GEORGIA CANOEING ASSOCIATION, INC.

P. O. Box 7023, Atlanta, Georgia 30357

February, 1982 NEWSLETTER Vol. 17, No.1

Deadline for material for the next newsletter is the 15th. Submit material to Gary DeBacher, CRM, 1441 Clifton Rd. NE, Atlanta, GA 30322. PLEASE TYPE BORDER TO BORDER (ZERO MARGINS) WITH INDENTED PARAGRAPHS AND NO VERTICAL SPACING BETWEEN PARAGRAPHS. This format makes it much easier for me to lay out the newsletter. Good, high contrast photos are also welcome, as well as conservation clippings.

WANT AD POLICY: Ads are "free" for GCA members selling used equipment only. For non-members, or for GCA members selling new equipment, there is a 5 dollar charge. The editor does not take want ads over the phone; please type it up and send it to the above address.

NEWSLETTER SUBSCRIPTION PROBLEMS? CHANGE OF ADDRESS? Contact the GCA membership chairperson, who currently is Oreon Mann, 100 Waverly Way NE, Atlanta, GA 30307; phone 522-3469. The newsletter editor does such a rotten job at handling subscription problems that you are better off not working with him at all.

NEXT EXECUTIVE BOARD MEETING WILL BE THE FIRST WEDNESDAY OF THE MONTH AT 7:30 PM, AT THE GEORGIA CONSERVANCY HEADQUARTERS, 3110 Maple Drive NE in Atlanta, near the intersection of Piedmont and Peachtree. Members and interested persons are welcome to attend. However, if you wish to submit any matters for discussion or vote, please call the president or vice president before the meeting so they can plan time on the agenda.

ARTICLES AND ANNOUNCEMENTS- HOW TO BE SURE YOURS GETS PRINTED. First, type it in a compact format, single-spaced, border to border (zero margins) across the width of 8 1/2 by 11 paper. (However, if typing is not feasible or if your typewriter doesn't produce clear copy, then double-space and send in a little early so I have time to retype.) Second, make the length fit the content. A good conservation or safety article, or a really unusual trip report, might merit several pages, but a race announcement should not run over 10 lines. Third, if your article or announcement is controversial, outrageous, or apparently irrelevant, call the editor at home (634-4651) and discuss it first. Fourth, adhere to the copy deadline, the 15th of the month. Fifth, send copy to the editor's work address, CRM, 1441 Clifton Rd. NE, Atlanta, GA 30322. RACE ORGANIZERS TAKE NOTE. I will not exerpt or condense out-of-state race announcements spread all over the page. All newsletter editors would doubtless appreciate a more compact, succinct format for race announcements so these can be easily inserted into copy.

TRIP SCHEDULE: REMEMBER THAT IN COLD MONTHS, TRIP LEADERS MAY INSIST ON WET SUITS. ALSO BE PREPARED FOR SUDDEN SCHEDULE CHANGES DUE TO COLD OR FLOODING.

Feb.	6	Wild card class II-III	Jerry Holladay	H:688-1842 W:688-8970
	7	Talking Rock class II, long	Gary DeBacher	634-4651
	13	Wild card class III-IV	Peter Elkon	373-7535
	14	Upper Soque, class I-II	Roger Nott	H:1-536-6923 W:1-532-5410
	20	Fightingtown Cr. cl. II+	Grant Luckhardt	373-2293
	21	Upper Hooch class II-III	Mark Levine	926-8683
	27	Upper Hooch class II-III	Oreon Mann	522-3469
	28	Chattooga III class III-IV	David Ashley	633-7296
March	6	Cartecay class II-III	Gene Wilkes	874-4270
	7	Nacoochee class I-II	Lori & Rich Cole	261-4875

Our cruisemaster is Jerry Holladay, and he's always glad to hear from people volunteering to lead trips. Call him at 688-1842.

PAY YOUR DUES

The Dickey-Lincoln Dam on the St. John River has definitely been postponed indefinitely. Maine's Natural Resources Council says this Corps project, just upstream from the confluence with the Allagash, does not meet basic criteria for generating power or economic gain and would cause serious environmental impact. That's what we told them five years ago. So the good guys win one!
(From Coastal CaNEWS, August 1981)

DUES ARE DUE. Please fill out the form on the last page and send with your check before January 31, 1982 to the address shown on the form.....

GCA GENERAL MEMBERSHIP MEETING will be held on FRIDAY, FEB. 26 AT 7:00 PM at the Atlanta Waterworks Lodge. The meeting will begin with a potluck supper; bring enough food to feed yourselves and somebody else (choose two-- slad, main dish, dessert) and also bring serving spoons as needed. A small charge will be made to cover the cost of beverages, paper plates, plastic ware, etc. MOVIES will be shown and the implications of the return of normal rainfall amounts will be discussed at length. BRING YOUR FRIENDS--- maybe they will become new members.

How to get there: If driving, exit I-75 at Howell Mill Rd. or at Northside Drive and proceed to the little segment of Bishop St. which lies between Howell Mill and Northside. About half a block in on Bishop from either direction, turn north on a road which runs north along the east shore of the lake. Park where you see the cars with canoes. [Please don't park on the residential portion of the street, especially in such a way as to block residents trying to access their driveways.]

