



The EDDY LINE

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Volume 34, No. 8

770.421.9729

August 1999

August GCA Meeting / Paddle

Who wants a meeting when you could paddle? Join us on the river Thursday evening, August 19, for a summer celebration paddle down the Chattahoochee. We'll meet at the Island Ford Park (part of the Chattahoochee National Recreation Area) between 6:00 and 6:30 PM to start the shuttle process, and take out down river at the River Park on Azalea Drive for a mini-picnic and river stories as the sun goes down. This is a beautiful stretch of the river with shallow, easy shoals near the put-in, and flat water on down. This is a re-run of last month's Meeting / Paddle, which was a great hit, so don't miss this wonderful stress buster!

To get to Island Ford Park, from GA 400 northbound, take exit 6, Northridge Road westbound, bearing right at the end of the ramp. Take the first right on Dunwoody Place (almost immediately) and follow the signs to the park, turning right on Roberts Drive. We'll meet near the buildings at the end of the road. From Roswell Road (the one that crosses the Chattahoochee running north from Sandy Springs to Roswell), Roberts Road is the last right before crossing the Hooch going north.

If you want to go directly to the take-out, cross the Hooch on Roswell Road and turn left at Azalea Drive. You'll see the park and boat launch about one mile down.

We'll have drinks and snacks — bring goodies if you like. ✕

Lanier Paddlefest '99

The Lanier Canoe & Kayak Club's Lanier Paddlefest '99 will be held on October 1-3 at Clarks Bridge Park, Gainesville, Georgia, showcasing the best of paddle sports. There will be equipment demonstrations, speakers, classroom and on-the-water training for novice & experienced paddlers (featuring Ken Fink - national sea kayaking expert & Tony Hall - Olympic sprint kayaking coach), as well as competitions in sprint, slalom, marathon and outrigger canoe and canoe polo.

To get there, take I 85 North to I 985. Turn West at exit 7 (Jesse Jewell Parkway), go 1-1/2 miles to second light. Turn West (right) on the Limestone Pkwy. (129) and go to the second light. Turn right on Clarks Bridge Road (284). The park will be on the left just after the bridge over Lake Lanier, about 2 miles.

For questions or further information, contact:

Connie Hagler

Ph: 770.287.7888 (Boat House)

Ph: 770.536.8937 (Connie)

FAX: 770.287.3444

Email: conhagler@aol.com ✕



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"I've known rivers; I've known rivers ancient as the world and older than the flow of human blood in human veins. My soul has grown deep like the rivers."

- Langston Hughes.



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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 Gina Johnson at 770.971.1542.

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

The Georgia Canoeing Association Board of Directors meetings are held on the first Thursday of even months (February, April, etc.) from 7:00 to 9:00 PM at the Atlanta Botanical Garden, located on Piedmont Road at the Prado, next to Piedmont Park. All members are encouraged to attend. If you have an item for discussion, please call GCA President 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 | Debra Berry |
| River Protection Chair | Dan MacIntyre |
| Training Chair | Gina Johnson |

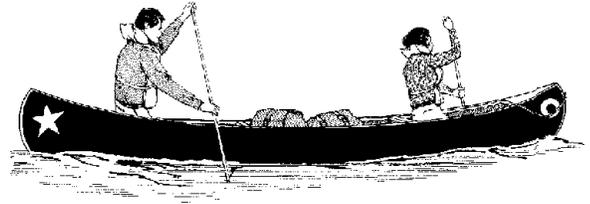
Submitting *Eddy Line* Material

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

The Eddy Line (USPS 017773), published monthly, is the official newsletter of the Georgia Canoeing Association, Inc., publication address: 3060 Pharr Court North, #315, Atlanta, GA 30305. Annual subscription price of \$20.00 is included in the \$25.00 membership dues. Periodicals postage paid at Atlanta, GA. POSTMASTER: Send address changes to *The Eddy Line*, c/o Georgia Canoeing Association, P.O. Box 7023, Atlanta, GA 30357. READERS: Send old and new addresses and an *Eddy Line* address label. Telephone 770.421.9729.

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UPCOMING ACTIVITIES



August

| | | | |
|-----------------------------------|--------------------------------|------------------------|--------------|
| 1 Cartecay | Class 2-3 Intermediate | Peggy Bailey | 770.237.0884 |
| 5 Board of Directors Meeting | Atlanta Botanical Garden | David Martin | 404.351.8208 |
| 7 Terrapin Creek | Class 1+ Easy Beginner | Dan Roper | 706.295.0632 |
| 7 Upper Hooch Children/Youth Trip | Class 2+ Easy Intermediate | Roger Nott | 770.536.6923 |
| 7 Nantahala | Class 2-3 Intermediate | Charlie McCoy | 770.690.0853 |
| 8 Hiwassee | Class 1-2 Trained Beginner | Alex & Mary Ann Pruitt | 770.439.1825 |
| 10-13 Eglin AFB (Note 1) | Smooth Water | Bob Sippey | 352.793.5203 |
| 14 Leaders Choice | Class 1-2 Trained Beginner | Tony & Denise Colquitt | 770.854.6636 |
| 14 Nantahala | Class 2-3 Intermediate | Brannen Procter | 770.664.7384 |
| 14 Upper Hooch | Class 2-3 Intermediate | Pablo Murphy | 770.592.4981 |
| 14 Chattooga Section 3-1/2 | Class 3-4 Advanced | Jason Schnurr | 770.422.9962 |
| 15 Hiwassee | Class 1-2 Trained Beginner | Myles Smith | 404.588.0628 |
| 19 Club Meeting — Entertainment — | Fun!! Location to be announced | Marvine Cole | 770.475.3022 |
| 21 Broad | Class 1-2 Trained Beginner | Bill Convis | 770.751.9258 |
| 21 Nantahala | Class 2-3 Intermediate | John Parker | 678.473.0619 |
| 22 Hiwassee | Class 1-2 Trained Beginner | Alan Reaid | 770.974.4581 |
| 22 Cartecay | Class 2-3 Intermediate | Edward Stockman | 770.394.3469 |
| 22 Upper Hooch | Class 2-3 Intermediate | Doug Ackerman | 770.503.0365 |
| 26 Ocoee | Class 3-4 Advanced | Allen Hedden | 770.426.4318 |
| 28 Hiwassee | Class 1-2 Trained Beginner | Brannen Procter | 770.664.7384 |

September

| | | | |
|-----------------------------------|--------------------------------|----------------------|--------------|
| 4 Tuckaseegee(NC) | Class 1-2 Trained Beginner | Jim & Maggie Griffin | 770.498.3695 |
| 5 Ocmulgee | Smooth water | Jimmy Nipper | 770.931.667 |
| 11 Etowah | Class 1-2 Trained Beginner | Nancy Barker | 404.874.8897 |
| 11 Lower Amicalola | Class 3-4 Advanced | Sam Blackwell | 706.342.0511 |
| 11 Chattooga Section 4 | Class 4-5 Expert | Roger Nott | 770.536.6923 |
| 12 Flint | Class 1+ Easy Beginner | Richard Greene | 770.419.3329 |
| 12 Chattooga Section 3-1/2 | Class 3-4 Advanced | Jason Schnurr | 770.422.9962 |
| 15 Club Meeting — Entertainment — | Fun!! Location to be announced | Marvine Cole | 770.475.3022 |
| 18 Leaders Choice | Class 2-3 Intermediate | Sam Blackwell | 706.342.0511 |
| 19 Cartecay | Class 2-3 Intermediate | Edward Stockman | 770.394.3469 |
| 25 Upper Hooch Moonlite Trip | Class 2-3 Intermediate | Mike Huff | 706.342.9879 |

Note 1: Day trips on clear shallow stream with a few lift-overs. \$5.00 season permit required.

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.

Roll Practice: Wednesday nights 6 P.M. May thru September at the lake at Stone Mountain Park.

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)
Grace Under Pressure (learning the kayak roll)
Heads Up, River Rescue
Introduction to Canoeing
Kayak 101 (mastering the basics)
Kayak Handling - The Basic Strokes
Only Nolan (Canoe Technique)
Path of the Paddle: Quietwater
Path of the Paddle: Whitewater
Performance Sea Kayaking (the basics & beyond)
Plunge!

Prijon Wildplay Wildwasser Sport
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 Florida
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
Arkansas information (assorted)
Basic River Canoeing
Boundary Waters I&II
Brown's Guide to Georgia
Buyer's Guide 1993 (Canoe Magazine)
Buyer's Guide 1994 (Paddler Magazine)
Buyer's Guide 1996 (Paddler Magazine)
California Whitewater - A Guide to the Rivers
Canoe Racing (Marathon & Down River)
Canoeing Wild Rivers

Carolina Whitewater (Western Carolina)
Cruise of the Blue Flujin
Cumberland River Basic Canoe Trail Guide
Endangered Rivers & the Conservation Movement
Florida information (assorted)
Idaho Whitewater
Indiana Canoeing Guide
Kentucky Wild Rivers
Missouri Ozark Waterways
Northern Georgia Canoe Guide
Ohio County Maps & Recreational Guide
Paddle America (Guide to trips & outfitters)
Paddle to the Amazon - The World's Longest Canoe Trip
Path of the Paddle
People Protecting Rivers
Pole, paddle & Portage
River Rescue
River Safety Anthology
River's End (Stories)
Sea Kayaking Canada's West Coast
Song of the Paddle
Southeastern Whitewater
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 (Sierra Club Guide)
Wildwater West Virginia
Youghiogheny

Announcements

GCA Email List

The member response to the GCA email list has been great. We have at this printing about 260 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. 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. ✂

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. ✂

Need an Internet Service Provider?

