GEORGIA CANOEING ASSOCIATION, INC.

P. O. Box 7023, Atlanta, Georgia 30309

April, 1979 NEWSLETTER Vol. XIV, No.4

Deadline for material for the May newsletter is April 15. Submit material to Gary DeBacher, 1191 Conway Rd., Decatur, GA 30030. When typing material, please use the **smallest** margins possible.

GCA EXECUTIVE BOARD meets at 7:30 PM Wednesday, April 4, at Fernbank Science Center. All interested members are invited to attend.

APRIL TRIP SCHEDULE

April	1	Chattooga sect. 3, III-V	David Garrity	634-1847
		Etowah class I-II	Polly Heyward	237-4503
	7	Fightingtown class II++	trip leader needed	
		Little River Canyon III-V	trip leader needed - 288-1773	
	8	Talking Rock class II, long	trip leader needed	
		Cartecay II-III	Stan Landers	876-6160
	12-15	TSRA Obed Weekend	Contact Jack Weems	938-5263
	14	Nacoochee class I-II	Jimmy Gunter	424-0850
	15	Upper Chattahoochee II-III	" "	"
	15	Chatt., Duncan Br. to L. Lanier I-II	" "	"
	21	Locust Fork II-III	Gwen Bergen	894-6134
	21	Chattooga 3, III-V	David Garrity	634-1847
	21	Easy slalom races at Helen, GA		
	22	Coosawattee or alt. class II+	trip leader needed	
	22	Tellico III-V	trip leader needed	
	28	Hiwassee I-II+	George Neill	294-9736
	28	Obed III-V	trip leader needed	
	28-29	Dixie Division open canoe (only) slalom and whitewater championships		
	29	Metro Chattahoochee- Powers Ferry to hwy 41 Anna Belle Close		373-3945
	29	Alcovy	trip leader needed	
	29	Chauga III-IV	Gwen Bergen	894-6134

If you want to lead one of the trips listed, or wish to lead a trip on some other river, please call Jimmy Gunter (424-0850) as soon as possible.

Gary DeBacher might be persuaded to attempt a camping trip on the last weekend of April or the first weekend in May if there is enough interest. Possible rivers would be Hudson-Broad, Flint sections I & II, or Talking Rock. Call 288-1773.

BEGINNER'S SLALOM RACING CLINIC. On April 7 there may be a racing clinic for decked C-1 and K-1 paddlers at Helen, Georgia. This one day course would be geared toward persons with some paddling experience who have done little or no racing. As of the date of this writing, registration has been light, so if you are interested, contact Mark Warren immediately. See last month's newsletter for details.

PRESIDENT'S NOTES: As we head into the heavy paddling season, two things are essential: varied and interesting river trips, and a large number of competent trip leaders. The expanded trip schedule this season makes it doubly necessary that we have many good trip leaders.

Training trip leaders has been, and probably always will be, a difficult task. People who are capable of leading trips are sometimes reluctant to volunteer because of uncertainty. Others may wish to lead trips, but are not trained or qualified.

In order that everyone may have an opportunity to lead a trip on his or her favorite river this year, a trip leader training/orientation class will be held at the regularly scheduled Executive Committe meeting, at Fernbank, Wednesday evening, May 2, from 7:30 to 9:30. Please plan to attend and help make this a great year for GCA paddling. It looks like we may have good water for a change.

If you have any questions, or you would just like to sound off, please feel free to call me.

---Jack Weems

BEGINNER'S TRAINING SESSION will probably be held May 18-19-20. More details next month.

CONSERVATION CHAIRMAN'S REPORT. For 1979 the GCA board of directors voted to establish three rivers as conservation priorities. Club work on these rivers will be handled through sub-committees for each stream, and coordinated through the conservation chairman. During the year, other conservation and river use issues will doubtless arise. Club members are urged to bring any of these issues to the attention of the board either by telephone or at the monthly meeting.

Ocoee River. The TVA is considering alternatives to repairing or replacing the Ocoee flume. TVA's original study was based on an assumption of partial flume replacement. However, further study showed that the entire flume would need to be replaced at an additional cost of approximately $10 million. The higher cost means that there is a better possibility that the flume will not be replaced. GCA and other river users would prefer that the flume be permanently closed and this section of river left free-flowing. Our position in this matter has been transmitted to TVA and will be included in their planning alternatives.

TVA has a second study underway concerning river management. This study will address river use factors such as safety regulations, vehicular traffic control, and maintenance. The possible limitation of commercial and public boating to avoid crowding may also be addressed.

Anyone interested in working with the Ocoee sub-committee should contact Dan Perka, (404) 373-0038.

Amicalola Creek. The Amicalola is one of the few rivers in Georgia largely in single ownership. This class II-IV stream has been included in the Georgia Heritage Trust program for public acquisition for a number of years. However, limited state funds make acquisition unlikely. There is a possibility of obtaining federal funds for public acquisition. The U.S. Fish and Wildlife Service is presently conducting a wildlife mitigation study for the Richard Russell (Trotters Shoals) dam and lake on the Savannah River. There is at least a possibility that money appropriated to mitigate wildlife habitat lost on the Savannah River will be used to purchase land along Amicalola. This study will be completed in April 1979.

The Heritage Conservation and Recreation Service (formerly B.O.R.) has published a short analysis of the Amicalola, and methods of protection. Copies of this study can be obtained from: Heritage Conservation and Recreation Service, 148 International Blvd., Atlanta, GA 30303; (404) 221-4405.

GCA is cooperating with the Georgia Department of Natural Resources and the Georgia Conservancy to help achieve public ownership of this pristine whitewater stream within fifty miles of Atlanta. Anyone interested in working on the Amicalola sub-committee should contact Bruce MacGregor (404) 378-6040 or Allen Lewis.

Chattahoochee River National Recreation Area. The National Park Service is preparing a comprehensive plan for the 48 mile section between Buford Dam and the Atlanta Water Works. The plan will take about 2 1/2 years to complete, and will be used as the basis for Congressional appropriations for construction, operation and maintenance. Land acquisition is already underway using money appropriated after the Chattahoochee NRA bill was passed.