SORRY this newsletter is late. Our word processor went on the blink with my newsletter copy just half finished. Although it is now too late for you to comment to the Corps of Engineers on the Gauley, or to Baker of the Park Service on the Chattahoochee River National Recreation Area, you can still contact your federal representatives to express your views. Please read the Gauley and Chatahoochee materials carefully.

COMMITTEE APPOINTMENTS: President Nott and the GCA board have filled certain key committee positions as follows:

Racing: Hoppy Eager	Race registrar: Jack Weems
Guidebook: Mark Levine	Environment: Nancy Wiley
Safety: Dave Garrity	Membership: Theresa Byers
Publicity: Gene Wilkes	Impromptu trips: Peter Elkon
Club Historian: Anna Belle Close	President Emeritus: Norm

The monotony of all this tiny print is getting to you--- making you sleepy--- so sleepy--- your eyes are heavy--- so heavy--- close them --- close them--- you are in a hypnotic trance, ready to follow my every suggestion... raise your hand, the one you use to write checks... fine... When you awake, you will have an uncontrollable urge to fill out the form at the end of this issue and mail in with your GCA dues immediately.... You will not procrastinate... not procrastinate... and when you awake, you will no longer see this message... in its place you will perceive a picture of the Editor floating beneath Powerhouse Bridge beside his overturned boat, which will make you unaccountably anxious to pay your dues.... I will count from one to five, and you will awaken on hearing the number five and carry out your intstructions.... 1..2..3..4...5

REPORT FROM FORT ON OLYMPIC TRAINING CLINIC

What an exciting learning experience in an auspicious setting! The snow, grandeur of Pikes Peak, warm, colorful, delicious dining hall and friendly staff kept the realization that I was at the Olympic Training Center from sinking in until I reached home. I promise not to try to gain prestige by dropping comments such as-- "Coach Billy Bragg says.. Or Lars Andersson (Sweden) suggests.. or Bill Endicott (D.C.) advises..." Yes, slalom lovers, HE was there with ideas, films, etc. HE hopes to come to Atlanta to lecture. Just Ask! In addition to receiving training schedules, the Sports Medicine facility added a fascinating new dimension. If you have a chance to attend such a clinic, it is well worth it-- flat or whitewater enthusiast. Resource person: Jay Kearney, 215 Seaton Bldg., University of Kentucky, Lexington, KY 40506. 1984 Olympic games ticket and housing info-- Los Angeles Olympic Organizing Committee, Los Angeles, CA 90084. Canoe/Kayak/Rowing: Lake Casitas, Ojai, CA. Anyone for a trip? I hope to be there as a participant or spectator. ---Martha Fort

SAVANNAH RIVER, Wed., Nov.11, 1981 - Due to the record low level of Lake Hartwell, the Corps has cancelled weekend power generation until the rainy season, but weekday releases will continue. To have water I switched my scheduled 11-15-81 trip to Veterans' Day. Jim Farr, Hugh Stubbs and I canoed our opens from Gregg Shoals to 1½ mi. below Hwy 72 - below Trotters Shoals & 2 mi. upstream of the Dam. We had a beautiful, cloudless afternoon and paddled the 15 mi.at a leisurely pace in less than 4 hrs., including stops for surfing and a snack. Two units(9000 cfs - a good level for opens) provided a 2-3 mph current. We found this lovely stretch mostly still in its natural state, although we saw some evidence of logging near the banks. We also spotted 2 deer, a hawk and several turkey vultures and had a fine day. A good gravel road running S. from Hwy 368, 1 mi. W.of the River and 1/3 mi. E. of Pickens Creek (marked), led us to the river just below Gregg Shoals. (One must portage a short way upriver to run the Shoals.) Gregg Shoals sports a breached dam and some giant waves and holes and is dangerous at high water. We scouted carefully, minding the cold water and 350 yd. river width, and found a class III-IV route that worked well. The remaining rapids were mostly scattered in the second half of the run and tended to be long, wide, easy class I-II shoals with some good optional play spots. This last free-flowing section of the Savannah in North Georgia reminded us of a larger, more remote version of the Chattahoochee near Atlanta and is well described by Otey and Sehlinger. According to the Corps' schedule, a few miles of the river will intermittently be flooded as the river begins in January to flow through the dam and may back up to Hwy 72 in periods of high flow. During 1982 most of the trees by the banks will be cut before the lake begins to fill in early 1983. If you want to catch the Savannah in its natural state, don't wait more than 4-5 months.

- Roger Nott

Weekly Metro Roll Practice .....Sundays at 10 a.m. (weather permitting)
Atlanta Whitewater Club .....meet at Powers Ferry Swim

Laura Jordan 526-3101 work Alice Parish 971-7[illegible] work
237-7494 home

Hopefully, these sessions will run every Sunday until [illegible] time in April, when we will resume our normal Tuesday/Thursday evening schedule. Come join us for a cold wet way to spend Sunday!!

BOOK REVIEW: Whitewater Home Companion: Southeastern Rivers Volume I. by William Nealy. Available at most paddling equipment outlets, or send $7.95 to Dolly Ridge Press, 3000 3rd Avenue South, Birmingham, Alabama 35233. William Nealy is the artist/author whose humorous maps of the Ocoee and other popular whitewater rivers are already well-known. Besides being good for many a laugh, these maps contain a wealth of useful information, comparing favorably with most guidebooks in this respect.

