



# The EDDY LINE

POST OFFICE BOX 7023 • ATLANTA, GA 30357

VOLUME 33 NO. 11

770-421-9729

November 1998

## November GCA Meeting — Tripping Into the Wilds of Canada

Tired of the same ol' rivers and the same ol' tales? Join us on Thursday, November 19, at 7:30 p.m. as Kaki and Bill Burruss take us canoe tripping in the Canadian wilderness. They will share ideas & slides from four rivers and food, gear, canoe choices, trip planning and other nuts and bolts of a wilderness trip. How does one plan a trip where there will be no help within 500 miles? What do you do in a forest fire? How do you get started in wilderness tripping? Kaki and Bill have the answers to these and other wilderness questions, as well as suggestions for making any canoe camping trip safer and more fun. Come share the beauty, joy and agony of really getting away from it all.

Kaki is Marvine Cole's sister and paddling buddy for the 260-mile Texas Water Safari race. She and Bill will be visiting from their retirement home on the Patuxent River in Southern Maryland, where they enjoy canoeing, sailing and generally messing around — when they're not readying for their next adventure!

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

See you there!!



## December GCA Meeting

Join your paddling buddies for a round of Holiday fun. The December GCA Meeting will be our annual Holiday Party at Garden Hills Community Center. The date is the third Thursday, December 17, at 7:30 PM. Bring a partying attitude and possibly a red and/or green snack or drink. Entertainment details are not firm at this writing, but something entertaining is bound to happen. Dress is casual (no neoprene, please!).

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

See you there!!



# HAPPY THANKSGIVING!!



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## Who Ya Gonna Call?

The following list is provided for your convenience:

**For general information about the club** - Call the club telephone number, 770-421-9729, and leave

a message. Someone will get back to you.

**To volunteer to help with club activities** - Call President David Martin at 404-351-8208 or contact the committee chairperson for your area of interest.

**For information on payment of dues or membership status** - Call Treasurer Ed Schultz at 404-266-3734.

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

**To sign up to lead a club trip** - Call Cruisemaster Jason Schnurr at 770-422-9962.

**For change of address or for *Eddy Line* subscription information** - Call Ed Schultz at 404-266-3734.

**If you didn't receive your *Eddy Line*** - Call Ed Schultz at 404-266-3734.

**For information on GCA clinics** - Call the clinic coordinator listed on the clinic schedule, or call Training Director Steve Cramer at 706-208-8382.

**For information on roll practice** - Call Revel Freeman at 404-261-8572.

**For information on placing want ads in *The Eddy Line*** - Call Newsletter Editor Allen Hedden at 770-426-4318, or see "To place an ad" in the Want Ad section of *The Eddy Line*.

**For information on commercial ads** - Call Advertising Director Jim Kautz at 770-321-9826 or Newsletter Editor Allen Hedden at 770-426-4318.

**For information on videos and books available from the GCA Library** - Call GCA Librarian Tom Martin at 770-662-0058. ✂

## Board of Directors Meetings

Georgia Canoeing Association Board of Directors meetings are held on the first Thursday of even months (Feb., Apr., etc.). All members are encouraged to attend. The location is the Atlanta Jewish Community Center on Peachtree Street, beginning at 7:30 P.M. Ask at the front desk for the room location, as it varies from month to month. If you have an item for discussion, please call President David Martin at 404-351-8208 so he can add your item to the agenda. Attending Board meetings is a great way to become more involved with the GCA. ✂

### GCA Executive Committee

President .....	David Martin
Vice President .....	Brannen Proctor
Secretary .....	Jim Harvey
Treasurer .....	Ed Schultz
Member Services Chair .....	Tom Martin
Recreation Chair .....	Karla Bowman
Resource Development Chair .....	Jane Hamilton
River Protection Chair .....	Vacant
Training Chair .....	Steve Cramer

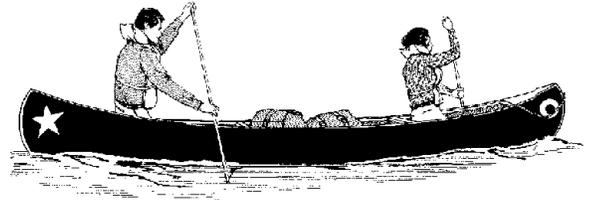
## Submitting *Eddy Line* Material

Deadline for material to be submitted for publication in the next *Eddy Line* is the fifth of the month, i.e., for the January issue, material should be submitted no later than December fifth. The editor must receive all articles, trip reports and want ads by the deadline or they MAY NOT be published in the next issue. If you have access to a computer, please submit articles or trip reports on a 5-1/4 or 3-1/2 inch IBM/DOS formatted disk as an ASCII file labeled with a ".txt" file extension, or as a text file on a 3-1/2 inch high density MacIntosh formatted disk, and include a printed copy (Disks will be returned only if specifically requested). Contact Newsletter Editor **Allen Hedden at 770-426-4318** for specifics. TO SUBMIT ARTICLES VIA EMAIL, sent to **gacanoes@mindspring.com**. All want ads will be run for two months unless otherwise requested. We also appreciate photos accompanying articles, or as stand-alone fillers. We can use color or black & white prints. We will scan them and return the prints if requested.

Send all material to: **Allen Hedden, 2923 Piedmont Drive, Marietta, Ga. 30066**. Hand-written or phoned in material CANNOT be accepted. Thanks for your cooperation. ✂

*The Eddy Line* is a publication of the Georgia Canoeing Association, Inc. Views and opinions expressed in articles and editorials are those of the writer and do not necessarily represent the official views and policies of the club. Articles and trip reports are edited only for grammar, punctuation, spelling, vulgar or obscene language, and to fit in allocated space. No substantive changes are made in any material published herein. *Eddy Line* material published herein and not individually designated as copyrighted may be copied, reprinted, republished or otherwise disseminated to other paddling organizations with a newsletter exchange agreement. Proper credit should be given. ✂

# UPCOMING ACTIVITIES



## November

1 Ocoee	Class 3-4 Advanced	Oreon Mann	404-522-3469
1 Toccoa	Class 1-2 Trained Beginner	Mike Bilello	770-441-2418
7 Cartecay	Class 2-3 Intermediate	Mike Winchester	770-319-8969
7 Hiwassee	Class 1-2 Trained Beginner	Gina & Haynes Johnson	770-971-1542
8 Paddle With The Prez (Note 1)	Class 2-4 Intermediate-Advanced	David Martin	404-351-8208
8 Metro Hooch (Note 3)	Class 1+ Easy Beginner	Michael Collier	770-967-2158
8 Broad	Class 1-2 Trained Beginner	Roger Thomas	706-543-8125
11 Talking Rock Creek	Class 1-2 Trained Beginner	Roger Nott	770-536-6923
13-15 Okefenokee Swamp (Note 5)	Smooth Water	Brookie Galagher	404-872-5211
14 Chattooga Section 3-1/2	Class 3-4 Advanced	Jason Schnurr	770-422-9962
14 Middle Chestatee	Class 1-2 Trained Beginner	Wyatt Dominick	770-396-0243
15 Cartecay	Class 2-3 Intermediate	Edward Stockman	770-394-3469
15 Nantahala	Class 2-3 intermediate	Cathee Gallant	770-926-2947
19 Club Meeting — Entertainment — Fun!!	Garden Hills Community Center	— Marvin Cole	770-475-3022
21-22 Altamaha (Note 4)	Touring Kayaking	Lonnie McBride	706-783-3395
21,22 Upper/Middle Tellico (Note 6)	Class 2-4 Intermediate-Advanced	Louis Boulanger	404-373-4775
22 Upper Amicalola	Class 1-2 Trained Beginner	Mike Higgins	770-641-1268
26-29 St. Vincent Island NWR (Note 2)	Touring Kayaking	Mike Babcock	770-643-0318
28 Land Navigation Instructional Hike (Note 7)		Bill Reeves	404-325-5853

## December

5 Middle Tellico	Class 2-3+ Intermediate	Ray Channell	404-636-5944
5 Chickamauga	Creek Class 1 Easy Beginner	Dan Roper	706-295-0632
5 Little River of the Smokeys	Class 3-4 Advanced	Ed Green	828-586-5649
6 Big Creek (NC)	Class 3-4 Advanced	Ed Green	828-586-5649
6 Chattooga Section 4	Class 3-4 Advanced	Roscoe Sharpe	706-276-4691
12 Leaders Choice	Class 3-4 Advanced	Jason Schnurr	770-422-9962
12 Nacoochee Hooch	Class 1+ Easy Beginner	Tom Martin	770-662-0058
13 Paddle With The Prez (Note 1)	Class 2-4 Intermediate-Advanced	David Martin	404-351-8208
17 Club Meeting — Entertainment — Fun!!	Garden Hills Community Center	— Marvin Cole	770-475-3022
19,20 Altamaha Touring Kayak (Note 8)	Smooth Water	Lonnie McBride	706-783-3395

Note 1: Paddle With the Prez monthly trip will be Class 2-3 or 3-4 depending on season and availability. Call David Martin for details.

Note 2: Apalachicola Bay, Fla. Intermediate and advanced. 4 day 3 night, primitive camping.

Note 3: Afternoon trip.

Note 4: Overnighter. Primitive camping.

Note 5: 3 Days, 2 Nights. Limited space.

Note 6: These trips will be divided based on experience and water level.

Note 7: See article in this issue of *The Eddy Line*.

Note 8: Near Glenville, Ga. Easy paddling primitive camping.

**Signing Up** - Call the trip coordinator listed to sign up for trips. Call early in the week to ensure you get a spot on the trip, and in consideration for the coordinators, PLEASE avoid calling late in the evening.

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

**To Volunteer To Lead Trips:** Call the Cruisemaster, Jason Schnurr, at 770-422-9962. As usual, we need trip coordinators for all types of trips, from flat water to class 5 white water. Our excellent trip schedule depends on the efforts of volunteers, so get involved and sign up to coordinate a trip on your favorite river today! The GCA needs YOU!

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

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## GCA Library Items Available

The GCA Library has many videotapes and books available to any GCA member. All you have to do is call GCA Librarian Tom Martin at 770-662-0058 to find out what is available. The cost is \$3.00 per tape or book for postage and handling.