GCA is very interested in working with the Park Service to develop the ultimate recreational potential for the Chattahoochee. In the course of the planning process several issues have arisen:

—Construction of an artificial slalom racing course (similar to the one built in Augsburg for the 1970 Olympics).
—Construction of a re-regulation dam just below Buford Dam.
—Location and design of access sites and auxiliary facilities.
—Location and design of overnight camping areas.

The Chattahoochee N.R.A. presents GCA with a rare opportunity to help plan for river recreation within a federal agency, rather than the more common opportunity to oppose federal plans. Construction of a slalom course will give Southeastern paddlers a competitive edge in training for national and international competitions. The Atalanta Whitewater Club is also very interested in developing a slalom course and is working with GCA on this issue.

The Park Service will hold a series of public meetings in April to begin to gather public input for the planning process. Interested members should be sure to attend one or more of those meetings.

Anyone interested in working on the slalom course issue should contact Greg Hughes (404) 377-6585. Those interested in other aspects of the Chattahoochee NRA should contact Bruce MacGregor at (404) 378-6040.

Bruce MacGregor, Conservation Chairman

BAD NEWS. Some land around the put-in for Talking Rock Creek has bee sold at auction and will be used for cabins. This wilderness stream should have been preserved in its pristine condition for all to enjoy, but the State of Georgia and all of us lazy paddlers have done nothing meaningful about getting legislative protection for such rivers. more about this in coming issues. ---Gary DeBacher

CHATTAHOOCHEE RIVER PARK PLANNING MEETINGS

The Park Service will conduct public meetings to receive input for the planning of the proposed Chattahoochee Park. These meetings will be held in April of this year, and should be attended by as many interested people as possible. The places and dates of these meetings are listed below.

The GCA in conjunction with other interested groups will attend all of these meetings and express our views on such issues as camping sites, access points, water quality, and especially the proposed construction of a slalom course on the river. You are urged to attend as many of the meetings as possible. If you have ideas or input that you feel should be presented at the meetings, contact either me or Bruce McGregor.

These meetings are essential to the planning and design of the park, and we plan to have our views included in the plans. This an opportunity of a lifetime! Please participate.

Jack Weems, President

Public Workshops, the Schedule . . .

We are making an effort to secure maximum citizen involvement by holding several workshops in key geographical areas. Pick the session that suits you best, but bear in mind that each workshop will have the same format; you need only attend one session to provide your input.

Thursday, April 5, 7:30 p.m.	--North Gwinnett High School Level Creek Road Suwanee, Georgia
Friday, April 6, 7:30 p.m.	--Roswell High School 1331 Alpharetta Street Roswell, Georgia
Tuesday, April 10, 7:30 p.m.	--North Springs High School 7447 Roswell Road, NE Sandy Springs, Georgia
Wednesday, April 11, 7:30 p.m.	--East Cobb Middle School 380 Holt Road Marietta, Georgia
Tuesday, April 17, 7:30 p.m.	--Brown High School Beecher and Peeples Streets Atlanta, Georgia

THE CHATTAHOOCHEE RIVER PLANNING TEAM

TRIP REPORT-CHAUGA GORGE March 10, 1979

A long day on the river. What started out as a small group (which it should be for this river), the size of the group grew, and grew, and - - - - 18 boats.The Chauga is a neat river but with 18 boats it looks like I85 at 5:00. But we survived with a good trip with no casualties, if you dont count broken gunwales, split seams, and damaged egos.

We met at 9:00 after checking the gage, which was at 4", and proceeded to set up the shuttle (an interesting story in itself). After a wrong turn, one forgotten spray skirt, and some profanity, we started down river at about 10:30 or 12:00. The second waterfall, which is normally a great run, has a tree in the bottom. Nobody ran.The slide/falls which marks the beginning of the gorge also has a tree, but it is far enough away from the main chute to allow running. Some ran; some carried. Even with this large group, we were able to get through the tight areas with a minimum of traffic jams.We sure were happy to see Vickie Sanders at the Forest Service road above the waterfall, thus avoiding the brutal portage and 2.5 miles of flat water.

The following awards are in order for this trip:

Dick Wooten boat design award---	Tom Hamby
Pathfinding---	Gary DeBacher
Takeout finding---	Vickie Sanders
Memory (Life Jacket Division)---	Jack Weems
Cocky---	Ken McAmis
Longest river roll in history--	Dave Garrity
Funny helmet---	Roger Nott
Patience---	Ken Strickland
New face---	Doug Woodward

Participants: Richard Schmidt, Doug Woodward, Ken & Fran Strickland, Kim Hunter, and Don Norton in K1; Ken McAmis, Bronwyn Fowlkes, Carlton Shuford, Gary DeBacher, Hal Herndon, Dave Garrity, Tom Dallinger, and Jack Weems in C1; Roger Nott, Tom Hamby, Jay Sanders, and Dick Willis in C1 open.

Jack Weems

WILDWATER, LTD.
LONG CREEK, S.C. 29658
PHONE: (803) 647-5336
WINTER: 400 WEST ROAD
PORTSMOUTH, VIRGINIA 23707
PHONE (804) 397-6658

OUTDOOR ADVENTURES
RAFT TRIPS
CHATTOOGA RIVER, S.C.
NOLICHUCKY RIVER, TN.
OCOEE RIVER, TN.

Now recruiting guides and staff

SPECIAL RATES FOR GCA MEMBERS..
ON ANY CANOE OR KAYAK CLINIC - WRITE FOR DETAILS

Wildwater, Ltd. has been recruiting guides and staff for their operations on the Chattooga, Nolichucky and Ocoee rivers. Salaries: $60 to $120 per week plus room and board. Must be at least 18 yrs old, hold valid drivers license, and enjoy working with people. Guides must also have Red Cross First Aid, be strong swimmers, and have whitewater experience. If interested, contact the Portsmouth, Va. office as soon as possible.