Now Nealy offers 13 river maps with a lot of extra information and humor in a single volume. Most writers of guidebooks seek to inform first and entertain second; with Nealy these priorities are reversed. Yet his information on each river described is as complete and accurate as that of most other guidebooks, and his introductory sections on paddling skills, safety and, river lore are also quite good. If anything, the liberal lacing of humor increases the liklihood that novice paddlers will read and absorb all the gory details before sliding the family Grumman onto the Gauley. One unintentionally humorous exception to accuracy is his seven step illustration of a C-1 roll. Somehow the paddler switches hands for the second step and proceeds to do an "offside" or "reverse" roll, a difficult trick mastered by very few C-boaters, usually those like Cleve Tedford who are fond of surfing holes on a cross brace.

Nealy's concept of "Southeastern" is rather global. The Yough, for example, is a southeastern river only in the minds of Ohio paddlers. Rather than concentrating on one region, Nealy has described primarily big name rivers which lure paddlers from hundreds of miles out-of-state. For example, I was delighted to find his excellent description of the Cheat River in West Virginia, which interests me more than the Gauley (too hard) or the New (too much flatwater between rapids).

In sum, this is a great book to have on a cold winter day, or anytime in a rotten dry season like 1981, for dreaming about far-away trips not taken and for reminding oneself that whitewater paddling is both a great sport and a farcical exercise in masochism. -Ed.

CHATTAHOOCHEE RIVER NATIONAL RECREATION AREA - MANAGEMENT PLANS

The National Park Service has released the draft management plan for the Chattahoochee Park. GCA members are urged to write to Robert Baker, Regional Director, National Park Service, 75 Spring Street, S.W., Atlanta, GA 30303 before December 12 and express their views. The Proposed Plan is to complete the minimal park authorized in 1978; it provides no additional lands or river protection. Alternative 1 increases the size of the Park and solves all major problems identified. Alternative 2 would halt any further land purchase; the NPS would not manage the resulting reduced park.

Roger Nott and Cliff Antrobus presented the following position at public hearings for GCA - individual statements are necessary for backup and support.

Georgia Canoeing Association has had a representative to the Planning Assistance Committee since that committee was organized by the National Park Service. We have also been a member of the Chattahoochee Coalition since it was organized. Early this year the executive committee of the Goergia Canoeing Association voted to support the expansion of the CRNRA as is now proposed in Alternative 1. At our November executive committee meeting we re-affirmed that support.

Our reasons for supporting Alternative 1 relate primarily to the character of the Chattahoochee River. The National Recreation Area would start near Buford Dam in an essentially pastoral area - forests, fields, and farming activities are the primary uses of the corridor; we believe if such areas are not protected now, they will be developed. We believe there will be such a demand for development that the present rural character of the upper river will be lost to office parks, apartment buildings, and similar concentrated construction. That construction not only decreases the aesthetic value of the area and the sense of solitude now achievable on the river, but it would also degrade the water quality and affect the water flow in the river. The rate at which rain water runs into streams, and the materials carried with the runoff are dependent on the types of surfaces they fall on. Office parks, parking lots, and apartment buildings will increase both the rate at which water runs into the river and increase the amount of contaminants including mud and oil which is washed into the river.

As the Atlanta area grows, the need for recreational facilities will increase, and the demands on the river for recreational opportunity will increase. Furthermore, as the shortage of gasoline becomes more acute, the demand for recreational opportunity close to Atlanta will increase. The Proposed Alternative does not have adequate access to the river for recreational uses, and those that are provided would soon be over-crowded. For protection of the adjacent land owners and to minimize conflict between river users and land owners, we believe the park must be expanded beyond the present authorized boundaries.

From Nancy Wylie

Chattahoochee study sees river violations

From the Gainesville Times

ATLANTA (AP) — The law designed to protect the Chattahoochee River isn't working, according to a new study.

Violations of the law's building standards may have become the rule rather than the exception, mainly because of poor supervision of development along the river, according to the study by the Atlanta Regional Commission.

The Metropolitan River Protection Act adopted in 1973 places strict standards for clearing, paving and building on property located within the so-called Chattahoochee River Corridor, a strip of land within 2,000 feet of the river in Cobb, Gwinnett and Fulton counties.

The law is designed to reduce erosion and protect river waters from fertilizers, pesticides, bacteria, lead and asbestos.

The ARC study found that while builders submitted development plans which complied with standards for the river corridor, they failed to follow those plans in the actual construction.

Every one of nine projects studied had at least one violation, the ARC report said. In some cases, builders had cleared two or three times the amount of land indicated on their plans.

"Most of the vegetation in the corridor is mature hardwoods, and if you cut that down, you're talking about a long time before you get back to where we are now," said Paul Kelman, ARC's chief of environmental planning.

ARC officials say some local jurisdictions contend they do not have the legal authority to enforce the river corridor standards. Another major problem appears to be that building inspectors generally lack the time and training to ensure that developers follow the plans.