If you plan to sign up with an internet service provider for the first time, or if you plan to change providers, and are considering MindSpring as your choice, you can do your paddling club a big favor. When you call to sign up, tell the MindSpring sales rep you were referred by Georgia Canoeing Association and we will receive a \$10.00 credit toward our monthly ISP subscription cost. You will need to give them the GCA email ID — gacanoec@mindspring.com — for us to receive the proper credit. Thanks for your help!

Get *The Eddy Line* Via Email

The Eddy Line is now available via email as a .pdf (portable document format) file. This format allows subscribers to view formatted text, graphics, page layout — virtually the entire *Eddy Line* — just as it appears in printed form. Plus you can see it at least a couple of weeks before the printed copy arrives via snail mail. You can also print out a paper copy of the .pdf file and it looks just like the snail mail copy (except most of the photos are in living color).

The .pdf version requires only Adobe Acrobat Reader (or some equivalent) software in order to view it. Acrobat Reader is usually present on most PCs running Windows 95 or Windows 98, or can be downloaded for free from the Adobe web site at <http://www.adobe.com>.

To subscribe to the email version of *The Eddy Line*, send a request via snail mail to (& enclose a check for \$5.00 made out to GCA):

GCA
c/o Ed Schultz, Treasurer
3060 Pharr Court North #315
Atlanta, GA 30305

Or on your annual renewal form, just check the block for the *On-Line Eddy Line* and include the extra \$5.00 with your check for your annual dues.

In either case, **BE SURE TO INCLUDE YOUR EMAIL ADDRESS** so we can send *The Eddy Line* to you electronically. ✂

Summer Roll Practice

Joint AWC / GCA Summer Roll Practice will be held at Stone Mountain Lake this year beginning in May and running through September. Sessions are scheduled for Wednesdays at 7:00 (or earlier). Admission is free once you enter the park (a season pass is highly recommended if you intend to attend multiple sessions).

To get there, enter the park from the Stone Mountain Freeway entrance and take the first left. Continue about a mile until the road crosses the dam and take the first right into the parking lot. The boat ramp is on the right.

Use the area around the ramp to load and unload boats only. There is a fair amount of power boat traffic

putting in and taking out at the ramp. Once in the water, try to stay clear of the ramp for the same reason.

Note: Park regulations do not allow "swimming" at this location, so if you are in the water spotting for someone, an explanation to the park officials may be in order. So far no one has been cited for a violation there.

Volunteers are needed to help with kayak, canoe and C-1 rolling. Your help is appreciated! ✂



Upcoming Events of Interest

August 3 - 7 — USCKT Sprint National Championships, Lake Placid, NY

October 1 - 3 — Lanier Paddlefest '99 and the Great Dock

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Race

October 9 — Altamaha & Ocmulgee River Excursions, Hazlehurst-Jeff Davis Board of Tourism, Hazlehurst, GA (912.375.4543)

May 19-21, 2000 — Ocoee Rodeo, Upper Ocoee, Ocoee White Water Center, TN, Jayne Abbott (828.645.5299, email jhabbott@aol.com) ✂

Contest for New GCA Logo

The GCA is having a contest to select a new club logo. While the present logo has served the club well, there is general agreement the GCA needs a more modern logo.

The rules are: There are no requirements of what must be represented in the logo. Use your creativity. For examples of current logos of other paddling organizations, go to the GCA web site and follow the links to other clubs, the American Canoe Association, and American Whitewater.

There is no requirement that the logo be single color or have multiple colors. If a logo is submitted with multiple colors, a single-color version must be provided.

Detailed design features, such as the thin horizontal lines on the current logo, are difficult to reproduce and should be avoided. Submit entries before August 31. A selection committee will select the winning entry. Our current logo will be entered in the contest. The winner will be announced at the Fall General Membership meeting in October, and will receive a \$50 gift certificate. The winner must assign all rights to the logo to the GCA.

When you submit your entry, send a printed copy of the logo. If you have it in digital file format, send the file on diskette with the printed copy. Mail entries to:

Brannen Proctor
180 Andover Drive
Alpharetta, GA 30004.

For questions, please contact Brannen Proctor at 770.664.7384 or email questions to bproctor@mindspring.com. ✂

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1999 Southeastern Championships Prize Contributors and Sponsors

by Jim Kautz

Race sponsors play a major role in providing funding for the GCA's Southeastern Championships. Race registration fees are kept low to encourage race participation, and fees cover only about half the cost of putting on the race. To make up the difference, the club relies on race sponsorships and in-kind donations. Contributors donated a total of \$500 this year.

The Nantahala Outdoor Center is a race cosponsor with the GCA. NOC contributed invaluable support and items for the operation of the race. The Bryson City Coca Cola plant donated six cases of PowerAid. Powerfood contributed 2,000 Power Bars.

We offered sponsorship opportunities in four levels: Gold (the highest donation, \$300 or more), Silver (\$200 or more, but less than the contribution of The Gold Sponsor), Bronze (\$100 - \$200) and Contributing (less than \$100).

The Sponsors were:

Gold: REI
Bronze: Mohawk Canoes
Perception

A major attraction at the Southeasterns is the boat and equipment raffle held at the Saturday night dinner and awards ceremony. Ticket sales support the GCA River Access Fund. Successful raffle ticket sales depend on having a variety of prizes, with at least one major prize such as a boat. The 1999 raffle offered a Dagger kayak and several high-quality paddles, along with almost 50 other prizes.

Manufacturers, outfitters and merchandise distributors who support paddle sport contribute the items while showing off their products. The aggregate retail value of the prizes exceeds the amount of money spent on raffle ticket purchases. We recognize raffle contributors in four

categories, based on the value of their contributions:

Ocoee Level

Dagger: RPM kayak
 Perception: kayak paddle, pull out bag, 7 caps
 Orosi: 10 sunglasses

Chattooga Level

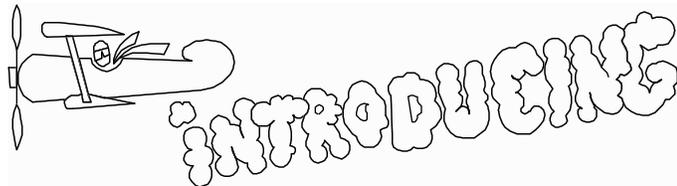
REI: 2 sports watches
 Extrasport: 2 PFDs

Menasha Ridge Press: 15 books

Patagonia: water weather top, river booties
 NOC Outfitters Store: 3 fleece tops

Chattahoochee Level

Mohawk Canoes: canoe paddle
 Salamander: retriever (throw rope), 2 paddle wax, 2 beaks
 Endless River Adventures: dry top, fleece vest ✂



Welcome New Members

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

April

| | |
|-------------------------------|------------------|
| Patty Blake | Chamblee GA |
| Charles Carrouth | Stockbridge GA |
| Rick Daniels & Michelle Baird | Clarkston GA |
| Marcus G. Deane, III | Roswell GA |
| Todd & Patty Eddington | Atlanta GA |
| Mike Frace | Atlanta GA |
| Chuck Gilmer | Lawrenceville GA |
| Dan & Marilyn Hall | Watkinsville GA |
| Gerry Haltrich | Marietta GA |
| Richard Hanberry | Lawrenceville GA |
| Derry Johnson | Forest Park GA |
| Nathan A. Katzif | Decatur GA |
| Steven Marrinson | Atlanta GA |
| William P. Merrick | Appleton WI |
| John H. Parker | Duluth GA |
| Stephen Pocalyko | Roswell GA |

| | |
|-----------------------------|------------------------|
| Richard A. Polk | Hampton GA |
| Lee & Tony Ross | Big Canoe GA |
| Bill Rourke, Sr. & Bill Jr. | Peachtree City GA |
| Steve Sams | Cumming GA |
| Pete Sherwin | Atlanta GA |
| Beth & Amy Thompson | Sylva NC |
| Bill & Kimberly Thompson | Alpharetta GA |
| James Wendt | Saint Simons Island GA |

May

| | |
|--------------------------|------------------|
| Jason Ahrens | Douglasville GA |
| Brad Bechtel | Atlanta GA |
| Billy Bradford | Acworth GA |
| Eddie Bradford | Dallas GA |
| Patricia & Charlie Ewing | Atlanta GA |
| Craig Heflin | Rabun Gap GA |
| Mary & Bill Horne | Alpharetta GA |
| Linda (Lin) K. Johnson | Marietta GA |
| Ulrike Maier | Marietta GA |
| John Alec Minassian | Atlanta GA |
| Jim Morrison | Atlanta GA |
| Terry & Donnie Newlon | Ellijay GA |
| Mark & Melinda Poole | Social Circle GA |
| Widget & Mark Richards | Marietta GA |
| Dave Rosselle | Lithonia GA |
| Richard T. Simms | Atlanta GA |
| Bob & Sunny Stevens | Jonesboro GA |
| Barnes H. Walker | Jonesboro GA |
| Martin Wroe | Lithonia GA ✂ |

The Basic Equipment List

by John H. Curtioff

Well, it's another paddling season. As many of you can attest, we as paddlers always set our goals very high. This would include a hit list of new streams and rivers we would like to add to our rivers paddled list. It would also include those long road trips, planned out months in advance to catch an area's watershed that would not normally be readily available. These vacation plans



might take up to a week or longer.

Maybe it's going to a boating school out of the area and also catching some of their streams that are used for instruction. I know that was one of the motivating factors when I went to MKC last summer, and it was also quite productive, as it gave me a total of six new rivers and streams to add to my list. It is amazing how many different streams and rivers are in an area, and with the right amount of water, they are mostly accessible. Boy, we just can't wait until the weather, water, rainfall and days off work all click together so we can get out and enjoy the water! All of our stuff has been readied and double checked for the season ahead.