WANTED: Jr. kayak or mini-C-1 (?)...OK if used and ugly but must float. Cash or will trade 80 cc Hodaka trail bike. Hal Herndon (o) 688-7655; (h) 973-6080.

For Sale- KAYAK- Hollowform- red. Very reliable, tough. $175 without accessories; with accessories- negotiable. Call Mark McComb 973-7545 (h) after 7 PM; (o) 522-6060 ext 2831/W.

For Sale- 2 man Eureka tent with fly $35. Kober Regatta wildwater paddle 222 cm, right hand control, $20. Contact Ken or Frannie Strickland, 404-374-6506 (Morganton, GA).

Anyone with a WESTERN RIVER PERMIT who needs a SUPPORT RAFT: I have a Campways Miwak with frame and oars and am looking to run a western river sometime this summer. If interested contact Greg Grant, 355-1532.

For Sale: Jr. size kayak for up to 120 lbs. Light weight, excellent condition. $150.
Pavelbone kayak with float bags, excellent condition; $250. No patches on either boat.
2 Norse kayak paddles, 78" and 81". $34 each.
2 neoprene skirts for above boats, $15 each. Joffa helmet, $15.
Assorted wet suit gear- call & see if I have what you need.
Call Clyde Woolsey 432-1823 (h), 434-6500 (0).

Want to buy used canoe. Send specifics to C.R. Wright, Box 484, Jasper, GA 30143 or call (404) 692-6429.

Wanted- a used C-1 or kayak. Contact Charles O. Duncan Jr., 3611 Ranch Road, Apt. 15-3, Columbia, SC 29206, or call (803) 776-0258 (h).

Kayak- Hollowform, almost new, float bags, walls. $300. Call David Stubbs, 952-4926.

WANTAD WRITERS PLEASE PRINT OR WRITE CLEARLY! IF I CAN'T READ IT, I CAN'T PRINT IT! Ed.

ENROLL NOW FOR A
MOST EXCITING SUMMER!

HIGH COUNTRY

SCHOOL of WHITE WATER TECHNIQUE

BLUE HOLE canoes

Mad River Canoe

High Country Canoe Rentals

School of white water technique beginning April 15

phoenix kayaks

Call or write for free brochure.

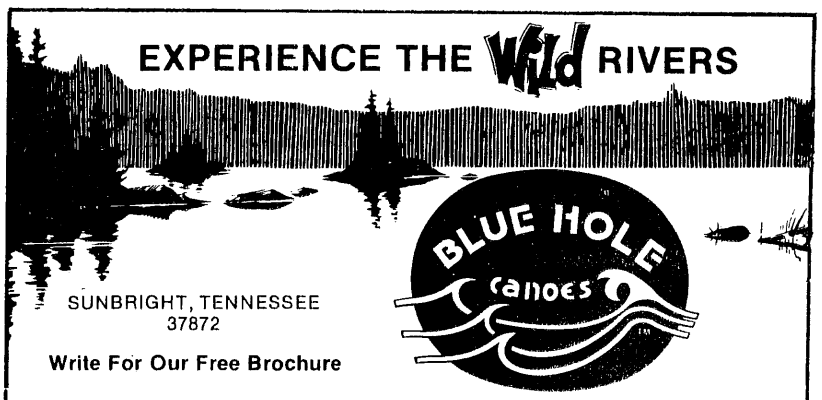
High Country Inc.

Hours
Mon. thru Fri. 10-8;
Sat. 10-6

6300 POWERS FERRY RD
at I-285 NW
Atlanta, Ga. 30339
404/955-1866

ANSLEY MALL
1544 Piedmont Ave.
Atlanta, Ga.
404-874-4323

BRIARCLIFF VILLAGE
2138 Henderson Mill Rd.
Across from N. Lake Mall
Atlanta, Ga. 30345
404/491-8217



SUNBRIGHT, TENNESSEE
37872

Write For Our Free Brochure

NEW- Mike Galt designed
easy paddling cruiser

SPECIFICATIONS

Length, 17'6"
- Long enough to paddle easily; short enough for nimbleness. Big enough to carry all your gear.

Hull material: Royalex
- You know how tough it is!

Beam, Gunwale: 36 in.
Beam, 4-in. W/L: 32 in.
- Lean and slim in the water, with a lot of flare in the freeboard for stability when the going gets tough. Plenty of reserve cargo capacity.
A dry, seaworthy canoe!

Bow height: 20 in.
Midships depth: 13 in.
- Deep enough for safety; low enough to paddle easily, even in a moderate wind.

Hull Configuration
- Asymmetrical hull for easy paddling, even in shallow water.
- Extra-rigid V/arch bottom for improved tracking.
- Zero rocker for improved tracking.
- Inclined bow stem to facilitate turns.

Conasauga- Saturday, March 3. The weather forecast was not good, so we all wondered a little about our sanity when we gathered near the Tennessee border. Finding the usual take-out somewhat posted and deciding we'd have to run all the way to hwy 411 was a downer, as was the rain as we unloaded boats. But as soon as we started down river, the rain stopped, the sun tried to come out now and then, and, believe it or not, we were to have strong tailwinds for most of the rest of the trip. The very easy III early in the run did noone any serious harm; the III another mile down with the complex approach and big hole flipped one boater and perched a kayak. A couple of paddlers chose to walk around rather than risk a swim. The water level was just comfortable (this was the day before the floods), and the rest of the run was incident- free. The extra miles to 411 were BORING, but the rain held off until we reached the bridge.

Paddling solo open were George Neill, Jimmy Gunter, Jackie Hudson, Trish Severs (sp?), Stan Landers (who now has a float block) and John Shoemaker (who needs his float block as much as does Stan). Karen Zeller and Bob Kivet paddled tandem, Gwen Bergen paddled windmill, and Allen Lewis and I were in C1's. George and Jimmy did the preliminary organizing. Once on the water, everyone worked so well together that I had no use for my authoritarian instincts.

