

GEORGIA CANOEING ASSOCIATION



June 1974

NEWSLETTER

Volume VIII, No. 5

Deadline for the July newsletter is June 16. Mail copy to:

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1225 Church Street, C-3
Atlanta, Georgia 30030

JUNE MEETING

The GCA will hold its quarterly meeting on June 28 at 7:30 p.m. at the Cathedral of St. Phillip, Hall of Bishops, 2744 Peachtree Road, N.W. An interesting and informative program will be provided. Please bring your slides and movies.

JUNE TRIPS

Saturday, June 1, FLINT RIVER

No leader has been secured for this trip as of press time. This is an ideal river for a family float. Hopefully, a volunteer will come forward, so anyone interested in running the river may contact Dale Bergen at 377-2970.

Sunday, June 2, UPPER CHATTAHOOCHEE (CLASS I-III)

This section of the Chattahoochee from Ga. 255 to Graham Bridge Road offers several Class I-III rapids, depending on water level. The first section down to Ga. 115 is Class I, except for the Class II-III at Smith Island. From 115 to the takeout the river changes character, offering an almost continuing series of Class II-III ledges. These rapids require a lot of maneuvering and at high water levels offer a challenge to the most expert canoeist.

PREREGISTER: With trip leader Tom Green, 255-8983 or Dale Bergen, 377-2970

MEET: At Duncan Bridge at 9:30 a.m.

Saturday, June 8, NANTHALA (CLASS II-III)

Beautiful scenery and long waves every mile of the way. The water is fast, cold, and Class II-III. Open boats should have flotation. Bring a change of clothes---also a wet-suit top might not be a bad idea.

PREREGISTER: With trip leader, Craig Lyerla at 292-2792.

MEET: At 10 a.m. at the power house, 19 miles north of Andrews, N. C. on Hwy. 19.
Allow about 3½ hours driving time from Atlanta.



Sunday, June 9, BROAD RIVER (CLASS II)

Class II with optional Class III ledges. Approximately 3 hours canoeing time. Driving time is about 1 hour and 45 minutes.

PREREGISTER: With Eileen Lange, 355-5811.

MEET: At the Madison County Courthouse in Danielsville, Ga., at 9:30 a.m. Take I-85 north to the Commerce-Maysville exit (Hwy 98); turn right; follow Hwy 98 through Commerce for 17 miles to Danielsville. Turn right at the intersection of Hwy 98 and Hwy. 29 at the traffic light. It's two blocks to the courthouse.

Saturday, June 22, CHATTOOGA SECTION III (CLASS II-IV)

This section is a long 14 miles with Class II, III, and IV rapids and takes about 6-7 hours. Some of the harder rapids can be portaged. It should be attempted only by canoeists who have good control on rivers such as the Chestatee and Upper Chatahoochee.

PREREGISTER: With the Crowleys by Thursday at 921-8353

MEET: At U. S. 76 bridge at 9:30 sharp to set up a shuttle to Earl's Ford.

Sunday, June 23, CHATTOOGA SECTION IV

We will run the lower section of the Chattooga on Sunday. This section is loaded with powerful sluices, twisting cross currents, vicious holes, undercut rocks, submerged logs and topped with an agonizing 3 miles of flatwater paddling. It can be fun, however, for decked boaters in good physical shape who have a reliable roll.

PREREGISTER: With leader Cleve Tedford at 233-7111 or 458-5670. YOU MUST REGISTER.

MEET: At the U. S. 76 bridge at 9 a.m. to unload boats. Shuttle leaves for the lake at 9:15.

Sunday, June 23, CHATTOOGA SECTION II (CLASS II)

This segment of the Chattooga is an excellent training river for beginners but offers good experience for intermediates too. It offers flat water along with several one and two-foot ledges and a classic Class III drop which may be easily portaged.

PREREGISTER: With John Helmlinger at 755-0396 by Friday, June 21.

Saturday, June 29, TOCCOA (CLASS II)

A very scenic Class II river, good for beginners and family groups. There is one short rapid that requires maneuvering.