Now as we approach this season and the wanton desire to get out at almost any cost, please consider what you are packing and how good you are at using that stuff. I'm not talking about paddling ability at all. I am referring to the basic equipment that you are carrying with you on the river, otherwise known as a Basic Equipment List (BEL).

This equipment is mostly for your own safety, and secondly for the safety of the others on the river with you at any one time. It really divides up into two different categories: standard equipment and rescue equipment. Let's look at each of these categories and see what should be included.

First the standard equipment. This is the stuff that you use directly for your own safety. This would include as a first item a PFD or life jacket. By the way, it is always worn. Not wearing a PFD is a factor in well over half the drownings in this state each year. Some victims didn't even have a PFD in their boat! Attached to your PFD should be a good whistle. One that sounds very loudly over the noise of the rapids.

Second is a helmet. For the kayaker, it is mandatory all of the time. For the canoeist, where there are no hard and fast laws, it should be worn in anything over class II no matter what ability level you maintain. For the lesser ability paddlers, maybe class II water should also include the wearing of helmets.

Next on the list is the cold weather factor. You know the rule of thumb: if the air temperature and the water temperature add up to under 120 degrees Fahrenheit, then protective clothing against the cold should be worn. If that total is under 100 degrees, then a wet suit or dry suit should be worn.

The idea here is to keep in the body heat through the use of insulating layers and also selecting clothing which will insulate even when wet. These items include mostly non-cotton items. Cotton will cause body heat loss when wet. Wool and man-made materials will still insulate when wet. This goes for the hands and feet as well.

Cotton socks as well as cotton gloves can cause your body to give up heat at a much faster rate than normal. So layering with non-cotton items and the use of wet suits and dry suits can keep you substantially warmer on those cold, wet, cloudy days. Also considering footwear, neoprene booties and gloves can add great warmth and comfort to your day.

Next is a first aid kit and the proper training to go with that kit. You would be looking for something in the size that would take care of 3 or 4 paddlers with its contents. Definitely these should include a variety of basic first aid stuff AND heat packs, a thermal blanket,

and cravets to immobilize a body part if that would be needed. Also, duct tape makes a nice addition to a kit as most Band-Aids don't stick very well when wet. And duct tape can also double as a boat repair kit most of the time.

For a complete list, call the American Red Cross or talk to one of their instructors, and while you have them on the phone, sign up for a first aid course as well as a CPR course. Other than the knowledge of how to handle a situation, there is always a question of liability for touching someone if you don't have the proper training.

Finally on the list is a non item but rather a skill. That is how to receive and hold on to a throw rope. It is proper to face downstream with your feet in front of you and up at the surface. Place the rope over your opposite shoulder from the side of the river where you are being rescued. Never even think about facing the rescuer as this will give you a nose enema as the water will hit you face first! Make sure you never wrap the rope around any body part, and take care not to let the rope wrap around any body part.

When thrown a rope, grab the rope, not the bag. There is from 55 to 70 feet of rope in a bag, and if you are 30 feet from shore, a lot of extra rope will have to be pulled in before you begin your trip to shore, or you will be a lot farther downstream before you start getting pulled to shore.

Now on to the rescue equipment. The first thing on this list is a throw bag. This is also an item that is easy to learn to use. It is considered to be a very basic rescue item. Learning to throw a bag is a five minute job. Getting accuracy with the throw bag will take some practice however. Whether you are using an under hand throw (which is the most common method of throwing a bag) or the side arm or the overhand throw, it will take practice.

Remember that most of the time you are aiming at a moving target. After the throw comes the belay, which is a method by which you lower the force on your body by using your body torso as a turnbuckle. This in essence lessens the overall pull on your body by shortening the distance between the pivot point (your feet) and the point of force (your waist in this case).

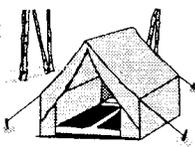
There are some other basic considerations to keep in mind, like never wrap a rope around your hands, arms or feet. This will enable you to release the victim if that becomes necessary without fear of your own entanglement and eventual swim — providing a second victim.

Another rescue item here would be a knife to cut a line, raft, or boat if the need arises. I have heard of swimmers becoming entangled in a rope and have had to cut the rope to free themselves. Mind you, this is a very rare occurrence, but none the less it still happens. Mostly

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a knife is a "just in case" item, but if the need arises, you would want to make sure there is one on your PFD.

On to carabiners and their uses. These items, made mostly of aluminum for the boaters, are used in line systems and the like. They are used to attach a rope to another object like a pinned boat. They are also used to attach two or more ropes together, as in reaching a far off point, pin or victim on the river.

Carabiners are also used to secure anchor points on shore as with a Z-drag or C-drag system. These systems would be part of a river rescue course, which is pretty much mandatory education for anyone who is interested in basic rescue techniques.

Tubular webbing and prussic cords along with the knots used on them are a must for the river personnel doing many types of rescues. These equipment items can be carried easily on the river with you either around your waist (tubular webbing) or in the pockets of your PFD (prussic cord).

The webbing is the anchor system and the prussic cords work as a movable pulley point or a brake on a line system. As you become familiar with the line systems and various anchor points needed in river rescue, they become easier to use and understand.

Finally on this list of river rescue equipment comes some optional items from my viewpoint. These would include a small saw, which is good for cutting a boat or retrieving 2 or 3 inch limbs to make a stretcher. Next are the figure 8s which are used with complex line systems like the Telfer Lower. Also included on this list are pulleys which increase mechanical advantage when dealing with a Z-drag.

As you talk to various rescue personnel, you will find that they each have some "favorite" item that they will carry with them on the river. In a group, this makes a well prepared gathering on the river, so that no matter what happens, someone has an item to help solve the problem. This is the goal — to be prepared for just about any

situation that could occur to a group of paddlers on the river.

Remember that if you are 5 miles from the nearest phone, you are the alternative for rescue and treatment. You should be prepared for what you really don't expect to happen on the river. So as you get your paddling gear ready for the season, take time to prepare for river rescue and safety as well. These three items go hand in hand — paddling, safety and rescue.

- From "Paddle Talk", newsletter of the Conewago Canoe Club of York, Pennsylvania. ✂

Accident Report from California

by John Lester

John Stoffle, of Sacramento, California, a very friendly and nice guy died June 19 on the Wild Plum Run (IV/IV+) on the NF Yuba River. It happened about 2 miles above Union Flat Campground in a class II section of river when he flipped for unknown reasons. What follows is the account that I posted to the Gold Country Paddlers mailing list. California boaters have all lost a friend. John will be missed by all those that knew and loved him.

I can't sleep tonight, so rather than just replay the day and the accident over and over in my mind, I thought maybe writing down what happened and some of my feelings will help. Maybe knowing more of the facts will help some of you who knew John as well.

The day started like any other. Bruce and I arrived in Downieville first. I explored the town a bit, and found a bakery to get a little breakfast. Upon returning to the car park, I met up with John. We spent a few minutes catching up and talking about the run.

Gradually, the rest of the group showed up, and we all hung out, chatted, and told river lies. After arranging boats, we headed up to the take out at Union Flat, left a car, and met up with Gunnar and Jenny at Wild Plum. We had a very strong group of 8 competent paddlers. Several of us were boating near our limits, but we were all comfortable with the difficulty of the river.

None of us had run Wild Plum before, but we were all confident in our abilities to explore the river, and none of us expressed any major reservations. It was a really nice day that promised to be fairly hot, and putting into the surprisingly cold water was refreshing.

The first few miles flew past and were very continuous and fairly difficult class IV. There were eddies where they were needed, though, so the run felt very manageable. John missed a few lines, flipped a few times, and missed a few rolls, but he seemed to be doing OK overall. We all noticed small things, but nothing really stuck out.

Others in the group, myself included, were also having minor difficulties and errors in the beginning.

The river starts out with stomping class IV and no warm-up, so small difficulties are somewhat expected. At our first break, I remember him saying something about being a bit tired and wishing he'd brought more food. I gave him some of my sandwich and something to drink. At (I think) this point, one of our group (Marty?) thinks he remembers a crack on John's helmet that was not there at the put-in.

I also have a vague recollection of John making a comment about his helmet. I didn't see it, though, and there was no indication whatsoever that he may have been hurt. At this point I should stress that the existence of an injury at that point in the trip is mere speculation which may be fueled by our need to make some sense out of this.

The next 2 or so miles was much like the first, continuous class IV/IV+ with occasional breaks of fast moving class II/III. There were a fair number of eddies, and the whole group, while sometimes spreading out more than optimal at times, did very well at sticking together, scouting when necessary, and generally paddling safely.

Gunnar, a very talented and experienced paddler from Germany, usually led, and was usually followed by Jenny, Marty, and Donnie. Bruce and I buddied up and usually stayed near the rear, along with Ken and John, who were keeping an eye out for each other.

In this section, Gunnar, who often got out to set safety or eddied out directly below the biggest rapids, noticed that John was missing many of his rolls. He always made his second or third roll though. Since he did not know John, and since John was still doing fairly well, it didn't seem out of the ordinary at the time, but in retrospect it was not normal for him.

At the second break John was still OK. He was laughing and joking around — having a good time and enjoying the beautiful country we were in. He did say one thing to me that (again in hindsight) should maybe have rang some alarm bells. I haven't done the upper section of Kyburz. We were talking about a comparison to that run, and when I asked him to compare the runs he said "Well, I'm having a bad day today; ask me on a good day."