Any / all donations or loans to the library are welcome. (Please, no bootleg video copies.) Send them to:

Tom Martin  
6339 Danbury Lane  
Norcross, GA 30093

The following items are currently available:

### Videos:

A Second Helping - A Review of Kayak Basics  
Canoes by Whitesell  
Cold, Wet & Alive  
Faultline (Will Reeves)  
First Descents (North Fork Payette)  
Heads Up, River Rescue  
Introduction to Canoeing  
Kayak Handling - The Basic Strokes  
Only Nolan (Canoe Technique)  
Path of the Paddle: Quietwater

Path of the Paddle: Whitewater Plunge!  
Prijon Wildplay Wildwasser Sport Retendo  
Solo Playboating!  
Take the Wild Ride  
Tallulah Gorge (Rob Maxwell)  
The C-1 Challenge  
The Kayaker's Edge  
The Open Canoe Roll (Bob Foote)  
Ultimate Canoe (Niagara Gorge & Other Rivers - Whitesell)  
Waterwalker (Bill Mason)  
We Come to Play (Orosi)  
Whitesell  
Whitewater Groove  
**Books:**  
A Canoeing and Kayaking Guide to the Streams of Ohio, Vols I and II  
ACA Canoeing & Kayaking Instructors Guide  
A Hiking Guide to the Trails of Florida  
Alabama Canoe Rides  
AMC White Water Handbook  
American Red DCross Canoeing & Kayaking  
A Paddler's Guide to the Obed/Emory Watershed  
Basic River Canoeing  
Boundary Waters I&II  
California Whitewater - A Guide to the Rivers

Canoe Racing  
Canoeing Wild Rivers  
Cumberland River Basic Canoe Trail Guide  
Endangered Rivers & the Conservation Movement  
Idaho Whitewater  
Kentucky Wild Rivers  
Missouri Ozark Waterways  
Northern Georgia Canoe Guide  
Ohio County Maps & Recreational Guide  
Paddle America (Guide to trips & outfitters)  
Paddle to the Amazon - The World's Longest Canoe Trip  
Path of the Paddle  
Pole, paddle & Portage  
River Rescue  
River's End (Stories)  
Song of the Paddle  
Southeastern Whitewater  
Tennessee Canoe Guide  
The Georgia Conservancy Guide to the North Georgia Mountains  
The Lower Canyons of the Rio Grande  
They Shoot Canoes, Don't they?  
White Water Tales of Terror  
White Water Trips (British Columbia & Washington)  
Wildwater West Virginia  
Youghiogheny

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## Announcements

### GCA Email List

The member response to the GCA email list has been great. We have at this printing about 200 subscribers. Thanks to Mike Kaplan and our friends at Kaplan Communications (an Internet Access Provider) for providing software and server space for the GCA email list.



Here's how the list works:

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

You will receive a verification that you are subscribed and a welcome message with instructions on how to unsubscribe and various other commands available through the service. Be sure to save this information for future reference.

All GCA announcements and forwarded email from other sources concerning new river access issues, late

breaking news items of interest to the paddling community, etc., will be sent out via the GCA email list at [gacanoes@kapcom.com](mailto:gacanoes@kapcom.com). If you want to receive any of this information, please subscribe to the list using the above instructions. Also, don't be shy about using the list to send out or to request information about paddling related topics, rivers you're interested in, etc.

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

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## GCA Web Page

Check it out at <http://www.mindspring.com/~gacanoes>. We are adding information and links of value to paddlers with each update. Send your ideas for updates to Susan Glinert Stevens: [sglinert@aol.com](mailto:sglinert@aol.com). ✂

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## Weekday Paddlers

There has been good response to the request to develop a list of paddlers available to paddle during the week. We now have 70+ entries on the list, including members who are retired persons, those with variable or non-standard work schedules, those available to paddle weekdays when school is out (students and teachers), and even those who have a lot of vacation time to burn and

want to take vacation days for paddling. The list includes members who paddle smooth water as well as all classes of white water

If you would like to be included in the list, please call Allen Hedden at 770-426-4318 and leave your name, phone number, days of the week you are available to paddle, and class of water (flat, I thru V) that you are interested in paddling. You will then receive an up to date copy of the list. The list will be re-published quarterly (January, April, July, October). Updates are available by request through the GCA phone line. If you received your copy of the list more than 3 months ago, you should request an updated copy (the October update is out). There have been considerable changes to the list. To receive an up-to-date copy, call the GCA phone line at 770-421-9729 and leave your name and address with a request for the list. ✂



# MindSpring®

## Special Offer

### **Attention GCA Members!**

From the Ocoee to the Colorado... MindSpring Internet Services will help you discover your next outdoor adventure! With fast connections and affordable pricing, MindSpring will be the tour guide on your expedition to the World Wide Web. Information about paddling destinations, outdoor equipment, and even building your own canoe will be within a click of the mouse!

As a GCA member, when you set up your new account, MindSpring will WAIVE the startup fee, which is normally \$25! PLUS, you will not be billed until after your first 30 days! Just mention this offer to the MindSpring Sales Desk when you call to set up your account.

This offer is only good for a limited time, so call 1-888-M-SPRING (677-7464).

**Also, the GCA will receive a \$10.00 credit toward its monthly bill on our MindSpring account for each new customer referral, so be sure to mention Georgia Canoeing Association as the one who referred you to MindSpring.** ✂

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## **Upcoming Events of Interest**

Nov 20-22 — NOC Fall Knobscorcher Mountain Bike Race

Nov 26-28 — Slalom Thanksgiving Training Camp (primarily for juniors — all athletes welcome) at NOC

Dec 5-6 — Bryson City Citizens Race / Slalom & Wild Water Race

Apr 17-18 — Southeastern Slalom & Wild Water Championships, Nantahala River ✂

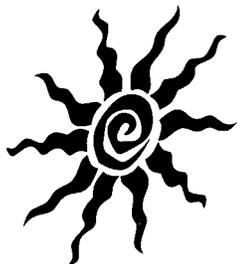
## **Communication & Public Relations Pros Needed**

**by David Martin**

As river access becomes a bigger and bigger issue to us all, our ability to affect change in the minds of landowners, developers and legislators is going to be dependent on their perception of us, the paddling community. The river access group of the GCA is beginning to develop a campaign for public awareness and we need your help! If you or someone you know has expertise in the area of communications and public relations, and can help us begin to

## NANTAHALA OUTDOOR CENTER

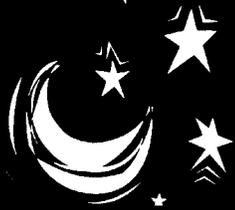
### Surf the Water...



We make it easy to play  
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[storecatalog@noc.com](mailto:storecatalog@noc.com)

TO REQUEST A PAPER CATALOG:

**800-367-3521**

*The industry's outdoor leaders for over 25 years.*

develop this campaign, please contact me or Dan MacIntyre. Your club needs you, your rivers need you! Thank you.

David Martin  
[dsmartinsr@msn.com](mailto:dsmartinsr@msn.com)  
404-252-2321

Dan MacIntyre  
[dmac@wsblaw.com](mailto:dmac@wsblaw.com)  
404-870-1800



## The Times They Are A-Changin'

Well, maybe not *The Times*, but *The Eddy Line* is changing. The Member Services Committee is moving ahead with plans to speed production and delivery of *The Eddy Line* and reduce production and mailing costs. In the January-February time frame we will be switching to a periodical postal rate that will speed delivery and save money. We will be making several other changes in *The Eddy Line* at that time.

One change that will affect several contributors is that we will no longer be using flyers or inserts in the newsletter. Everything will be printed and stitched within the newsletter with staples. The major effect will be on those of you who have been providing flyers for *The*

*Eddy Line* in a format other than Pagemaker, such as the training flyer, the race flyer, etc.

If you need to submit such information, we will need to work out a way to convert it or import it into Pagemaker in order to include it as part of the bound newsletter. This may mean that the editor has to re-do the layout or the club has to purchase a Pagemaker plug-in to handle your application, or whatever. In any case, please submit this information as early as possible so we can work out the details in time for publishing.

The major effect on the rest of the members is that in order to send in such things as a clinic application or a reservation for the Spring Extravaganza, you will have to cut or tear out the application or make a copy of it. And you may notice some cosmetic changes in the newsletter format.

Please bear with us in this period of change. We appreciate your patience and understanding. ✕

## Land Navigation Instructional Hike

GCA member bill reeves, an avid paddler and orienteerist, Will lead a hike into the Five Falls area of the Chattooga River from the Camp Creek access on November 28. The intent will be learning the use of a compass and topo map in cross-country land navigation.

Participants will need sturdy footwear, an orienteering compass, food and water for the day, extra clothes for whatever the weather, and a topo map. The map you will need is the USGS 7.5 minute series topographic of the Rainy Mountain GA-SC quadrangle. Topo maps are available at REI and other outdoor shops. If you have a GPS, bring it along.

Call Bill Reeves at 404-325-5853 to sign up or if you have any questions. ✕

(Reprinted from the Wall Street Journal.)





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and the people who have figured out a way to make a living beside them. Not that all the river towns are charming. Most, to tell the truth, are tumble-down and sad. At Arkansas City on the Mississippi, Mark Twain asked a steamboat passenger what sort of place it was.

"Well," said he, after considering, and with the air of one who wishes to take time and be accurate, 'it's a hell of a place.' A description," Mark Twain wrote, "which was photographic for exactness."

But something draws us to the riverside and keeps us there through winter freezes and spring floods. It was so from the beginning. There would be no Bunker Hill, no Beacon Hill, no Back Bay, no Boston Red Sox, no Boston, if there were no Charles River. John Winthrop and the first Bostonians chose the Charles because it offered easy access and the possibility of a quick getaway. Virginians chose the James River for the same reasons....

Some of our greatest river cities turned away from their rivers for a while, but now they're turning back. Pittsburgh has done so, with its inviting Point State Park right downtown (where the Allegheny and Monongahela form the Ohio). St. Louis' Gateway Arch soars over a river front rebirth. Detroit has reclaimed a part of its riverside from ramshackle warehouses and vacant lots and transformed it into a stretch of graceful glass towers and plazas and fountains fronting the river. Even New York — the greatest river city of them all, which has come to ignore its

greatest river — is talking about replacing the broken-down piers along the majestic Hudson with green parks and public walkways....

Highways are handy, ribbons of concrete, man-made. But if you are in search of the authentic America, seek out the little river that runs under the bridge at Concord. Pay your respects to the Suwannee, the Shenandoah, the Appomattox. Walk in the grass beside the Little Bighorn. Spend an afternoon waste-deep in the Henrys Fork with a fly rod in your hand, in the fall when the trumpeter swans fly low over the river. Walk down to the banks of the Missouri, which used to change course so often that farmers complained that they never knew whether their crop was going to be corn or catfish.

America is a great story, and there is a river on every page of it.