TAKING A SECOND LOOK - REPORT OF A DROWNING IN OHIO:

There was a drowning this spring at the East Road Dam on the Sciota River near Prospect, Ohio. The victim tried to shoot the dam in a rowboat, and became caught in the hydraulic below. The firefighters came too late to save him.

But wait; there's more to the story. It seems that three people started out in that boat. As they approached the dam, two members of the party elected to get out on shore. "Dams are dangerous" they told investigating officers "everyone knows that. Its just common sense".

The fire company arrives. Trained in rescue by the Ohio DNR, they string a line across the river in preparation for a body hunt. But here comes the sheriff's department with a boat. They "take over" the scene, and launch. They plough right into the hydraulic, capsize, and are stuck in the current below the dam. The fire company, its line already in place, was able to make a fast and effective rescue.

A tragedy. Yes, certainly. But a hopeful incident nonetheless. Two people, possibly influenced by Ohio's extensive safety program, stayed out of harm's way. Two others were recovered because despite their ignorance, those on the scene knew what to do and did it well. To be sure, one person died. But four did not. It could have been a lot worse were it not for the state's extensive program to combat the problems encountered by small boats at low head dams. It is small sucesses like this which will eventually turn the tide.

P. O. Box 7023
Atlanta, Ga. 30357

December 8, 1981

Mr. James Higman, District Engineer
U. S. Army Corps of Engineers
P.O. Box 2127
Huntington, West Virginia 25721

Dear Mr. Higman:

Members of the Georgia Canoeing Association have reviewed the Main Report/EIS on the Summersville Lake modification Study, and would like to offer the following comments:

1. The Gauley River is widely recognized as one of the finest, most challenging whitewater streams in the eastern United States. This river offers advanced level whitewater recreation to a very large segment of this nation's people, who would be obliged to travel a thousand miles (west) to experience a comparable river. Its value as a unique river cannot be quantified by benefit-cost ratios.

2. This organization recognizes the legitimacy of developing our nation's energy potential; however, we believe that short-term energy goals must not be allowed to destroy the last few remaining flowing rivers in the southeast. The Southeastern Appalachians are now one of the most heavily developed hydropower regions in the world.

3. If modifications to the Summersville Lake Project are made they should recognize the special character of the Gauley river and be performed in accordance with that character, to maintain and enhance the river experience for present and future users.

4. The Main Report reflects shallow analysis of the values of whitewater river recreation and of a flowing river. This lack of understanding is quite apparent in Sections E and F of the report which imply (in reference to LT plans) that an artificial trout stream with hiking access could mitigate the loss of three miles of flowing river. A further contradiction is apparent in the claim of improved access to scenic resources of three miles of almost dried-up river. The river, as it has flowed for ages in its corridor, is the essence of the scenic resource. To remove its presence is to destroy the scenic attraction. Perhaps your analysts should spend some time evaluating comparable dried-up rivers, like the Upper Ocoee, the Upper Hiwassee, and the Nantahala at off power periods. The absurdity of such "scenic enhancement" becomes quite apparent when seen firsthand.

For the above reasons, this organization cannot concur that the preferred alternative, LT-IIIE, is an acceptable compromise plan. We would urge you to reevaluate the loss of three miles of flowing whitewater river, and give adequate consideration to the unique character of the Gauley.

In the interest of balanced use, we would recommend the adoption of alternative ST-IIIB. While this plan offers the least annual net benefits, primarily due to diminished hydropower potential, it accomplishes several significant objectives which no other plan fulfills as well. These are:

A. Enhancement of whitewater recreation for the entire 24-mile river segment in question.

B. Enhanced lake recreation opportunity on the Summersville impoundment.

C. Re-establishment of a warmwater fishery in the Gauley, similar to pre-impoundment conditions.

D. Lowest construction cost of any structural alternative.

E. Preservation and enhancement of the values of a wild and scenic river, as currently authorized for study.

F. Broadest range of acceptability, according to Table 12 (on page E-11) to all interests. Alternate ST-IIIB is at least acceptable by every criterion, and most acceptable to the public. It is the only alternative which, by your agency's own standards, has no least acceptable features.

The Georgia Canoeing Association appeciates the opportunity to comment on this issue. Many of our members have experienced this Gauley firsthand and feel very strongly that it is a nationally-significant resource which must be protected. We believe that alternative ST-IIIB combines all the necessary objectives in a balanced manner and we recommend its adoption.

Sincerely,

Roger Nott, President
Georgia Canoeing Association

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Note: the GCA represents approximately 400 paddling families in and near Georg

FAST BOATS

---Gary DeBacher

This is the start of a series of articles in which we'll look at human- powered craft designed to travel over the water quickly and easily, including fast canoes, kayaks, and hulls propelled by oars. Some of our questioning will be practical, i.e. "Should I own a fast canoe?"; and some will be speculative, such as, "What is the fastest way to design a human -powered craft?" I hope to see a contribution from David Jones on racing kayaks and would welcome contributions from anyone whose understanding of hydrodynamics exceeds my own, which is fairly rudimentary.