PREREGISTER: With leader Eileen Lange, 355-5811.

MEET: At Deep Hole campground at 9:30 a.m. Take Hwy. 60 west from Dahlonega to the campground. Driving time--2 hours, 15 minutes. River run---4 hours.

Sunday, June 30, ETOWAH (CLASS II)

The Etowah is a delightful beginner's river south of Dahlonega (Class II rapids with one portage). It includes a "swimming hole" with a rope swing for the more active members of the group.

PREREGISTER: With trip leader Dave Garrity at 634-1847.

MEET: Where the river intersects Hwy. 19 approximately 10 miles south of Dahlonega at 9:30.

TRIP REPORTS

COOSAWATTEE---April 20, 1974

This was an excellent trip with a water level of 2.5 and plenty of sun. We had few spills but all open boats took on a lot of water. Our brave souls in the lone open tandem canoe had water washing in and out over the gunnels a couple of time, but they did a good job of keeping it under control.

While portaging down the left stream-bed around the 30-foot waterfall, one canoe with occupant pulled out into a main channel by accident, ran a 6-foot ledge, and hung up over a disastrous 10-foot waterfall. We used a throwline to ferry boat and occupant back to the left bank. This incident was handled well, though I don't know how or why it happened.

Our group consisted of: C-1 open--David Garrity, Jack Weems, Steven Bowles, Buffy Burke, Tom Pope, and myself; C-2 open---Al Mathews and Shadricks; C-1---Bill Crowley, James Steward; and in K-1---John Helmlinger, Jim Fletcher, Bill Bailey, Jim Cole, Jan Albitz, and Ross Wilson.

My thanks to David Garrity and Jack Weems who served as lead and sweep and a special thanks from everyone to those who helped with this long and laborious shuttle.---Bill Heath

BROAD RIVER---April 21

It was a lovely Sunday. There was a large crowd signed up and all but five were at the meeting location by 10:15 a.m. For such a large group, everyone was nice and seemed to know what to do, which made the job of the leader easy.

The Broad River is a pleasant river for a relaxed Sunday. The only two boats to upset were the leader and the sweep. The sweep was the only one that had to be rescued. I'm not sure what this says about the leader's ability to select a sweep. For those concerned about the leader's inability to roll his kayak in calm water---you may be interested to know he rolled successfully in the "rooster tail" during a second run that afternoon.

Many of the boaters, including several beginners, ran the six-foot drop and all were successful. The range of facial expressions as people dropped over the edge was outstanding.

Attending were: Polly Heyward, Brownwyn Fowlkes, Wes Jones and friend, Don Norton, Jean Vignall, Eileen Lange, Stacey Lange, Dave Shwab and daughter, Craig Lyerla, John Krickel, Martha Krickel, Dick Butterworth, Ruth Skaggs, Nancy Barker and daughter, Dan and Helen Langston, Mary and Hartman Eager, Bill Spencer and wife, Annabelle and Bill Close, Bob Melton and friend, Ron Johnson and friend, Harold Hale, Maureen Maloney, Jan Parmeter, Carlton Shuford, Ken Strickland, and Bob Goeke, leader. There were approximately 7 kayaks, four C-1's, and nine or ten C-2's for about 21 boats in all.
---Bob Goeke

CHATTOOGA SECTION III---April 27

Nine decked boats and two canoes (one tandem) had a near ideal day to traverse Section III. The gauge read 1.9, which was plenty of water to clear most of the rocks and still take Second ledge down the escalator-like slope. The weather was in the low 70's and sunny.

Larry Rudesal and Barry Mullis ran C-1's; Roger Williams and Neal Reynolds were tandem; and James Cole, Jim Starratt from Durham, Philip Kenny, Alan Nealy, Jim Fletcher, Tom Green and Nippy Harris had kayaks.

By the way, there were two good-sized cotton mouths at just past Second ledge near the rock we ate lunch on.---Dick Winger

TOCCOA RIVER---May 11

We had a very large group of at least 25 boats. The river was the perfect level for tandem boats and the ledge at Margaret's rill gave everyone a great ride. There were only two upsets during the day. Were accompanied part of the way by Betsy Holland's duck, who had strayed from their cabin two weeks before. However, the duck couldn't keep up with our "speedy" group. Best of luck to the duck! A list of the people who made the trip follows---my apologies if anyone is left out.