*The Charles Kuralt Memorial Fund*

*Money from the fund will be used to support communities working on local projects to help restore the rivers of America, so loved by American Rivers' late board member. To make a tax-deductible contribution to the fund write to:*

*The Charles Kuralt Memorial Fund*

*c/o American Rivers*

*1025 Vermont Avenue, NW, Suite 720*

*Washington, DC 20005*

*- From "American Rivers" magazine.*



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## 1998 Fall Safety and Rescue Clinic

by Bo Wise

The 1998 Fall Safety and Rescue Clinic was one of GCA's largest clinics yet. The two day clinic, always one of GCA's most popular, saw 55 participants gather at Mountaintown Outdoor Expeditions in Ellijay to learn and practice rescue skills, listen to presentations on subjects such as rescue organization, rescue philosophy, and equipment, and to learn from each other.

Saturday night the inaugural Blind Knot Tying Rodeo was held. Contestants were blindfolded and then given a knot to tie from the group they had learned earlier in the day. Penalties were added if a knot was not "dressed" (neat) and the shortest elapsed time was the winner. Paddling newcomers dominated the event. Andrew Kimble, who took his first kayaking class in May of this year, wowed the assembly by tying a perfect In Line Figure 8 in less than 7 seconds. Allison Earls, another



newcomer, took second, and C.M. Smoak was third.

For his victory, Andrew received a GCA throw rope with the redesigned larger bag, a copy of Bechdel and Ray's book *River Rescue*, a copy of Sundmacher and Walbridge's *Swiftwater Rescue Manual*, and has his name enshrined on the Blind Knot Tying Rodeo trophy, which will be displayed at GCA functions and events. Congratulations to all three of these paddlers.

After the rodeo, the crowd of almost 80 students, instructors, and logistics staff were fed another of Jay Srymanske's world famous Low Country Boil dinners. Lonnie Gregor was celebrating a birthday (21st ?) and the whole clinic was treated to ice cream and birthday cake. Thanks to Beverly Gregor for that part of the meal.

This year's clinic also saw a large number of younger paddlers take part. Ranging in age from as young as 12, this group of tomorrow's hair boaters livened up the clinic with their enthusiasm and energy. It was great to have them involved, and we are looking for all of them, plus their paddling friends, next year. An article on the clinic by one of these young people also appears in this month's *Eddy Line*.

A big "thank you" to all of the instructors, assistants, and logistics people who made this clinic happen. And, as always, thanks to our host Jay Srymanske and his staff at MOE. ✂



Saturday's rope throwing station at the Fall River Safety & Rescue Clinic. - Photo submitted by Tony Colquitt.

## Fall Safety Clinic From a Younger Perspective

by Kyle Gochenour

*Editor's Note: Kyle is the daughter of Steve and Kathy Gochenour. The Gochenours are active paddlers and GCA members.*

My name is Kyle Gochenour & I was one of the youngest (age 12) at the GCA Rescue Course. This weekend was a great success. The first day we went to five different stations. They were snag tag, where we learned to get someone's foot untrapped from a rock, knot tying, there we learned to tie different knots. Third we learned how to wade across a river by yourself, with 2 people and with six people. Next was Z-drag. Here we learned how to unpin a boat. Last but not least we learned about rope throwing and how to use a rope properly.

The second day we had to go down the Cartecay and do scenarios about what we had learned. My favorite ones were either getting the boat unpinned (Z-drag) or helping the people with broken bones and hypothermia. I thank everybody that helped me and other people learn how to save someone in case of emergency. I especially thank Mr. Bo Wise for letting me enjoy and learn, even though I'm very young. ✂

## 1999 Safety and Rescue Clinic Schedule

The 1999 Safety and Rescue clinic schedule is being set. There are clinics for almost all skill and experience



Who ARE those masked folks? Participants in the Saturday evening Blind Knot Tying Rodeo at the Fall River Safety & Rescue Clinic. - Photo submitted by Tony Colquitt.

levels, and some that are independent of paddling experience. Find the clinics that fit your needs and register early. Most of these clinics have enrollment maximums and all of them tend to fill up.

Watch *The Eddy Line* for registration forms.

Remember, these skills have to be practiced just like your paddling skills.

### **CPR**

Dates: January 22 (night) and January 23 (all day)  
Instructors: DeKalb County EMTs, Shane Jones, et al  
Cost \$15.00

Leads to certification by the American Heart and Lung Association

### **\*\*NEW COURSE\*\***

### **Wilderness First Aid**

Dates: Feb. 20 -21  
Instructors: Wilderness Medical Associates, Lonny McBride, et al.

Projected Cost: \$125.00

### **Introduction to River Rescue**

Dates: March 27  
Instructors: GCA ACA Swift Water Rescue Instructors (TBA)

Cost: \$25.00

Leads to GCA Certification

### **ACA Swift Water Rescue**

Projected Dates: May 13 (night), May 15-16  
Instructors: GCA ACA Swift Water Rescue Instructors (TBA)

Cost: \$55.00

Leads to GCA Certification

### **ACA Swift Water Rescue**

Projected Dates: May 20 (night), May 22-23

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Instructors: GCA ACA Swift Water Rescue Instructors (TBA)

Cost: \$55.00

Leads to GCA Certification

### **ACA Swift Water Rescue**

Projected Dates: June 3 (night), June 5-6

Instructors: GCA ACA Swift Water Rescue Instructors (TBA)

Cost: \$55.00

Leads to GCA Certification

### **Fall Safety and Rescue Clinic**

Projected Dates: Sept. 25-26

Instructors: GCA ACA Swift Water Rescue Instructors

Project Cost: \$50.00

Leads to GCA Certification



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## **Is River Running Dangerous?**

by **Richard Dabal**

In the eyes of the news media and river regulating authorities (i.e. Coast Guard, National Park Service, State Park Superintendents) the increase in river deaths is a call for more river regulations. The River Safety Task Force of the American Canoe Association has come up with some interesting statistics:

- Less than 1% of the fatalities involve well-equipped, experienced paddlers.
- 90% of the victims are young males with no formal boating education.
- At least 20% of all accidents involved alcohol. (The ACA points out that even one beer reduces your sense of balance and ability to swim.)
- 33% of river deaths involved cold water (hypothermia).
- 45% of river deaths were without a PFD.

The ACA urges all trained boaters to spread the safety word to novices that they meet on the river, at the put-in, or on the lunch rock. Boating safety doesn't end when the Safety Seminar is over. Boating safety is always in the ON position; be it class I or class V water.

- Excerpted from "The Paddler's Gauge", *Three Rivers Paddling Club*, via "Paddle Talk", newsletter of the *Conewago Canoe Club, York, Pennsylvania.*



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## **Close Call on the Upper Gauley**

by **Chris Bell**

9/27/98. Just in case any of you were wondering.... the obvious really fun-looking twisting slot on river left in the first rapid downstream of the pool below Insignificant (Upper Gauley, WV, USA) is not a good place to be, at least not at a slightly lower than normal release (2800 cfs) like the one we had Sunday (2350).

I've run this slot several times and never had any trouble. As I came around the corner leading back out into the main current Sunday morning, I noticed a little ridge of rock just under the water's surface. It ended with a little knob that stuck up in the middle of the channel.

I like to cut turns pretty sharp, and if I'd cut my turn as sharp as I would have liked I'd have been to the right of the knob in what I remember as the deepest water in the channel. Instead I was off my preferred line by maybe a foot and heading for the knob.

Rather than work to get back to the right of it, I intentionally changed my line a foot or two to scrape over the shallow spot to its left. No problem, right? Not quite as aesthetic, but no big deal.

Well, it turned out to be a big deal. In retrospect I realize that the shallow spot was probably a ridge of rock that was deflecting a significant amount of water into a sieve I had never noticed before. The sieve consisted of current feeding under a large flat rock I thought was part of the shore. Bouncing over the shallow spot lifted my bow and caused my RPM's tail to catch enough current to stern squirt me against the large flat rock. My stern then settled back into the sieve.

I wasn't too happy — I was stuck, a lot of current was pushing against the right side and stern of my boat and I didn't feel particularly stable — but at least I was head-up. I tossed my paddle onto the flat rock and decided that rather than pop my spray skirt and risk folding my boat or flipping into a heads-down pin while climbing out onto the rock, I'd just swallow my pride and wait for the other three people in my party to rescue me. At this point my boat was pinned at what I'd guess to be about a 45-degree angle against the flat rock with a lot of current pushing back into what I still did not know was a sieve.

Within seconds I was to learn that my situation was much more precarious than I had thought. The boat began to settle and then got sucked into the sieve. I'm not really clear on what happened from this point on because I was under both water and rock, but I can remember feeling tightly wedged with my boat and a lot of water pushing me into rock. I can remember thinking that my wife had a premonition that something bad was going to

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happen before I left (I can't remember her ever saying this before) and that there was a good chance I was going to drown. I thought about Pablo Perez, who died boating with good friends of mine on a river 35 minutes from my house last February.

I definitely didn't want to drown, and I started to push against the current with all my might. When nothing happened I started thinking about my nine-month-old daughter and how much I wanted to see her again. The boat moved a little and my upper body eased into the main current flowing through the sieve.

This current was strong enough to suck me most of the way out of my boat; I would have probably come all the way out had it not been for my knee brace. I've worn a knee brace since surgery last spring to repair an anterior cruciate ligament I blew out playing soccer 14 years ago; I'd pulled the thigh braces out of my boats to make it easier to get in and out with the knee brace on, but it still hung up on something (maybe the cockpit, maybe rock).

So now I was caught at the knee, underwater, in the dark, with a very powerful current (a good sign actually) trying to wash me farther under the flat rock I had thought was part of the shore. A little wriggling, however, and my knee came free. I was moving! At this point it was very dark and for the first time I began to wonder how much longer I'd be able to hold my breath. Just then I saw a little patch of yellow and began to swim for it.

Think I was pleased when I popped to the surface? You bet. And you can't imagine how happy I was to be able to get up every hour or so last night, walk to my daughter's room, and help her settle back to sleep.

So what have I learned? Since this all happened less than 24 hours ago and I haven't had time to completely process the experience nor have I had the opportunity to talk in detail with the folks who saw parts of what happened. At this point most of what I've "learned" just reinforces stuff I already knew but don't always like to remember:

1. Boat designs influence the risks boaters face. Low volume scooped sterns like the RPM's are really fun but significantly increase the risk of stern pins. If I'd been paddling my Freefall or my Gradient, I probably would have bumped right over that ridge of rock and never known what lay unseen below the water's surface. This isn't "blaming the boat;" I chose the boat I chose, and I chose the line I chose. But it wasn't an ideal boat for creeking, and that was, in essence, what I was doing running that twisting slot.