A few final notes. There is just one place in the shuttle road which does get greasy and rutted when it rains, but cars can handle it if they stay wide and keep moving. Remember when driving one lane Forest Service roads to honk your horn when rounding blind corners: I didn't, and almost got clobbered by a van coming the other way very much out of his lane. Finally the posted takeout. We really need advice from our eastern Tennessee friends on this one. It looked to me like we might have parked and accessed the river through the weed fields several hundred yards upstream from the now absolutely posted jeep road, but not being sure who owned the upstream land, we reluctantly decided not to risk worsening the situation and paddled to 411. Paddling through those open farm fields would have been a major problem if we had had headwinds instead of tailwinds. Anyone who can resolve this situation, please get in touch.

— Gary DeBacher

* *

THE SNAIL DARTER STRIKES AGAIN! The legislative committee reviewing the status of the snail darter as an endangered species has recommended that the Tellico Dam not be filled. The chairman commented that if proper methods of forecasting benefit versus cost ratio are used, IT WILL COST THE PUBLIC MORE TO FILL THE RESERVOIR THAN TO LEAVE IT EMPTY! Of course Senator Baker, who established this review committee as a way to get around the snail darter, is irate and seems intent on scuttling the endangered species act altogether. There seems a real possibility that the Tellico dam will stand empty as a Tower of Babel to mock the falsity of so many lying benefit to cost ratio calculations done by TVA, the CORPS, and BUREC. But that can happen only if we insist that Congress not pour more money into this boondoggle.

UPPER NANTAHALA- March 4. After an all night downpour and resulting high and flood stage streams, it wasn't a question of finding something high enough to run but rather one of finding something tame enough to run. Sunday morning found the remnants of a cancelled Tellico trip gathered at the put-in for the Nantahala. Only today this was to be the take-out- the upper Nanty was running! Most summertime boaters are familiar with the gurgling brook opposite the channeled release from the Nantahala powerhouse. This is the old riverbed and there are those rare times when heavy rain creates enough runoff (or Lake Aquone spills) to bring this ghost of a river alive again.

The put-in for the upper Nanty is located four bridges upstream from the powerhouse. The Cascades, a series of large drops and constricted passages located even farther upstream, were a sight to behold on this day— dramatic, powerful, and quite terminal at this level!

It is very easy to underestimate the power and difficulty of the upper Nanty. I believe that it's a result of looking down into the river as you drive along above (cannot fully realise the gradient from this level of view), and perhaps one still has in mind the simple run several miles downstream. At any rate it should take no more than fifty yards on the water to convince anyone that this section is in no way related in difficulty to the docile run below.

The put-in consists of one eddy, so you enter one boat at a time, peel off downstream, and hope you find another eddy in order to wait for the others in the group. The water is difficult to read since it's usually turbid and always pushy. This would be excellent water for Jack Weems to try out his new "Tupperware™" C-1, Ken McAmis and Jan Fortune to enjoy the maneuverability of their low volume C1's, and Frannie Strickland to test the durability of her glass Slipper™. Although the entire run is difficult, three sections require a bit more skill than the rest. These are in the first half mile, one rather healthy drop at one of the bridges, and a left turn not too far below the bridge rapid. A good way to describe the upper Nanty is that the eddies are named instead of the rapids!

Nantahala (Later that same day.) After a short break, we resumed paddling down the lower Nanty which was now quite brown and with larger waves than usual. Bronwyn Fowlkes joined Jack in a C2 for what turned out to be a roller coaster and wave stumpin' ride for the rest of the trip. At this level the Falls rate a legitimate class IV— I could tell this by the expressions on the faces of Jack and Ken as they topped the big wave in the C2 and peered down into the hole where the ten foot alligator was chained!

Ocoee (Even later that same day.) Reports that the Ocoee was running at 16000cfs deserved a look, so we drove over to witness what is best described as "the North Atlantic during a storm!" Monstrous waves and holes were everywheere and the upper (normally dry) section was simply a brown maelstrom! Later in the week Mark Hunt, who runs the Sunburst Wilderness Adventures on the Ocoee, told me of an incredible paddling experience that he and two companions had- You guessed it! The Ocoee at 16000cfs! — Ken Strickland

[Editor's note: I understand this group mapped all the holes from the road, memorized the locations, and then negotiated the section from Double Trouble to the lake without significant incident. Such an approach is possible only for expert paddlers who also know the river so well that they see precisely where they are at any time.]

David Stubbs at (in?) "May Pop" on the Ocoee River. Picture by Hugh P. Stubbs. Now that David is so good at surfing these holes without his boat, he has put it up for sale--- see want ads this month.

MOUNTAIN WATERSHED AREAS

Chattooga	Burrell's Ford section "I"	41
	West Fork	48
	Warwoman Creek (opposite Earl's Ford)	39
	Section II rt. 28 (including W. Fork)	120
	Section III (Earl's Ford)	170
	Section IV at 76 bridge	205
	Stekoa Creek	36
	IV after Stekoa and Reedy Creeks enter	267
Chauga	Upper section, Whetstone Rd.	22
	Gorge section, Stumphouse Rd.	36
	Lower section, Cobb's Bridge	65
Chattahoochee	"Upper upper" section far above Helen	15
	Nacoochee at Sautee Cr. entrance	107
	at hwy 255	125
	at hwy 115	152
	at Duncan Bridge	329
Soque	bridge below "Mark of the Potter"	34
	at Habersham Mills	145
Chestatee	at Tate's Bridge	41
	Tesnatee Creek	56
	Middle Chestatee at Coppermine	136
Toccoa	Deep Hole	77
Etowah	Upper section (Roger Nott's run)	20
	at hwy 19	74
	at Auraria Rd., start of mine tunnel section	87
Shoal Creek (hwy 53 west of Dawsonville)		25
Amicalola, upper section, forest put-in		45
Cochrane's Creek at Juno		25
Amicalola at 53 bridge		90
Shoal Creek (Allatoona tributary), 156 at Waleska		23
" " , lower section, hwy 156 to Allatoona		55
Cartecay		91
Ellijay (incl. Cherrylog Creek)		44
Mountaintown at hwy 76 (upper section)		32
at hwy 282		60
Coosawattee		243
Talking Rock at 136		80
Fightingtown Creek		60
Conasauga, upper section at Chicken Coop Gap		20
Jacks River at Falls		35
Conasauga at junction with Jacks		85

