318 and leave your name, phone number, days of the week you are available to paddle, and class of water (flat, I thru V) that you are interested in paddling. You will then receive an up-to-date copy of the list. The list will be re-published quarterly (January, April, July, October).

Updates are available by request through the GCA phone line. If you received your copy of the list more than 3 months ago, you should request an updated copy (the October update is out). There have been considerable changes to the list. To receive an up-to-date copy, call the GCA phone line at 770.421.9729 and leave your name and address with a request for the updated list. ✂

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## And the Winners Are....

The lucky winners of the new PFDs from MTI Adventurewear in the New Member Drawing for the month of September 2002 are Jim Morrison and E. J. Bondoc. Congratulations, Jim and E. J.!! Membership Chair Cameron Pach will contact you regarding your choices of PFD type.

Watch for the October winner announcement in the next *Eddy Line*. ✂

"The man who sets out to carry a cat by its tail learns something that will always be useful and which never will grow dim or doubtful."

- Mark Twain (1835-1910)

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### Canoe Outfitting & Repair

Featuring Voyageur™ Products

Custom outfitting of your open canoe or C-1  
Saddles, thigh straps, air bags, knee pads, skid plates  
and more

ABS repair for worn, cracked or broken hulls

### Canoe Instruction

Beginner, Intermediate and Advanced levels

Call Allen Hedden 770.426.4318

Email canoeist@mindspring.com

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## Mail Failure Notices

Since members are no longer charged for receiving the *Electronic Eddy Line*, we cannot bend over backward to ensure email addresses are kept up-to-date. If your email address comes back with a mail failure notice, you will be deleted from the recipient list for the *Electronic Eddy Line* until we get a request to be added back with a current email address.

Also, if we get a mail failure notice against an email ID on the GCA Email List, that ID will be unsubscribed. It is the subscriber's responsibility to maintain the subscription with the current email ID.

Your cooperation is appreciated — it makes less work for our volunteer staff. ✂

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## Upcoming Events of Interest

November 3-4 — Surf, Sun & Sand Kayak Festival — Wrightsville Beach, NC, ACA Surf Kayak Committee, John Midgett, 910.798.9922, wilmington@procanoe.com.

November 10-11 — Harry County Surf Kayak Festival — Myrtle Beach, SC, ACA Surf Kayak Committee, Anthony Bell, 843.232.8456, wavekayaker@yahoo.com.

December 7-8 — Tuckasee Jiffy Slalom & Wild Water Race — Bryson City, NC, NRC 828.488.2175 ext. 108, www.nrcrhinos.com.

January 1, 2003 — Cartecay Chili Run — Cartecay River, Ellijay, GA, Jay Srymanske, 706.635.2524.

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## Attention GCA Members!!!!

Be a hero and sign up your friends as GCA members. Not only will you be helping to grow the club, but starting in February, MTI Adventurewear will be giving away two PFDs to new members every month. That's right, MTI will send out PFDs (white water or touring) for 2 lucky new members each month throughout the 2002 year. Names of winners of this random drawing will be published each month in the newsletter. You can check out MTI's line of products at [www.mtiadventurewear.com](http://www.mtiadventurewear.com).



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Weymouth MA 02189

Ph: 781.340.5380

Fax: 781.340.5382

Email: [info@mtiadventurewear.com](mailto:info@mtiadventurewear.com)

April 11-13, 2003 — East Coast Canoe & Kayak Festival — Charleston, SC.

February 8, 2003 — Locust Fork Invitational Canoe & Kayak Races — Cleveland, AL, Tim Rogers, 205.274.0006.

March 1-2 — Mulberry Fork Canoe & Kayak Races — Garden City, AL.

March 22, 2003 — Locust Fork Classic Canoe & Kayak Races — Cleveland, AL, Tim Rogers, 205.274.0006.

April 26-27, 2003 — Southeastern Slalom & Wild Water Championships — Nantahala River, Wesser, NC, Knox Worde 770.475.3022.

August 6-10, 2003 — Lanier Canoe 2003 Sprint World Championships — Lake Lanier, Gainesville, GA, Connie Hagler, 770.287.7888, ConHagler@aol.com. ✂

## From the Board Room

by Lindsay Meeks, Secretary

Georgia Canoeing Association, Inc.

Board of Directors Meeting, October 3, 2002, Minutes

In Attendance:

Jim Albert

Marvine Cole

Julia Franks

Allen Hedden

Dick Hurd

Gina Johnson

Oreon Mann

Lindsay Meeks

Brannen Proctor

Gabriella Schlidt

Ed Schultz

Jim Tibbetts

Jim Watson

Mike Winchester

8/1/02 minutes approved as corrected.

Treasurer's Report — Ed Schultz

+ Review 8/31/02 Statement

+ Gala Recap:

Financially it broke even

It rained, we paddled, we ate

+ Membership is declining. Discussion of causes.

River Protection Committee Report — Jim Tibbetts for Julia Franks

+ Review and discussion of the Forest Service Decision Notice on the Chattooga Wild & Scenic River Recreational Boating Use — Amendment 14

+ While some concessions were made to the boating public, two items were not addressed by the decision:

1. The GCA's requirement to classify boaters by the existing private/commercial designation instead of the

planned self-guided/guided designation to prevent craft rented by permitted outfitters being counted against the boating public's allocation.

2. The opening of boating above Highway 28 to allow additional boating opportunities to all parties.

+ It was decided that an appeal should be made. A committee was formed to work on an appeal.

Member Services — Marvine Cole

+ Scott Shipley will be speaking at the 10/25 Fall Meeting

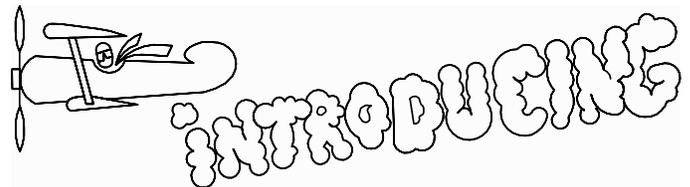
+ The GCA booth for GAF has been paid for.

Nominating Committee — Brannen Proctor

+ The board approved the committee's recommendations for officers: Marvine Cole (President), Gina Johnson (Vice President), Tom Bishop (Secretary), and Ed Schultz (Treasurer).

+ The board affirmed the new and renewing board members at large. The renewing members are Dick Hurd, Oreon Mann, Gabriella Schlidt and Mike Winchester. New members are Becca Brown, Julia Franks and Lindsay Meeks. Continuing in their two year terms are Tom Bishop, Jim Griffin, Jim Watson and Kathy King.

Motion of Commendation to John Watson for making the U.S. Team! Approved with applause. ✂



## Welcome New Members

The GCA would like to welcome the following new (and nearly new) members. New members are the life blood and the future of the club. Thank you for joining us!!

### September

Dorothy & David Vezzetti

Mary Ann Millslagle

Jim Morrison & E. J. Bondoc

Scott Plott

Carly Plott

Laurel Martin

Laura Clements & Robert Arnett

Mark Brannon

Big Canoe GA

Cartersville GA

Duluth GA

Kennesaw GA

Acworth GA

Cartersville GA

Atlanta GA

Norcross GA ✂

"So pray tell, O Wise One," the eager young bow ballast called over his shoulder to the wizened water wizard in the stern. "How many boats does a well-equipped paddler really need?"

"Just one more, my son; always just one more."

- George Knotek, Minnesota Canoe Club President

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## The Oozing Aftermath

### **Oil Flow After Spill Smaller But Stealthier**

**Update on Clear Creek July oil accident by Morgan Simmons, News-Sentinel staff writer**

September 29, 2002. Lancing, Tennessee. A swath of scorched trees traced the flow of burning oil, and the smell of petroleum permeated the ground. Halfway down the charred hillside was a rope that Shane Raiford, a marine science technician with the U.S. Coast Guard, clung to as he climbed down the 50-degree slope to Clear Creek, a major tributary of the Obed Wild and Scenic River. At the edge of Clear Creek the scorch marks turned left and hugged the riverbank, indicating the oil that spilled following an explosion at a remote oil rig was still on fire after it hit the water and was swept downstream. Compared to the surrounding forest, Clear Creek itself appeared relatively unscathed.

