



Spring GCA Meeting

The Spring General Membership Meeting and Covered Dish Dinner will be the third Friday in March (March 15) at 7:30 PM at the Garden Hills Community Center in Buckhead. Join us for an evening of great food, entertainment and fun. Bring your favorite covered dish and / or a dessert to share.

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

See you there!!



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Winter Roll Practice

Indoor pool roll sessions begin the first Monday in January and run through the last Monday in March, with the exception of the MLK holiday. Plan to take advantage of this great service provided by your club. Whether you want to learn to roll, practice your roll to stay sharp, teach a fellow paddler to roll, or work on other techniques such as wet exits, hand rolls, deep water re-entries, etc., the indoor heated pool is THE best place to hone these skills in the middle of the winter. For details, see the announcement inside.



GCA Spring Extravaganza

The 2002 GCA Spring Extravaganza is on schedule for Friday, Saturday and Sunday, April 12-14. The Extravaganza is a weekend of paddling and camping, featuring a catered dinner on Saturday evening, club sponsored trips on Saturday & Sunday, and the fine company of many, many GCA members. Our friends at the Diamond Lure Campground near Ellijay, traditional hosts of the event, will have us back again this year. Registration form and map are inside this issue of *The Eddy Line*.

The GCA is still in dire need of a Recreation Committee Chair and a person or committee to plan for the Extravaganza. This is a great opportunity for you to give back something to the club in the form of creating a means for other club members to get together for the social occasions that we all look forward to. If you can help out with this in any way, please contact Marvyn Cole at 770.475.3022. Your help is greatly appreciated!



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The Races Are Coming — Southeastern US Slalom & Wild Water Championships — See the articles in the "Race Watch" section.



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 Marvine Cole at 770.475.3022 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 Mike Winchester at 770.319.8969.

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 Jim Albert at 770.414.1521.

For information on winter 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 Geoff Kohl at 404.457.3517 or Newsletter Editor Allen Hedden at 770.426.4318.

For information on videos and books available from the GCA Library - Call GCA Librarian Denise Colquitt at 770.854.6636. ✂

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. The location has changed — call Marvine Cole 770.475.3022 for directions. All members are encouraged to attend. If you have an item for discussion, please call GCA President Marvine Cole at 770.475.3022 so she 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	Marvine Cole
Vice President	Gina Johnson
Secretary	Lindsay Meeks
Treasurer	Ed Schultz
Member Services Chair	Mary Ann Pruitt
Recreation Chair	Vacant
Resource Development Chair	Cameron Pach
River Protection Chair	Julia Franks
Training Chair	Jim Albert

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 gacanoemindspring.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 classified 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. ✂

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UPCOMING ACTIVITIES



March

2 Nantahala (Note 1 & 2)	Class 2-3 Intermediate	Marvine Cole	770.475.3022
9 Broad	Class 1-2 Trained Beginner	Jeff Engel	706.548.5015
9 Toccoa	Class 1-2 Trained Beginner	Jack Taylor	770.998.0350
9 Upper Tellico	Class 3-4 Advanced	Louis Boulanger	404.394.2182
10 Santa Fe (FL) (Note 3)	Smooth Water	Buddy Goolsby	770.425.9517
10 Cartecay	Class 2-3 Intermediate	Edward Stockman	770.441.9767
10 Middle Tellico	Class 2-3 Intermediate	Louis Boulanger	404.394.2182
11 Suwanee (FL) (Note 3)	Smooth Water	Buddy Goolsby	770.425.9517
12 Ichetucknee (FL) (Note 3)	Smooth Water	Buddy Goolsby	770.425.9517
15 Spring Meeting and Covered Dish Dinner	— Garden Hills Community Center	Marvine Cole	770.475.3022
16 Sequatchie (TN)	Smooth Water	Buddy Goolsby	770.425.9517
16 Nantahala	Class 2-3 Intermediate	Bill Convis	770.751.9258
23 Upper Chattoochee	Class 2-3 Intermediate	Brannen Proctor	770.664.7384
23 Nantahala	Class 2-3 Intermediate	Charlie McCoy	770.578.0404
23 Leader's Choice	Class 2-3 Intermediate	Ray Channell	404.636.6594
30 Upper Tellico	Class 3-4 Advanced	Louis Boulanger	404.394.2182
30 Middle Tellico	Class 2-3 Intermediate	Louis Boulanger	404.394.2182
30 Sweetwater Creek	Class 3-4 Advanced	David Holcomb	770.942.0549