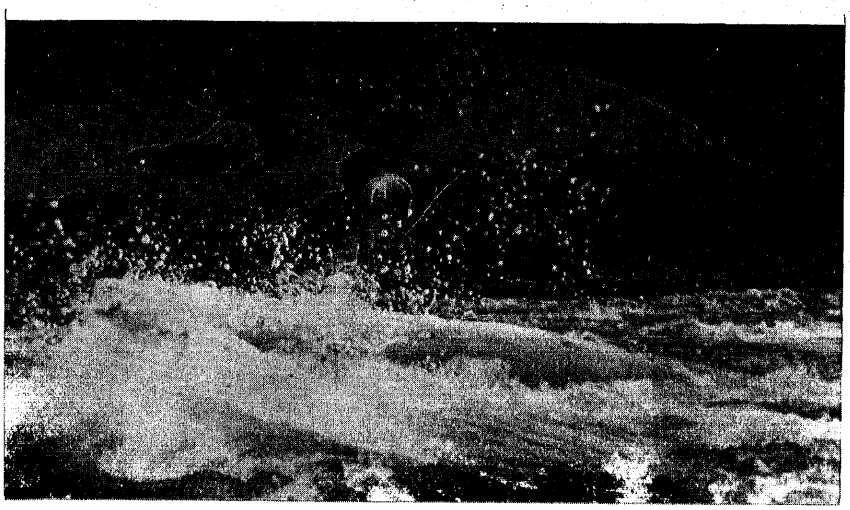
Cumberland Plateau Rivers

West Fork Little River at DeSoto Park Motel	42
East Fork at Cloudland Dam	37
Little River Canyon at skylift (approximate)	130
Town Creek Gorge (approximate)	160

Watershed areas are in square miles. To derive them, I used 1:250,000 topo maps, outlining each watershed down to an existing or possible put-in. The areas were transferred to 5x5 per ¼ inch tracing paper, and each ¼x¼ inch unit which lay entirely or more than halfway within the watershed was counted. Obviously both systematic and random errors are possible, but I believe my figures are close enough to be useful.

What use are watershed areas? Other things being equal, the stream with the smaller area requires more rain to be runnable. Mountain rivers receive more rainfall but run off rather quickly. Steepness of terrain, vegetation and soil all influence how quickly a stream passes on the rain which hits its watershed; for example, the Conasauga's headwaters are in steep terrain, while Talking Rock's include much level ground, so the latter runs off more slowly and may be run more weeks of the year. Remember also that steeper gradients and bigger drops require more water to cover them adequately. The character of the rapids also has an important effect, so that the wide, shallow shoals of the Coosawattee are much harder to run in low water than one would expect for a river with such a large watershed area.

Not every little stream on the above list has been proven runnable; check with me or with Roger Nott. Also consider saving this list, since it may not reappear in the Guidebook. —Editor



At left: David Stubbs running Spewing Rock on the Ocoee. Photo provided by Hugh Stubbs.

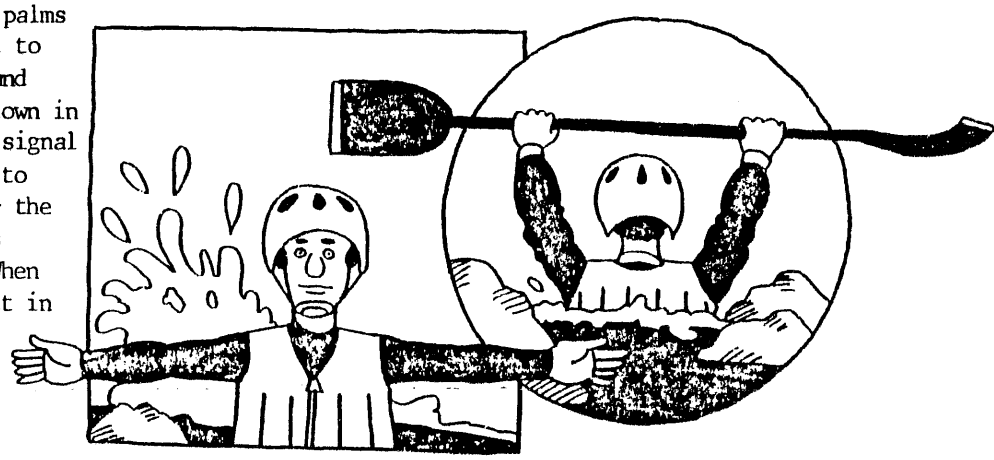
Gene Wilkes drew the river signal pictures for this issue. Thanks, Gene.

The paste-up race announcements are reproduced from the NOC newsletter. If you wish to get their very interesting publication, write to the Nantahala Outdoor Center and ask to be put on the mailing list.

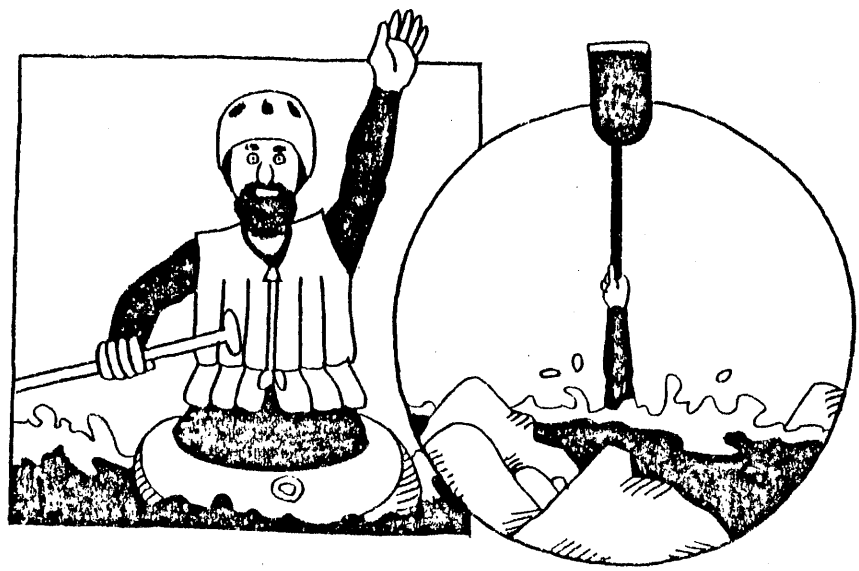
RIVER SAFETY SIGNALS. The AWA River Signals Committee has published a new system of five basic river signals to help boaters communicate at a distance or in noisy conditions. GCA and all other AWA- affiliated clubs will be adopting these signals, so members should start learning them now and should try not to use other signals which might cause dangerous confusion. Note that one new piece of equipment is necessary to fully implement this new system: a policeman's whistle attached to the life jacket by a short lanyard. **THE WHISTLE SIGNAL MUST BE USED ONLY WHEN ABSOLUTELY NECESSARY** so that unlike Peter's cry of "wolf," it retains its alerting effect.