2. Boating, especially hair boating, is an inherently selfish activity. I've thought this a long time but never said it before. Yes, I know: most boaters are great people

and we constantly help each other out on the river. But we are constantly making little decisions with great consequences without consulting those who are going to pay the greatest price if we screw up. I suspect that if I had gotten to the point that I couldn't hold my breath any longer, the pain of my guilt at leaving my daughter without a father would have been pretty much unbearable.

3. Making little decisions with great consequences is inherent to our sport. It is what makes it so fun and so powerful an addiction. Most of the time we get a free pass, even when we screw up. Look at me. My only mementos of a close call that nearly killed me are thighs that are really burning this morning (ever hear those stories about women lifting cars to get their babies out from underneath them?), a couple sore spots on my calf near where four of the five one-inch wide Velcro straps attaching my knee brace to my leg were torn loose, and a PFD that has this dark green grime ground into the back.

But despite the free passes, every once in a while, no matter how good we are, one of those countless little choices or tiny screw ups has the potential to really bite back. Either Woody or Risa Callaway — I don't remember which — likened top paddlers to "right stuff" pilots in an "American Whitewater" article a few years back. Little screw ups are going to happen, and the best boaters have the ability to make choices with high probabilities of success as they go from plan "A" to plan "B" to plan "C." Note my careful choice of the phrase "high probabilities of success" in this last sentence....

4. Experienced boaters have a deep understanding of the risks inherent in playing in a dynamic environment for which their bodies were not designed. They make their choices after weighing their willingness to accept the consequences if something goes wrong. Reading frequent accident reports and the accounts of those left behind leads to more informed choices.

5. The twisting slot on river left in the first rapid downstream of the pool below Insignificant is a lot more dangerous than it appears as you go flying through it. I have learned today that at least two others (and possibly a third) have pinned in this slot, all video boaters. The two pins about which I have the best information (a friend called this afternoon and spoke to one of the victims) occurred the same day in the fall of 1996. Like Sunday it was a day when the water was a little lower than the standard release — approximately 2400 cfs.

One victim required help to get free and the other washed all the way under the rock while still in his boat. The victim who required assistance was paddling an RPM; I don't know what the other victim was paddling

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but it was almost certainly a play boat as his video camera was wedged between his legs (a very scary place to have your camera in a pin....).

6. Remember who's waiting for you at home when you choosing your rivers, your boats, your lines and your paddling companions (no regrets about my companions

Sunday; I'd only met them the day before, but all were great and as helpful as they could possibly have been in a situation that unfolded so quickly — a big tip of the yak to Keelhaulers Brent, Angie and Dave, and another to the two folks on the Shredder who came to my assistance).

- From Internet Newsgroup *rec.boats.paddle*. ✂

## Towing a Sea Kayak

by Don Bailey

When thinking, "tow rope," hitherto I would always envision my trusty ol' fifty-foot white water-style throw bag. Since it was too big in diameter to fit in the jam cleat mounted on my hull, I opted for using a large loop on my end, which I wore over my shoulder, and tied off on the other end, to the boat under tow.

This is extremely hard on the person doing the towing, and places the towed paddler too far from your grasp in case they are unconscious or otherwise need supporting to stay upright. It is impossible to communicate verbally, in anything over a ten-knot wind, a condition that often makes towing necessary to begin with. Also, the towed boat could wander all over the place, making towing very wearing on the person doing the towing. If a little slack in the rope is suddenly taken up by the wind or current, it will feel like your shoulder is being torn off.

Derek Hutchinson recommends a bungee cord link in the rope to soften this shock, and gives plans for a built-in deck well, to stow the rope in. But all this gets 'way too complicated. Sure, there are backpack-style towing belts made for the purpose, but with an ocean-going PFD and a Camel Back already competing for space on my back, I really couldn't see adding to the load, especially with the high tunnel style of spray skirt, with suspenders, that I prefer.

Since my kayak has a rudder, it is also extremely difficult to deploy this sort of rig for a tow without damaging the rudder, or at least getting it fouled by the rope. Also, getting loose from this rig is problematical. If



you have your own emergency in heavy seas or surf, and have to roll or bail out, you stand a good chance of being wrapped in the rope, and tethered to the other guy's boat, which is out of control to begin with... not conducive to happy camping, as I define it!

Recently, I was introduced to an entirely different setup that makes a whole lot more sense to me. The equipment involved is extremely simple and compact... it consists of three feet, more or less, of 5/16" diameter nylon rope, a carabiner, and a jam cleat mounted on your kayak just aft of the cockpit. Simply make a small loop in one end of the line to take the 'biner, which is passed through the bow grab loop — or better still, the deck rigging of the boat to be towed. Fasten the 'biner to another small loop approximately half-way up the line. Position the 'bitter end' (as seamen call it,) in the jam cleat, and pull it taut. That's it!

This positions the boat being towed, right up tight against your hull, where it won't come slamming in unexpectedly in heavy seas. It is just slightly aft of your paddling arc, and interferes only slightly with your stroke, if at all.

The person being towed is close at hand, and you can communicate much easier, especially in windy conditions. It allows you to allay their fears, issue instructions, or check on their consciousness. The rafting effect promotes stability. Speed and maneuverability are far better. The towing gear is extremely compact and inexpensive. It can easily be stowed under your deck bungee, and is much more accessible than the standard throw bag, and a lot less likely to go adrift in a heavy sea.

Try it, you'll like it! BCNU@C, Don ✂

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## ACE Athlete Profiles

*Each month the Atlanta Center of Excellence (ACE) will spotlight a local member of the US National Team and a local "up and comer" with a profile, possible interviews, and/or photos for The Eddy Line. Our thanks to Betsy Hamilton of ACE for her efforts in honoring these athletes and publicizing white water racing.*



### ACE Athlete of the Month: Adam Boyd, Men's Single Canoe (C-1); Atlanta/Vermont

2nd Boat, US National Team, 1997,  
3rd Board, US National Team, 1998,  
US Junior National Team, 1993, 1994, 1995, 1996  
Silver Medal, 1995 Olympic Festival  
Silver Medal, 1996 Junior World Cup  
Silver Medal, 1997 US Nationals

A native of Woodstock, Vermont, Adam moved



Eric Hurd at the '98 Junior Olympics. - Photo by John Dennis.

to Atlanta to attend Emory University where he is studying Anthropology and Ecology. Following his third place finish at Team Trials, Adam's '98 results were strong. He placed 15th at the Wassau leg of the '98 World Cup and, overall, ended up the season ranked 32nd in the World.

Born in 1978, he is the son of Peter Kennedy (of Adventure Quest) and Kitty Edwards. Adam has been boating for ten years; in addition to paddling, however, he enjoys playing "Ultimate Frisbee" at Emory, is an accomplished free style and downhill skier and an aspiring climber. On the rare occasions when he is sitting still, he enjoys chess and juggling. We are delighted Adam is in Atlanta.

**Ace "Up and Comer" of the month: Eric Hurd (Cadet), Woodstock. Men's Kayak (K-1); Men's C-2 with partner, Tad Dennis**

Member, 1998 U.S. Cadet Team.

39th of 69 racers at the U.S. Senior Nationals.

At 12, Eric Hurd is the youngest paddler representing ACE and, pound for pound, is the toughest ACE paddler of all! The son of Fran and Mike (a talented paddler in his own right) Hurd, Eric is presently in the 6th Grade at Woodstock Elementary School in Woodstock, Georgia. Eric is ambitious about his paddling career and hopes to make the U.S. Junior National Team, while still a cadet (under age 15). Already he has earned 4th place in days one and two of last week's Nantahala Double Header and 5th place among the Junior ranks at the 1998 Locust Fork Races in Alabama.

Eric trains five days per week in-the-boat; in addition, he has a weight-training regimen. Eric played in three baseball World Series from 1994 through 1996. He also enjoys mountain biking and hiking. ✂

**Experience is something you don't get until just after you need it.**

## Upcoming World Championships

by Rich Kulawiec

Slalom Championships for Seniors

2001: Ocoee, USA

2003: Augsburg, Germany

2005: Sydney, Australia

Slalom Championships for Juniors

2002: Poland

Wild Water Championships:

2000: France

Also, white water slalom is included in all but one of the bids for the 2004 Olympics (Rio de Janeiro is the exception). ✂

## USCKT News & Notes

The US Slalom National Team competed from September 11-13 at the final World Cup race of the season on the 1992 Olympic course in La Seu d'Urgell, Spain. The team ended the competition by placing three boats in the final round. The members of the team who were in the finals are as follows:

8th C-1 David Hearn, Bethesda, Md.

8th C-2 Lecky Haller, Glencoe, Md./Matt Taylor, Atlanta, Ga.

18th K-1 Scott Shipley, Poulsbo, Wash.

### News from the International Canoe Federation Congress

A very exciting moment for Slalom Canoe/Kayak came at the 1998 ICF Congress when the organization's newly elected president, Ulrich Feldhoff of Germany, announced that he had met with Juan Antonio Samaranch at the 1998 Sprint Worlds at Szeged, Hungary, and the IOC President had promised that Slalom Canoe/Kayak events would be on the 2004 Olympic Program.

President Feldhoff provided this information in response to a question raised by US Delegate and USCKT Executive Director Terry Kent. "We were discussing the working program of the ICF for 1998 to 2000 and I was astounded to see that guaranteeing slalom's place on the Olympic Program was not included," said Terry Kent, "So I asked the President if he had any new information."

Samaranch's verbal commitment to Feldhoff confirms a letter solicited by Richard Fox from Athens Organizing Committee to the ICF stating that if they were awarded the games, they would indeed host the discipline of slalom.

"Given the problems we had for Sydney," said Kent "The USCKT will continue to ask the ICF to lobby for slalom's inclusion with the IOC in future Games."

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The other big news for the United States was that the ICF Congress gave the ICF Board the right to decide at the next meeting in Sydney on the location to the 2003 Sprint Worlds. This gave the bid submitted by USCKT and Lake Lanier the ability to be considered against Belgrade. The bid for Lanier was submitted late and the ICF are sticklers for the rules.

Lanier's Jim Mathis, Connie Hagler and Kim Goff lobbied hard to secure support for their bid amongst other Congress delegates while US Delegate and ICF Board member Charles Yatman was masterful at convincing the Board to allow Lanier's bid. The decision to delay came after Sprint Committee Chair John Leukemaus pointed out that the other bidder, Belgrade, had failed to host a technical inspection. "This gives Lanier the best possible

chance to be chosen," said Kent, "at the end of the day, no one wants to go to Belgrade with all the turmoil they have had."