First, why speed? Do we strive for faster vehicles just so we can compete and try to be "first"? People will race virtually anything --- even wheelbarrows and bathtubs--- for the sake of competition. But for the really fast vehicles I think it is the sensation of speed which is primary, with the competitive urge a close second. Perhaps I should expand that and say that it is the sensation of speed emanating from the efforts of one's own body. Anyone can power a canoe or a dory with an outboard motor and get more wind rushing past the ears, but speed pouring forth from the motions of rowing or paddling brings for many people a greater sensory pleasure, at least until the muscles and lungs begin to ache. The perfect stroke, whether by single or double bladed paddle or by oar, has an intrinsic attraction which does not wear off until we are too tired to repeat it properly. This has partly to do with the convulsive nature of the movement. For example, I suspect that the fastest way to human- power a water craft would be by means of a bicycle crank, a chain linkage and either a paddle wheel or screw propeller, but you'll never see such craft in any numbers, because the sensation of pedalling is so much less interesting. On a ten- speed bicycle one is compensated for the tedious continuum of pedalling by achieving the highest level speeds of which humans are capable, but in water craft, limitations of hull speed and human horsepower will give very little speed advantage over oars and paddles, even over long distances, and pedalling is so dull!

But does this apply to standard canoes? Can fast paddling feel good, or is it just a lot of work? Here north Georgians are limited by what they paddle and how they paddle. For straight line travel, most hulls designed for recreational whitewater use are pigs. They push a big bow wave and require constant attention just to keep them tracking. As for the paddlers, few paddle well in a straight line, and the rest sure aren't likely to discover how on their own! So most of you will have to take my word for the following: just as a fast-turning boat and good whitewater technique make maneuvering through whitewater more pleasurable, a super-fast cruising hull and mastery of the paddling techniques developed in flat water racing makes a long day on flatwater a positive joy. I still remember the first time we got our 18.5' Moore Voyageur trimmed level. Even with a full load of camping gear, it felt like the boat wanted to run right out from under us. And we don't even have very good paddling technique! With a fast cruising boat and just a little attention to how you paddle, even if you are transferred to Ohio, you can still enjoy local rivers. The same applies to tackling all that flatwater in south Georgia.

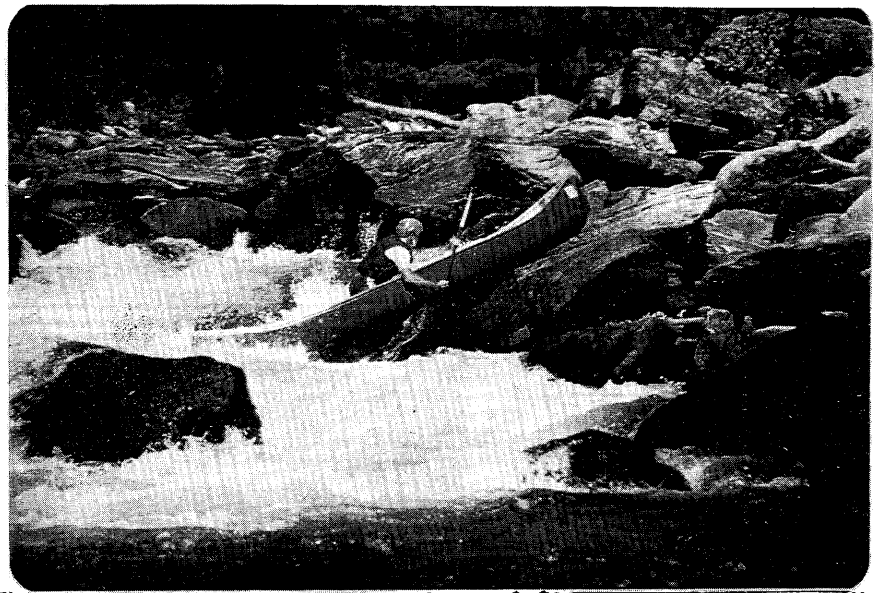
What things make a boat fast? The answers are particularly interesting with respect to recreational canoes, because these boats are compromises. Race- organizing bodies have usually applied restrictions of length, width and symmetry to ensure that marathon or whitewater racing canoes do not depart far from what would be satisfactory for a family cruise. Remove those restrictions and designers have a much easier time of it, with boats developing the character of a stilletto. The Sawyer Saber, designed for an "unlimited" tandem class, is 24 feet long and just 26 inches wide at the gunwales. In competition rowing, where design rules are almost non-existent, a racing single scull is about 27 feet long and just over 1 foot in hull width. The sculler must stay atop this narrow perch by using his sculls (oars) as balancing poles or as pontoons. If it were not for the high center of gravity and relative inadequacy of single bladed paddles as balancing devices, I am sure Sawyer would stretch and narrow the Saber even more. Flatwater racing kayakers are in an intermediate position. Their craft are about 17 feet long and about hip wide at the water line, a very tippy proposition; but the kayaker falls alternately onto his left and right power strokes, thus economizing on the need for balance. Similarly when we walk, we are essentially falling forward onto one leg and then the other, so that a fast stroll requires much less concentration than trying to balance while walking as slow as we can.