In canoes: Murray Johnson; Betsy and Bernie Holland; Buzz and Irma, Bob and Elaine Winer; Jane, Phil, Jill and Laurie Winer; Jim Bridges and Andy Burtown; Jim, Laurie, Jay, Dot, Jeb, and Tammy Smith; Mars and John Miller; Mike and Joanne Thompson; John Hay; Harry and Laverne Green; Eileen Lange and Carl Betz; Bill Leonard and Virginia Biehle; Leve Boles; Hoppy and Mary Eager; Charlie and Tim Barber; Bill and Frances Muller; A. C. Marshall; Richard Nash and Billy Winder (guests); Radine, Ben and Dale Bergen. In kayaks: Stacy Lange, Gwen Bergen, Zack Bergen.

The TVCC had a large group on the river at about the same time, incidentally, so things got a little crowded at the start.---Dale Bergen.

UPPER CHATTAHOOCHEE---May 12

Nature really cooperated for us. It rained all night, but by put-in time, the sun came out and shined on us all day. About 12 open canoes, plus various C-1 and K-1's put in at Hwy. 255. The river was higher than most of us had ever seen---almost flood level. The group was so large that Cleve Tedford led the K-1 and C-1's, and I led the open canoes. Things were fine until Hwy. 115, except for swamping 2 canoes at Smith Island. We all stopped at Hwy. 115 for lunch and picked up a few more boats for the rest of the run. The gauge at Hwy 115 was completely covered, indicating very high water, and the two canoes swamped at Smith Island decided to take out there. The rest of the trip was fast, but it included a few swamped canoes. The trip leader even tried to eskimo roll an open canoe on one rapid. (Of course, a trip leader never wipes out.)---H. M. Klausman

UNSCHEDULED TRIPS

Anyone interested in an unscheduled trip for any weekend that the club trips don't suit your interest or ability should call Anna Belle or Bill Close for information as to who else may have the same idea. You can reach them on Wednesday and Thursday evenings at 373-3945.

SLIDES

If you would like to share any slides of river trips to put together a show for the club to take to boat shows, exhibits, etc., please contact Margaret Tucker.

S. E. U. S. WHITEWATER CHAMPIONSHIP---JUNE 15-16---NANTAHALA RIVER

Please come and race, come and help, or come and watch! Hope to see you!

ATTENTION ALL TRAINING SESSION PARTICIPANTS

All people who bought kneepads at American Adventures on Saturday, May 4, before going to the training session, please call Denny Maze, 255-7489. You were over-charged and will be credited for that amount.

WANT ADS

For Sale: One C-1. Contact Sam McCleskey at 451-6083.

For Sale: One PRIJON KAYAK AND SPRAY SKIRT in good condition. \$100. Call Chuck Earls after 6 p.m. at 458-3648.

For Sale: New KAYAK. Augsburg design by Pavel Bone. High volume (370 liters) for paddler weight of 165 pounds or more.---\$250.

New KAYAK. Funa design by Pavel Bone. Low volume (350 liters) for paddler weight or less.---\$250.

Spray skirts available for both of above models.---\$18. Both boats designed for competition slalom racing, but comfortable for general white-water paddling. Made from materials specifically blended to take a lot of abuse from our ledge-type rivers. Contact Jan or Marvin Albitz at 469-8848.

For Sale: Used KAYAK. Special slalom design by Prijon. Low volume (330 liters) for paddler weight of 145 pounds or less. This boat is constructed of high density, high impact materials to achieve maximum strength at a weight of only 21 pounds. Ideal for a lady to portage and handle. Perfect condition, \$175. Contact Jan Albitz at 469-8848.