In final news for the United States, it was confirmed that the 2001 Worlds will be held on the Ocoee River in Tennessee and although a proposal allowing Continental Federations to recognize new disciplines was defended, the ICF's working program for 1998-2000 includes the ability to recognize sports in the Oceanic territories with traditional backgrounds: potentially good news for outrigger. Also, Slalom Worlds will be held every non-Olympic year, beginning in 2001.

In addition, the Canoe Polo Worlds in 2004 were awarded to Myoshi, Japan, and the 2005 Sprint Worlds were awarded to Sydney, Australia. ✂

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## River Access

### Selected Readings on the Georgia Law of River Access

Compiled by Dan MacIntyre

*Over the next several months, we will feature readings from various legal documents that have impacted Georgia's laws on river access. These readings will range from the Magna Charta, which codified English common law, and in turn provided a basis for Georgia law, to the most recent court filings on this year's case relating to passage on the West Fork of the Chattooga. These readings are meant to provide background for educating our membership and the public on how we got to where we are in the area of river access, and where we need to be going.*

#### Part I — Magna Charta

The Magna Charta provided a codification of English Common Law and outlined certain rights that belonged to all Englishmen by virtue of their citizenship. Among those rights, the right to travel safely and securely on the waters in and around England.

Quote:

John, by the Grace of God, King of England, Lord of Ireland, Duke of Normandy and Aquitaine, and Earl of Anjou, to his Archbishops, Bishops, Abbots, Earls, Barons, Justiciaries, Foresters, Sheriffs, Governors, Officers, and to all Bailiffs, and his faithful subjects, — Greeting.

Know ye, that We, in the presence of God, and for the salvation of our own soul, and of the souls of all our ancestors, and of our heirs, to the honor of God, and the exaltation of the Holy Church and amendment of our Kingdom, by the counsel of our venerable fathers, Stephen Archbishop of Canterbury, Primate of all England, and

Cardinal of the Holy Roman Church, Henry Archbishop of Dublin, William of London, Peter of Winchester, Joceline of Bath and Glastonbury, Hugh of Lincoln, Waiter of Worcester, William of Coventry, and Benedict of Rochester, Bishops; Master Pandulph our Lord the Pope's Subdeacon and familiar, Brother Almeric, Master of the Knights-Templars in England, and of these noble persons, William Mareschal Earl of Pembroke, William Earl of Salisbury, William Earl of Warren, William Earl of Arundel, Alan de Galloway Constable of Scotland, Warin Fitz-Gerald, Hubert de Burgh Seneschal of Poictou, Peter Fitz-Herbert, Hugh de Nevil, Matthew Fitz-Herbert, Thomas Basset, Alan Basset, Philip de Albinac, Robert de Roppel, John Mareschal, John Fitz-Hugh, and others our liegemen; have in the First place granted to God, and by this our present Charter, have confirmed, for us and our heirs for ever:

(1) *note* That the English Church shall be free, and shall have her whole rights and her liberties inviolable; and we will this to be observed in such a manner, that it may appear from thence, that the freedom of elections, which was reputed most requisite to the English Church, which we granted, and by our Charter confirmed, and obtained the Confirmation of the same, from our Lord Pope Innocent the Third, before the rupture between us and our Barons, was of our own free will: which Charter we shall observe, and we will it to be observed with good faith, by our heirs for ever.

We have also granted to all the Freemen of our Kingdom, for us and our heirs for ever, ~~all the underwritten Liberties, to be enjoyed and held by them and by their heirs, from us and from our heirs.~~

<snip to part 41>

(41) *note* All Merchants shall have safety and secu-

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...rity in coming into England, and going out of England, and in staying and in travelling through England, as well by lands as by water, to buy and sell, without any unjust exactions, according to ancient and right customs, excepting the time of war, and if they be of a country at war against us: and if such are found in our land at the beginning of a war, they shall be apprehended without injury of their bodies and goods, until it be known to us, or to our Chief Justiciary, how the Merchants of our country are treated who are found in the country at war against us; and if ours be in safety there, the others shall be in safety in our land.

(42) *note* It shall be lawful to any person, for the future, to go out of our kingdom, and to return, safely and securely, by land or by water, saving his allegiance to us, unless it be in time of war, for some short space, for the common good of the kingdom: excepting prisoners and outlaws, according to the laws of the land, and of the people of the nation at war against us, and Merchants who shall be treated as it is said above.

*<snip remainder of document>*



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## Waterworks Update

by Steve Vitale

I recently heard some boaters complaining about ACE's exclusive access at the Waterworks and I would like to set the record straight. ACE's access to the wave is not exclusive, as any one can get in. Although Mike Larimer did go to the City of Atlanta just to gain access for ACE, his efforts have paid off for all of us. The first time I returned to the wave since being locked out, there were four play boaters already on the water. To get into the waterworks

all you have to do is ring the buzzer and wait for the gate to open. (If you arrive after the day shift has ended at 5 p.m., you can end up waiting a very long time.)

This situation all started when the lawyers for the EPA tried to out-lawyer the Mayor's boys at City Hall. (Note: At the present time, only the lawyers for the two sides are talking to each other and they don't seem to be getting along.) In an effort to embarrass the Mayor before the last election, the EPA issued a report criticizing the security at the Waterworks. Although the City and the EPA have never considered paddlers to be a security risk, the City decided to put into effect the only security plan it has ever had for the Waterworks.

The security plan they used was left over from the Olympics. As is the unfortunate case when lawyers clash, they don't kill each other and innocent bystanders usually get hurt. In this case everyone, including paddlers, was locked out of the Waterworks. Before the channel gates were scheduled to come down in the spring, Mike approached the city about returning to the Waterworks. After a few months of haggling with the City, ACE was allowed back in and as a result we all have access to the waterworks. This is primarily due to Mike's persistence in following up on this issue (Without the waterworks, the ACE would only have had the flat water gates for a training site.) and the fact that the city employees can't tell the difference between a race boat and a canoe.

The water is still putrid and the smell just as bad, and all this may change with the new waterworks contract. So if any brave soul is interested in being the point of contact for the club concerning the waterworks, please contact the Board.

*- From the Atlanta Whitewater Club newsletter.*



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## Letters

I need to say thank you to Bo, and all the instructors and assistants, for the excellent 1998 Fall River Safety & Rescue Clinic held at MOE. I can't even begin to imagine the work that went into setting up the clinic, but the results were fantastic. Each instructor was great at explaining everything in their station, all stations had enough equipment for demos, and the time allotted for each was appropriate. The clinic was informative, challenging, and a lot of fun.

Clinics and events like this pull together large groups from the club. Although that must be a logistical nightmare, it's fun meeting the other friendly paddlers and finding out how paddling fits into your interesting and colorful lives.



I learned more, through my almost constant errors, than I ever thought I needed to know. I'll surely look at this sport in a new, safer and more realistic light.

Thank you,  
Kevin MacRae



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"I have never seen a river that I could not love. Moving water... has a fascinating vitality. It has power and grace and associations. It has a thousand colors and a thousand shapes, yet it follows laws so definite that the tiniest streamlet is an exact replica of a great river."

*- Roderick Haig-Brown*

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## Book Review

### RIVER by Colin Fletcher

Published by Alfred A. Knopf, 1997

The only good thing about recovering from surgery is that it gives one time to catch up on reading. In March, just when I had finished going through a tall pile of magazines with some dating back at least six months, Jim brought over Colin Fletcher's latest book. Reading 'One Man's Journey Down the Colorado, Source to Sea' was literally the next best thing to actually being on the Colorado, or for that matter, the next best thing to paddling almost anywhere.

Colin Fletcher is best known for his hiking and backpacking feats and his books documenting them: for example, he was the first man known to have walked the length of Grand Canyon National Park within the Canyon's rim, and relates his experiences eloquently in 'The Man Who Walked Through Time'. But in 1989 at age 67, Fletcher embarked on a six-month, single-handed, foot-and-raft expedition down the full 1,700-mile length of the Colorado River. According to Fletcher, it was not only for adventure (and the likelihood that no one had accomplished it before), but because he needed 'something to pare the fat off my soul.... to make me grateful, again, for being alive.'

The Colorado actually begins as a tiny tributary of the Green River high in Wyoming's Wind River Range, and Fletcher spends his first week (mid-July 1989) exploring 'The Source' and backpacking beside the first 20 miles of the infant Colorado.

His paddling skills mature, and by the time he



reaches the serious white water above and in the Grand Canyon, Fletcher has become quite adept. (Amazingly, his only prior river running experience was a couple of days on Idaho's Salmon River with Les Bechdel.)

Near the end of his journey in Mexico the Colorado shrinks to a series of irrigation canals and Fletcher is forced to shoulder his backpack again. Fittingly, sufficient water allows him to paddle the final 65 miles into the Gulf of California (January, 1990).

Imagine your best friend is a feisty curmudgeon in his late sixties, and he is telling you in great detail of this river experience — the wilderness and its inhabitants, the rapids, his innermost thoughts. That's what reading this book is like. Your friend is also a master of the English language — you easily forgive him for building colorful verbs from nouns and constructing enthusiastic sentences that sometimes reach a page in length.

And your friend is delightfully irreverent — for example, reflecting on some of his contacts with government land superintendents, Fletcher says 'Although I like to assume that inside every bureaucrat lurks a human being, just waiting to emerge, I also recognize that most bureaucracies are organized along the lines of a septic tank: the biggest pieces tend to float to the top.'

The jacket says 'RIVER is a glorious vehicle for Colin Fletcher's unique voice and singular spirit' — and I agree. So if you need something to pare the fat off your soul, read this book and let your imagination go to work planning a river journey. If you think you need a companion, call me.

- Warren Devine

- From the newsletter of the East Tennessee Whitewater Club. ✂

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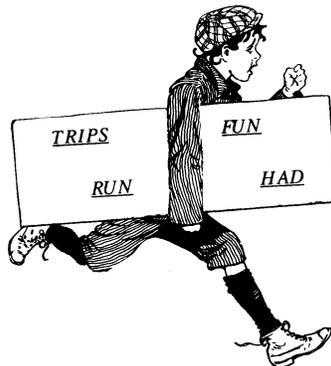
## Hiwassee River

by Mike Christison

This time of year finds few free flowing rivers with enough water to run. This often leads to huge numbers of paddlers on dam release rivers such as the Hiwassee. This trip, on August 29th, found 29 enthusiastic paddlers in an assortment of canoes, kayaks, and inflatables.