1. **HELP, EMERGENCY.** The primary "help" signal is **THREE LOUD BLASTS FROM THE WHISTLE**, and it should be repeated at intervals until people's attention is directed and help is on the way. Note that this is a universal distress signal which might also call help from non-boaters nearby. The secondary "help" signal, used with the whistle or by itself, is to **HOLD PADDLE, ARM, OR BRIGHTLY COLORED OBJECT HIGH ABOVE HEAD AND WAVE IT FRANTICALLY BACK AND FORTH.**

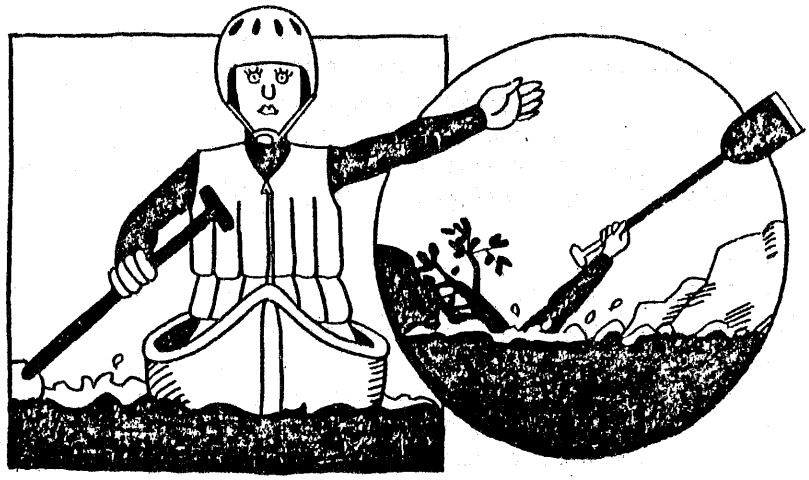
2. **STOP. DO NOT PROCEED DOWNRIVER** until you get an "All Clear" signal (see below), or until you scout. The STOP signal is a horizontal bar across the river made with paddle held high above the head, or with horizontal outstretched arms, palms forward, fingers spread. Motion can be added to attract attention by pumping the paddle up and down above your head or moving arms up and down in a flying motion. Any boater seeing the STOP signal should repeat the signal to acknowledge and to pass it back to others upriver. Be alert!— the boater ahead of you may have to deliver this signal in a hurry, without turning around! When you see this signal, look for an eddy and get in it!



3. **ALL CLEAR** and (in absence of additional signal) **RUN DOWN CENTER**,. The "all clear" signal is a vertical bar, made with the paddle or one arm held high above your head. The blade should be held with the face of the blade showing for maximum visibility. If additional signal is not given as to route, this also means "Run down center." Under eastern conditions, it might mean "come on down the usual route" as when given by someone who has just run the right crack in Crack-In-the-Rock.



4. **RUN RIGHT, RUN LEFT.** To indicate the preferred side to run, signal by lowering the previously given "All Clear" signal to about 45 degrees, inclined toward side of river where preferred route is located.



5. **ATTENTION!** IF YOU DO NOT SEE SWIMMERS, LOOSE EQUIPMENT, OR ANYTHING ELSE OBVIOUS, COMMUNICATE WITH THE PERSON WHO SIGNALED TO **FIND OUT WHAT IS WRONG.** This signal is given with a series of short chirps on the whistle. If the trip is too strung out or someone flips at the rear of the party, the signal should be passed forward by each boater so that the front of the party gets the message. In this latter instance, the person passing the signal forward may have to give a STOP signal when those ahead of him turn around to see what has happened.

* *

The following unhappy account is also excerpted from a TSRA newsletter. It points up an important rule:

DON'T LEAVE ANYTHING IN YOUR CAR!

If local thieves find that cars at put-ins and take-outs typically have stuff in them, visible or not, they will keep on breaking in. The best defense is a car that looks empty and is empty.

A Theft Report: December 30, 1978

A group of TSRA paddlers were victimized while on the Obed National Wild and Scenic River. One of their vehicles, parked at Nemo Bridge, was entered and the contents stolen. Personal property of seven individuals was stolen. The total loss may be as much as $1500.00. Among the articles stolen: Wallets, purses, cash, credit cards, house keys, books, parkas, boots, eye glasses, car keys, shoes, and clean, warm, dry clothes. A theft report was filed with Morgan County officials, and the group drove home to Nashville in wet suits.

NATIONAL OPEN CANOE CHAMPIONSHIPS

The National Open Canoe Whitewater Championships will be held on July 28-29 on the Salmon River in upstate New York. The Salmon flows into Lake Ontario and the river is said to be similar to the Nantahala in difficulty.

There will be slalom races on Saturday followed by the wildwater on Sunday. In addition to the "open" category there will also be junior (16 and under) and masters (40 and over) catagories.

The country is beautiful, the water is fun and everyone is invited to come and paddle or to cheer on their favorites. For more information and application forms write to: Nippenose Equipment Company, 3006 Erie Blvd. East, Syracuse, New York 13224.