April

4 Board of Directors Meeting — Members Invited — New location. Call Marvine Cole for directions			770.475.3022
6 Nantahala (Note 4)	Class 2-3 Intermediate	Mike Winchester	770.319.8969
7 Upper Amicalola	Class 1-2 Trained Beginner	Edward Stockman	770.394.3469
7 Nantahala	Class 2-3 Intermediate	Mike Winchester	770.319.8969
12-14 Spring Extravaganza — Camping, paddling, fun!! Diamond Lure Campground —		Marvine Cole	770.475.3022
20 Nantahala	Class 2-3 Intermediate	Mary Ellen Griffin	828.488.2635
27-28 Southeastern US Slalom & Wild Water Championship Races — Nantahala River —		Knox Worde	770.475.3022

May

18 Toccoa	Class 1-2 Trained Beginner	Jack Taylor	770.998.0350
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Note 1: Paddle with the Prez.

Note 2: Put in at Ferebee.

Note 3: Camping at High Springs FL.

Note 4: Camping Saturday night at Nantahala.

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, Mike Winchester, at 770.319.8969. 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: Monday evenings from 7:00-9:00 PM January thru March at the Samuel L. Jones Boys' & Girls' Club pool. See announcement in this issue of *The Eddy Line*.

GCA Library Items

The GCA Library has many videotapes and books available to any GCA member. All you have to do is call GCA Librarian Denise Colquitt at 770.854.6636 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:

Denise Colquitt
3794 Glenloch Road
Franklin, GA 30217

The following items are currently available:

Videos:

Canoes by Whitesell
Cold, Wet & Alive
Expedition Earth
Faultline (Will Reeves)
First Descents (North Fork Payette)
Grace Under Pressure (learning the kayak roll)
In the Surf
Introduction to Canoeing
Kayak Handling-The Basic Strokes
Mohawk Canoes (promotional w/detailed boat outfitting instructions)
Mohawk Whitewater Canoes (promotional w/ detailed outfitting instructions)
Only Nolan (Promotional, Canoe Technique)
Path of the Paddle: Quiet Water
Path of the Paddle: White Water
Performance Sea Kayaking (the basics & beyond)

Play Daze
Retendo
Solo Playboating!
The C-1 Challenge
Vortex -- low cost storm water sampler
Waterwalker (Bill Mason)
Whitewater Self Defense

Books:

A Canoeing and Kayaking Guide to the Streams of Florida
A Canoeing & Kayaking Guide to the Streams of Kentucky
A Canoeing and Kayaking Guide to the Streams of Ohio, Vols I & II
A Canoeing & Kayaking Guide to the Streams of Tennessee-Vol I & II
A Hiking Guide to the Trails of Florida
A Paddler's Guide to the Obed Emory Watershed
ACA Canoeing & Kayaking Instructors Guide
Alabama Canoe Rides
AMC White Water Handbook
American Red Cross Canoeing & Kayaking
Arkansas information (assorted)
Basic River Canoeing
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)
Endangered Rivers & the Conservation Movement

Florida information (assorted)
Georgia Mountains
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
Paddling SC-Palmetto State River Trails
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
Southern Georgia Canoeing
The Georgia Conservancy Guide to the North
The Lower Canyons of the Rio Grande
The Mighty Mulberry-A Canoeing Guide
They Shoot Canoes, Don't they?
White Water Tales of Terror
WhiteWaterTrips (British Columbia & Washington)
Wildwater (Sierra Club Guide)
WildwaterWestVirginia
Youghiogheny-Appalachian River
Maps:
The Big S. Fork

Announcements

GCA Email List

The GCA email list has at this printing about 300 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 "gacanoeflipper.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@flipper.kapcom.com" and on the first line of the body of the message type:
subscribe gacanoeflipper

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 gacanoeflipper.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.georgiacanoeflipper.org>. We are continually adding information and links of value to paddlers. Send your ideas for updates to Allen Sinquefeld by using the e-mail link for WebGuy at the site. ✂

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 Earthlink as your choice, you can do your paddling club a big favor. When you call to sign up, tell the Earthlink sales rep you were referred by Georgia Canoeing Association and we will receive a \$20.00 credit toward our monthly ISP subscription cost. You will need to give them the GCA email ID — gacanoe@mindspring.com — for us to receive the proper credit. Thanks for your help!