We broke into three groups coordinated by Bill Convis, Tony Colquitt, and myself, and aided by Jimmy Gunter, Mike Kaplan and others. The weather was perfect and we spent plenty of time playing at spots such as Thread the Needle and the Ledges.

some of the paddlers experienced their first side-



surfing just below the Ledges. Linda Delery put her new Probe 11 through a good workout here, and 14-year old Joe Freedman, in his kayak, appeared to be in surfer's heaven. Spills were few this day and many of us jumped in to cool off.

Thanks to all who helped out. Those paddling were: Mike Babcock, Fred Borchuk, Tony Colquitt, Bill Convis, Carole Creekmore, Linda Delery, Robin Egaas, Steve, Peggy, Joe & Greg Freedman, Elizabeth Goldsworthy, Jimmy Gunter, Sharon Haire, Marty Head, Lois Hogan, Mike

Kaplan, Greg Mabry, Sue McConnell, Pablo Murphy, Nick & Peggy Moore, Kay Redmond, Hale Sanders, Edward Stockman, Laura Tanner, Margery Diamond, and Burt Hunt. ✂

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## Cartecay River Clean Up

by Edward Stockman

September 13, 1998. Part of the Fall Gala Canoeing Affair was the previously canceled (due to too much water), Cartecay River Clean Up. Twelve people gave up a day of paddling to pick up trash. In kayaks were Beverly, Lonnie, and Kelly Gregor, Victoria Parker, Judy Ratterson, Steven and Jack Shoaff. In opens were Stacey Patterson, Marty Head, Marty Dyche, Peter Hoffman, and the trip coordinator, Edward Stockman. Joining us from MOE was Jay Srymanske in an open and David Pickman in a kayak.

Water level was ideal for this adventure, low. Jay with MOE provided garbage bags and cider when the trip was completed. Open boats became garbage scows and kayaks were retrievers of trash. The group put in at Lower Cartecay Road with an intermediate stop at Sexton Woods to dump trash and Jay.

Highlights of the trip were one romance, a caste iron griddle which Jay is planning to give to his wife for Christmas, a car differential soon to be recycled into one



The Cartecay Clean Up Crew.

- Photo submitted by Edward Stockman

of Jay's many vehicles, unopened beer and soft drinks, and a glass jar of pickles.

As users of rivers, we all must now and in the future demonstrate responsibility in their use. One way to accomplish this is through river clean ups like this one. The river thanks all of us for investing our time. ✕

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## Trial by River

### Texas Water Safari, Round Two

Part I

by Kaki Burruss

*[This article is a follow-up to last month's article about GCA member Marvine Cole and her two sisters' first attempt to finish the Texas Water Safari, a gruelling annual race held in Texas each year. Round Two is told in two parts. Part Two will be published in December.]*

Welcome back to the story of the three crazy sisters in search of a finish at the Texas Water Safari. If you followed our last attempt, you remember that we were only 30 miles from the end of the 260 mile non-stop race when sister Marvine was attacked at night by a gar fish hurtling through the air toward her light. That bizarre accident resulted in a broken rib and punctured lung for her, and our withdrawal from the race.

I had vowed I would paddle the Safari only once. The race is 260 non-stop miles that must be completed in under 100 hours. Starting in San Marcos, it winds down the San Marcos River into the Guadalupe River and on to Seadrift on the San Antonio Bay. It is known for less than comfortable paddling, long portages, blisters, shriveled feet, 100 degree temperatures, mud, tornadoes, snake bites, alligators, and "safari butt" (ugly boils). But we had been so close, I knew we had to finish.

In the '96 race, we sisters had never even sat together in our tippy, cigar-shaped 26 foot racing canoe purchased only two weeks earlier. We were fortunate that first year that the severe Texas drought had forced the water level to a near all time low. In '97, however, it rained all spring and the San Marcos and Guadalupe were flooded and full of strainers. In a tragic accident two weeks before the race, a veteran Safari runner and his son misjudged their location and were swept over Ottine Dam. The father drowned in the violent hydraulic at the base. The son miraculously swam out the bottom of the hydraulic

The day before the race we joined other contestants driving the river from point to point checking out the water levels. The San Marcos has a number of low water bridges, crossable by road only during low water. As the water rises, these bridges become killers, catching logs and canoes. (The same week of the drowning, a Safari official pulled his son-in-law out of the up-river side of a low water bridge after his canoe capsized. The canoe was later rescued by pulling logs out of the down-water side of the bridge to free it.)

We stood on a bridge or the shore, watching the water rush over, under and through these bridges. There were no eddies. We would have to jump out in the "quiet water" and lift the boat onto the bank. Where the river was running especially high, we could run over the bridge.

Spencer's high water bridge had collected a 15-foot

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wall of impenetrable logs. Portage right. It was intimidating. Even after a year of training. We discussed withdrawing. We finally decided we could manage the river, but the fear made us uneasy and irritable. The officials talked of postponing the race.

The uninitiated thought the high water made for an "easy" race, and 88 boats had registered. After the safety briefing, 79 boats started the race. We were one.

The start of the race was comical. The boats came in every size, from singles to the first-ever six man boat, and included sea kayaks, ABS canoes, AlumaCraft and racing designs. At the whistle, the spring basin became a turbulent churning ocean, and as we joined the others in avoiding collisions and staying upright, we watched as a four-man boat, converted to hold five and called "Standing Room Only", sank from the wash. We were off.

Our race strategy was simple. We had agreed for safety reasons not to paddle at night till we reached the Guadalupe River, so our goal was Palmetto State Park (mile 60) by dark. We knew the decision not to paddle the more dangerous San Marcos River at night might cost us the Women's Trophy. Last year we had been the only women's boat, but this year we had to beat another women's C-3, made up of young women Safari veterans. Realistically, that was unlikely. (As much as I hate to admit it, age does seem to be a factor in this race. We are 47, 48 and 52.)

With the most white water experience, I was "safety officer" and paddled bow. Jackie "drove the boat" with foot pedals from the stern seat, and Marvine paddled middle.

The upper San Marcos River has portages about every two miles. Cummings Dam offered the first major challenge. The boat must either be carried around a sharp and high portage trail, or dropped over a 20 foot wall. During practice two weeks before, we had tried a rope to the stern to lower the boat, but the rope had stretched and QE3 nose dived into the gravel below creating a one and a half foot crater. We were lucky we didn't crack the boat in half. Today we belayed the boat again, this time using throw ropes tied to the two center thwarts. We were fast, efficient, and successful.



Kaki, Marvine and Jackie in the QEIII.

At the Cottonseed Rapids portage, Jackie sliced two of her fingers while opening a Power Bar with her Bowie knife. Marvine stanch the bleeding and taped the wounds with water-proof tape. We prayed there wouldn't be any infection.

Safety Officials were stationed at low water bridges and other obstructions along the race. The safety official at Skulls Crossing stood on the bridge and motioned us to go under. In the QE3 you lie back and face the underside of the bridge. My nose was a breath away from the bridge bottom and I closed my eyes. In the stern Jackie's life jacket scraped. Too risky, I thought, and then we were in rapids and a strainer below the bridge and swimming. That should have been a lesson on Safety Official directions and we were to regret not learning it.

At Martindale Dam we had a short portage right, then the Martindale low water crossing. The left side of the crossing was high, but the center was awash with swift moving current. Giant logs stabbed back across the bridge from below on river right. Behind the crossing was a two-foot falls. I thought the safest route was portage right, but the Safety Officer emphatically motioned us onto the center of the bridge.

"Jump out and grab the stern," he called.

We did, but were unable to hold it in the rushing current, and in a blink the QE3 was pinned against the logs on the bridge river right. I dropped my paddle and it floated away in the downstream current. We carry an extra paddle, but ignoring the yells of Marvine, I jumped into the current to retrieve it. It was a hard swim.

In the meantime, Marvine wrapped a "Steve Thomas Rope Trick" around the QE3 to try and roll it off the log. When she pulled, however, the Kevlar boat merely flexed in the middle. If we rolled it, it would break in half. We couldn't pull it off the logs, even with ropes.

Marvine turned to her husband, Knox, standing on the bridge. "What should we do?" (Contestants can receive no physical help or supplies from anyone, except their shore support captains, who can give them water and ice. But advice is free.) "Try pushing it forward," he suggested.

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By now I was standing in chest deep water below the crossing. I pulled forward while Marvine and Jackie pushed. We freed the boat... into the rushing current.

Already fatigued, I swam after it as Marvine ran around and joined me. Finally we pushed it ashore. The pinning was costly in time, but even more in energy. It could have been more serious. Watching from shore were two men who had overturned on the bridge and had to be rescued when they were sucked up under it. (Also, of course, they were disqualified for receiving assistance.)

The humidity was high and the temperature over 95 degrees. As the day wore on, all three of us suffered from the heat, but especially me. I had arrived in Texas only the day before, and it had been 50 degrees in Virginia the week before the race. We were so occupied in the swift current that we didn't drink enough water, and would pay for it later.

My sisters tell me that at Staples Dam (mile 17) there was a giant party with scores of people drinking beers and watching the Safari. I didn't see any of it. Exhausted from the effort of draws and cross draws, braces and swims, I focused on carrying the boat across the lawn and down the 30 steps to the water. We had made our first checkpoint at 12:30 p.m., under the deadline time of 3:00 p.m., but only a disappointing hour earlier than last year.

The stern paddler in long boats got used to "eating salad." As the boat turns corners in strong current, even with posts and corrections, the stern was swept into the underbrush. At a turn in the nine mile stretch to Fentress, Jackie was snagged out of the stern by a vine, and spilled Marvine and me into the river. In the deep water we found an eddy behind some cypress roots. Wary of the moccasins, Marvine and Jackie clutched the roots and hoisted themselves into the boat. I couldn't get a foothold, and we decided Marvine and Jackie would ferry the boat across to a sand bar, and I would swim the current. Marvine took out our throw rope.

I'm a good swimmer, but as I pulled into the current, I realized I'd underestimated its strength. Knowing I had to make the turn where Marvine waited with the rope, I propelled myself into a crawl stroke, and at some point caught water in my throat. Unable to breathe, I struggled in the current, still cutting for the inside turn. Marvine's throw was into my hands, and she later said as she heard my gasping and saw my panicked face, her biggest fear was that I would let go of the rope. No way! That rope was my life line. Jackie waded in and I fought her off, fearful she would constrict my breathing. Finally she grabbed my life jacket and pulled me ashore.

I was never in danger of drowning; if you can gasp you're getting air. But when I came ashore, I collapsed in

the shade. Within five minutes we were paddling again.