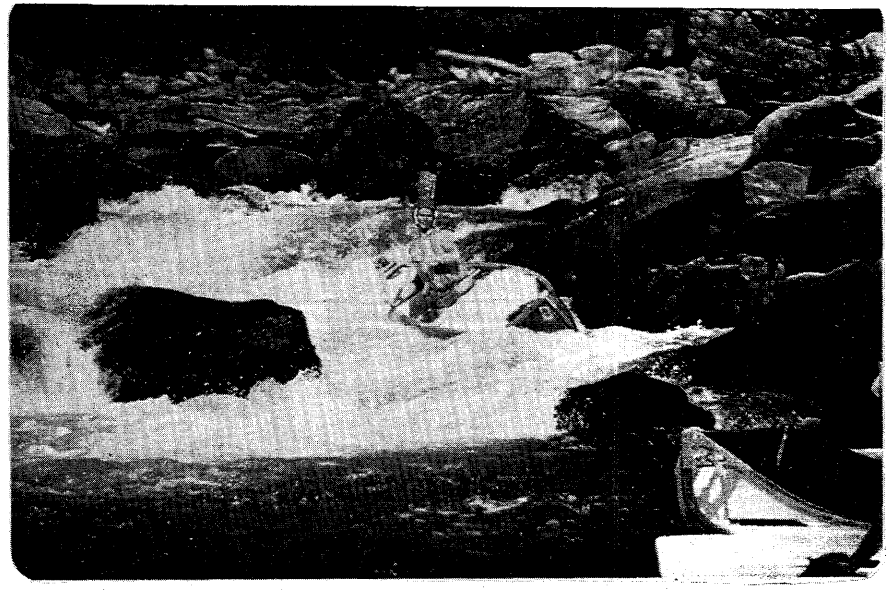
Obviously a boat with crew must displace its weight in water. When the boat moves through the water, that weight (and volume) of water is continually being shoved aside, only to close in behind the boat. Since there is friction between hull and water wherever the water passes over the surface of the boat, it makes sense to minimize the wetted surface area of a hull as a speed measure. If this were the only consideration, then our boat would resemble a hemisphere, giving the minimum wetted hull area for displaced volume. But without getting into the physics at all, we can all see that we also want to minimize frontal or cross-sectional area, and to streamline the hull in such a way that water is parted and allowed to return behind the boat in the smoothest and most orderly way. We might draw our hull out into a long half-ellipse to reduce cross section while minimizing the wetted surface of our open-topped hull, but it turns out that minimizing wetted area is still subordinate to other considerations having to do with the incompressibility of water. If water were compressible like air, then for fairly low speeds (up to a few hundred mph), an elliptical or teardrop section might work well, but in water, the blunt bow does not part the fluid cleanly. A bow wave builds up, and the boat tends to ride up over it. We can pull our ellipse out into tapered cones at the end to give better penetration and a very even acceleration of the water to the side over the length of the bow. But since we have a surface craft, if we accelerate water to the sides and downward, with no water above, the hull tends to ride up on top of a quarter wave, plowing and slowing. Thus we remove deadrise so the hull is the same depth from end to end, and pinch the ends into sharp vertical stems with slab sides so water is parted initially sideward. We could continue the slab sides over the whole length of the hull, giving a fairly rectangular cross section throughout, but we get much less wetted surface area by striving toward a hemi-circular cross section through most of the hull length.

Our next problem is stability, so the boat won't simply turn over sideways. As mentioned above, competition rowing shells rely on their long oars for stability, so through most of the length of the hull, the cross section is a half circle to minimize wetted area, and the hull has no inherent tendency to return to the upright position when oarsmen are in the boat. Take the oars away from the crew and the whole operation will turn right over. Hawaian open- ocean racing canoes are also round in cross section, and are balanced by an outrigger. In flatwater racing kayaks, as I recall, the central cross section is flattened and squared slightly into a shallow U shape which, with the paddler, sitting almost on the hull bottom, has a modest degree of inherent stability. Canoeists sit or kneel higher off the bottom, so the mid-section of the hull must be widened and flattened more, so that as it tips sideways, the righting moment is increased. Canoes often carry equipment and kids, so that the design has to remain stable and self-righting as it is shoved deeper into the water with increased load. We'll talk about the best ways to achieve this in a later article.

And finally something has to be done to keep waves from piling water over the sides and into the hull. Kayaks and rowing singles are decked over except in the cockpit area, and so can plunge through the waves. For canoes the sides must be built up considerably. Proper design above the water line is also a difficult compromise. For easy paddling and minimum sidewind sensitivity, the sides should be kept low and pinched inward. For ability top resist tipping, upset by waves and swamping, the sides should be high and flared outward.

That's it for now. Hope it hasn't been too tedious. In the next article we'll take a look at competition rowing shells.





These photos are of Roger Nott's 9-26-81 trip on Chattooga IV; specifically showing Corkscrew Rapid at the ridiculously low level of .6 feet. Rick Ashton did the camera work. Roger says noone flipped, not even those shown sliding off a mid- run rock.

View From The Wattchtower

- Bob Kerr

From the Ga. Conservancy Newsletter

James Watt is Chairman of the Cabinet Council on Natural Resources and the Environment. He recently testified on behalf of the elimination of the Water Resources Council (WRC), claiming the WRC's role would be handled more effectively by the Cabinet Council he chairs. Watt is also chairman of the WRC he wanted eliminated, and on September 11 he announced a proposal to repeal the principles, standards, and procedures of the WRC as "too complicated, too rigid, and too cumbersome as legally binding formal rules." The rules will be replaced by guidelines Watt said, which will be established by executive order.