Weekday Paddlers

Did you know that GCA has a list of paddlers available to paddle during the week? We now have 70+ entries on the weekday paddlers list, including members who are retired persons, those with variable or non-standard work schedules, those available to paddle weekdays when school is out (students and teachers), and even those who have a lot of vacation time to burn and want to take vacation days for paddling. The list includes members who paddle smooth water as well as all classes of white water

If you would like to be included in the list, please call Allen Hedden at 770.426.4318 and leave your name, phone number, days of the week you are available to paddle, and class of water (flat, I thru V) that you are interested in paddling. You will then receive an up-to-date copy of the list. The list will be re-published quarterly (January, April, July, October). Updates are available by request through the GCA phone line. If you received your copy of the list more than 3 months ago, you should request an updated copy (the January update is out). There have been considerable changes to the list. To receive an up-to-date copy, call the GCA phone line at 770.421.9729 and leave your name and address with a request for the updated list. ✂

Canoe Outfitting & Repair

Featuring Voyageur™ Products

Custom outfitting of your open canoe or C-1
Saddles, thigh straps, air bags, knee pads, skid plates
and more

ABS repair for worn, cracked or broken hulls

Canoe Instruction

Beginner, Intermediate and Advanced levels
Call Allen Hedden 770.426.4318
Email canoeist@mindspring.com

Mail Failure Notices

Since members are no longer charged for receiving the *Electronic Eddy Line*, we cannot bend over backward to ensure email addresses are kept up-to-date. If your email address comes back with a mail failure notice, you will be deleted from the recipient list for the *Electronic Eddy Line* until we get a request to be added back with a current email address.

Also, if we get a mail failure notice against an email ID on the GCA Email List, that ID will be unsubscribed. It is the subscriber's responsibility to maintain the subscription with the current email ID.

Your cooperation is appreciated — it makes less work for our volunteer staff. ✂

Upcoming Events of Interest

March 2-3 — Mulberry Fork Canoe & Kayak Races — Garden City, AL.

March 3 — 4th Annual Great Loxahatchee River Canoe and Kayak Race — Jupiter, FL, Rick Clegg, 561.747.9666, rick@jupiteroutdoorcenter.com.

March 23 — Locust Fork Classic Canoe & Kayak Races — Cleveland, AL, Tim Rogers, 256.274.0006.

March 23-24 — Ocoee Double Header — Ocoee River, TN, Atlanta Center for Excellence, Amy Dingle, 770.321.1636.

March 30-31 — Bank of America US Open — Nantahala River, NC, NRC 828.488.2175 ext. 108, www.nrcrhinos.com.

April 6 — Asheville Slalom Challenge — French Broad River near Asheville, NC, NRC 828.488.2175 ext. 108, www.nrcrhinos.com.

April 12-14 — GCA Spring Extravaganza — Diamond Lure Campground, Marvine Cole, 770.475.3022.

April 27-28 — Southeastern US Slalom & Wild Water Championship Races — Nantahala River, NC, Knox Worde, 770.475.3022, playboatn@aol.com.

May 25 — Altamaha Wilderness Adventure Challenge — Hazelhurst, GA, Charlie Ford, 912.379.1371, cjford@altamaha.net.

June 1 — Lanier Canoe & Kayak Club Regatta — Lake Lanier Olympic Center, Gainesville, GA, Connie Hagler, 770.287.7888, ConHagler@aol.com.

July 23-27 — USACK Sprint National Championships — Lake Lanier Olympic Center, Gainesville, GA, Connie Hagler, 770.287.7888, ConHagler@aol.com.

December 7-8 — Tuckasegee Jiffy Slalom & Wild Water Race — Bryson City, NC, NRC 828.488.2175 ext. 108, www.nrcrhinos.com.