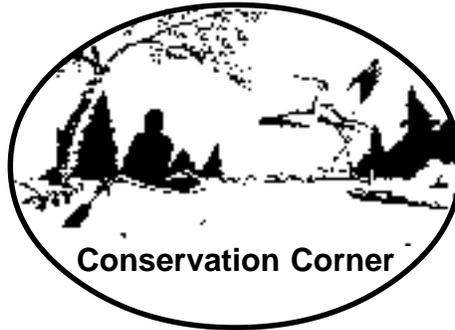
Raiford, the senior Coast Guard officer at the site, said cleanup efforts on Clear Creek have benefited from low flows brought on by the drought, and the fact that the gusher, which erupted on July 19, caught fire the next day.

"We're probably lucky we had the fire, because the fire consumed a lot of oil," Raiford said.

In terms of its environmental impacts, the summer's oil spill and fire on High Point Road in Morgan County could not have occurred in a more precarious place. The well, owned by Pryor Oil Co. of Cookeville, is at the edge of a field about 200 feet from the boundary of the Obed Wild and Scenic River, a national park that protects 45 miles of the Obed River and its tributaries, Daddy's Creek and Clear Creek.

Oil officials estimate the high-pressure oil deposit produced 12,000 barrels in the first 24 hours with a flow causing pressure of 1,750 pounds per square inch. For six days burning oil poured down a 350-foot hill along two drainages, one flowing into Clear Creek, and one into White Creek, a tributary of Clear Creek. By the time oil crews extinguished the fire on July 25, an estimated 2,300 gallons of crude oil had already poured down the hill and into Clear Creek.

Today, almost two months after the worst oil spill in Tennessee history, a work group led by the U.S. Environmental Protection Agency and the U.S. Coast Guard is conducting the environmental monitoring and clean up.



That group also includes the National Park Service, the U.S. Fish and Wildlife Service, the Tennessee Department of Environment and Conservation, and the Tennessee Wildlife Resources Agency.

Nancy Keohane, resource management specialist for the Obed, said floating booms along Clear Creek have contained the oil within a five-mile stretch between Barnett and Jett bridges. She said workers have been

able to remove much of the oil from the water's surface as well as from the rocks and vegetation along the riverbank.

Keohane said the big problem now is that during the spill some of the oil drained underground through fissures in the rock, and that oil is now leaching out of the soil and into Clear Creek.

"When we took helicopter flights over the river after the spill, there were whole pools covered in petroleum," Keohane said. "It's a lot better, but no one feels the job is over until the seepage is under control."

Clear Creek has been designated as critical habitat for the federally endangered fish called the spot fin chub, and the Obed system as a whole is designated an Outstanding National Resource Water, the highest level of protection under Tennessee's regulatory system. Steve Bakaletz, aquatic biologist for the Big South Fork National River and Recreation Area, spent a morning earlier this month snorkeling Clear Creek with an underwater video camera. Bakaletz said there has been no major fish kill on Clear Creek so far, but that scientists will continue to monitor the stream.

"I'm seeing some oil on the bottom now," Bakaletz said. "We're kicking up from rocks, so it could be in the algae and mussels, too."

Bakaletz said the fact that TDEC uses Clear Creek as a regional reference site for water quality will help biologists assess any changes in the ecosystem caused by the oil spill.

"There's nothing here that hasn't been documented in years past," Bakaletz said. "We know this stream inside out."

Officials at the Clear Creek site said dry weather has been a mixed blessing. On the one hand, the lack of rain has slowed the river current and expedited cleanup efforts. On the other hand, a good rain would flush out the underground oil that continues to seep into Clear Creek a little bit at a time. Park officials said last week's rain did not make Clear Creek rise significantly, and was not enough to flush the oil out of the ground.

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"Is a little oil seeping in over a long period worse than a lot over a short period?" Keohane said. "Nature will determine that."

The point where the burning oil entered Clear Creek lies about 600 feet upstream from Barnett Bridge. Here, less than a quarter-mile from the well site, the Coast Guard has placed a 300-foot floating boom that traps petroleum seeping out of the mud. Earlier this month the oily surface sheen came in two colors, turquoise and gold. Raiford called the turquoise patches "pure product," and said they were the same color as raw petroleum in the ground.

Oil trapped inside the boom is removed by a drum skimmer, and then pumped into a holding tank. In the early days of the spill, the skimmer collected 200 gallons of oil every 12 hours. Raiford said that while that amount has dropped dramatically, oil continues to trickle into Clear Creek every day.

"If we didn't have the seepage, we'd be more in resource damage mode, but we're still in containment mode," Raiford said. "We'll be here as long as there's recoverable product coming into this stream. All this has to be maintained."

Morgan Simmons may be reached at 865.342.6321 or [simmonsm@knews.com](mailto:simmonsm@knews.com).

- From the *Knoxville News-Sentinel* via a posting to the TVCC email list. ✂

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## Put Your Butt Where It Belongs! Don't Be a Litterbug

**Submitted by the Virginia Natural Resources Conservation Service**

*While the focus of the following article is on Virginia, the lesson/sermon applies to any state, any country. - Editor.*

If you are going to smoke, please put your cigarette butts in the trash, not out the car window nor in the gutter, not on the lawn, nor in a stream. Cigarette filters are made of cellulose acetate, a plastic that degrades slowly in the environment, if at all. Filters are designed to trap carcinogenic chemicals that smokers don't want in their lungs and bloodstream. Littered butts are carried by wind and storm water runoff into nearby water bodies. The cancer causing agents in the filters leak into aquatic ecosystems, threatening the quality of the water and aquatic life. Cigarette filters have been found in the stomachs of fish and birds who mistake them for food.

According to Keep America Beautiful, Inc., smokers litter about 4.5 trillion cigarette butts yearly. The Department of Forestry reports that in 2001, cigarette butts thrown out of vehicle windows caused 190 fires, resulting

in 464 acres of Virginia land being burned.

Littering is illegal. Most people are unaware of littering fines. Section 33.3-346 of the Code of Virginia makes littering or dumping trash a class 1 misdemeanor punishable by up to 12 months in jail and/or a fine up to \$2,500.00. Section 10.1-1143 of the Virginia Forestry Code makes it unlawful to throw "any lighted smoking material" from a vehicle. This is a class 2 misdemeanor violation, punishable by up to 6 months in jail and/or a fine up to \$1,000.00. (With either the class 1 or class 2 offense, community service can take the place of jail time).

Penalties are deterrents only when they are enforced. In 2001, Fairfax County police issued just 62 summonses for littering. Any cursory look at parking lots, street gutters, commercial strips, park land, beaches, and even sidewalks and lawns will show that littering is still prevalent in our society.

People who litter are showing their careless disregard for the property and well being of others and the environment. Keep America Beautiful studies have shown that one of the reasons litterbugs feel it is okay to litter is because they believe someone else is paid to clean it up.

That's true. The Virginia Department of Transportation spends about \$6.5 million a year on litter control on nearly 57,000 miles of interstate, primary and secondary roads. That's \$6.5 million of taxpayer money that otherwise could have been spent on highway repair projects.

In addition to what VDOT collects, Adopt-a-Highway volunteers pick up about 3 million bags worth of trash annually from 14,000 miles of Virginia's roads,

The Virginia Council for Litter Prevention and Recycling will be distributing a new video to local law enforcement agencies in June encouraging the enforcement of anti-litter laws. Most of us properly dispose of our trash because we care about our communities and know that littering is unacceptable. For those who have yet to get the message, enforcement might do the trick.

Australia adopted strict litter laws two years ago. Littering lit cigarette butts or tossing any items from a car is subject to a \$200.00 fine. Stuffed out cigarette butts left on the ground earn the violator a \$60.00 fine. In the first nine months under the new laws, 3,131 offenders paid fines for littering from vehicles — mostly cigarette butts.

Please don't be a litterbug. Put your butt where it belongs — in the trash!

- From "*The Watershed*", newsletter of the Tennessee Scenic Rivers Association. ✂

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"There is only one thing more painful than learning from experience, and that is not learning from experience."

- Archibald McLeish

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## River Hazards

The USFS and other paddlers have reported the following strainers / logs on the Chattooga.

Dick's Creek — log on right side  
Painted Rock — log on left side.  
(The log at Painted Rock is not there as of 09-29-02)

Narrows — logs almost all the way across above the Eye of God — portage very difficult.

Bull Sluice — log in the Double Drop at upper end of the top hole extending underwater downstream an unknown distance. (Raft guides were recently seen attempting to remove this log. It is not known if they were successful.)  
Woodall Shoals — two large and one small logs in the right side cheat — really nasty — do not attempt to run the cheat under any circumstances until these logs are removed.