FRENCH BROAD RIVER RACES

Quality Forward of Asheville and Buncombe County, North Carolina is sponsoring a downriver and slalom race on the French Broad near Asheville on Saturday, May 26th. The downriver race will be Saturday morning. There will be a three mile course for the junior class (16 and under) and a twelve mile course for the adult classes. In the afternoon there will be a 15 gate flatwater slalom for the novice and intermediate paddler. Both open and decked boaters are invited.

If you have wanted to try racing this is a fine opportunity. For information and entry forms write to: Chuck Hines, Asheville YMCA, 30 Woodfin Street, Asheville, NC 28801.

MAP OF THE MIDDLE CHESTATEE. In this issue, hopefully on the other side of this page, is my first effort at a map. (I will try to be less messy next time.) The middle Chestatee is only 1.5 hours from Atlanta, and is short enough to run on a Sunday afternoon. It is at its best in late spring and early summer when wildflowers and flowering shrubs are at their peak. Many sandy beaches invite one to stop for a swim. The map should enable properly trained intermediate paddlers to run impromptu trips on this section without needing someone along who knows the run already. Novices and couples with children in the boat should wait for a club trip where experienced paddlers can provide the necessary safety coverage.

Coppermine rapid and Blasted Rocks rapid (the remains of a rock dam) are described on the map. The complex shoal in mid-run is a real Chinese puzzle in low water. The proper exit route is hidden from above, but is just to the left of a prominent rock in center- stream toward the bottom of the rapid. Making a good approach to above the rock is a real challenge of water- reading and tight maneuvering skills. This is not a dangerous rapid physically, but it sure causes some good shouting matches in tandem crews.

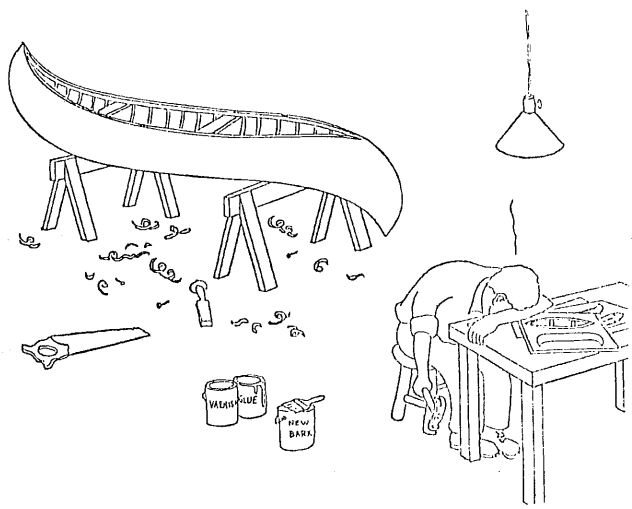
THIS MAP MAY NOT BE REPUBLISHED IN WHOLE OR IN PART WITHOUT PERMISSION OF THE GEORGIA CANOEING ASSOCIATION. Neither the GCA nor the author have any responsibility for mishaps or damage suffered by users of this map.

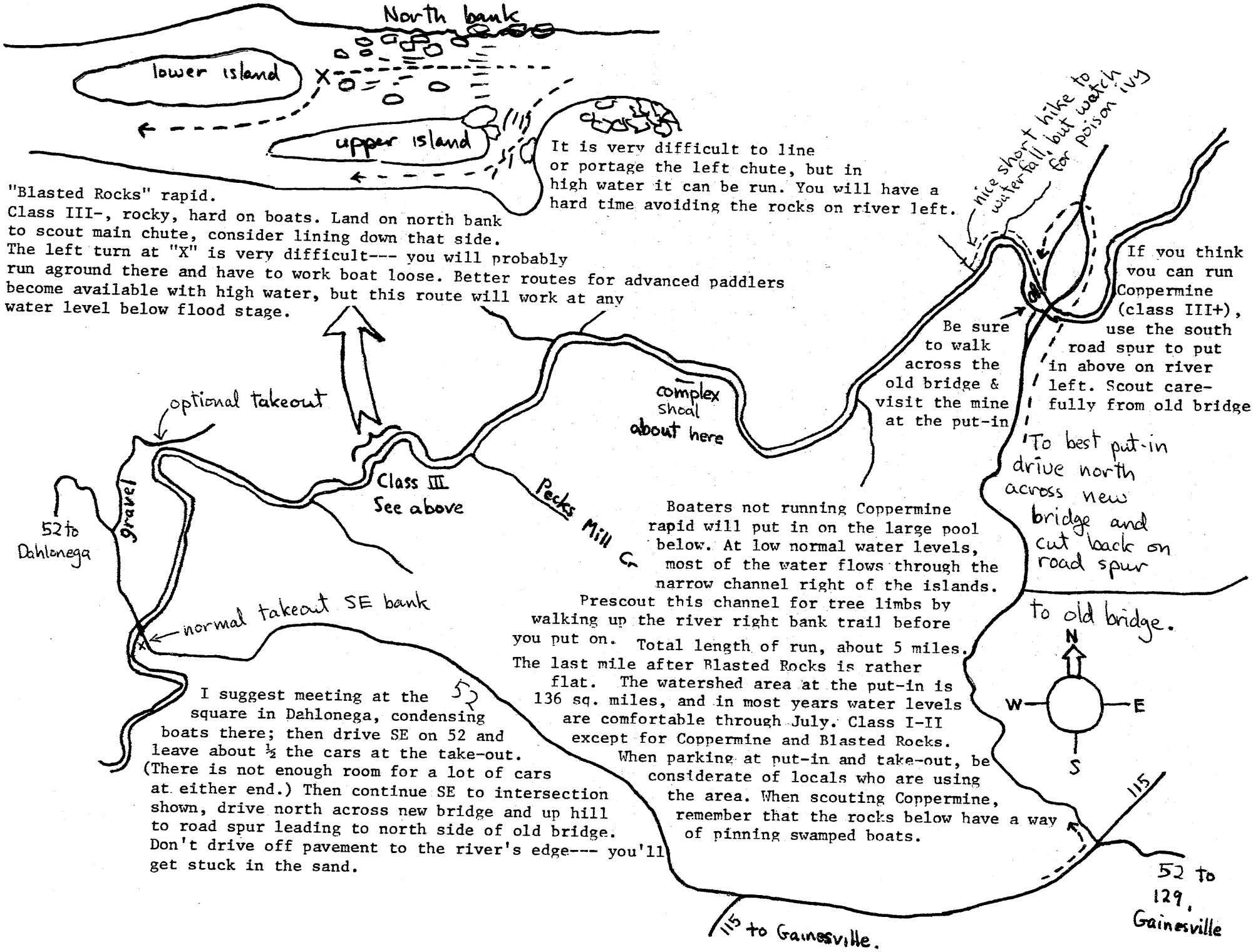
The GCA Guidebook gives a few details on Tesnatee Creek, an optional run upstream from the Middle Chestatee. Family floaters might want to try the lower Chestatee. The sections from the route 52 bridge to hwy 60 and paralleling hwy 60 on down toward Lake Lanier have only small rapids and are fairly scenic. If you are in the area but not paddling, stop by Coppermine rapid, see the mine, and perhaps take the short trail along the north bank to the little waterfall. (You will have to find your way across a larger stream on the way, and watch for poison ivy.) You might then drive over to Grindle Shoals (sometimes called Chestatee Falls) which is on the Chestatee just above the Tesnatee Creek junction. Continue north on the paved road which crosses Coppermine, and turn right when it dead-ends on another road. Keep driving when the road goes to gravel and cross the Chestatee on Grindle Bridge. Turn right up the hill, and then immediately right again onto a dirt drive. This road is posted, but is widely used by locals. If the road is not rain-slick, you can drive your car down and walk up the east bank to Grindle Shoals. To really get a good look at this complex and spectacular series of drops, come by in August when you can wade and rock-hop up the pools. Note that the west bank is more heavily posted. You will see why very few have run this mess successfully; it is really not safe for boats, and is a hellacious portage on the east bank. If you tire of this spot, drive out to the main road and continue east from Grindle bridge. You will see Tesnatee Creek on your right; then the road turns awayfrom the stream. Watch for a jeep road angling off to the right. Park your car and walk in about 1/3 mile to a large dam and 20 ft waterfall on Tesnatee Creek. This is an abandoned power generating facility, probably for the mining facilities below. Of course it is a mandatory portage for anyone running this section of the creek.