We continued on, and the river eased somewhat, but there were still some tough rapids. John elected to portage two rapids in this section that most of us ran. One of those he was the only one to portage. At the time it didn't seem noteworthy — rather to me it seemed he was boating safely and choosing wisely for himself when to portage and when to run the rapids. Again — in retrospect, perhaps something was wrong?

Eventually we came to a section of river that eased considerably to fast II/III. As the group quit catching so many eddies, we ended up spreading out a little more as we made good time. There were a few strainers, though, which we all negotiated together, and that kept everyone reasonably close.

The last time I saw John upright, I had just passed a strainer that extended across half the river and was drifting backwards through a class IIish rapid, watching to see that Bruce, John and Ken passed the strainer OK. John was, at that point, in sweep position. In the time I was drifting backwards, rather than paddling forwards, the first four (Marty, Donnie, Gunnar and Jenny) gained distance between us and ran the next class III-ish rapid below the next the bend.

After seeing the three behind me pass the strainer, I too turned, rounded the corner and eddied out just above the III- to wait until I saw Bruce. It was then that I heard the whistle. The problem was that in the deep canyon I thought the whistle was coming from downstream. I was looking downstream for the source and even moved down one eddy to try and see if I could see the problem. Then I heard Bruce shouting from upstream "HE'S OUT OF HIS BOAT!!!!"

At first I was confused as to why Bruce was yelling, because of course he couldn't see any more than I could what was happening downstream. Then I heard him more clearly. "JOHN'S STILL IN HIS BOAT!!!! HE'S IN HIS BOAT" It was then that I saw his boat coming toward me upside down. Bruce and Ken were trying to bulldoze it to shore before it went down the next III- rapid. I quickly ferried across, exited my boat, jumped in the river and grabbed his boat, pulling it into shore.

John was unresponsive, was not breathing, had no pulse, and showed evidence of severe head trauma. I screamed for help to those downstream but they couldn't hear us. We started CPR with difficulty as soon as we had his boat stable, but soon moved him ashore.

After about 5 or so minutes, Bruce and Ken continued CPR while I climbed the steep cliff to the road and stopped 3-4 cars for help. Luckily a motorcyclist had a cell phone and drove up the hill to call 911. A woman from one of the cars scrambled down the hill and assisted with CPR. This good Samaritan left before I had a chance to thank her. She literally gave the shirt off her back to try and save John.

Remarkably fast, about 20 minutes after we pulled John from the river, the rescue squad arrived. Unfortunately by that point, John had passed away.

Bruce was the first to notice John upside down in the river. At first Bruce says his hands were out of the water,

and he thought John was trying to roll. Then he stopped struggling.

Nobody knows what happened exactly. Nobody ever saw his paddle, nobody saw him hit a rock, and nobody saw him flip over. It was an easy section of river — perhaps the easiest of the day so far. Perhaps that is part of the reason it is so hard to make sense of this.

I can't make sense of what happened, though, no matter how hard and how much I think about it. The images of what happened are burned into my mind. I still see John on that beach as we struggled desperately to save him. The sense of mounting despair and hopelessness that overtook me as things progressed are still tangible, and every time my mind turns to what happened those emotions return in full force. I can't express in words how I feel.

We may never know what happened to John. Maybe he had a heart attack, maybe he broke his neck earlier that day, maybe he bashed his head and sustained a fatal head injury, maybe he drowned. Maybe maybe maybe.

Part of what makes this so difficult for me is that we did everything right! We were a strong group, we were boating together and safely, we did not take any unnecessary or foolish risks. John wore a good PFD, a Grateful Heads (I think) Kevlar helmet with ear coverage, and his boat (a Hammer) was reasonable for the run. The only two things that did come out in our discussions that night were:

1) Helmet: his helmet had only a thin (1/4 inch??) layer of minicell foam inside it. Perhaps that was insufficient to spread out the force of a head blow?

2) Attentiveness to members of our group: We were not boating as tightly as a group at that point as we might have. Further, many of us recognized him as the weakest (though not by much) boater *that* day. At very least we should not have allowed him to slip into the sweep position, and maybe we should have been more attentive to some of the possible warning signs we recognized in hindsight.

So I don't know what the take home messages are here. I can't offer any real explanation, and I'm kind of tired and am probably not making too much sense.

What I can do is tell you how much I don't ever want this to happen again to me or any of you, my friends. It was a horrible and traumatic event that I will never be able to forget.

When I close my eyes I see John laughing and talking at our last rest stop, I see him in SOC Tuesday talking about helmets with me, and I see myself holding his head in my hands on the beach — trying to establish an airway.... The desperation of the resuscitation and the

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despair and anguish you feel when the realization hits you that a friend and fellow boater is dead is something I hope you never, ever have to go through.

Remember that an accident can happen ANY TIME, ANYWHERE! Are you current with your river rescue, first aid, and CPR? You really never know when you'll need it. Your day can go from blissful float to a life threatening accident in a second. Are you ready to use what you know? PLEASE be prepared.

Watch out for your friends on the river. Know where they are, and know how they are feeling. WATCH OUT FOR YOURSELF on the river. Know how YOU are feeling, and don't be afraid to get off the river if you feel ANYTHING is wrong.

And PLEASE, PLEASE boat safely — the tears running down my face are real. I don't want to cry them for you.

- From the Gold Country Paddlers email list, via Debra Berry. ✂

I was taught that anything a person really wanted to keep should never be brought on a river trip, because Ma River has absolute authority on what possessions a person may or may not have at the end of said river trip.

Instruction / Training

GCA First Annual Ducky Day!!

by Gina Johnson

We held our first ever training event for those members paddling sit-on-tops and inflatables on Saturday, June 12, at the Hiwassee River. This clinic was a great success with six participants, many of whom are new members. Lee Ross paddled a Thrill Seeker. Tony Ross, Barbara Buchanan, Peggy Freedman, Barbara and Gary Ratner were in Perception Torrents. Kathy King

and Gina Johnson facilitated the event and Dave Richardson and Haynes Johnson were kind enough to run safety for our river trip.

The morning was spent reviewing safety procedures, working on strokes, reviewing river features and hazards and evaluating river maneuvers. The afternoon was spent on the river working on boat control. Gary Ratner was kind enough to flip on the eddy line below Devil's Shoals so we could practice our boat to boat rescue skills. Everyone was ferrying and catching eddies by the end of the day. Terrific!! We are pleased to add this event to our instruction schedule. ✂

River Access

Raven Fork Closed to Paddlers

The following information was provided by GCA member Beth Thompson of North Carolina.

The Raven Fork River on the Cherokee Reservation in North Carolina has been closed to boaters officially. The Cherokees enacted a Tribal resolution banning boating on the Oconaluftee above the Red Skin Motel. The

reason given was that they don't want "packs" of kayaks disturbing the fishermen, and that they were afraid that it would be like the Nantahala. Perhaps no one realized there's no consistent water level on the Oconaluftee like on the Nantahala.

They also said boaters didn't spend any money in Cherokee. A fee structure similar to the fishing licenses (\$5.00 a day) and limiting the number of boats in a party was brought up and discussed, but dismissed. Hopefully they will see the light some day. ✂

Book Review

Swiftwater Rescue

by William C. Reeves (The Hawk)

Swiftwater Rescue. Slim Ray. CFS Press. Asheville, NC, 1997. ISBN 0-9649585-0-3. 243 pages, well illustrated with photos, drawings, and diagrams. \$24.95. Available through NOC, REI.



I purchased this book some time ago for continuing education purposes and thought it would be fun to write up in a review. I've read it three times, Xeroxed the section on knots and rigging to hand out for a rappelling clinic, and now some pages are falling out. But, somehow I never got around to writing that review. Well, now I have to write that review, because y'all need to buy it, study it, and put it into practice this paddling season.

Also, at the end of May, I unassed a Shredder at the top of Entrance Rapid on the Ocoee and swam the whole thing. I assumed the classic position and, just above Grumpy, sheared off an inch or so of my right fibula. So, I now have six weeks for the plate the Emory orthoped screwed in to set up and can write beacoup *Eddy Line* articles.

Oh, yes. Will advised me to just "suck it up" and

finish the run, since as long as I didn't swim anything else I could just let the ankle rest on the floor of the raft. It was great advice, at least until Hell Hole. The Shredder spent about two minutes in the hole and I swam Power House.

But, enough of my adventures. What about *Swiftwater Rescue: A Manual for the Rescue Professional?* It's the best, most complete, and most current book on swift water rescue currently available. There are 15 chapters that cover hydrology, equipment and rigging, exhaustive rescue scenarios, and finally organization and planning. There are 5 appendices and a bibliography that extends each chapter.

Although the book is complete, you cannot learn swift water rescue or water safety from a book, no matter how good. Every GCA member should get professional hands-on training and experience and the various courses offered by the GCA provide an excellent beginning. Check out the various clinics that are being offered this summer!

Chapter 2 - The River — an Introduction to Hydrology. Knowledge of the river and behavior of swift water are the basis upon which all rescues are built and, more important, will allow you to avoid becoming a rescuee. All rivers possess tremendous power. If you work against it, you will lose. The most basic principle of swift water recreation and rescue is to avoid or minimize this power or, even better, to make it work for you.

The dynamics of rivers are relatively simple. This

chapter covers it all and has some of the best descriptions of water flow, eddies, and hazards that I have read. The chapter also covers boat handling and self-rescue. The material in this chapter is covered in all GCA white water clinics and I would encourage all clinic participants (especially instructors) to read the chapter before (and after) participating in a clinic.