The Tellico had some strainers on the middle section. None of the strainers were in the main flow, but one could easily get into trouble if not paying attention. Give a good look from the road for trips on the Tellico.

This promises to be an ongoing problem in the southern Appalachians, as the southern pine beetles are killing the pines and the woolly aphids are killing the hemlocks. The trees are falling into the rivers in record numbers. Each high water event will deposit logs in new locations and relocate some of the existing ones. Take care, and look before you run. 

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## Safety Notes on Waterfall Drops

As many of you know, a man suffered a compression fracture at Baby Falls (a relatively safe waterfall of 15 feet on the Tellico River). There are two things to learn from his accident.

- 1) Green un-aerated water is hard water (incompressible, much like a sidewalk).
- 2) Penciling in will be safer than landing flat, because penciling will reduce the impact on the spine. However, if a piton is a concern, due to known or suspected rock jumbles, flat landings may be preferred. Fluffy, bubbly aerated water is less of a hazard because the bubbles actually cushion the drop, like "bubble-pak" packing.

Many common injuries are spinal. To break your back, lean way back or sit straight up. By leaning way back, the cockpit rim will smash into your back, like a baseball bat swung against your spine. Sitting straight up will mean all your downward momentum will abruptly stop when the boat hits the water, compressing your spine.



When entering, lean forward for all landings. From high drops, tip your head forward so your helmet hits the deck, not your face, or lay the side of your head on the deck before impact.

If eating paddle shafts is on your menu, keep the paddle in front of your face, otherwise keep the paddle to one side when entering.

- *From Toby's Lessons, East Tennessee Whitewater Club. (Toby MacDermott is one of those great young, up and coming hair boaters who stands your hair on end with his adventures. His tips are tried and true.)* 

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## Some Suggestions on the Care and Use of Ropes

by Hal Tutor

Avoid using ropes that show signs of aging and wear: Rope should be inspected periodically for cuts, worn spots and for discoloration that can indicate chemical deterioration. Rinse throw ropes occasionally to remove sand. Sand is abrasive and its presence will reduce the life of a throw rope. Rinsing can also help prevent mold and mildew which also weaken ropes over time.

Avoid knotting and abrasive conditions: Knots reduce the breaking strength of rope as much as 40%. Energy which is normally spread over the entire length of rope directs itself to the knot. For this reason a splice or loop is preferred to a knot. Rope will wear excessively when used with pulleys that are too small.

Avoid excessive heat and prolonged exposure to direct sunlight: Use of rope where temperatures exceed 140 degrees F can seriously affect the strength of the rope. Rope can be severely weakened when subject to prolonged exposure to ultraviolet rays of sunlight.

Avoid sharp bends: Sharp bends greatly reduce the strength of a rope. If there is a choice, use bends or loops rather than knots.

Use of working loads: Because of the wide range of rope use, rope condition, exposure to the several factors affecting rope behavior, and the degree of risk to life and property involved, it is impossible to make blanket recommendations as to working loads. However, to provide guidelines, working loads are tabulated for rope in good condition with appropriate splices, in non-critical applications and under normal service conditions.

Many ropes come with a manufacturer's standard for tested working load. The application does not involve elevated temperatures, extended use under load, or obvious dynamic loading. Whenever a load is picked up, stopped, moved or swung, there is an increased force due to dynamic loading. Examples would be picking up a tow

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on a slack line or using a rope to stop a falling object. Therefore, in all such applications, working loads should be reduced by 1/3.

Warning: NEVER stand in line with or within 45 degrees on either side of a rope under tension. Should the rope fail, particularly nylon, it may recoil with sudden force and cause serious injury or death. Note: This is not always possible when using ropes for rescue/recovery purposes on the river. Place a dampening device on the rope to decrease the risk of injury should a rope break. An example is to place a PFD on the line to decrease the recoil.

A note on cutting ropes: To prevent rope from unraveling when cut: nylon / polyester / polypropylene — tape the rope around the circumference and cut in the middle, leaving tape intact on each side. When cutting these fibers with a pocket knife or scissors, the cut ends should be fused by a match flame to prevent untwisting. Tape is not necessary if a "hot knife" is used, as heat will melt and fuse the ends.

- From the *Tennessee Valley Canoe Club newsletter*. ❧

## The Essentials List

by Steve Revier

Education — get out there and learn. Learn from fellow paddlers, read books, attend safety clinics and rescue classes. Test ideas in the comfort of your backyard, such as how do you start a fire when everything is wet; how can you build a shelter with a bit of twine and a space blanket; what does it mean when the paddler down river is holding his paddle in a horizontal manner over his head?

Fluid — pick your favorite sports drink or water. Just don't get dehydrated. Remember that your belly is the best canteen, start your day ahead of the power curve on fluids.

Tuxedo — dress for the occasion, then have just a couple pieces more, such as a spare hat, thin wind shell, wool or synthetic socks. A couple of plastic baggies from the supermarket carry out or the neat ones that keep your newspaper dry can be used as vapor barriers for chilled paws and claws.

Grub — got to say energized. The cold and stress will suck your stores empty fast. Again, like fluids, your belly is friend. Start your day with nutrition and be ahead in the game. Popular eating items that are easy to carry include various energy bars such as Clif or Power Bars. Keep in mind that in cold weather, they will freeze. Tupperware is your friend — pack a sandwich. I keep a granola bar at all times in my first aid kit, and I always carry a Clif Bar in my life vest pocket. (Carrot Cake Clif Bars rock!)

Spark — make like a Boy Scout and always be

prepared. A lighter or properly protected matches can make the difference between you being a zero or a hero. Take some sort of fire helper — candles work well. Seems we boaters are always in a wet environment.

Don't whittle towards yourself — but always carry a blade. If you wanna forego the Rambo look and not have it on your person, that's your call, but have one somewhere. I would personally suggest for those not wanting to carry one, to break out the glue and Velcro and stick one to the inside of your boat somewhere. Make it a decent blade. A serrated blade at least three inches sure makes short work of firewood or shelter. For your body, you should have a cutting device of some sort — if you don't want a blade; think about the Trauma Shears that EMTs use. They are cheap, cut like a champ, and don't scare the neighbor kids when you come home at night.

Sticky Side Down — can't forget the duct tape. Wrap your favorite fluid bottle with a bunch of it. I use a one-liter Nalgene bottle and have a half roll of duct tape wrapped around it. It still sticks after peeling and re-applying, and acts as an insulator to keep the chill off my warm Gatorade when I start off winter creeking.

Waterfront property with a cabin — shelter equals survival. Make it a space blanket, an emergency bivy sack, or a couple of 50 gallon Hefty Bags. Take something to keep the chill out of your bones.

Throw bag — if I gotta explain this one, go back to the education heading

Those few items above can easily be taken on any trip, with hardly any space being taken up. For those of us who like a few comforts in life, think about the following:

Bandanna — A staple in tree hugging Americana. If you can't think of at least a dozen uses, then you need to be checked for a pulse.

Triangular bandage, AKA: cravat — Like a bandanna, only a little bigger and better. Not as fashionable, but at least two dozen uses of this gem, to include belt, scarf, signal flag, bandage, and fancy linen for lunch.

Roller gauze, 3-inch width — awesome way to stop bleeding and hold pressure at the same time. Can splint with it, make slings, and use it as a blindfold during that sudden pick up game of pin the tail on the donkey.

Elastic Bandages, AKA: Ace bandage — best compression wrap going I think. They take abuse of storage well, require no adhesive to stay tightly wrapped. You can splint, stop bleeding, brace sore joints, and when really bored on that overnight trip, create a funky slingshot to hurl hardened chunks of oatmeal at your fellow trippers.

4x4 gauze pads — use them for eye patches, padding for chafed digits, mop up blood from a boo boo, use them as a barrier during mouth to mouth resuscitation, and most

importantly, when fully unfolded, act as cheese cloth and you can strain your macaroni through it for dinner.

Sanitary napkins — if you wanna talk about something to stop bleeding, then get the best thing on the market. Controls bleeding of all sorts and is bulky enough to really facilitate a pressure dressing when used in conjunction with roller gauze or ace wrap. Also absorbent enough to soak up cold river water and use it as a cold compress for soft tissue injuries.

Iodine tablets — you can never have too much drinking water. Also used to purify water to use for irrigation of wounds. Just be sure your patient doesn't have an iodine allergy. If used for drinking water, you can use powdered drink mix, vitamin C drops, or lemon juice to help cover the funky taste. Cold water takes more than warm water, read your directions.