The table below left was devised by Halsey Sanford of the Viking Canoe Club. It is called the Group Analytical System for Paddlers, or "Last Gasp" for short. It fills a vital need for a means to assess the overall strength of a group of paddlers relative to the difficulty of a particular river. Jack Weems used it successfully to organize his trip in the Chauga Gorge.

	0 Points	1 Point	2 Points	3 Points
Scouting	Can describe river hazards in detail	Psyches out self; lies around campfire	Tells lies around campfire	Falls into campfire
Leadership	Well organized as trip leader	On-river organization is loose	Loses organization on river	Loses river
Boat Control	Boats well over falls	Follows boat down falls	Falls out under boat	Falls down at put in
Reading Ability	Reads currents on first try	Tries to read current events	Reads comics first	Illiterate
Stamina (Prater)	Runs three miles a day	Runs a mile a day	Runs a while; calls it a day	Has the runs
Maneuver-ability	Easily avoids souse holes	Frequently hits souse holes	Souses frequently	Flunks breathalizer test
Rope Throwing	Hits target with bitter end	Hits target with both ends	Hits both trees	No better at end
Equipment	Uses full spray cover	Covers bow only	Covers eyes	Hides under covers
Aggressive-ness	Runs tough chutes well	Runs turkey chutes well	Shoots turkey	Shoots self
Heavy Water Ability	Handles heaviest turbulence	Passes by in quieter water	Passes water	Passes out
Shuttle Ability	Makes run with all drivers	Makes run with some drivers	Makes drivers run	Runs over drivers

The cartoon below shows how the Editor felt after doing almost all the right things and still managing to leave our 4 wheel drive shuttle vehicle on the wrong road for the Chauga Gorge take-out.




North bank
lower island
upper island
"Blasted Rocks" rapid.
Class III-, rocky, hard on boats. Land on north bank to scout main chute, consider lining down that side.
The left turn at "X" is very difficult--- you will probably run aground there and have to work boat loose. Better routes for advanced paddlers become available with high water, but this route will work at any water level below flood stage.
It is very difficult to line or portage the left chute, but in high water it can be run. You will have a hard time avoiding the rocks on river left.
nice short hike to waterfall, but watch for poison ivy
If you think you can run Coppermine (class III+), use the south road spur to put in above on river left. Scout carefully from old bridge
Be sure to walk across the old bridge & visit the mine at the put-in
complex shoal about here
optional takeout
Class III See above
Pecks Mill Cr
To best put-in drive north across new bridge and cut back on road spur
to old bridge.
52 to Dahlonega
gravel
normal takeout SE bank
Boaters not running Coppermine rapid will put in on the large pool below. At low normal water levels, most of the water flows through the narrow channel right of the islands. Prescout this channel for tree limbs by walking up the river right bank trail before you put on. Total length of run, about 5 miles. The last mile after Blasted Rocks is rather flat. The watershed area at the put-in is 136 sq. miles, and in most years water levels are comfortable through July. Class I-II except for Coppermine and Blasted Rocks. When parking at put-in and take-out, be considerate of locals who are using the area. When scouting Coppermine, remember that the rocks below have a way of pinning swamped boats.
I suggest meeting at the square in Dahlonega, condensing boats there; then drive SE on 52 and leave about ½ the cars at the take-out. (There is not enough room for a lot of cars at either end.) Then continue SE to intersection shown, drive north across new bridge and up hill to road spur leading to north side of old bridge. Don't drive off pavement to the river's edge--- you'll get stuck in the sand.
N
W
E
S
115
52 to 129, Gainesville
115 to Gainesville.