Just below Fentress was a public campground, and in the water were five people in tubes, a mother, a father, a five year old, and two young men. None were wearing life jackets. Caught in the turbulent flood, they were headed toward an enormous downed tree filled with leaves and branches. Below the tree were other strainers too numerous to count.

"Get out of the water," I yelled. "You're in real danger."

But it was too late. As we rounded the bend, we could see as one by one the mother, father and child were swept into the tree.

A terrified man floated behind us, and we eddied out. He missed the throw rope, and rounded the bend out of sight. Then we heard the girl screaming up river.

"Are you all right?" I called. "No," came the mother's panicked reply.

My sisters ordered me to sit in the shade, and they rushed back through the shrubs up river. When they arrived, they found the other young man on shore. The mother and daughter were holding onto one tube, the father another, all three grasping the branches of the tree top. Marvine took charge.

"Here's what we're going to do." Within a few minutes, she had swung the mother and daughter and then the father to shore with our throw rope. As Jackie and Marvine ran back to our boat, the mother talked nonstop to their backs out of her fear and gratefulness.

Downstream, we found the fifth tuber sitting on a strainer with his tube in the middle of the river. Surveying, we could see no route he could take, and as he was only an "OK" swimmer, he admitted, we said we'd send a rescue boat. I think it's possible we saved lives.

At every bridge and crossing we were cheered on by our parents, who had encouraged and sponsored us, and when possible by our other sister. (She was also busy as land support captain for another Team.) Spectators waved from the bank.

We arrived at Luling 90 (mile 40) the second deadline, at 6:19 p.m. (9:00 p.m. is the deadline time.) It was pretty clear we weren't going to make our goal, Palmetto, by dark, because we still had 20 miles, 2 giant log jams, and the killer Ottine Dam to portage. But we could go on 6 miles to Luling Dam, and sleep there.

I had to rest. I was dizzy and nauseated and my legs were cramping. I staggered up a hill and lay in the sand and mosquitoes in the shade. My husband and Team Captain, Billy, brought me water. Marvine brought me cheese crackers, but each time I tried to eat, nausea washed out to my fingertips and down to my toes. From

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time to time I tried to raise my head. My mother spoke to me but I didn't hear her. I didn't know it, but Jackie was also ill.

Finally, my sisters decided we would stay the night. They supported me down to the river. I remember the stares of the women Safari volunteers sitting in lawn chairs at the rivers edge as Marvin and Jackie lowered

me into the water as at a baptism and washed the sand off my clothes and hair. We spent the night curled up together between two space blankets under a canopy on top of an iron picnic table.

- *To be continued next month.*

- *Originally published in "The Cruiser", newsletter of the Canoe Cruisers Association of Washington, DC.* ✂

## So, You Want to Do an Expedition

by William C. Reeves (The Hawk)

*[This is part 1 of a two part article on planning and outfitting a river expedition. The first part will deal with basic planning and responsibilities, and the second part, to be published in December, will discuss in detail certain key items. - Editor]*

Every issue of Paddler, Outside Magazine and similar publications runs beautiful photo essays on multi-day big river trips and most paddlers dream of doing one. The easiest way to accomplish such a trip is to find an outfitter, pay the fee, fly out, and paddle (or ride while someone else rows). You'll have a great time, do every drop worth dropping, see every sight worth seeing, learn the history - geology - ecology of the area, eat well, and experience only minor hassles.

If you don't have the funds or would just as soon have complete responsibility for your own trip, then just do it! Unfortunately, most of the articles don't tell you squat about how to organize a multi-day wilderness river trip. I've been lucky enough to participate in one- to three-week self-supported river trips every year since 1993. They have included between 9 and 16 people, support oar-rigs, smaller inflatables, and assorted C-1's, OC-1's, and butt-boats. Most of the participants are still friends and we've learned a lot about the planning and logistics required to just do it.

This essay will discuss one strategy of self-supported multi-day trips into isolated areas. Our strategy divides basic planning and leadership responsibilities between three people, *The Trip Leader*, *The Commissary Chief*, and *The Support Boat Captain*. This essay briefly describes basic responsibilities and then discusses key items (underlined in the text) in more detail.

### **Trip Leader.**

Someone has to put the trip together and have overall command. Where are you going? Who is going? When are you going (when is the river running and when do people have time-off)? Are permits required? What regulations/fees exist? How are people getting there (number of vehicles, number of driving days, meeting places)? What day (and time) will you put in and take out?

What are the logistics of shuttle (the Grand Canyon is about 250 miles each way)? Where will you be camping each night (i.e., what distance must be paddled each day)? What special items of interest exist (side canyons, ruins, geology, petroglyphs, plants, animals)? What special equipment is necessary (e.g., weather, climbing, caving)? How much is it going to cost and when must money be put up front?

Finally, the Trip Leader is responsible for assuring Work Teams are coordinated.

### **Commissary Chief.**

This is the hardest, most thankless job of all and is undoubtedly the most important, because you are what you eat! I cannot emphasize this enough (you will see it again). The whole group will be miserable if meals are not meticulously planned and prepared before the trip. The most obsessively responsible person should serve as Commissary Chief, because planning and organization is key to this job.

The Commissary Chief is responsible for planning food for all meals and assuring that meal blocks arrive at the put-in ready to use. The Commissary Chief also has responsibility for assuring that ancillary supplies such as the commissary box, groover, community camp items, water purification are accounted for. The Commissary Chief must figure out how many meals the trip includes, how much food is required, and who eats (or more commonly doesn't eat) what.

Planning must keep cost, balanced and palatable nutrition in perspective. It is most efficient (and easiest for almost everyone) if the Commissary Chief is responsible for purchasing and packaging everything. Alternatively, participants can be assigned responsibility for buying and packing meal blocks. If this is done, the Commissary Chief should closely monitor what's in meal blocks in order to insure a varied and balanced menu, control weight/bulk, and limit cooking utensils needed for the trip.

The Commissary Chief should pack a copy of menus and instructions with each meal block and in the commissary box. The Commissary Chief should not be assigned specific work-team tasks since he/she will be overseeing the commissary during each meal.

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## Support Boat Captain.

Someone has to assure the physical means exists to get the group down the river and is suitable for all transportation support as long as it takes. This can be summarized as, who is paddling what, how much gear must be carried to care for and feed everyone, where will the supplies ride, and how will things be fixed when they break?

Individual boats and personal paddling gear must meet basic requirements for that river and the Support Boat Captain and Trip Leader must assure that all participants comply before anyone leaves home. The Support Boat Captain must inspect all support boats before the trip and attend to repairs before leaving home.

There must be enough raft (or personal boat) space to carry all the gear for the trip. I recommend that other central logistics not related to eating also be the responsibility of the Support Boat Captain. This includes the groover, drinking water, tarps, and extra ropes.

The Support Boat Captain is responsible for assuring each boat is rigged to flip every time the group launches. The Support Boat Captain is also responsible for assuring that each boat is securely moored every time the group ties-up. There must be sufficient extra gear such as paddles, oars, float bags, lines, and PFD's.

Rafts must have appropriate frames, grab-lines, bow/stern lines, flip-lines, bailing buckets (remember bailing buckets, you'll see them again), one pump per raft, extra D-rings, patching material, at least two spare oars per raft (and extra paddles and PFD's), extra oar-locks, and sufficient webbing, straps, etc. to tie down loads. A major first aid kit is the responsibility of the Support Boat Captain and it must remain readily accessible.

By the way, someone on the trip should serve as doctor. Finally, the Support Boat Captain also has responsibility for assuring that all common equipment gets

to (and back from) the put-in. This may involve arranging for a trailer, van or other transport and costs of this must be considered when planning the trip.

## Individual Responsibilities.

Individual participants must provide their own clothing and accessories appropriate for the area, appropriate shelter (sleeping-bag and tent), a mess-kit and cup, other idiosyncrasies, and, last but not least, some sort of water-proof bag to transport it all in.

Volume is a limiting factor and it is best if each person can get everything into one personal bag, which will go in the support raft. Because this bag will not be readily accessible during the day, things potentially needed at-hand (camera, lunch, drinking water, splash jacket, dry & warm clothing, etc.) need to be packed and carried in personal boats much as on day trips. Each boat must also have some sort of first aid kit and the usual rescue gear.

Specific work teams will be assigned for daily central tasks and everyone must enthusiastically participate on their work teams. In addition, regardless of work team responsibilities, everyone must help unload all the rafts on arrival at each campsite, help stage gear each morning, and help with other things.

Safety on the river is particularly important on multi-day big river trips. The group must stay together on the river and predefined sweep and lead boats must be respected. Bottom line, each participant must assume complete personal responsibility, assure complete cooperation with the individuals organizing the trip, and make every effort to support the entire group.

Silly little interpersonal frictions, which may be tolerable on a Saturday or Sunday club trip, take on monumental proportions on multi-day wilderness trips (and may even pose physical danger).

- *Next month, a discussion of Key Items.*



## Please Support Roger Scott!

by John Turk

Recently Roger Scott lost a major kayak dealership. The reason he lost the dealership was that he had given the boaters a good deal and taken smaller profits for himself. In fact, Roger Scott has been making good deals for river people for 28 years. One big city boat seller told me that "We all hate his guts because he'll (Roger) take almost no profit". Another said "No discount, Roger Scott lost his dealership because he discounted."

Roger told me that a person working for the kayak manufacturing company called him and told him that the area dealers had agreed on prices for their boats. When

he wouldn't cooperate, the manufacturer started jerking him around — not taking back defective boats and not shipping boats that they had agreed to ship. Another former dealer told me that they did the same sort of thing to him.

In socialist countries everyone must sell at fixed prices. Show these people that the United States is not a socialist country. Support Roger Scott. If you need any kind of river gear, see Roger. If you need to buy a used boat or sell a used boat, see Roger.

Thanks!



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**"It takes more strength to relate to people than to dominate them."**  
- *Alex Karras*

## Marriage is like a Canoe

"It's a great way to take along lots of excess baggage."

"No matter who paddles hardest you both get there at the same time."

"Correct stroke technique is extremely important & its more fun when you both stroke at the same time."

"Some people think it's a great way to get close to the wild life, others prefer to take pictures."

"There's generally a puddle at the bottom of it, so it's nice to have a sponge."

"For certain activities it is better without the thwart."

"Generally one person has responsibility for watching for hazards while the other person steers."

"Sometimes you both get soaked, but a little dampness is part of the fun."

"Often one person carries most of the baggage while the other feels yoked."

"It is longer than it is wide."

"If well maintained one can last a life time, but some people go through several."

"There are many design trade-offs; some are built for speed, some are optimized for stability, rarely both."

"The more you kneel the more stable they are, but also the easier it is to get trapped."