15-foot section of webbing — can be used for everything from slings for body parts to building shelter, to control lines on pinned boats, to emergency harnesses for vertical operations. Can build anchors for rope hauling systems or tie a couple together to improvise a rope swing for that swimming hole at the lunch stop.

Two locking carabiners — Use to secure the webbing loop around your waist. Use them to secure your dry bag in your boat. Use them hang from your ears for a fashion

**Due to software problems, Kaplan Communications ad not available in .pdf file. See paper version for ad copy.**

statement. My point is just to have them because when you need them in a pinch rescue, they are hard to improvise. - Steve Revier is a career firefighter/paramedic in Maryland. He has worked as a Navy corpsman, Tidewater Search and Rescue member and white water raft guide. He is an ACA certified Swift Water Rescue Instructor and a nationally registered paramedic. Barring regional drought, you can usually find him running the steeps on the Mid Atlantic watershed around 150 days/year. ✂

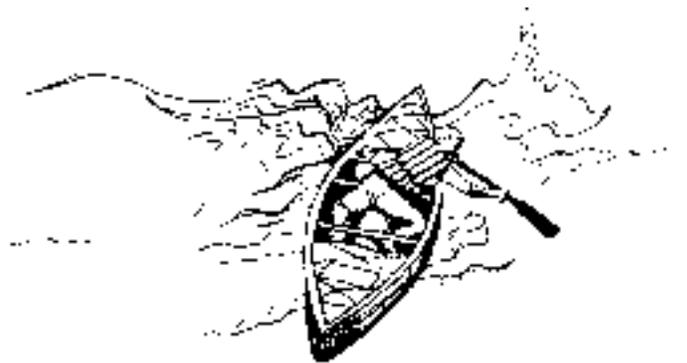
## 2003 Southeastern Races

We have set a date for next year's Southeastern Slalom and Wild Water Races at the Nantahala. The race will be Saturday and Sunday, April 26 and 27, at the Nantahala Outdoor Center. Course construction will start Thursday morning, April 24, and we will be taking down the course Sunday afternoon.

For those of you who couldn't be with us last year, we had a great race. The "Talk-about" family radios worked perfectly and we set the course and ran the race without shouting, screaming, running up and down the river banks or resorting to hand signals (which can often be quite rude!).

We will be contacting those of you who helped last year and hope to have lots of new participants this year. This is the 35th year that the Georgia Canoeing Association has put on these races for kayak and canoe. That is an amazing achievement, especially since we put on the race 2+ hours away from our homes!

Please call or e-mail me if you have any suggestions about how we can improve the weekend for the volunteers. I'm already at work on barbeque for our awards ceremony. Gina Johnson, Race Master, 404.226.8363 or gwminc@mindspring.com. ✂



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## River Camping Meal Logistics

by William C. Reeves (The Hawk)

Well, paddling season is on us and with it an increasing possibility of doing a multi-day trip. Actually, by the time this is published paddling season will be pretty much over, but you can use these tips next year. River camping can be straightforward, like a family trip down Section II with a night on one of the beaches, or more complex like 10 people on a three-week trip through the Grand Canyon. Anything with more than four people and longer than one night requires some thought and planning to avoid becoming FUBAR. Any trip that lasts a week or more and includes anyone must be carefully planned or it will rapidly become apparent that TARFU and escalating.

Proper planning requires a leader and assigned responsibilities. This article is an amalgamation of my experience running the Maje Guide Service in Panama, Miller Templeton's SOP for ORGT trips, and experience on rivers in the U.S. With respect to meals, things work best if someone is appointed Commissary Czar at the beginning. The Czar is responsible for the central commissary and generally overseeing meals. The Czar should have no other trip responsibilities.

Responsibility for meal blocks should be apportioned between trip participants and include everyone except the Leader, Czar, and Groover Meister (more about him/her in a later article). If you have a 4-day trip and 4 participants (in addition to the Trip Leader, Commissary Czar, and Groover Meister), then each participant is responsible for one meal block (at which he/she will be Chef) and will serve as helper at another meal block. A meal block includes dinner and breakfast the following day. It's generally easiest if participants are responsible for their own lunches.



A well laid-out campsite at Tate Creek on the Rogue.

### Meal Blocks

There are basically two ways to plan menus. Easiest is to leave them to participants' discretion, but this is likely not to work. First, it's surprising how many people haven't actually been camping more than 100 meters from the road or even considered planning meals for a simple camping trip, much less an extended one. Second, without some sort of central coordination it's possible that everyone will bring the same thing. Menus need to be planned and this is most readily accomplished by the Commissary Czar, or by committee.

There are several books on the subject available at REI and NOC, so inexperience shouldn't pose an insurmountable hurdle. Planning must guarantee variety, accommodate dietary vagaries, and be compatible with the trip. By compatible with the trip, I mean it has to fit into the available boats (you can bring more in a raft than a canoe) and not be perishable over the duration of the trip (i.e., fresh salmon won't be so fresh after 10 days in a raft).

1. The Chef is responsible for his/her meal block (a supper and breakfast).

- a. Buy all the food for your meals. Be sure to get enough for the number of people on the trip. If there are any items missing from the package for a specific meal, they'd better be in the commissary box. If the missing item is not in the commissary box either, then y'all ain't got it and will have to live off the fat of the land.

- b. Pack the food for each block in a single duffel bag lined with 3 heavy-duty (3 mil) contractor bags and seal each with a twist tie. Cheap canvas duffel bags can be purchased at Galeans. Meals should be numbered and labeled inside the duffel bag. Be



Taken at the bottom of Warm Springs Rapid on the Yampa, this illustrates how much can be packed into a good sized raft.

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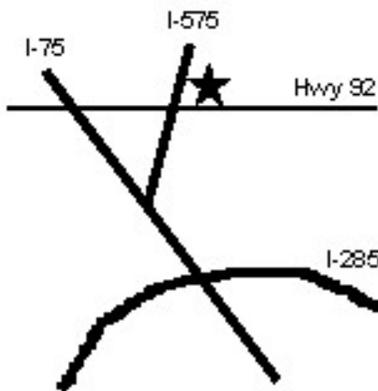
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certain that the menus and any instructions are included in the bag with the meal. Also be certain that the 3-mil garbage bags are sealed and bomb-proof or things will get soaked.

c. Use a waterproof magic marker and label the duffel bag with the number and dates of your meal shift. All of those duffel bags will look alike as soon as you pull into the first camp-site.

2. Save all the purchase receipts so costs can be apportioned after the trip.

3. Feel free to alter preassigned menus. However, if you do so, consider particular dietary needs of all trip members and avoid duplication of meals/menu items from the other days of the trip (canned spaghetti every night is not gourmet).

4. Be sure to buy any "support items" required for your meals. For example powdered or canned milk are necessary for instant pudding. Feel free to spruce up any preassigned recipes with your own add-ins and spices.

5. Look over all of the meal shifts — the menus and recipes — and if you want to trade set it up.

### Actually Doing Meal Shifts

The Chef and Heper set up the kitchen area for dinner and pack it up after breakfast the following morn-



Typical arrangement of a cooking area at Laddie Park campsite on the Yampa. Note the brown cooler is what we use as a commissary box. It holds the stove, lantern, and other supplies.

ing. By apportioning in this manner only two people have to be hassled at each camp site and the others are free to do whatever. If you religiously stick to this sort of routine and responsibility changes daily, things will go smoothly.

Be sure that all dishes get cooked, and always have a pot of hot water available for beverages, especially at breakfast. Number one priority is purifying 10 gallons of water every night, and 15 gallons in the morning. If you're lucky you'll have an expedition size water-purification filter. If not, Clorox works fine for water purification, 8 drops per gallon of water. A beverage should be mixed for each meal in a 5 gallon cooler. You get dehydrated on even a one-day river trip and it adds up on an extended trip.

At each meal block the Chef and Heper:

Unload kitchen materials and food from the supply raft.  
Select the site for the kitchen.

Set up the kitchen.

Get water; start big pot of hot water boiling on the stove.

Set up a garbage bag.

All kitchen crew must wash their hands before handling food. Remember, the S word happens but if everyone religiously washes his hands it might not happen on your trip.

Prepare the meal, crushing emptied cans as you go.

Serve the meal. The kitchen crew is responsible for serving the first round and can eat after everyone is served. Everyone is on their own for seconds and thirds. Be sure there's 2 gallons of boiling water for the 3-bucket dish washing system.