INSURANCE INFORMATION

Several people have wondered what the theft coverage is in their homeowner policy for their canoes and kayaks. Theft of watercraft is covered from the insured premises up to an aggregate of \$500. That is, if your boat is stolen from your home, it (or they) are insured up to a maximum of \$500 total per loss (subject to a deductible).

However, if the boat is stolen from you after you have removed it from the premises (in other words, while you have it with you on a trip), there is no coverage at all. All of this could reasonably be applied to include paddles, flotation bags, and other furnishings and equipment.

It would be a good idea to see that your homeowner policy includes an extended theft endorsement. Without it, if someone steals camping gear and other personal items from your car, it would only be insured if the car is completely locked tight and the thief leaves "visible marks of forcible entry." This is inexpensive coverage, usually an additional \$2-3 per year.

If you should accidentally impale someone with your new kayak or knock out a few teeth with a too hefty swing of the paddle, your legal liability will be protected under the liability portion of your homeowner policy.

It is possible that your own policy may differ slightly from the above and you may want to check it or ask your agent about it.---Clyde Woolsey

MARTIN BEGUN

Martin Begun, well known 24-year old Forester and whitewater competitor, died in his apartment March 23. Martin was from Oak Ridge, Tennessee, and has lead many of us on whitewater trips in the Cumberland Mountains. He was a whitewater competitor dedicated to excellence in the sport.

JULIA ANN WILSON

Julie Wilson was a very warm, sincere person who loved people and the great outdoors. She was a capable kayaker and canoeist, an avid camper, hiker and skier. More than that, she was a delightful individual who was fun to be with. Those of us who knew her well were indeed fortunate.

At the time of her accident on the river on April 27, she was on an extended vacation in the West, paddling and hiking, and some of us were planning to join her in June for more of the same. She had planned a long trip in August with some others on a river in Alaska. But while on a 4-day kayaking trip with some other very capable people, she was lost in a bad rapid.

Her parents, Ross and Elizabeth, had instilled in her a love of nature since childhood---through their activities with the Appalachian Trail Club and the GCA. Our hearts and deepest sympathy are with them in their great loss and ours.---Clyde Woolsey

HERITAGE TRUST ACQUIRES UPPER CHATTAHOOCHEE ACCESS SITES?

Remember the mud? Those of you who attended the recent GCA training session are well aware of the problems of access on the Upper Chattahoochee River. In fact, if your car didn't have to be pulled out of the mud and back onto the road, you are probably in the minority. This problem was particularly acute at Ga. 255 where no less than 19 cars and trucks had to be towed back into the road. It has been obvious for years that public access development is desperately needed at Nacoochee Station, 255, 115, Duncan Bridge Road and other points along the Chattahoochee and other North Georgia rivers.

The Georgia Canoeing Association has long recognized this need and began working with the Georgia Department of Natural Resources over three years ago on this problem. We met with staff members of DNR and mapped and identified the most important access areas. Last year we were assured that money had been made available through the Heritage Trust program to begin actual site acquisition. In fact, we were informed by the state that negotiations were underway.

Everything seemed to be going fine until a month and a half ago when we learned that the Heritage Trust Commission at their regular meeting had recommended that these site acquisitions be deleted from the current acquisition program. In effect the money previously appropriated would be turned back into the general appropriations fund. As far as the state was concerned, the matter was dead for this year.

The Georgia Canoeing Association then asked for and received an opportunity to appear before the Heritage Trust Commission and express our concern over their decision and strongly urge that DNR reinstate the acquisition of these river access points as part of the current land acquisition program. Your president met with the Commission on April 17. It appeared to be in sympathy with our request. Commissioner of the DNR, Joe Tanner, directed his staff to proceed with a plan of acquisition that would hopefully include these public river access sites in the current acquisition program.

This acquisition money must be spent before the end of the fiscal year, June 30. As far as we know, at the present time no actual sites have been acquired. They may never be acquired if public support isn't forthcoming. We have found that the DNR is extremely receptive to the public. The only reason that we were allowed to appear before the Commission is because several GCA members wrote letters to Commissioner Tanner expressing their concern. We have a right to the rivers; the state should provide public access to a public resource.