"One that does everything does nothing well."

"Even if you both work just as hard, one person gets to decide where you'll go."

"It's best not to make any sudden movements."

"It may be paradoxically safer to get in one with someone who has capsized before."

"Some men can afford a much sportier one later in life, so they discard their first one, even though it could still be in excellent condition."

"Man kann nicht mit ein tuckas in zwei stnhle setzen." (Roughly translated from the misremembered original Yiddish, you can't sit on two chairs with one ass, though I may be an exception to this rule.)

"Never get in one with an unbalanced person."

"No matter how careful you are, you always seem to hit some rocks."

"Some people use a lot of straps & ropes, but still lose it."

"After a long stint, many folks want to get out of one to stretch their legs."

"You have to get used to the tippy feeling at first; they are often more stable than they seem; after a while you may even learn to enjoy the waves."

"Sometimes you just have to bail."

"Putting a third adult in one is generally disastrous, unless of course, it is designed for one."

"Some people swear off them after the first trip; some folks should just be solo."

"Despite all the problems it's still the most fun you can have without laughing."

- From internet newsgroup *rec.boats.paddle*.



### Scene by the River

Sign at a campground on the French Broad River in North Carolina. You won't see any fast-jogging owners with their dogs here! - Photo by Gabriella Schlidt.



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# CLASSIFIED ADS

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**TO PLACE AN AD** - Want ads are free to dues-paid GCA members. Send your type-written ad to: Allen Hedden, 2923 Piedmont Dr., Marietta, Ga. 30066, or email to gacanoes@mindspring.com. NO PHONED-IN OR HAND-WRITTEN ADS. All ads will be run for two issues unless otherwise requested.

**FOR SALE** - Bicycle, 1996 model mountain bike for sale. 18 inch frame. GT Pantera with new drive train, tires and cables. Has a beautiful ball-burnished 7005 series aluminum frame. Carefully maintained. \$300 (paid \$900 new). Ready to ride! Call 770-578-9738 evenings.

**FOR SALE** - Camper, 1973 model pop-up. New carpet, drapes, paint, wallpaper and seat covers. Includes 2 burner gas stove and sink that swing outside the unit. Brand new refrigerator is optional. Air conditioning and heat, sleeps 6. Asking \$1,800. Call 770-801-1161.

**FOR SALE** - Pop-up camper, 92 Coleman Cedar Destiny. Sleeps 6, AC, propane tank, stove, electrical and water hook ups, sink, lots of storage. Very good condition, used less than 15 times. \$2,500 obo. Call Bambi Bloom at 770-781-8566.

**FOR SALE** - C-1, Perception Whiplash conversion, great condition, includes skirt, \$450 firm. Call Mark 770-785-7645.

**FOR SALE** - Canoe, Buffalo, 16'. Old Blue Hole OCA design. 3 years old, good shape, royalex, 2 new paddles. \$450. 404-875-8523.

**FOR SALE** - Canoe, Tracker 17 ft., never used. Max. capacity 4 persons, 780 lbs. Paid \$500, price negotiable. Contact David Holcomb 770-942-0549.

**FOR SALE** - Canoe, Dagger Impulse fully loaded, used twice, \$700. Top of line child carrier backpack with rain and sun hood, \$100 obo. Multiple PFDs for sale, L and XL, diff. makes and colors make offer. Call Joe Webb (Cotton) @ 770-954-9609.

**FOR SALE** - Canoe, Blue Hole Sequel. If you like fast, sharp turns and surfing... This is the boat for you! The Sequel is 11 feet long and weighs just under 49 lbs. It is considered a playboat! The boat is red and completely outfitted by Allen Hedden and is only 3-1/2 months old! Must sell! We paid \$1,200 and are asking \$900. If interested please contact Mary Ann 770-439-1825.

**FOR SALE** - Dry suit, Stohlquist. Excellent condition. XL. \$125. Leave message 770-432-6314.

**FOR SALE** - Equipment. Wooden canoe paddle, Remos Tropicales 56". \$65. Kayak spray skirt, Aquaterra, size small/p. \$40. Both in new condition. 404-636-9339 after 5 PM.

**FOR SALE** - Gheenoe, 13', fiberglass, three bench seats. Very stable! Flat stern accepts up to 5 hp motor, or can be paddled like a canoe. Very good condition. Great for duck hunting or flat water fishing. Also have 3-1/2 hp Nissan outboard in good condition. Will sell separately,

\$250 for Gheenoe, \$300 for motor. Call Kevin @ 770-532-9728.

**FOR SALE** - Kayak, Perception Dancer, blue, used, with flotation. Good condition. New spray skirt (med, LC1). New paddle (202cm Prijon Rim). Sell all for \$425 or will trade for solo canoe. Rusty 770-279-1052.

**FOR SALE** - Kayak, Dagger Response, red, w/ black Perception spray skirt (medium) and Perception Harmony Rimlin paddle. Used very little. Great Christmas present! Think ahead. \$600. 770-622-5179 after 6 or contact Brenda at wrandell@bellsouth.net.

**FOR SALE** - Kayaks, Perception Pirouette S (red) with air bags, spray skirt and paddle -- \$500; also Pyranha Acrobat 270 (black) -- \$500. Call Knox or Marvine at 770-475-3022.

**FOR SALE** - Kayak, Perception Dancer XT. Red, with backband, bags, and spray skirt. Stored indoors. Terrific first boat for a tall or large paddler. \$250. Other equipment available if desired. Contact Tim Hannifin at (770) 822-0814.

**FOR SALE** - Kayak, Perception Corsica, light blue. Good condition. Great boat for beginners & larger paddlers. \$475 obo. 770-974-0650.

**FOR SALE** - Kayaks, Dagger RPM in good condition, with end caps and factory installed back band, blue and teal. \$400. Wavesport Fusion, 4 years old with factory installed back band, black and purple, good beginner and all-round kayak \$350. Call Brent @ 770-867-4061

**FOR SALE** - Kayak & C-1. Perception Pirouette S Proline Kayak. Great condition. Granite with 2 sets of braces. \$400. Cruise Control C-1 with brand new Mountain Surf Kevlar spray skirt. \$400. Call Priscilla at 404-377-8836.

**FOR SALE** - Kayak, Dagger Freefall 'LT' - custom black w/ bulkheads, excellent condition, stored inside, \$425. Two Perception kayak paddles, 206 w/ 45 deg. offset, \$75 each, custom graphite breakdown kayak paddle (perception), 206 w/ 45 deg. offset, \$50. Kayak float bags, \$25. Misc. PFD's, pogies, polypro, spray skirts, W.S. booties, etc....make offer - Hal Herndon 770-432-8705, leave msg if no answer.

**FOR SALE** - Kayak, Wavesport Micro X, red and black, with air bags and helmet. Purchased brand new, paddled one year. Great boat for smaller paddlers, beginners and creekin'. \$500 obo. Call Sarah at 404-817-4988 (day) or 404-885-9875 (evening).

**FOR SALE** - Kayak, Necky Jive, blue and red, beautiful playboat, purchased new, only paddled 15 times. This is a gorgeous playboat in great condition! \$575 obo. Call Sarah or Chris at 404-817-4988 (day) or 404-885-9875 (evening).

**FOR SALE** - Kayak, New Wave Cruise Control, white/purple, \$350 obo. Call Dave at 404-817-5107(day).

**FOR SALE** - Kayak, Pyranha Creek 280, yellow, paddled one season, nicely outfitted w/ backband. Make offer! Presently sharing apart-

ment with two kayaks and need space! Leave message for Carol at 404-282-7137 or E-mail to: kino@avana.net.

**FOR SALE** - Kayak, Wave Sport Frankenstein, red & black, lower back brace. Great for both beginning play boating and all around river running. \$450 OBO. Mark 770-591-2425.

**FOR SALE** - Kayak, Wave Sport Frankenstein - excellent condition - includes Seals skirt, Perception Horizon Line paddle, flotation, PFD and helmet. \$700 for everything, or will trade for solo canoe! Call Brad 770-505-9566.

**FOR SALE** - Kayak, Savage Gravity (red), like new - stored indoors! Spray skirt and PFD (size large) and air bags included. Asking \$450. Call Tom 770-591-0984.

**FOR SALE** - Kayak, Dagger Free Fall. \$400. Joe or Susan 706-865-0007.

**FOR SALE** - Land, 1/2 acre bldg. lot, Ellijay near 515; on paved road in Coosawattee River Resort. Swim, tennis, river, lake, riding trails. POA. \$6,900 - Martha Herndon 404-231-5367.

**FOR SALE** - Land, 10(+) mountaintop acres in Pickens County. Close to Atlanta AND several great river runs! Overlooks Bent Tree's golf course and lakes. Elevation 3,100 ft., beautiful heavily wooded site with driveway and gate. Underground power and phone at site. Restrictive covenants in place. Awesome view!!! Just off Hwy 515 and a bit above Jasper, Georgia, on Monument Road. (Only 1 hr. from I-75 & I-285 interchange in Atlanta.) \$4,950/acre. Transouth Realty (Martha Herndon) Owner-Agent 404-231-5367.

**HELP WANTED** - Yes, the GCA needs your help. We need volunteers to serve on committees, label and mail newsletters, etc. Call 770-421-9729 and leave a message.

**LOST** - One blue Caspia, a recreational (flat water) kayak bought a year ago at REI, on the Chattahoochee below Buford Dam and above the McGinnis Ferry Bridge, on June 14th. When lost, it had "Averitt" and our phone number (770-399-5509) written on its deck with black marker. \$100 reward.

**WANTED** - Kayak, Dagger Blast for my son. Call Joe Webb (Cotton) @ 770-954-9609.

**WANTED** - Weekday boaters. Looking for intermediate (or better) kayak paddlers to boat on uncrowded waters! Would like to get small, informal, group together to practice technique, surfing, hitting rolls, without threat of rafts, duckies & traffic jams at play spots (start on Nantahala). If you can occasionally paddle weekdays, but need company, contact Carol at 404-282-7137 or E-mail to: kino@avana.net.

**WANTED** - Canoe, Dagger Reflection 15 or Dagger Caption in good condition. Vernon Adams, 770-888-1850.

**FOR SALE** - Parachute. Used only once, never opened, small stain. Make offer.



Get into the flow.

Go with the flow team member Dale Karacostas

October 1, 1996

Linville Gorge, NC

10:30 am

63° F

Class 5 Rapid

15 Foot Fall

*p u r e*

*adrenaline.*



4 Elizabeth Way, Roswell, GA 30075

770-992-3200

[www.gowiththeflow.net](http://www.gowiththeflow.net)