Wash all kitchen utensils, pots and pans.

Clean up follows a three-bucket system, which needs to be



Running Hermit Rapid in the Grand Canyon — illustrates not only the load you can get into a raft, but also shows why you want to make the stuff absolutely waterproof. Also illustrates why one "rigs to flip."



Pulling into Horn Creek campsite in Grand Canyon. This gives a good idea what is loaded into rafts.

set up as soon as the commissary crew has eaten. The buckets are: 1) a hot soapy wash; 2) a hot clear rinse; 3) a cold sanitizing rinse (2 tsp Clorox per gallon of water). Air drying is best.

Wash off the stove and tables.

Secure the kitchen. **NO FOOD CAN BE LEFT OUT.**

Fill all water containers so that water can settle during night and be ready in a.m.

Do all of the above that is applicable for breakfast and in addition:

- a. Breakfast should be ready by 06:00 each morning
- b. Prepare enough drinking water so that after breakfast and after everyone has filled a personal water container there are 15 gallons of water for the day on the river.

The kitchen should be packed up and ready to be loaded by 7:30 a.m.

The kitchen should be loaded on the rafts and ready to "head down river" by 8:00 a.m.

#### **Commissary Hardware**

The Commissary Czar is responsible for the commissary, which should have all the equipment needed to prepare meals and various spices to complement all the meals:

2 two-burner Coleman stoves (four burners total)

4 big pots

1 big colander

4 big spoons, 4 big knives, 2 big forks, 2 spatulas, 1 can opener

8 large stainless steel nesting bowls

1 big frying pan and one griddle

1 wire whisk

Lots of aluminum foil and paper towels

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1 chopping board  
2 measuring cups and a set of measuring spoons  
Two 5-gallon water containers  
4 decanting tubes  
4 two-gallon clean-up buckets  
A 12' x 15' tarp (to be supported with rope and oars)  
2 wooden tables  
Lots of Ziploc food storage bags and plastic garbage bags  
Each participant brings their own plate, dish, cup, knife, fork and spoon.

### **Commissary Consumables**

Commissary consumables are those things needed for all meals. The Commissary Czar should be responsible

for assembling these items.

At minimum they include, white sugar, milk (powdered & canned), brown sugar, various and sundry plastic bags, biodegradable soap, lemon concentrate, minced onion, cornstarch, coffee, Cremora, catsup, salt, squeeze margarine, Bisquick, aluminum foil, hot chocolate, paper towels, tea bags, aluminum pie pans, cooking oil, Clorox + 2 eye-droppers, plastic trash bags. Paper towels (lots) - can opener - spoon - knife - aluminum foil - plastic bags.... I suddenly realized I could go on and on. Look around your kitchen, think about what you use repeatedly during meals. Then sit down, write it all down and you have your list. 

## **5 Men Mo**

**(5 Men on the Missouri in Montana)**

**by Fred Couch**

*This is from my diary of a two-year-planned trip to do the Lewis and Clark 150 river section in Montana.*

**Tuesday, August 27, 2002**

On Missouri at 10:30 a.m. Got up at 5:25 a.m., breakfast 6 a.m., visited Ft. Benton statue of Lewis and Clark, Sacagawea, and saw replica of boat they used. Registered at BLM office, at Coal Banks Landing put-in, mile 42; put gear in boats and away we went. Stopped on end of isle, Tom "decided" to swim head of, then did lunch stop. White cliffs last 6 miles — very spectacular; took lotsa pix. Stopped for camp night at Eagle Creek campground. Campground is across from LaBarge Rock (a dark promontory of basalt over 200 ft. up).

Trip idea — Tom Semmes; 'leader' Fred Couch, co-leaders and great friends — Mike Cowan, Marcus Reid, Dave Campbell. Mike and Marcus in canoe with 35 gallons of water, and food for 4. Dave with 10 gallons of water and his food in kayak. Fred and Tom each with 4 gallons in their kayaks. Left bank around 8 or 9. Came into camp after 14 miles at 3:30 p.m.; ate supper & sitting around campfire at 8 p.m. 4 other campsites with people all at good distance apart.

Roland Taylor and Diane Frank in Great Falls, MT, have been immense help in our planning. Great 1st day, breezy, sunny and cloudy, 80 degrees most likely. Everyone yawning. Tuna, pita bread, fruit cocktail, bananas for supper. Lunch — leftover pizza. Coyotes just begun harmony; 8:15 p.m. Tired. Goodnight!

**Wednesday, August 28, 2002**

Dave 1st up at 5:30 a.m. — really did this to beat Fred up & put toy stuffed bear outside Fred's tent entry. Gave me idea to put rubber snake on his kayak at his house after we get back (did so, too). Started water boiling. Everyone

else up at 6 - 6:30. Dave brought eggs and bacon for all. Mike and Dave cooked it. Very tasty. Wheat corn tortilla's for bread. Marcus and Dave went hiking looking for petroglyphs. Fred laid back down with severe headache. Mike cleaned up dishes. Marcus and Dave climbed to cliff tops and back down — no Indian pix located.

Fred got up with Marcus and Dave — all hiking, following distantly the other camp's guided group.... they knew where to go and we saw horse, buffalo, and imagined some more petroglyph forms. Back to camp, pack up and go down river — left bank at noon — went through 3 sets of rapids (class one) — took break for 10 minutes, then paddled into camp at 2:30 p.m. (paddled 8 - 9 miles total)

Camp one mile up river from Hole-In-The-Wall (a la Butch Cassidy and the Sundance Kid). Bathed in cold river; Dave had bathed earlier in warmer side creek. Fred fished an hour yesterday and an hour today — no results — water cold! Mike fixed supper. Marcus and Mike gathered firewood. All put up tents 'cept Mike, who slept out in open near fire ring. Lean-to shelter with concrete enclosed privies and fire pit at this campground, fenced to keep out cows. Magnificent, spectacular views all day.

**Thursday, August 29, 2002**

Paddled 14 miles after 8:35 bank sendoff towards Slaughter River Campground (named by Lewis and Clark, who saw many buffalo ribs where Indians drove buffalo off cliffs in stampedes — then they had meat and bones to use). We got here 2:15 p.m., indecisive about place, voted like Lewis/Clark and decided to camp here. Then, by 6 p.m., 20 more people arrived. One, a Kiwi named Nathan — guiding 22 people in canoes — his 22nd consecutive trip in 'The Breaks' section — gave us pointers for best upcoming stops to stay.

My fishing — same glorious results — zero. Rain more probable tonight & next 2 days. This is mile 77 & we started at 42. Going to 150 in next 5 days. Supper was barbeque, pita bread, lemonade, Powerade, rice & carrots,

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and beans (not me, bro).

Dave and Marcus took hike this afternoon, then we soaped up in river — still cold! Mike is splitting wood for a fire — always industrious — 'cept when provided afternoon nap time. Dessert was oatmeal cookies and canned peaches. Finished bananas this a.m.

Buggy here. Judith Landing tomorrow for phone calls, beer, ice, and a whiz. Started light drizzle at midnight, right after a 2 hour spectacle of very distant lightning strikes and sudden uplift of wind. Nathan helped us douse fire and tie down boats.

#### **Friday, August 30, 2002**

Left Slaughter at 9 a.m. (mile 76.5); Marcus and Mike left at 8:30 a.m. with the 'chuck wagon'; stopped at Judith Landing at 12:15 p.m. (mile 88). Ferry on map removed in 1982; bridge replaced it. General store has root beer ice cream by Swan; A & W root beer; icebox full of Gatorade, sodas, Reece's Pieces, Snickers, oatmeal cookies, Diet Pepsi (Tom bought 6).

Marcus had 5 root beer ice creams on a stick. Several had microwave heated sandwiches for lunch. Building looked like it was hand hewn built 150 years ago in design — lot of planking & logs — wood hasn't deteriorated quickly here. As with everywhere in Montana, people very friendly. After Judith, everyone re-considered destination and wind began pushing us quickly, so Fred said "Let's take advantage of that."

So we paddled to 96.5 mile (20 mile day). Arrived at 2:30 - 3 p.m. Gentle grassed slope overlooking rapids, cottonwood grove (small); wind going about 8-10 mph — everyone napping now (4:30 - 5:30 p.m.). Not too much later Marcus spotted a beached whale (uh, channel catfish) which we cut up, fried, and enjoyed with splendid supper prepared by Mike.