We need dozens of letters to Commissioner Tanner immediately concerning this problem asking that these site acquisitions proceed immediately. Write: Joe Tanner, Commissioner, Department of Natural Resources, 270 Washington Street, S. W., Atlanta, Georgia 30334. Send a copy to Georgia Heritage Trust Commission, Trinity-Washington Building, Atlanta, Georgia 30334---Cleve Tedford.

NOTES ON THE TRAINING SESSION

- I. Thanks again to Horace Holden and American Adventures for providing a meeting place for Friday night.
 - A. No place is more appropriate for our meetings and we thank Horace again for his generosity and the leadership that he has given the GCA.
 - B. American Adventures also at their own expense reprinted and distributed copies of our training session applications.
- II. Thanks to the instructors who gave of their time and patience to make the course a success.
 - A. 130 canoeists and kayakers stretched our leadership capacity past the limit.
 - B. In the future we will have to limit the class to the number that we feel we can best serve.
 1. There should be no more than 5 boats/group and no fewer than 2 instructors per group.
 2. Instructor training and rating should be held.
- III. Thanks to Richard Baird, Richard Tallent and the others who helped get all the stuck cars out of the mud on Sunday.
 - A. See accompanying report on public access sites on the Chattahoochee.
 - B. Write Joe Tanner and the Heritage Trust Commission immediately and describe your experiences in the mud.
- IV. Thanks to the participants for your patience and your interest in safe whitewater boating that we endeavored to teach you.
 - A. Please send us your comments on the training session and any suggestions that we can incorporate into the next course to make it more effective.
 - B. Practice your newly learned skills and plan to assist as an instructor at some future training session.

GCA CHAPTERS

Your Executive Committee recently discussed the expansion of the Georgia Canoeing Association through the formation of local chapters throughout the state. One such chapter was recently established in Newnan. This would provide better communication and cooperation among members in these areas of Georgia. Local meetings could be held and better coordination of canoe trips in these specific areas could be maintained with the general membership. The GCA could provide the leadership to organize the chapters as well as assist in planning programs and other desired activities. The Club newsletter would provide space for local news. We already have enough members in Athens, Macon and Rome for local chapters in these areas. Anyone interested in forming such a chapter should contact Cleve Tedford. Phone 404-394-7983 or write 7545 Mt. Vernon Road, Dunwoody, Ga. 30338

ANOTHER NOTE OF THANKS

Several people asked us to thank Margaret Manchester for the dry clothes she provided during the training session. Margaret also owns Smith Island on the Upper Chattahoochee. We thank her for allowing us to use the Island as a stopping place and rescue point for retrieving casualties from the notorious Smith Island Rapid. Nancy and Marlon Barker also provided warm, dry clothes for cold, wet people at Hwy. 115.

STONE MOUNTAIN LAKE CLOSED ON THE WEEKENDS

Officials recently closed Stone Mountain Lake to private boaters on the weekends and sometimes prefer the nearby lake to the 2-10 hour drives to a river. We feel that this is poor management of a public park and are insisting that a better arrangement be worked out. If absolutely necessary, we favor a permit system similar to that presently used on automobiles. Please write the park superintendent and give him your opinion on this matter. Write: Thomas A. Elliott, Superintendent, Stone Mountain Park, P. O. Box 778, Stone Mountain, Ga. 30083.

PADDLING WITH WALT BLACKADAR

Dr. Walt Blackadar of Salmon, Idaho, is widely accepted as the leading authority on heavy water kayaking in the country today. His many articles that have appeared in Sports Illustrated, American Whitewater and other publications offer a wealth of useful information to the novice and expert alike.

David Truman and I ran Section IV of the Chattooga River with him recently and had an opportunity to observe some of the techniques that he describes so well in print. The river was running 2 feet from the gauge at U. S. 76, providing plenty of water for a fairly heavy water run. Walt's first chance to use the skills that he developed paddling thousands of miles of the most challenging rivers in the western hemisphere came at Woodall Shoals. After insuring that adequate support was available and ready on the bank, he plunged into the hole just left of center. At 2 feet the hydraulic has vicious holding power, and he was quickly grabbed and pulled broadside into the hole. Dropping instantly to a downstream brace, Dr. Blackadar looked surprisingly stable in the very throat of the hydraulic. Quickly he began to take short, fast strokes with his paddle on the downstream side of his kayak, maintaining the strong lean downstream. In less than a dozen strokes he paddled out the end of the hole on the Georgia side.