Chapter 3 - Equipment. After knowledge of the river and experience on it, the next most important component of river rescue and recreation is proper equipment. Basically personal equipment falls into three categories: flotation, thermal protection, and physical protection, and the book covers this in just the right amount of detail.

Beyond this, the chapter gets into detail more appropriate to the rescue weenie and discusses various water craft, including Boogie Boards, inflatables, catarafts, rigid-hulled boats, jet skis, motors, communications, and specialized equipment.

Chapters 4-6 - Rigging for River Rescue. Three chapters cover 4) The Basics of Rigging for River Rescue, 5) Anchors, Haul Systems and Belays, and 6) Advanced Techniques. I really enjoyed the review of basic rigging and believe everyone should know this stuff. Indeed, the price of the book was worth it for this part alone.

The first three pages discuss ropes and webbing and include great information on storage and protection. One page discusses biners and has the best discussion I have read concerning loading these little buggers. The chapter ends with nine pages on rope work that include making harnesses and tying knots.

These pages are brilliantly written and illustrated so as to make it almost idiot-proof. If you have ever been intimidated by knots this will get you past it. Chapter 5 deals with anchor systems, haul systems, and belays. It's much more technical than the average GCAer will need, but the information will complement what is taught in intermediate boating and swift water rescue clinics, and instructors should consult it when preparing lectures or hand-out materials.

Although chapter 6 is entitled Advanced Techniques, it's where actual rescue scenarios using the techniques covered in chapters 4 and 5 are discussed. The chapter starts off with recovery of pinned boats, arguably the second most common river rescue scenario.

All rescues pose two immediate questions: Are any people in danger? If someone is fixin' to die, there isn't a lot of time to be screwin' around. You'd better know what to do. Does the pinned craft present a hazard to others on the river? If so, then it's time to do something about it; once again you'd better know what to do.

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Once these two critical factors have been resolved, it's time to worry about the pinned boat. Most of the time you can get it off without any ropes, but if you need to use rope systems, then five elegantly illustrated pages cover virtually every thing you might ever need to know. The advanced part is the remaining ten pages dealing with high angle extraction techniques. I found it fascinating and I use these techniques all the time for vertical caving.

Chapters 7-9 - Rescues. As with rigging, there are three chapters covering 7) Shore-Based Rescues; 8) Boat-Based Rescues; and 9) In-Water Rescues. Shore-based rescues account for the majority of saves in swift water, and I imagine everyone who has paddled has either saved someone or been saved.

The most basic is to just reach out with your arm or a stick. Less common is to wade out, and the book quickly covers one-person wading, two-person wading, and the wedge/people pivot. The most common rescue of all is with a throw bag. Almost everyone has one and every clinic spends an hour or so on throw bag use.

So read the nine pages dealing with throw bags, then read them again, then go out in your back yard and practice. Come to think of it, even if you don't buy the book, go out in your back yard and practice with your throw rope.

Chapter 8, boat-based rescues, is a bit more technical than most of us need. However, it stresses self-rescue principals (which everyone needs to know) and has a great short section on line ferries. The last chapter, in-water contact rescues, is also quite complete and often such a rescue will be the difference between life and death. Unfortunately, swimming rescues can also be the differ-

ence between one and multiple deaths. In-water rescues are potentially extremely dangerous to the rescuer and require an exceptionally high level of training and fitness.

Chapter 10 Helicopters. There's a great chapter on helicopter rescue. Needless to say, unless you're paid to do rescues you'll never need to know the detail that's included. Nonetheless, knowledge is power and who knows when you might be exposed to a helicopter rescue, so the material should be at least skimmed. Actually, reading this chapter caused me significant reminiscence for the days in which I used to teach helicopter insertion and extraction at PanaJungla.

Chapter 11 - Special Situations. This deals with a victim stranded midstream (pretty common), foot and body entrapments (you just might have to help in one of these and could make the difference), low-head dam rescues, bridge rescues, automobile rescues, flood channel rescues and swift water SCUBA operations.

Although each of these situations is unique, they all represent applications of basic principals for any rescue. Rescuers arriving on any rescue scene, no matter how innocuous appearing, must immediately assess the situation, establish some sort of command structure, and allocate resources.

The next step is to stabilize the victim so the situation doesn't get worse. Then, and only then, is it time to extricate him from the predicament and evacuate her to safety and medical treatment.

Most books on rescue deal with entrapment and low-head dam scenarios. This book does so in exquisite detail and is the only book I have read that even attempts to discuss bridge rescues, vehicles in the water, and flood channel rescue. These sections were fascinating and, although not definitive treatises on the subjects, contained enough detail to whet my appetite for an actual clinic.

Chapter 12 Incident Command & Site Organization and Chapter 13 Preparation, Preplanning & Prevention needs to read by anyone responsible for group organization.

Chapter 14 - Medical Considerations. Medically, swift water rescue is relatively straightforward. Drowning is the main danger for both rescuer and victim, with hypothermia a close second. Traumatic injuries, including cervical spine, are much less common than in other rescue fields.

This chapter presents an overview of field medical considerations, with detailed discussions of those topics that directly affect swift water rescue, or where they differ from normal practice. The second part of the chapter considers patient packaging, litter rigging, and evacua-

tion.

Chapter 15 - Searches & Recoveries. This is the last chapter and is a relatively short one, quickly outlining day searches, night searches, and body recovery. Search and recovery is a technical field in its own right and a variety of excellent books have been written on the subject.

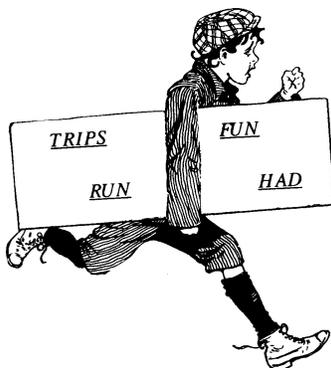
So... According to writing theory, people remember the last paragraph in an article. Swiftwater Rescue is the most current and complete treatise on the market. It is intended for the professional but should be of interest to all serious paddlers. Buy it and read it before and then after you participate in GCA rescue and safety clinics this summer. ✂

Hiwassee

by William Gatling

May 19. With temperatures in the 80s, a group of 12 boats assembled at the Hiwassee Powerhouse put-in. (1) OC-2, (3) OC-1, (7) K-1, and a sit-on-top. When the water finally came on at 1:00 PM, there was a small parade of people carrying boats like lemmings to the sea. We formed two groups — players and river runners.

Denise Colquitt led the play boaters and told them when it was time to stop playing. William & Debbie Gatling led the river running group, with Jack



Taylor bringing up a very diligent sweep.

Swimming was kept to a minimum, with no casualties. When we got to Devil's Shoals, five of us decided to walk back and swim it. The rapid is pretty intimidating from the shore looking down at the waves. Everyone made it, with lots of adrenaline to spare! :-) (Big Grin)

Boaters were Tony & Denise Colquitt, Janet Brabaw, Steve Brabaw, Christine Casper, Jack Taylor, Bryan Williamson, Wendy Blake, Terri Vales, Jodi Collins, Richard Putnam, William & Debbie Gatling. Shuttle Bunny was Mary Ann Pruitt! ✂

Father's Day Weekend Special

by Morris "The Vagabond" Friedman

My neighbor and I planned a paddling trip for Father's Day weekend with our 13 year old daughters. We chose the Toccoa River. Saturday morning Richard and Emily Love and Morris, AKA "The Vagabond", and Alisa Friedman drove to the Toccoa Valley Campground (706.838.4317).

We loaded our four kayaks on one car and Herman shuttled us to access point C listed in Otey's, Northern Georgia Canoeing. This is an excellent run for beginning paddlers, with shoals and enough technical rapids to maintain interest. The river runs past the Rock Creek Recreation Area, and under a suspension bridge that is part of an Appalachian Trail Loop Hike.

The first major rapid, a low class two, is on river right at the bridge. One of the girls missed the sharp cut to the right and went up the bank on a rock. Fortunately, she was able to extricate herself and continued paddling. Because the water moves quickly at this point, you must be ready to continue through several little rapids below the bridge. Another major rapid comes sometime after the bridge and was entered on river left. You'll recognize the horizon line of the drop ahead of you.

The girls and I ran the drop with no problem. Richard was running sweep, and entered the drop slightly off line. His kayak began to flip, but quick reaction with

a left brace brought him through without an incident.

There is a dead fall which crosses the entire river below this point and you must portage on river left. I told Herman about it and he's sure it will be removed by someone shortly. It's mostly a technical run from then on, nothing spectacular, but much fun with a lot of opportunity to pick your way through long series of shoals which can heighten anyone's paddling skills.

From Access Point C to the Campground is about 4-1/2 hours including a short stop for lunch. Arriving at the campground, Herman had parked the car at our campsite. We pitched tents, went to dinner at the Riverside Cafe, which is about 5 miles from the Campground, had a great meal and returned for a campfire and marshmallows.

The next morning we cooked a fine breakfast, ran shuttle to Access Point H and paddled from the campground. This is a short run of about 1-1/2 hours, lots of shoals and technical turns. Getting through such water without scraping was very satisfying, especially in these low water conditions. Then it was home and a Father's Day Dinner complete with the new shorts I'd asked for. A most satisfying weekend was enjoyed by all. I'd recommend it! Happy Father's Day! ✂

"As one goes through life, one learns that if you don't paddle your own canoe, you don't move."

- Katherine Hepburn.

Canoe Trip of a Lifetime

by Richard H. Greene, D.V.M.

What in the world is a fifty-eight year-old man doing paddling a canoe 250 miles down one of Georgia's last grand unspoiled rivers? Well, just ask me, Cobb County Veterinarian Dr. Richard Greene.