Fred and Tom filled their sun showers and set out in sunlight. No facilities at this lovely site — the wilderness experience we came to enjoy. This is beginning area of badlands. We have been bathing in the river; sun showers are nice change; mine was at 98 degrees. River still cold — probably in 50s at beginning. Shower felt wonderful — I look pretty good now.

#### **Saturday, August 31, 2002**

Guess yesterday's 20 miles kinda tuckered us. We slowly arose at 6:30 and left bank at 9:15 a.m. about a half hour late each, per usual. We agreed to go about 18 miles and camp at Sturgeon Island. Breakfast was cold pop tarts, oatmeal, coffee, hot tea, water, Tang. Today will be about 12 to 15 miles interlaced with rapids and pools and 3 miles of flatter water — had lunch at Greasewood Bottoms at about mile 108.

Dave's back has been hurting him last 2 days, getting

worse, trouble walking, sitting, getting up & down. So he left with Marcus and Mike while Tom and I were still eating lunch. As Tom and I got to riverbank (from shade of cottonwood up the bank), Mr. Gauldin (in his 80's), from Colorado — met him at Eagle Creek Campground — and his elder hostel bud from California pulled up in their canoe to stay the evening.

Campsite had fire ring and plenty of wood, shade cottonwood trees, good bank close to site on bluff. Anyway, Tom and I jumped in for 10 miles more to destination Sturgeon Island. It had a small island on right channel between the two, and left channel around (reworded that's two islands, big on left). Tom and I whistled and yelled several times with no response. Couldn't see anybody in the two evident middle and right channels. Even got on VHF.

Decided to go to left channel — less water movement — couldn't see down it — bank looked lower. Just as we stepped ashore in two feet of muck (unlike sturdy banks of previous sites) I lost shoe and quick-action recovered it, then went barefoot. We saw Marcus and Mike paddling upstream, then lining the canoe. After 4 days that boat was still very heavy; I know it must have been hard.

The island was huge and the shade trees set way back, banks about 8 ft. high, after muck — boats sunk half way or more into it at edge, and no conceivable trail to trees. Large and small 'cat' tracks all round and something that looked like bear to Marcus. Muck at shore just horrible. Mike and Marcus both began wearing tape on their hands yesterday due to blisters endured paddling the chuck wagon.

Mike walked through high undergrowth to trees to check it out, came back and said, "No way, it sucks." The rest of us already felt that. So (and canoe guys really tired, hurting, grieving) we looked at map and decided mile 121 looked promising — but 4 more miles, a 22 mile day. Got there — 1st pull out bad — i.e., dried ground washout from nearby creek, over 100 feet to bank, then up bank and another hike to camp site, terrible long way to off-load gear, for tired bodies.

Fred decided to reconnoiter & found perfect bank, hard and even had a plank to walk on. Few steps up to campsite and had pleasant setting with fire ring, mile 122, so we paddled 26 miles — 9 or so after low rapids, which sped us along. Marcus again said he thrives on 'adversity', but was first one in bed. Both he and Mike suffering with those hand blisters.

We all have had Sudafed for sinus or cold, or allergy. Marcus on penicillin three days now. Supper — green peas (yeah!) with carrots, chopped turkey, creamed corn, pita bread, water, Gatorade — appetizer re: Tom — Pringle's

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chips. Dave up late reading.

Every night Mike would make a fire and burn up all residue, even burn cans out, then flatten them, so take out garbage bag exceedingly small for what we had consumed — Mike very efficient. Marcus (and sometimes I) would do dishes. Dave still eating, cooking, washing his own. By 8 p.m., Mike, Fred, Tom in respective tents. Tom and Marcus had bought new REI tents, 2 man, double doors recommended high by Backpacker magazine; I had bought something else, but sent it back and bought one from Marcus (still need to pay him), an Eureka Apex, funky fly, but very roomy 2 person, with high roof, and lotsa vent panels, just what I had looked for. Now 10:10 p.m. and Fred finishing this to go to sleep. Everyone else, 'cept Readin' Dave beddy bye.

I awoke at 4:15 - 4:30 as moon crested high hill on opposite river bank (usually first bright light gets me up). Soon after coyotes in distance began serenading. Drifted back to sleep around 5 a.m.

Awoke again.... at 1st light, 5:45 a.m. sunrise — shimmering layers of gray and pink. When sun rises or sets, almost instant 10 to 20 degree weather change. We see rolling clouds all day everyday due to winds, cannot guess weather, 'cause we are seeing only a microcosm of overall picture.... drifted back to sleep.... 6:15 a.m. Sunday. Sunsets so spectacular. We've been weather blessed so far. Drifted off again.

### **Sunday, Sept. 1, 2002**

We all slept to 7:30 a.m. (90 minutes later than usual). As usual mike up boiling water for coffee, tea, instant food, etc. Decided to make pancakes & what a hit that was. We each stuffed down 2 or more big round plate size cakes. Most morns I get up and roll up bed stuff, get organized e're I leave the tent — not today.... everyone realizes we have 2 days left — about 28 miles.

All trying to help Dave due to his sore back. Mike getting lots of help, too. Marcus usually kind to wash dishes in river, then we run hot water over 'em for rinse. Mike and Marcus canoe so much heavier, it travels quicker in current, so they get to camps earlier than rest of us, allowing them time to take a nap, and rest some — they've really had a chore with that heavy canoe — and all that water (8 lb. per gallon, x original 35 = ouch); canned foods contain water, too. Plus, they have taken some of our very heavy gear.

After breakfast, Tom, Marcus, Fred, and Dave walked to some old buildings (Marcus already been over once) in distance. Old logs hand hewn from 1800s with some 1930s additions — all now abandoned and fenced around. Saw some fresh coyote scat, then walked over to root cellar/storm shelter built into a bank — 2 snake skins hanging

from ceiling — quickly left that spot. Forewarned of Hanta virus present in buildings, we never entered any. By time we got back to camp and loaded stuff to bank for everyone and packed for trip, it was eleven o'clock, nearly midday.

Two Cows Island was only about 15 miles, so we felt it doable by 5 p.m.. Breeze blowing pretty good by now — but usually slows around noon. Strangely, I noticed, it did not slow down around noon; we were going east but wind was WNW. River turned abruptly at Nez Perce Trail crossing to SW and wind channelized through side coulees (small canyons) to hit us in face.

Suddenly wind velocity vastly increased with white-caps developing. I shouted against the wind sound twice to Mike & Marcus saying "let's go to the bank" (recalling that Diane and Roland had warned us to do just that, saying we'd be lucky not to get at least one such day). They just plodded on; had to be hard on them; one time when canoe weight was really in their favor — while Dave had gotten way ahead before the 'blow' and was fast against the right bank, in lee of wind.

I was being pushed backwards by the wind in a downhill current, losing control, so I opted to go to bank; tom joined me — I rammed it hard as I could into the mud. I noticed when clouds were overhead wind was too brisk to paddle against; when clear sky spaces were overhead, wind abated slightly. After 30 minutes, with a clear spot coming, told Tom, "let's go now!"

We tried to stay in lee near left bank, but shallowness led us out to right of center, waves around 1.5 ft, as we attempted to make it around river bend to join the others (this was spot of 1930s coal power plant — coal had all petered out & plant long ago disappeared — wouldn't be surprised if it had not been blown away by winds). All along these many miles, trees gone long ago for cabins, fire places, and resulting erosion aggravating nature's balance, topsoil gone.

As we made bend, wind got behind us, and I suddenly recalled the morning sky I had seen, and from my sailing days, the limerick "red skies at morning, sailors take warning." How true today. Pink sky this morning told me; I just forgot the signs.... 'til now. Right next a BIG gust came up that lifted the rear of my heavy kayak — really bizarre. Roland had told me months ago of such wind & best thing if in your face — go to the bank.

Neal warned me two years ago, when I asked him to join us, but inwardly I had skeptically scoffed at such a thing — no more — I'm learning still. Pretty soon wind blowing consistently at 30-35 mph from behind us (white caps and leaf fluttering at a minimum — in sailing, when flag is out straight, no fluttering, then wind is 45 mph). I stopped paddling and just concentrated on keeping wind

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behind me as I sailed "on the shrouds" — another nautical term for sailing without sails, wind pounding on remaining surfaces of boat — my paddle ends, my body, kayak surface were my shrouds.