Paddling on down the river, we continued to play several more friendly holes in constant search of the elusive end-over-end. Walt was quickly out of his boat to examine from shore any rapid that couldn't be scouted from our boats or looked like it might be blocked by a log or other obstruction. The five falls section is always the most exciting and challenging part of the river and we had plenty of thrills and all of the action we could handle. Walt amazed David and me when he made a perfect run of corkscrew without once touching his paddle to the water. He later explained to us that once he is properly positioned to run the rapid, he leaves most of the remaining controlling of the boat to his hips, poising his paddle for instant action if needed.

At Crack in the Rock Dr. Blackadar stood on the bank and guided us through. We ran the chute on the right that is partially blocked by a log. I ran to the right of the log, plunged vertically into the hole burying past my cockpit, and was immediately sucked back in broadside. After a few frantic moments, I managed to back out the end of the hole toward the Georgia side. The next boat through was a kayak that back-ended and was finally pulled from the backwash with considerable difficulty. We eventually reached the lake and began the long paddle to the take-out. Walt agreed with us that even though the long stretch of flat water sometimes seems monotonous, access to the river must be limited in order to preserve its wild and scenic character. ---Cleve Tedford

THINGS and OTHER-THINGS

by

Marvin Albitz

From time to time, various GCA members have expressed the thought that very little information is readily available regarding boat construction, configuration, paddles, etc. Several people have suggested that this need could be filled by a technical corner in our newsletter. Hence, I will presume upon the good humor of the membership to start such a column. If nothing else, perhaps it can start some interesting and revealing discussions.

This first effort will begin a series of articles which will attempt to give some perspective and rationale to what otherwise appears to be an irrational and thoroughly confusing subject; namely, 'What constitutes a good fiberglass boat?'

One has only to paddle a few rivers and listen to some of the discussions to hear numerous terms; e.g., epoxy, nylon, diolen, polypropylene, dynel, etc. Each of these materials has its' proponents. The poor listener soon begins to think that a boat without some, or all, of these exotic sounding things can't be much good. And, if one picks up the boats belonging to these various orators, then it must be concluded that a good boat is also a heavy boat. Strength and weight become synonymous. It is as if there exists a number of cults; the epoxy cult, the polypropylene cult, etc. A modern version of Voodooism, as it were. For if you truly have faith and believe, then you will have a strong boat.* I, for one, have seen this faith in action. Witness a paddler raving about his new boat, only a few weeks old. As he paddles away, I note that a generous amount of duct tape has already been applied to this great boat. Well, gentle reader, I can only conclude that duct tape is the strongest ingredient and we have all ignored the obvious.

Seriously though, there are some clearings in this forest of ideas. To properly address this question, a brief statement from our high school chemistry would seem an appropriate starting place.

MIXTURES vs COMPOUNDS

Changes in matter are quite common occurrences; e.g., when food is cooked, sugar and coffee are dissolved in water, iron ore and carbon are heated to make steel. The first examples are mixtures, while the last is a compound. So, we recall that a mixture is defined as a physical blending of matter. The mixture retains the characteristics of its' original ingredients and these original items can be recovered by physical means. Whereas, a compound is a chemical bonding of several ingredients: retaining none of the characteristics of the original items and these original ingredients can only be recovered by chemical means.

While this brief statement of mixtures and compounds appears almost trivial, this series will clearly show that this concept is vital to the proper selection of materials when building a boat. Like the above examples, boats can be a mixture or they can be a compound. By choosing materials correctly, a positive synergism can be realized.

* Of course, if generous amounts of pigments are used throughout the construction of a boat, most structural damage will remain concealed. "I can't see any damage; Q.E.D., this is a good boat."