August 6-10, 2003 — Lanier Canoe 2003 Sprint World

Ocoee #2 -FINAL Recreational Release Schedule for 2002

January 2002							April 2002							July 2002							October 2002								
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT		
		01	02	03	04	05			01	02	03	04	05	06			01	02	03	04	05	06			01	02	03	04	05
06	07	08	09	10	11	12	07	08	09	10	11	12	13	07	08	09	10	11	12	13	06	07	08	09	10	11	12		
13	14	15	16	17	18	19	14	15	16	17	18	19	20	14	15	16	17	18	19	20	13	14	15	16	17	18	19		
20	21	22	23	24	25	26	21	22	23	24	25	26	27	21	22	23	24	25	26	27	20	21	22	23	24	25	26		
27	28	29	30	31	28	29	30	28	29	30	31	27	28	29	30	31													

February 2002							May 2002							August 2002							November 2002							
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	
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03	04	05	06	07	08	09	05	06	07	08	09	10	11	04	05	06	07	08	09	10	03	04	05	06	07	08	09	
10	11	12	13	14	15	16	12	13	14	15	16	17	18	11	12	13	14	15	16	17	10	11	12	13	14	15	16	
17	18	19	20	21	22	23	19	20	21	22	23	24	25	18	19	20	21	22	23	24	17	18	19	20	21	22	23	
24	25	26	27	28	26	27	28	29	30	31	25	26	27	28	29	30	31	24	25	26	27	28	29	30				

March 2002							June 2002							September 2002							December 2002						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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10	11	12	13	14	15	16	09	10	11	12	13	14	15	15	16	17	18	19	20	21	15	16	17	18	19	20	21
17	18	19	20	21	22	23	16	17	18	19	20	21	22	22	23	24	25	26	27	28	22	23	24	25	26	27	28
24	25	26	27	28	29	30	23	24	25	26	27	28	29	29	30	29	30	31	29	30	31						
31	30	30																									

(six-hour day; 10 a.m.- 4 p.m.) # (seven-hr day; 9 a.m.- 4 p.m.)
 # (eight-hour day; 9 a.m.- 5 p.m.) # (ten-hour day; 9 a.m.- 7 p.m.)
 (All times local time)

Ocoee #3 - FINAL Recreational Release Schedule for 2002

January 2002							April 2002							July 2002							October 2002								
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT		
		01	02	03	04	05			01	02	03	04	05	06			01	02	03	04	05	06			01	02	03	04	05
06	07	08	09	10	11	12	07	08	09	10	11	12	13	07	08	09	10	11	12	13	06	07	08	09	10	11	12		
13	14	15	16	17	18	19	14	15	16	17	18	19	20	14	15	16	17	18	19	20	13	14	15	16	17	18	19		
20	21	22	23	24	25	26	21	22	23	24	25	26	27	21	22	23	24	25	26	27	20	21	22	23	24	25	26		
27	28	29	30	31	28	29	30	28	29	30	31	27	28	29	30	31													

February 2002							May 2002							August 2002							November 2002							
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	
					01	02					01	02	03	04					01	02	03						01	02
03	04	05	06	07	08	09	05	06	07	08	09	10	11	04	05	06	07	08	09	10	03	04	05	06	07	08	09	
10	11	12	13	14	15	16	12	13	14	15	16	17	18	11	12	13	14	15	16	17	10	11	12	13	14	15	16	
17	18	19	20	21	22	23	19	20	21	22	23	24	25	18	19	20	21	22	23	24	17	18	19	20	21	22	23	
24	25	26	27	28	26	27	28	29	30	31	25	26	27	28	29	30	31	24	25	26	27	28	29	30				

March 2002							June 2002							September 2002							December 2002						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
					01	02							01							01	02	03	04	05	06	07	
03	04	05	06	07	08	09	02	03	04	05	06	07	08	08	09	10	11	12	13	14	08	09	10	11	12	13	14
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17	18	19	20	21	22	23	16	17	18	19	20	21	22	22	23	24	25	26	27	28	22	23	24	25	26	27	28
24	25	26	27	28	29	30	23	24	25	26	27	28	29	29	30	29	30	31	29	30	31						
31	30	30																									

(eight-hour day; 8:30 a.m.- 4:30 p.m.) # Event Days - Release times TBD
 (All times local time)

Championships — Lake Lanier, Gainesville, GA, Connie Hagler, 770.287.7888, ConHagler@aol.com. ✂

GCA Stalwart Walter Howard Passes Away

As you may already know, on Sunday January 20th, after spending a great day at church and with family, Dr. Walter Howard suffered a massive heart attack and died Sunday evening. His family and friends grieve the loss of this wonderful loving father, friend, administrator and educator.