At one point that day, while we held close to bank for lunch, some canoes in another party passed us using shirts held up between two paddles for sails. Reminded me I left my \$200 kayak sail at home. No one wanted to carry it. Wind got stronger still, our canoe "booking" (very fast) ahead of me. Tom and Dave behind me. As we approached last miles — long ago passed Two Cows Islands, where those sailing canoes were wind bound (unable to get off bank) — I saw our expected two day trip over the last miles was sped up by the wind; we voted to go on the whole way and do 27.5 miles.

As we rounded slight bends we took care not to make sudden direction changes — and to read as best we could in these waves — the river bottom, to avoid grounding in shallows — I really did not intend to be or want anyone to be blown over sideways in this wind — but it could easily happen, then your boat travels faster in wind, without you, than you can swim, bad.

Didn't know how long wind would stay this course. As we approached final mile on map (149) saw sign saying ramp one mile ahead (at 150). Paddled, sailed 27.5 miles in 6 hours (not counting 30 minutes stuck to bank in 1st blow). After we pulled all boats safely up ramp and out of the water, wind suddenly increased to at least 50 mph and water chop to 2 to 2-1/2 feet. Wind got so brisk we had trouble opening car doors (above 45 this is common).

Fortunately ramp cut into bank where we are completely in a lee. Maybe wind above 45-50 mph. Took last pix, loaded all in SUV and trailer & then realized gas about used up in SUV. Couldn't find anyone around at BLM

office, so left note by door in slot that Couch party off river.

We opted for closest anything, intersection for gas, sign said 21 miles south. This meant wind would be oblique to us. Wind so bad, had to drive slow in high, flat plains to keep from being blown around much. Intersection had gas and a diner (about 6 tables) with beer, hardware, etc. at Roy, Montana — the only general store for many miles in any direction — even sold whiskey bottles.

As we all read parts of a left newspaper in our ruddy, no shave complexions, with many river miles evident upon our appearances, a couple came in and sat at nearby table. They saw Mike's T-shirt emblazoned with Oak Mountain on it and introduced themselves as Dr. and Mrs. Fiori, from Carrollton, Georgia (chiropractor). Is it a small world, or what? They told us Oxford, AL, getting ready to put in some famous Italian restaurant. Drove 120 miles on to Billings & crashed in a hotel.

### **Monday, Labor Day, September 2, 2002**

Dave, Mike, Fred up around 8 (Mike earlier) — drove to, ate at Denny's — then drove around some in pursuit of river maps to paddle Yellowstone river. Local advice that drought had made it too boney (shallow). Opted to leave at noon & drive straight through to home. Marcus and Tom to rent car for 3 days, see historic sites and fly out Thursday — Tom to Florida, Marcus to Alabama. After they got home, found that river advice was wrong, could have done Yellowstone — they saw people on it for miles as they drove alongside.

This ends the diary notes from the trip. A well rounded group of skilled (Tom is definitely not a beginner or novice now) commendable personalities sharing memories in an historic setting.

See ya on a river? Fred.



## **Building a Fire\***

by John Alden

This is a subject covered by all of the Boy Scout and camping craft books — but let's take another view based on current and practical experience focusing on needs of paddlers.

For the most part, open fires are discouraged for environmental reasons. However, there are times for practical and for aesthetic considerations that you will want to build a fire as an overnight canoe camper or hiker. Obviously when very dry and particularly dry-windy con-

ditions exist, no fires should be ignited and only camping stoves should be used (and even then, with caution due to fuel leak type stove fires).

Some typical reasons for a natural fire are as follows:

- a) the morning and/or evening fire for cozy, traditional atmosphere in fall-winter camping.
- b) a cooking fire as some folks prefer, using a collapsible grill (expect sooty pots and bring glove to handle hot pots, etc.).
- c) an emergency or hypothermic situation where an individual or group needs additional heat ("when you cut your own wood it warms you twice").

### **Picking the Location**

Perhaps most important is to locate the fire downwind from tents to avoid spark damage and smoke in the eyes of other campers (also, some folks are allergic to wood

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\* There is a fascinating short story by Jack London with same title about an Alaskan prospector who had to build a fire when wet in subzero temperature — and failed.

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smoke). Conversely, there may be an existing fire ring (which should always be used) and which would then dictate tent locations based on wind direction. If site has no previous existing fire ring, pick a spot which will not damage trees and clear a 4 foot diameter area of burnable material.

### **Firewood**

There are people who bring their own in the canoe — which is fine — but otherwise you will want to consider availability when picking the campsite.

Two types of wood are necessary.

Starter strips/kindling — for this type wood the old rule is to "look up" to find "squaw wood" left high and dry from floods and hanging from tree limbs. (Even after a rain this type wood will only be wet on outer surface.) Also look up for small limbs from dead trees, the best being the short stubs from living hemlocks which break off easily and are full of inflammable pitch.

Mature Wood — the best possibilities here are dead trees which have fallen (but leaning against other trees) or supported by limbs to keep trunk off the ground and allow drying to continue (and facilitate sawing). The last choice and usually uselessly wet is a log lying flat on the ground (except for a back log). The best burning types of wood are hardwoods with pine being a poor choice except for hemlock stubs mentioned above. (Obviously living or green wood should never be used.)

My preference is to carry a folding bow saw which will allow larger, more practical & longer burning logs to be cut.

### **Igniters**

Since we are not trying to prove anything but want quick heat, I have discarded matches and suggest the 8" long trigger lighting igniters sold at Ace Hardware. They can be inserted into a pile of twigs without disturbing twigs and without burning fingers. Igniters weigh only 2 oz and are reliable in cold, rain and wind, and excellent for lighting camp stoves.

### **Accelerants**

Since our goal is a quick, reliable fire I suggest use of one of the following items to get your fire going:

a) commercial "fire sticks"—okay, but slow.  
b) my favorite is a 50/50 mixture of kerosene/paint thinner in an aluminum fuel flask. Wait 1 minute for paint thinner to penetrate deep into wet wood before igniting. Herrick Brown, owner of the Mt. LeConte Lodge for many years, told me this formula saved his life one winter evening. He was trapped on his way up the mountain to the lodge when a blizzard, with tree falls across trail, overtook him and he was forced to spend the night without shelter — but was able to start a good fire with this

formula.

c) newspaper — I carry a roll of several sheets rolled tightly and rubber banded in my waterproof day bag. Makes good tinder and supports twig pile until fire gets started.

d) draft — from steady blowing or fanning with container cover.

### **Constructing the Fire**

There are as many physical construction arrangements as there are writers on the subject — the pyramid, the teepee, etc. My favorite arrangement is as follows:

Start with a good sized 8" plus diameter back log. Support log slightly off ground to encourage air circulation to fire. Construct fire on "people side" of back log or upwind side which will produce radiant heat from glowing side of log face. Build small leaf/twig, paper/twig, or bark/twig pile close to log. Construct second layer of medium sized sticks resting on back log for support but close to small twig pile. With accelerant in place and back up supply of medium & larger sizes sticks and logs, light twig pile. Apply medium sized sticks and logs with most weight resting on back log (blow or fan if necessary). Enjoy and wait for wind to switch and bring smoke in face & toward tents.

### **Tips**

- o To reduce sawing of larger & longer logs, burn into two (2) pieces and then into four (4) pieces, etc.
- o Gasoline stove fuel as accelerant is not only dangerous but almost useless on wet wood, as it evaporates without soaking into wood, as does kerosene and thinner.
- o Get help rounding up wood, specializing in small, medium & large sizes.
- o A fire can be lighted in pouring rain by holding a small tarp over it until it is going well.
- o Cover wood supply with tarp on rainy nights.
- o A candle can be used as fire starter as wax will melt and ignite once in contact with burning twigs.
- o Limestone rocks hold water and if used as fire ring will explode, showering camp with small shrapnel & melting holes in tents.
- o At end of evening, pull unburned stubs and "nubs" apart; when reassembled in morning these dried pieces will smolder and ignite almost instantly. If you don't do this, or burn up all wood, you must start whole process over in morning.
- o Don't burn trash in fire — carry it out — the plastic causes bad air pollution and it usually causes a mess, leaving unburned items.
- o Separate fire and drown with river water.
- o Leave some wood if possible for next campers.

- From the Tennessee Valley Canoe Club newsletter. <

WORD SEARCH PUZZLE

L	I	F	E	J	A	C	K	E	T	E	N	I	L	E
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SURF  
SWEAT  
TOE BLOCKS  
TRIP  
TSRA  
WHITEWATER

- From "The Watershed", newsletter of the Tennessee Scenic Rivers Association.