In a concurrent action, the administration is circulating a summary of water project policy positions which are under development in the Cabinet Council. The summary calls for the new guidelines to be issued by the Office of Management and Budget in consultation with the Cabinet Council, the new guidelines to "significantlv simplify" the water project planning process "while preserving the need to be sensitive to environmental and other social concerns." However, the guidelines call for a "single national planning objective" of "national economic development." In other words, planning would be oriented to maximizing net economic benefits. Also, the current requirement that water project plans emphasize environmental quality would be eliminated by the new approach.

These guidelines, like the administration's "principles" for air quality, are so broad and general we won't know for sure what they mean until they get translated to detailed specifics. However, in neither case is the outlook good for environmental quality protection.

Thanks to the Tennessee Scenic Rivers Association newsletter, we have this little "pearl" entitled Some Whitewater Mythology:

"Once upon a time, long, long ago, the whitewater boaters paddled contentedly in their kayaks, but alas, a few were not content. They thought that there might be another way to paddle whitewater.

"The River Gods were angered when they heard of the discontented ones, and so, to punish them, took away their paddles, broke them, and returned half a paddle to each of them. In addition, as an example to the others, the River Gods sought to ridicule them by having the kayakers call attention to each one they saw. From then on, whenever the kayakers saw one of those being punished, they would shout "see one", whereupon the other kayakers would also yell "see one". Sometimes two of the punished would get into the same boat in an attempt to make their half paddles work as well as a whole paddle, but whenever they were seen, the kayakers would yell "see two".

"To this day, occasionally, if you are lucky, you may "see one" paddling along with half a paddle, kneeling in the boat, praying to the River Gods for forgiveness."

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GCA dues for 1982 are due by January 31. Fill out the information below and forward with a check for $10 made payable to the Georgia Canoeing Association, P.O. Box 7023, Atlanta, GA 30357. Provide only the phone numbers you wish listed in the GCA membership directory. Please check your name and address as listed in the 1981 directory and on your newsletter mailing label. If anything is in need of correction, check the appropriate boxes below.

New members will receive the newsletter, the GCA Guidebook, and the 1982 membership directory. Existing members renewing for 1982 should already have a copy of the Guidebook mailed in 1981. If you missed yours, or have other questions about your membership or newsletter subscription, contact the membership chairman Oreon Mann at 100 Waverly Way NE, Atlanta, GA 30307; phone 522-3469.

LAST NAME _____ FIRST NAME, INITIAL _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

SPOUSE'S NAME _____

HOME PHONE _____ PHONE AT WORK _____

GCA needs to make better use of members' talents, and provide avenues for members to work for the betterment of the sport. Please look over the following and check if you might be willing to help. You're not committing yourself in advance to a lot of work; just expressing a willingness to be approached by one of our committee chairpersons at a later time.

I WOULD LIKE TO LEAD TRIPS ON THE FOLLOWING RIVERS: _____
(If you have no specific preferences, just write "easy", "intermediate", etc.)

I MIGHT HELP WITH TRAINING IN THE FOLLOWING SKILLS: (please circle) k-1 paddling c-1 paddling open solo paddling tandem paddling slalom racing downriver racing k-1 rolling c-1 rolling rope throwing and rescue safety first aid cpr orienteering skills poling sailing boat or paddle building telling whoppers forgetting car keys forcable entry, hot-wiring successful hitch-hiking

I MIGHT HELP WITH THE GCA SOUTHEASTERN RACES IN JUNE (please circle): gate judge timer/scorer boat inspector gate hanging other _____

I WANT TO WORK ON RIVER CONSERVATION (circle): metro Chattahoochee Ocoee Other _____

I HAVE LEGAL SKILLS AND WANT TO WORK ON RIVER RIGHTS _____ I WANT TO ORGANIZE A CLEANUP TRIP ON THE FOLLOWING RIVER _____

I HAVE ARTISTIC SKILLS AND MIGHT HELP WITH CARTOONS OR ILLUSTRATIONS FOR THE NEWSLETTER _____

I HAVE GOOD CANOEING MOVIES TO SHOW AT MEETINGS _____

I WANT TO SUBMIT NEWSLETTER ARTICLES ON THE FOLLOWING TOPICS (be vague): _____

I AM A MEMBER OF (circle) Audubon Society Sierra Club Georgia Conservancy Georgia Wildlife Federation Trout Unlimited

I AM WILLING TO HELP COORDINATE CONSERVATION ACTIVITIES WITH THESE ORGANIZATIONS _____

Next we need to know what sorts of trips and activities you want to see the club organize during the coming year. First off, circle the kinds of trips you especially wish to see on the schedule in 1982. But don't circle unless you would make a serious effort to participate. For example, we all seem to want overnight camping trips on the schedule, but the turnout for such trips is often a disappointment to tripleaders.

ATLANTA AREA FLATWATER EASY WHITEWATER INTERMEDIATE WHITEWATER ADVANCEED WHITEWATER LOCAL ATLANTA RIVERS (Yellow, Sweetwater, etc.) OVERNIGHT CAMPING SOUTH GEORGIA FLATWATER LAKE TRIPS (Tugaloo L. for example) RIVER HIKES FAMILY FLOATS (safe for kids) WAY OUT-OF-STATE (Obed, Nolichucky, Current, Buffalo, BWCA) CANADIAN/ALASKAN

With the start of each season, each of us has in mind certain "special" rivers we'd really like to run at least once. Usually these are streams which aren't on the schedule often because of water level or just because of the natural tendency for the club schedule to focus on the most popular rivers. For the cruisemaster's benefit, please jot down any such which you have in mind. But stick to rivers around N. Georgia.