Walter was a long-time member of the GCA. He served as Librarian for many years, cataloged our many books and videos and tracked their use by members. He was also an ACA certified canoeing instructor. He served on the Race Crew for the Southeasterns for many years.

Walter was the leader of BSA Venture crew 67 from Varnell, Georgia. He had about 15 active members that he taught water safety and white water rescue and took paddling often. He was the Vice Principal at North West High School in Whitfield County, Georgia. He was active in his community, his church and his school.

Walter was getting good at rolling his C-1. He was very proud that he could roll his canoe on "4 consecutive attempts". He was loading his boats to take his crew to roll practice when he had his heart attack.

"I was blessed to have known Walter. My son considered him one of his best friends. We already miss him." - Jeff Richardson.

"Walter was my close friend. I'm deeply saddened by his unexpected death. We were looking forward to paddling our annual trip with the scouts to Florida next month. I and many others owe their present interest in paddle sports directly to Walter's enthusiasm and willingness to share love of outdoor adventure activities. He encouraged me to buy my first canoe, and to join the GCA. Walter and Linda housed me during the Olympics while Walter and I were volunteers at the Ocoee venue. I've passed my love of paddle sports and adventure activities to my children, friends and relatives, and I know that Walter's influence on the many boy scouts he advised over the years will insure that his legacy will endure forever." - Morris Friedman.

The family would accept a donation to the Whitfield County Education Foundation Memorial Fund for Dr. Walter Howard. These funds will be used to send VICA students to contests when funds are not available.

Any messages of condolences and remembrance can be sent to Walter's e-mail address whoward@whitfield.k12.ga.us and will be printed and given to the family. ✂

Winter Roll Practice

Joint GCA / AWC winter roll practice will return this January and will run through March. Our host once again is the Samuel L. Jones Boys & Girls Club, 450 East Lake Drive, Decatur, GA, 30030, Telephone: 404.378.8814. Sessions will run from 7:00 to 9:00 PM each Monday, except for the MLK Day holiday

Once again, the ACA carries our insurance for this event, and non-ACA members will be required to sign up for an ACA event membership at an additional cost of \$5.00 for the entire event (January thru March). This is in addition to the \$5.00 per session paid to defray pool rental expense. ACA members, have your ACA number available or pay for an event membership.

Revel Freeman is our Roll Practice Coordinator. If you have questions about roll practice, or would like to help, either with instruction or keeping track of money and waivers, call Revel at 404.261.8572. Your help would be greatly appreciated, and admission is free for volunteers.

TO GET TO THE JONES CLUB POOL: Go south on East Lake Drive from Ponce de Leon past the East Lake MARTA Station. Go about another 1/4 to 1/2 mile and you'll see a large brick building on the left set back a ways from the street (number 450). There is a driveway going in through the fence. Turn left. You are at the Jones Club building. The pool entrance is in the rear, but with boats to carry, it's much easier to go through the front door, through the basketball court, and into the pool room. Ask directions at the front desk.



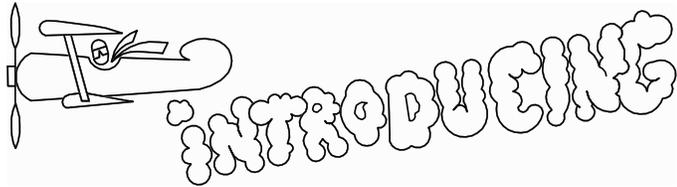
BE SURE YOUR BOAT IS CLEAN BEFORE YOU GET THERE. Rinse out sand, river mud, leaves, old birds' nests or cobwebs. No hose is available at the door, so we must have clean boats when we arrive at the facility. The pool manager appreciates your cooperation in keeping the pool clean and the filter and heater operating. Also, the Club does not allow street shoes in the pool area.