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## Ms. Bowstern



Ms. Bowstern writes on matters of etiquette, romance and delicately embarrassing personal situations for the enlightenment of the Bay Area Sea Kayakers of San Francisco, and shares her answers with ACKC members by arrangement.

Dear Ms. Bowstern,

Is there a special mathematical formula for shuttle calculations? If there is, can you please share it in your column? And while I'm asking about auto related subjects, is car pooling really necessary? I'm sort of an independent loner type with odd personality quirks, and I like to listen to Aerosmith really loud on my 8-track.

Van Poole

Dear Van,

Shuttle calculations can be quite complex, as anyone knows who has ever refused to paddle back in the direction they came from. Add in factors such as proximity to home, proximity to brew pub, air pressure changes, the number of boats that can be topped on a vehicle, and the number of rank neoprened paddlers that can squeeze into a Honda Civic. Don't forget holiday traffic, flooding, landslides, and various playoff games. Here is the best formula uncovered by my research:

$$2\sqrt{81 + 11.2} =$$

Ms. Bowstern does not enjoy harsh admonitions, but her job is to share social skills related to paddling with those less fortunate than her who haven't a clue. Carpooling may have two beneficiaries. The first may be you. The drive to the put-in doesn't seem quite as long when you have someone pleasant to chat with. (However it can be very long indeed if that someone is unpleasant.) You can share gas and tolls, and even driving.

Likewise, if you detest driving and the other person adores it, then you get to relax and enjoy the scenery, unless of course the other person is playing Aerosmith on the 8-track. Be forewarned, carpooling can go on to mean that you may share a tent, cooler, and even a tandem boat with your carpooling partner. This again is either a benefit or a disaster.

If you read the newspaper, Van, you may know that by carpooling you reduce the number of cars on the road and thus the tons, yes tons, of pollutants that are spewed into the air each year by your car and others like it. Ms.

Bowstern doesn't really care that by your car not being on the road it is easier that shipment of V-8 to make it to Safeway. She cares that there will be less tire dust and oil runoff on the roads. She cares because when you carpool it will make it easier for her to park at the put-in and right at the camp site.

Consider ride sharing to club meetings, special events, and clinics. Now isn't it more fun to go over a bridge when someone else picks up the toll?

Here are Ms. Bowstern's Rules for Carpooling:

Riders pay for bridge tolls and share parking fees.

Riders offer to drive if the trip is long.

Riders offer to drive the next time the trip is made.

Riders and drivers are on time at predetermined carpooling sites.

If any party is late, there should be a back up plan. (Like, leave after 15 minutes.)

Drivers must obey most laws.

If you want to carpool, call the trip organizer for names of people in your area to share driving with.

Be ready with your boat and gear when someone comes to pick you up. Have straps and ropes on hand.

Keep long straps handy for tying on the third or fourth boat.

Ms. Bowstern

(Ms. Bowstern writes for the newsletter of the Bay Area Sea Kayakers. See the BASK web site at <http://www.bask.org>.

- From "Current Events", newsletter of the Apalachee Canoe and Kayak Club. ✂



# CLASSIFIED ADS

**TO PLACE AN AD** - Want ads of a non-business nature are free to dues-paid GCA members. Business-related and non-member ads are \$5.00 for up to 50 words, \$10.00 for larger. Send your type-written ad to: Allen Hedden, 2923 Piedmont Dr., Marietta, Ga. 30066, or email to gacanoe@mindspring.com. PLEASE, NO PHONED-IN OR HAND-WRITTEN ADS. All ads will be run for two issues unless otherwise requested.

**FOR SALE** - Canoes, Dagger Legend 15' and 16', \$650 and \$700; Necky Looksha IV \$850, Necky Eskia, \$825; Necky Zoar, \$750; Necky Amaruk Tandem Kayak, \$1100; Dagger Freefall LT white water kayak, \$250; Canoe/Kayak Trailer, \$1250; Aquabound touring paddle, \$60; Lotus PFD, \$45 (youth, xs, s-m, l-xl and xxl). Call 770.818.0960.

**FOR SALE** - Canoe, sit-on-tops. Mohawk Probe 12 II canoe, professionally outfitted, paddled less than 5 times, in excellent condition, \$750. Prijon Twister Deluxe sit-on-top, thigh straps, back band, carry handles - this boat is a high performance boat based on the Hurricane kayak design, in great condition, \$300. Dagger Pegasus sit-on-top, thigh straps, back band, carry handles - this is a well used boat still in good condition \$300. Perception Torrent sit-on-top, thigh straps, back band, handles, in excellent condition - \$375. Call Connie at 404.255.0368.

**FOR SALE** - Canoe, Mohawk Probe 12, light blue. Needs new gunwales, but otherwise in good shape. \$250 OBO. Call Andrew @ 770.956.8868 or 404.257.9371.

**FOR SALE** - Equipment. PFD ExtraSport SQ-1 adult small, new, \$50. Spray skirt, Perception small, Dancer size cockpit, new, \$30. Pat 770.967.6589, pat.wolfer@backpacker.com.

**FOR SALE** - Kayaks. Perception Shock. Firecracker red; good condition. Great river boat for small paddler or play boat for medium paddler. \$400. Pyranha Micro 230 for sale. Orange and black; excellent condition. \$550. Pyranha Sub 7-one ball for sale. Great condition. \$525. Call Chuck or Carole Creekmore at Lawrenceville, GA 770.995.5788 or NC 828.321.0472 or email at ccreekmo@gpc.edu.

**FOR SALE** - Kayak, Dagger Crossfire, teal blue, good condition, suitable for relatively small adult (5'2", 110 lbs used to paddle in it). Asking \$180. Great kayak for beginners. Spray skirt (small) that fits a kayak like Crossfire, and PFD (small). Best offered price. Contact John at 678.778.8334 or Rumiko at rumiko@runbox.com.

**FOR SALE** - Kayak. Wavesport Godzilla white water kayak, used one season (about 10 times), stored indoors, excellent shape. Great boat for beginners or larger paddlers. Boat only, \$450 obo. Call PJ at 404.486.8676.

**FOR SALE** - Kayak, Perception, Method Air, 2 years old - used 6-8 times, good condition, flotation bags, cockpit cover, kept indoors, \$575. PADDLE - Werner Freestyle, 45 deg., 201cm, \$95. Ron - 770.422.2311.

**FOR SALE** - Kayak, Dagger RPM, red/white/pink, good condition, \$400. Perception LC1 EZ skirt, barely used, size small, \$60. Mountain Surf Dryback Drydeck skirt/dry top combination, made for Projet squirt boats, size small, used twice. Retail for over \$350, asking \$200. Wooden squirt boat paddle, 202cm, 45 degrees, some repair work has been done on one blade, \$100. Heather 678.574.6593, hsutton@kennesaw.edu.

**FOR SALE** - Kayak, Prijon Rockit,

creek boat, with floatation bags, blue, good condition. \$400. Carl 770.532.8698.

**FOR SALE** - Paddling pants, Mountain Surf Monsoon Pants, size XL. Brand new with store tags. Retail price at NOC store was \$94.95. Asking \$55. 404.636.9339.

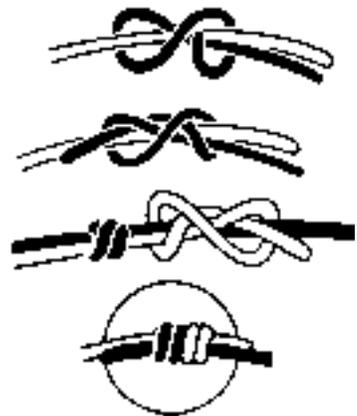
**FOR SALE** - Sit-on-top, Wilderness Systems Kaos -- great surf and class I-II white water boat. Thigh straps and seat included. \$375. Christine 706.867.6096.

**HELP WANTED** - Yes, the GCA needs your help. We need members to serve on committees, label and mail newsletters, etc. Call 770.421.9729, leave a message.

**LOST** - Paddle. Lost on the Tuckasegee, Labor Day weekend, at Surfing Rapid: Werner Quest kayak paddle, beige, black shaft, 194 cm, labelled "Glisson" in small letters on blade face. Please call Martha Glisson, 404.352.5349 or rglisson@america.net.

**WANTED** - Canoe, reasonably priced Dagger Ovation with outfitting. Call John at 770.957.3097. ✂

**Double Fisherman's**  
Used to connect two ropes of equal diameter together or to create a loop of rope for a prusik



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