Please circle the kinds of training you definitely want to receive during the coming year. BEGINNER PADDLING INTERMEDIATE PAD. FIRST AID ROPE THROWING ROLLING CPR RIVER SAFETY SIGNALS KNOT TYING SLALOM RACING DOWNRIVER PADDLING TECHNIQUE NAVIGATION AND ORIENTEERING FIRE STARTING (as in campfire, not as in flume arson) POLING SAILING WATER SKIING BACKSLIDING

Are there any rivers which you see as especially endangered or as having high priority for preservation? _____
If you have any special thoughts on conservation effort, the executive board would love to hear them, even if you haven't much time to put them into effect. Write 'em down, or come to a GCA board meeting.

Finally we'd like to know more about the wide variety of folks in the GCA. Some names in the GCA directory we can readily associate with familiar faces, the paddlers who show up on every other trip on the schedule. These folks are obviously making full use of what the club offers. Other members are veterans who were seen on club trips frequently in the past but now are paddling independently, retaining membership out of a sense of continuing interest in this local manifestation of "organized" canoeing. Some folks are just outfitting their first boat, are anxious for training, and are wondering whether the GCA will meet their developing needs. Some are mystery members, people who join for a year or two or three but never show up at a club trip or function. These latter types make us curious: what are they getting for their $10? Perhaps they're just independent paddlers trying to learn more about area rivers through the Newsletter and Guidebook. Or Corps of Engineers spies. Or disappointed people who we could serve better if we only knew what they are after. Some questions.

HOW LONG HAVE YOU BEEN A GCA MEMBER?_____ HAVE YOU LAPSED AND REJOINED IN THE PAST?_____

PLEASE ESTIMATE ON HOW MANY DAYS LAST YEAR YOU PADDLED A RIVER_____(WE'LL MAKE SOME ALLOWANCE FOR THE DROUGHT.)

HOW MANY GCA TRIPS WERE YOU ON LAST YEAR?_____ DO YOU BELONG TO OTHER ORGANIZED GROUPS RUNNING RIVER TRIPS?_____

WHICH ONES?_____

PLEASE CITE BRIEFLY THE WAYS IN WHICH YOU FEEL THE GCA MOST SERIOUSLY FAILS TO MEET YOUR PERSONAL PADDLING NEEDS AND INTERESTS:

ARE THERE WAYS IN WHICH THE GCA IS SERIOUSLY FAILING TO MEET THE CHALLENGES FACING CANOEING SPORT IN GENERAL? WHAT ARE THESE CHALLENGES?

HAVE YOU WRITTEN TO YOUR CONGRESSIONAL REPRESENTATIVES ABOUT RIVER CONSERVATION ISSUES DURING THE PAST YEAR? (circle one)

NO YES, ONCE MORE THAN ONCE

CAN THE U.S. PADDLING POPULATION BECOME AS EFFECTIVE AS THE NATIONAL RIFLE ASSOCIATION IN INFLUENCING WATER POLICY AND CONSERVATION?

HOW MUCH ARE YOU WILLING TO PAY T.V.A. PER RUN FOR THE PRIVILEGE OF RUNNING THE OCOEE RIVER? $_____
(Please skip this question only if you are sure you would never paddle or raft the Ocoee.)

AT THAT RATE OF EXPENDITURE, PLEASE ESTIMATE BY WHAT PERCENTAGE YOUR NUMBER OF YEARLY RUNS ON THE OCOEE WOULD DECREASE. _____%

The Water Quality Act will be up for renewal, and the Reagan administration may ask for relaxed standards. DO YOU FAVOR RELAXED STANDARDS FOR WATER QUALITY?_____ PLEASE CIRCLE THE CHARACTERISTICS WHICH YOU FEEL SHOULD CHARACTERIZE A RIVER WITH ADEQUATE WATER QUALITY.
(Remember that overly strict standards may require extra tax money from you, either to clean up municipal effluent entering local rivers, or to make up for lost taxes when industries locate elsewhere because of strict water standards.)

SAFE FOR SWIMMING SAFE FOR CAMPERS TO DRINK (after routine halazone tablet treatment for bacteria, i.e., no dangerous chemicals)

CLEAN ENOUGH FOR GOOD FISHING CLEAN ENOUGH TO EAT THE FISH JUST CLEAN ENOUGH TO PADDLE JUST CLEAN ENOUGH NOT TO SMELL

JUST CLEAN ENOUGH NOT TO BURN CLEAN ENOUGH FOR DOWNSTREAM MUNICIPAL WATER SUPPLIES JUST CLEAN ENOUGH TO COOL REACTORS

ARE YOU WILLING TO SEE AIR QUALITY STANDARDS LOWERED FOR NORTH GEORGIA? _____ DO YOU FAVOR STACK SCRUBBERS FOR COAL POWER PLANTS? ___