CAUTION: As with most pools, the deck area around the pool is very slippery when wet, so be extremely careful while carrying boats in and out or walking around the pool area. No diving is allowed, and only roll practice participants, instructors and spotters are allowed in the pool during roll practice. ✂

And the Winners Are....

The lucky winners of the new PFDs from MTI Adventurewear for the month of January 2002 are new members Chris Sanor & Beth Wallace of Atlanta. Congratulations, Chris and Beth!!

Watch for the February winner announcement in the next *Eddy Line*. ✂



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!!

December

Brandon Bryant	McDonough GA
Mark Erler	Marietta GA
John & Jennifer Eskew	Buford GA
John Gibbs	Roswell GA
Pete & Joan Huber	Marietta GA
Paul Kettering	Cumming GA
Peter Vickers	Conyers GA
Steve Wilder	Atlanta GA

January

Rick Alderman	Tucker GA
Walter & Donna Barrett	Cleveland GA
Brandon Bertsch	Woodbridge VA
Bert & Julie Blanchard	Marietta GA
Bret Boshier	Decatur GA
Seth & Bryan Brewer	Marietta GA

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Stuart Carlton	Athens GA
Naomi M. Doerner	Acworth GA
Jennifer L. Jones	Atlanta GA
William Ladwig	LaGrange GA
Alexander Redwood	Alpharetta GA
Chris Sanor & Beth Wallace	Atlanta GA
Linda & Kristina Sgrignoli	Roswell GA
James Vaughn	Marietta GA
Scott & Alex Watkins	Lilburn GA
Karl Whitlock	Marietta GA ✂

Army Corps Ignores "No Net Loss" Wetlands Policy

Five of the country's foremost conservation groups, including American Rivers, expressed outrage over an Army Corps of Engineers Regulatory Guidance Letter on wetlands mitigation released in mid-November 2001.

Without any public notice or coordination with other federal agencies who share responsibility for wetlands



policy, the Corps has unilaterally ignored the national goal of achieving "no net loss" of wetlands, a goal established during the first Bush administration that has since been the guiding principle of the national wetlands regulatory program.

The Regulatory Guidance Letter, dated Oct. 31, 2001, sets out new Corps policy regarding compensation for destroyed wetlands. Mitigation involves construction of new wetlands to replace those destroyed by development activities. The Corps is supposed to place

highest priority on avoiding harm to wet lands rather than mitigating damage after it has occurred. Unfortunately, the Corps often overlooks avoidance and allows destruction of wetlands, based on speculative promises of mitigation.

According to Melissa Samet, American Rivers Senior Director of Water Resources, the Corps' guidance letter "violates the spirit of interagency cooperation in administering the 404 program, and goes against the specific agreement that has guided wetlands compensa-

tory mitigation in recent years."

Samet points out that the Corps has a 1990 Memorandum of Agreement (MOA) with the Environmental Protection Agency on mitigation. This MOA can be modified or revoked only by agreement of both agencies or else by one agency with six months advance notice. "Yet it appears that the Corps has decided to informally revoke this agreement by replacing it with weaker standards," said Samet.

- From "American Rivers", Winter 2002.



Safety is No Accident: White Water Judgment

by Teresa Gryder

Paddling clubs talk of river rescue, and of how we should know what to do if... We learn the Z-drag and the snag tag, and tie fancy knots that we immediately forget. By the time a boat is broached, or a person is stuck on the bottom of the river, the situation is desperate. While rescue training may be worth a life someday, it's also worth cultivating judgment in paddlers that will prevent the borderline decisions that become white water emergencies.

Beginning paddlers are pounded with rules. It's as if we are not expected to take responsibility for our own choices, but rather to blindly obey. Compliance with rules does not assure survival. No formula replaces personal study of the risks and resources inherent in each situation.

The American Whitewater Safety Code is probably the best set of guidelines for the white water boater. (A brochure with guidelines and signals is available from www.americanwhitewater.org.)

Beyond rules, regulations and guidelines, there's you, your boating buddies, and the river. No matter the class of the river, your decisions matter. Wise and timely action will, without fail, protect your life and lives around you.