Other than home to airplanes, the Hartsfield International Airport gives birth to the Flint River in its drainage system under the south runway. What an inauspicious beginning for one of Georgia's most scenic rivers!

I started the trip on a cold Saturday morning in March with the temperature hovering at 32 degrees. The first place the Flint is navigable is not far from the Atlanta racetrack in Hampton. It was important to start the trip in winter as the upper section of the river is full of fallen trees left over from the 1994 flood. In hot weather those trees make good hangouts for snakes. The first day covered 10 miles with 33 down trees obstructing the river, and each tree had to be negotiated.

Though the river held many hazards, there were also many discoveries. As the geography changes from north Georgia and middle Georgia areas, the river banks are lined with magnificent tupelo and sweet gum trees. The southern part changes to high bluffs, white sand bars, and the banks are lined with age old cypress trees with their clusters of cypress knees.

Mother Nature is at her finest with the vegetation, birds and wildlife. During the spring, banks are lined with blooming mountain laurel, dogwoods, magnolias, morning glories and numerous other beautiful plants. Birds of all species can be seen here, from great blue herons, ducks, geese, kingfishers, and fish hawks soaring the skyline, to tiny hummingbirds.

Animal life is abundant, with signs of beaver and otters, mother deer bringing their fawns down to the water pools and inlets to get a drink, wild pigs, foxes and numerous other creatures of the forest.

Archeological signs are abundant at the fall line that crosses the Flint River. This section of the river was once covered by the ocean some 60 million years ago. I picked up numerous fossilized shells and other unidentified objects. Passing the fall line, there are sightings of numerous alligators on the sand bars and Spanish moss hanging from the trees.

The quest for the recorded history of the Flint River has sent me to the local libraries and the Georgia Archives. When Hernando DeSoto, the Spanish explorer, camped along the Flint River near what is today Newton, Georgia, in 1582 A.D. the river was called the



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"Thronateesk". On the earliest of maps dated 1775 A.D. both the Flint River and the Chattahoochee are identified by name, as well as where they join to form the Apalachicola River in Florida.

The Flint River of North Georgia has Lower Cherokee Indian history, South Georgia has the Creek Indian Nation and the Seminole Indian Histories at the Georgia - Florida state line. The Flint River abounds with names — Timothy Barnard, McIntosh — and places such as Fort Early (1818) and Fort Scott (1818). General Andrew Jackson stayed at these forts during the wars against the Seminole Indian Nation. Then there are the old extinct steamboat towns of Magnolia, Danville, Pindertown.... and the history goes on, too much for me to cover in this article.

I, like others, have dreamed about an adventure of a lifetime that is never taken. Mine has been smoldering in my thoughts since childhood where I grew up along the Flint River in South Georgia. I always wanted to go up the Flint River to see where it came from and down the Flint River to see where it goes.

Unexpectedly, my adventure got its impetus in the fall of 1995 when my doctor gave me the news about the big "C" word. It had always been something involving others and I never thought one day it would happen to me. Having received that news, it is easy for one to replay his life and how you might have done things differently if you had another chance. Well, my chance came at Kennestone Hospital with the good news from Doctor Ron Roper that my operation was a success. With that good news, I decided to take that second chance and started planning my DREAM TRIP OF A LIFETIME.

P.S. I will be leading a (shorter) trip on the Flint on September 12, for beginners and up that are interested in history, archeology, and just plain fun on the river (limited to the first 10 boats). You will bring home driftwood and fossils as souvenirs from this trip. ✕

"Age is a very high price to pay for maturity." - George Carlin

Local Transportation

Paddling in Costa Rica

by **Ray McLain**

Ray McLain is a Wisconsin paddler who now lives in Costa Rica after retiring from corporate life as an engineer. His "resume" includes: ACA and USCKT slalom competitor (open canoe and decked boats), gate judge at the 96 Olympics, ACA certified instructor (white water level) for canoe and kayak, leader of paddling youth programs — both as Team Manager for the US Jr. Team and for Wisconsin kids, a national officer (Treasurer) for the ACA, and an Honorary Life Member of his local club, the Green Bay Paddlers United. Ray has been answering questions of paddlers from around the world who are interested in a Costa Rica paddling vacation. He has compiled a series of articles, sharing answers to questions commonly asked. For further information, contact Ray at RMcLain@CostaRicaRios.com, or check his web site, www.CostaRicaRios.com.

A major issue for paddlers visiting Costa Rica is local transportation. Transportation to and from the rivers and setting shuttles are "no brainers" in the states. You take a couple of cars, set one at the take-out, travel to the put-in, and paddle the river. When you take out, you drive back up and get the other car. Simple.

In Costa Rica, first of all you don't have your car most likely. If you have a rental car, you probably don't want to leave it parked in some remote location filled with your personal gear.

Your options include: (1) hire a vehicle and driver (taxi, light truck, or shuttle service) to drop you off and pick you up, (2) rent a car and have one of your group not paddle and be the shuttle driver, or (3) find someone else who is going on the river and arrange to go with them.

Rental cars cost upwards of \$50/day — and if they are checked in with a scratch, be prepared to pay the \$1000 deductible for damages. Be sure to rent a high clearance 4x4 if you are going to use it for boating. Before accepting the car, inspect it and document all previous damage or marks. It will save you headaches at check in.

The daily going rate for taxis, light trucks, and shuttle service is \$40 to \$60. Taxis might take up to 3 paddlers; light trucks and shuttle services up to 8. However, light trucks are not licensed to carry passengers on the highways, so you might need a taxi to carry the passengers to the access road, and a light truck to take you into the river.

A little about the topography. Costa Rica is mountainous. The roads have been built at minimum cost, and

often are not paved or maintained. Access roads are often primarily traveled by tractors, and they get hard agricultural use. You often need high clearance, and sometimes 4x4 when the roads are wet. Expect to average a very slow speed after you leave the main road. Three miles an hour is not uncommon on some back roads.

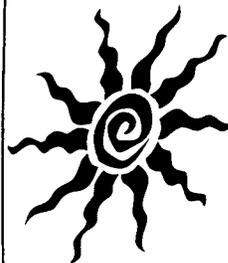
Raft companies sometimes will allow capable paddlers to join their trips, carrying your kayak with their rafts, and allowing the paddler to ride in busses with their customers. You are limited to the commonly rafted river sections. The "big" companies are less flexible this way than the small companies. All companies will want to make sure they are not going to have to deal with your rescue, so unless you are highly skilled and unlikely to get in trouble, raft companies won't want to deal with you.

The other option is to join in with outfitters who specialize in running paddler trips. Sometimes they have trips underway and can add a "walk in". Or if you are highly skilled, you may earn your keep as a safety boater.

An issue that often is asked by the paddler who brings boat and gear to Costa Rica, is "How do I get from the airport to where the action is?" There are several options: (1) rent a taxi at the airport that will transport you and your boat. Expect to spend between \$60 and \$100 to get to Turrialba. (2) Catch a bus and if you have a small

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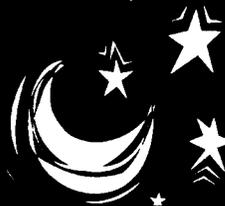
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play boat, you can put it in the luggage compartment. You will have to get from one bus terminal to another bus terminal in San Jose, which may require a taxi with a roof rack. This option may cost you \$5 to \$10 to get to Turrialba. (3) Arrange for someone to meet you and your boat at the airport to take you to your destination. Expect to pay about what a taxi charges.

People ask about hitchhiking, with and without a boat. I am told by athletes training on the Reventazon, about 3 miles from Turrialba, that most of the time they can get rides to town by hitchhiking. I have had many occasions where I have flagged down a car or pickup and gotten rides. Sometimes you are lucky, sometimes you are not. If you are carrying your boat, it may be a bit more difficult to get a ride.

Costa Ricans almost always ride the bus. In most locations, there are public busses that come by every hour or so. So, the mentality of local drivers is to not pick up hitchhikers, and people who need transportation will wait for a bus, which costs very little. As a driver with a car,

I pick up only people I know. There is too much to lose to pick up someone who may have sticky fingers.

Now a word about driving. Suppose you do have a rental car. Be sure you have a rack system on the car that is not going to damage the roof and paint. It could be costly if you damage the car. The access roads to the rivers are narrow with trees along the sides. You may meet a farm vehicle or other large vehicle and have to pull over, and incur a scratch or dent if you are unlucky. Roads are often poorly marked, especially after you leave the main highway.

I hate to make a big deal about it, but farm workers who may be poor migrants live and work near the rivers. There is a great temptation to break a window and relieve you of your belongings. You will not catch them. And if you do, you will have a challenge in getting the law to the scene. If arrested and charged, when the court appearance occurs, you won't be there to testify—so the thief will be released. The bottom line is that you have everything to lose, and the thief has little to lose... ✂

Horace Sheahat Goes to Tallulah Gorge

It was January, 1999, when in a drunken stupor at the Whitewater Tavern Horace first penned his name to a Tallulah Gorge Permit. The boys had gathered there to stuff envelopes and have a few beers in the hope that one of them would get lucky and draw a permit for the Tallulah Gorge. Horace happened by and someone reluctantly handed him the completed forms and envelopes with his name and address on them so all he had to do was sign it. Everyone hoped that Horace would not get the permit, but odds being odds it was all agreed that Tallulah with Horace was still better than no Tallulah at all.

Much to the chagrin of all, only two permits were drawn, Lance and Ted! Robert and David were on Ted's permit and Cowper and Chris were on with Lance. Horace wasn't going to let the luck of the draw keep him from going and decided to chance it and go lookin' for a permit. Horace insisted upon leaving early in hopes of rain and some additional eastern steep creekin'. So on Tuesday night, after work, after supper, after chasing around town on various errands, after loading the Explorer twice, the trio of Horace, Robert and Ted pulled away from Little Rock just as the clock struck midnight.

It was one of those nights that seem extra dark and it rained the whole way out. Driving in shifts and sleeping through repeated renditions of Megga Zombie White Death trash something or other hate your momma 'music' at full blast, they arrived at the Highway 76 bridge on the

Chattooga, 11 a.m. The level was 8.9 ft. and rising fast. Horace got excited and started throwing boats off. A wrestling match ensued. Finally unable to restrain Horace, Ted yelled into his ear, "Chauga Gorge is running big, let's go there!" Horace relaxed and agreed. So off they went in search of the Chauga Gorge put-in. Nobody had brought a guide book and the maps were old. It seems that 911 had re-named all the roads.

After many arguments, wrong turns, 4-wheel bushwhacking through a tiny mountain pass, and other misadventures, the Cassidy Bridge came into sight, it was 4 p.m.. No time now to find a shuttle—it was agreed to deal with that later. The boats were unloaded and the group launched.

The run itself was uneventful, no swims, no pins, no blood, just squeeze through a few trees, boof-splat off Riley Moore Falls onto the rocks, cartwheel and surf a little and arrive at the take-out 2 hours after dark. Barefoot, wet, in tattered old swim shorts, with scraggly matted hair, and in a wet reeking old polypro top, Horace set off for town to find a shuttle. The others hunkered down to build a fire and wait for dawn, having no confidence in Horace's ability to get a ride back to the put-in. Especially since he did not know how to find it.

Miraculously, in 2 hours, Horace was back with a big grin on his face and some wild tale about two kind fellers who picked him up. They apparently had tied Horace to the bumper of their truck but had no idea who they were dealing with. Horace told a wild story about sliding down a dirt road, standing on a road sign he'd pulled from the

ground. He had surfed behind the truck, did flips and jumps until he saw the Cassidy Bridge where he had jumped over the rail and allowed the ropes to be cut as he crashed into the river. He thought it great fun. Now, on to the Tallulah and real adventure.

Saturday morning came and everyone started gathering at the registration booth in the big town of Tallulah Falls, Georgia. The rest of the crew showed up and signed in while Horace stood around the area beggin' for an open spot. It takes an awful lot to get Horace to beggin', but this was Tallulah Gorge and he didn't have a permit. Finally he lucked into an open spot, but it was long after the others had started down to the put-in. Now what Horace didn't know was that the official put-in was 1/3 mile downstream from the dam, requiring a steep descent down a dreaded staircase.

Knowing that he had to hurry to catch the others before they got too far, he scrambled down the steep brushy gorge and put in just below the dam. One of the rangers spotted him from the bridge, but it was too late to stop him. Everyone started scrambling to the overlooks as Horace unknowingly paddled toward the three huge un-run class VI+++ drops below.

Horace turned the corner to see the hundreds of people waving at him from the overlooks hundreds of feet above. He waved back and paddled toward the first horizon line (L'eau d'or Falls). As he jumped off the lip, he recognized the area. This is where Burt, Ned and the others crashed in Deliverance! Horace landed in the first pool and looked ahead at the huge 2-tiered drop immediately below. Knowing he had the line, he paddled off the first tier. As he landed in the froth, something grabbed his stern and sucked him under! Horace had found a huge pothole! Everyone looking from above let out a huge collective GASP! as he disappeared. The park rangers were already organizing the rescue team, dreading the thought of carrying a body up out of the gorge.

After several minutes of falling and churning in total darkness, Horace shot out of the bottom of the falls and floated into the large pool. Horace's breath-holding exercises for his squirt boat antics actually worked! He looked up and waved to the spectators and headed for the next rapid. All Horace could tell from the pool was that this was one big drop!

The water dropped off a steep slide and then DOWN! He decided to head for the middle and realized at the lip that this one was even bigger than HE wanted, he was going over Tempesta Falls! The water dropped off the slide and slammed off the wall on the left. Horace paddled with all his might. He managed to get far enough right to avoid a direct hit with the wall, but not quite enough to get

through cleanly. His boat stopped in the pillow and started to thrash about in every conceivable way. He was cartwheeling so fast that the boat began to actually stretch!

He realized that his paddle was adding too much and threw it away, reached out his hands and corkscrewed his way off the pillow and over the bottom part of the falls. He grabbed his paddle from the rocks below and paddled down to the next eddy. The rescue team was now astonished that someone had made it over the first two waterfalls alive, but they didn't know who they were dealing with. Since they started setting up for rescue in the top two drops, they were now out of position to save Horace from the third drop, Hurricane Falls!

As Horace contemplated his next move, the rest of the Arkansas crew were throwing their boats down and collapsing at the bottom of the staircase. They needed a break before they jumped on the river. Besides, this would give Horace a chance to catch up to them, if he got lucky with a permit. They knew Horace was in better shape and would just come running down the stairs ready to launch just as they were getting their breath back. They looked upstream at the beauty and power of Hurricane Falls and commented on the unbelievable pain one would feel if they ran the drop and actually survived, when they spotted a paddle blade at the top. In a desperate plea, they all yelled "Horace! Nooooooooooooo!" as he paddled off the falls. It was an ugly sight. Horace cleanly dropped the first 30 feet then landed on rock. After being splatted to the bottom and pounded by the 600 cfs, he miraculously slid off and over the rest of the drop. Horace bounced off of every rock he could find (more like every rock that could find him) before reaching the bottom. The crew scrambled out to pick up the broken remains of his boat and his limp body.

The rescue team arrived as they got Horace to the bank. A stiff slap on the face and he was conscious again. He looked at the group and said, "I knew I'd catch up with you guys! Those were some big drops, heh?! Hey wait, I can't feel my body!" Horace lost consciousness again. The rescue team loaded Horace onto the backboard and started up the steep staircase to the highway 500+ feet above. Being grateful that they didn't have to carry Horace's carcass up those damn stairs, the group suited up and enjoyed their trip down Tallulah Gorge.

The guys stopped by the local hospital to check on Horace and to get a look at the Weather Channel (main reason!). After watching the forecast segment, the group excitedly told Horace "It's raining good back home, we gotta go! See ya when you get back in the boat."

- From "The Arkansas Paddler", newsletter of the Arkansas Canoe Club.

CLASSIFIED ADS

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

FOR SALE - Great river car: Toyota Camry station wagon, 1989, Loaded. 5 speed manual, 140,000. White with Thule rack and bike mount. New tires, water pump, and timing belt. Good gas mileage. Has been trouble free with very good maintenance. Oil changed every 3,500 miles. \$3,800. Contact Kathleen 404.293.4575.

FOR SALE - Canoe, Blue Hole Sequel, red with blue airbags. Completely outfitted by Allen Hedden. This boat is 10 feet 11 inches long and weighs approximately 48 pounds. Easily rolled, loves surfing and catching eddies. This boat is for intermediate to advanced paddlers. Paddled intermittently for one season. Paid \$1200 and asking \$850. If interested, please call me at home at 770.439.1825. Mary Ann Pruitt.

FOR SALE - Canoe, Old Town 158. Minimal use. Blue. \$450. Includes 2 paddles. 770.932.7013.

FOR SALE - Canoe, Mohawk Nova 16. Red Royale. Great condition. \$575. Call Durell at 770.460.8109.

FOR SALE - Kayak, Perception Dancer XS, \$200. Call Mary Vachon 404.352.4718.

FOR SALE - Kayak, Perception Corsica - teal w/ air bags and spray skirt. Paddle, Perception Horizon Line. Helmet, Perception Pro-Tec. \$350 obo. Call Ed @ 770.505.2948 or email edvance@mindpspring.com.

FOR SALE - Kayak, Dagger

Crossfire. In good shape with full outfitting. Includes back band, float bags. Good all-around white water kayak. \$300. Call Kirk 770.973.9475.
FOR SALE - Kayak, Perception Corsica (light blue/good condition). Great boat for larger paddler or beginner. \$425. Call Hays @ 770.974.0650.

FOR SALE - Kayak. Pyrahna Migo 240, near new, \$625. 828.837.3511.

FOR SALE - Kayak. Sleek, \$395. 828.837.3511.

FOR SALE - Kayak. Small squirt boat for a small woman or youth; \$500. 828.837.3511.

FOR SALE - Kayak. Squirt boat: New Wave, for 120# person; \$650. 828.837.3511.

FOR SALE - Kayak. Perception Dancer. Good condition. Rear air bags. \$275 OBO. Paddle, composite, \$50 with boat. 770.236.7317 day 770.967.6589 night.

FOR SALE - Kayak, purple Perception Pirouette. Good condition. (Flotation bags not included.) \$300. Email at ctabbey@charter.net or phone Caroline or John at 770.583.2402.

FOR SALE - Kayak, Perception Pirouette S, Proline. Includes spray skirt & air bags. \$350. Call Lois at 770.592.6421 or email lhogan@bellsouth.net.

FOR SALE - Kayaks. 1977 Perception Pirouette Super Sport, red, excellent condition, \$400. Perception Dancer, red, very good condition, \$300. 256.776.2361.

FOR SALE - Kayak, two-person recreation kayak - a green Keowee with third child's seat. Great shape. No accessories. \$300. Call Chris at 404.371.8122 or email chrisgabl@aol.com.

FOR SALE - Land. Beautiful wooded, 1.5+ acre lot on the Chestatee River with 250+ feet of river frontage. Located about 8 miles northeast of

Dahlonega, it is the nicest parcel in a small, 12-lot development with restrictive covenants. Very private with its own wonderful sounding shoals. Arguably the best available river property in the Dahlonega area for only \$55,000. Call Jim at 770.972.6705.

FOR SALE - Land. Secluded mountain lots - great views, streams, heavily wooded, extreme privacy w/ restrictive covenants. Between Cleveland and Dahlonega on Piney Mountain (easy access to Chattahoochee, Chattooga, Overflow, Chauga, Nantahala, etc.) - Only six lots left - 3 to 5+ acres starting at \$5,500 per acre. Call Martha Herndon at 404.231.5367.

FOR SALE - Thule rain gutter rack system. 58" long bars. Fair condition. \$25. 770.804.9416.

FOR SALE - Tents. Eureka Space Tent, 12' x 12'. Used once or twice. Retail \$550. Asking \$325. Moss Starlet back packing tent, very good condition. Retail \$370. Asking \$125. Several other items - dry suit top, Perception canoe saddle, bike paniers, Merrill boots, child back pack carrier, etc. Dave @ 770.499.9973.

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.

WANTED - Canoe, for flat water/class 1 & 2 rapids. Similiar to Mad River Explorer. Call Ed @ 770.505.2948 or email at edvance@mindspring.com.

WANTED - Kayak, Perception Corsica S or Dagger Crossfire. Call Lois at 770.592.6421 or email lhogan@bellsouth.net.

WANTED - Kayak, Wave Sport Micro X, or Prijon Fly. Must be in good condition. Contact 770.454.9591 or email ptmx2@ibm.net. ✂

"An idiot with a computer is a faster, better idiot."
- Rich Julius.

1999

GEORGIA CANOEING ASSOCIATION INSTRUCTION SCHEDULE

C A N O E I N G

INSTRUCTION

K A Y A K I N G

PADDLING CLINIC INFORMATION

Clinics will be taught by ACA-certified instructors and qualified assistants. In order to provide individual attention, the maximum student-to-instructor ratio is 4:1. Space is limited.

COURSE DESCRIPTIONS

BEGINNING WHITE WATER:

For people who have never had a boat on moving water. Three-hour evening classroom session with videos and lectures covering equipment, safety, river features, and paddling techniques for tandem and solo boaters. Full day Saturday flat water session emphasizing strokes, wet exits. Full day Sunday session on a class II river, practicing ferries, eddy turns, peel-outs, running rapids, self rescue, and assisted rescue. You must attend both the dry and flat water sessions to participate in the white water river portions of the course.

BEGINNING YOUTH WHITE WATER

Same course as above, but designed for youths aged 16 and under.

INTERMEDIATE 1 WHITE WATER:

Participants should have had recent Beginner level instruction or 5 days of white water experience. Polish-up beginner skills, plus bracing and rolling (kayaks).

INTERMEDIATE 2 WHITE WATER:

Intermediate clinic participants should be comfortable paddling class II-III white water such as the Nantahala, and wish to master the roll in rapids, and learn how to play confidently in Nantahala-type waves and holes. Intermediate kayakers should have a 100% flat water roll and a 50% reliable combat roll in class II rapids. Saturday morning lake session working on strokes and rolls (kayaks) and an afternoon session on the Nantahala working on turns, surfing, eddy hopping, etc. Full day Sunday trip on a class II-III river.

ENROLLMENT GUIDELINES

GCA MEMBERSHIP:

All participants must be current GCA members. To join the GCA, call the GCA at 770-421-9729 or go to the GCA web page <http://www.mindspring.com/~gacano> for a membership application. Dues are \$25 per year.

REGISTRATION:

Call the coordinator of the clinic you want to take for more information. You will NOT be registered, however, until the coordinator receives a check for \$50.00 per person, payable to GCA. Call early, clinics fill quickly.

CANCELLATION AND REFUNDS:

If you wish to cancel or switch to another date, please notify the Clinic Coordinator as soon as possible. If you cancel at least 10 days before the first class session your fees will be refunded. After that, refunds will be made only if a replacement is found. Clinics will be conducted rain or shine. No-shows and those not completing the full course are ineligible for refunds.

AGE:

If you are under 18, all liability releases must be signed by a parent or guardian, who must also provide suitable power-of-attorney for medical care. Except for youth clinics, pre-teens will not be enrolled unless they have had suitable paddling experience in the Training Director's judgment.

SWIMMING ABILITY:

You must be able to swim and should not panic with your head under water. Beginning kayak clinic participants will spend a lot of time upside down inside their kayaks on the lake. All students will practice swimming self-rescue skills in rapids.

PHYSICAL CONDITION:

White water paddling is a physically and mentally challenging activity that requires fitness, flexibility, and a positive attitude in stressful situations. Kayaking is a high-risk activity for individuals with a history of shoulder dislocations. Applicants should discuss potential physical limitations with the Coordinator before signing up.

EQUIPMENT:

You must furnish all of your own equipment. You will receive a detailed list of required and recommended equipment well in advance of the clinic.

INSTRUCTIONS & REGISTRATION FORM ON REVERSE SIDE

PADDLING CLINICS



CANOEING

BEGINNER WHITE WATER CANOE

June 22, 26 & 27
Steve Cramer 706-208-8382

INTERMEDIATE 1 WHITE WATER CANOE

June 5 & 6
Brannon Proctor 770-664-7384
August 28 & 29

Charles Clark 770-998-9544/Gina Johnson 404-257-3160

INTERMEDIATE 2 WHITE WATER CANOE

September 11 & 12
Haynes Johnson 770-371-1542

OCOE PRIMER WHITE WATER CANOE

October 16 & 17
Allen Hedden 770-426-4318

SEA KAYAKING

INTERMEDIATE TBA

Steve Cramer 706-208-8382

DUCKIE DAY

FOR SIT-ON-TOPS & INFLATABLE KAYAKS

June 12
Gina Johnson/Kathy King 404-257-3160

KAYAKING

BEGINNER WHITE WATER KAYAK

June 3, 5 & 6
Doug Pratt (call Gina Johnson 404-257-3160)

INTERMEDIATE 1 WHITE WATER KAYAK (follow-up to beginner ww kayak)

July 8, 9 & 10
Brent Coleman 770-867-4061

INTERMEDIATE 2 WHITE WATER KAYAK

August 7 & 8
Revel Freeman 404-261-8572/Jim Kelly 770-801-8059

REGISTRATION:

To register for one of these clinics, you must be a member of the Georgia Canoe Association. To join the GCA or for an application call 404-421-9729. Dues are \$25.

To register for a clinic, call the coordinator of the clinic for more information. You will NOT be registered, however, until the coordinator receives this completed form and a check for \$50.00 per person, payable to GCA. Call early because clinics fill quickly.

Clinic: _____

Name: _____

Street: _____

City _____ State _____ Zip _____

Phone (Home & Work) _____

Age _____ Sex _____

Allergies or Prescription Medications:

Disabilities, Medical Conditions, Shoulder Problems:

TANDEM OR SOLO CANOE

MAIL THIS FORM TO THE CLINIC COORDINATOR

GCA FALL SAFETY AND RESCUE CLINIC
September 25 and 26, 1999

The annual Fall Safety and Rescue Clinic will be held Saturday and Sunday, September 25 and 26. Saturday we will conduct dry land sessions at Mountaintown Outdoor Expeditions (MOE) in Ellijay, Ga. These sessions will cover throw rope usage, snag/tag lines, knot tying, and more.

Saturday night, dinner will be provided by MOE. There is plenty of room for tents in the field at MOE (free) or you can camp at Diamond Lure Camp ground (hot showers and close to MOE). GCA members can stay at Diamond Lure for \$6.00 per night. Call 706.273.3075 for reservations at Diamond Lure, and tell them you are with the GCA Fall Safety and Rescue Clinic.

On Sunday, we will paddle one of the rivers in that area (decision to be made based on water levels) in small groups led by instructors. As your group makes its way down river, you will encounter various staged rescue scenarios that will give you the opportunity to practice what you've learned.

A limited number of GCA throw ropes and the new GCA Rescue Gear Bags (called Gator bags, named after the originator of the idea) will be on sale at the clinic. You can also order yours in advance to make sure you get one. A concession area will sell bottled water, sports drinks, and snacks.

The clinic is open to all GCA members and is suitable for trained beginner paddlers and above. If you are paddling elsewhere but want to join us for dinner Saturday night, register for dinner and come eat with us at MOE.

REGISTER EARLY. For the last few years, this clinic has filled up.

For additional information call Bo Wise 770.806.6001 (email JWWise@Mindspring.com)

Mail registration and payment to:

Ms. Kathy King
 6352 Hillandale Dr. Apt. R.
 Norcross, Ga. 30092

Name _____ Email Address _____

Address: _____

Tel. (H) _____ (W) _____

Skill Level (Begin., Int., Adv.) _____ Boat (Kayak, OC1, C1, Other) _____

Number of People: Clinic (Inlcds. Dinner) _____ X \$55.00 = _____ (Please attach list
 Dinner Only _____ X \$10.00 = _____ of add'l attendees)

Throw Rope _____ X \$30.00 = _____

Gator Bag _____ X \$35.00 = _____

GCA Membership _____ X \$25.00 = _____

Total _____



Get into the flow.

Go with the flow team member Dale Kouracostas

October 1, 1996

Linville Gorge, NC

10:30 a.m.

63° F

Class 5 rapid

15 foot fall

p u r e

a d r e n a l i n e .

GO WITH THE FLOW
THE FLOW
THE FLOW
THE FLOW
THE FLOW
THE FLOW

4 Elizabeth Way, Roswell, GA 30075

770-992-3200

www.gowiththeflow.net