The components of good white water decisions:

1. Knowledge of what can and will happen.
2. Knowledge of your own skills and fitness, overall, and on that day.
3. Knowledge your companions' skills and fitness, overall and on that day.
4. Ability to communicate and function as a team.
5. Reasonable fear/respect of the river.

What Can and Will Happen

There's no way to know without having been there before. And even when you've been there 1,000 times, you



could be surprised. Uncertainty is part of the allure of wild rivers. You will learn, as you spend time on the water, what the water looks like at the bottom of a drop that is clean, which way to pivot a pinned boat, and how to tell if the water is rising. You will learn how deep the water is, and whether or not you can wade in it. You will re-learn how to swim. If you keep at it

long enough, you will know someone who dies on the river. You will be injured.

There is no substitute for experience. Therefore, cover your ass. Leave margin for error. Use the right gear, go with the right people, and pay attention. Participate in boat extrications. Get your rope ready when folks are running a tough rapid. You just might learn something.... Or you might be the subject of the next river rescue exercise.

Your Skills and Fitness, Overall and on that Day

Every athlete knows that some days you can run like the wind, and other days you're running in molasses. White water boating is an athletic endeavor; don't let the lazy floaters fool you. It's easier, and you have more fun, if you show up with a strong body and clear mind. Only you know if you fought with your girlfriend until 3 a.m. or drank too much beer. Only you know if your back is bothering you, if your roll is 100%, or if your boat fits right. And only you know if you can actually make that move.

Don't pretend that you're EJ. Admit your condition and stay out of trouble. If you don't feel great, give your buddies a heads-up so they can keep an extra eye on you. If you're jazzed, get some backup and try something new. Maybe next time you can eliminate what's holding you back today, and break on through.

The Rest of the Group's Condition

You must take into consideration the other folks on the trip, both for moral reasons, and because your survival may depend on them. It is wise to choose paddling companions carefully — and that's why paddling clubs are especially useful to new paddlers. When paddling with

strangers, you can't know what you're getting into.

If there is a weak paddler in the group, everyone will need to contribute in order to get the group to the take-out without incident. If your buddy has a bad day, gets cold, or takes a hard hit, you're on duty. A coordinated effort can get a person through situations that alone they would not be able to handle.

If you are paddling with a hotshot who has no regard for the rest of the group, you are still obligated to make sure s/he gets to the take-out. After that you can decide not to paddle with her anymore.

Finally, your personal choices impact the choices of others in the group. Lead by wise action.

Ability to Communicate and Function as a Team

Teamwork is the essence of river running. Everyone has resources and knowledge to contribute. Everyone has something to learn. Teamwork is the measure of a group's ability to progress to more difficult water, or to unfamiliar rivers, and teamwork depends on the ability to communicate positively.

Many desperate white water incidents happen because someone jumped the gun. Someone got psyched up and ran a rapid without first getting the scoop, and ended up getting a helicopter ride to a wheelchair. If you don't know the river, humbly get the scoop, no matter what you have to sit through to get it. If you do know the river, share

what you know. Don't scare people, just tell them where to go, and if it would help, what to avoid.

If you believe someone doesn't have the skills to run a certain rapid, you are honor bound to say so, even if they don't want to hear it. The person you tell to back off may be upset today, but odds are good they'll survive to appreciate your guidance.

One the other side of the same coin, no one else's opinion can be substituted for your own choice. Someone might tell you that you can run a rapid that turns out to be the one that gets you. Each of us is responsible for our choices, including the choice to say something or stay silent, and the choice to heed a warning or ignore it.

Reasonable Fear and Respect

"No Fear" is a pop slogan of extreme athletes. But in truth, a certain amount of fear is reasonable. "Know fear." Fear makes us attentive. Fear keeps us alive. Hazards can come out of the blue, like in a horror movie. Trees fall on windless days. The river rises when the sun is shining. Mother Nature is big, powerful and unpredictable, and if you fail to respect her, you fail to respect your own animal power. Be quick like a fox, wary like a deer, and strong like a bear. Hold your fear close, and it will become a quiet, calm voice that guides you to safety.

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

Instruction / Training

The Five Immutable Rules of the Kayak Forward Stroke

Focusing on Wild water's most often-used stroke translates to seconds saved on the race course by Brent Reitz — USA Wild Water K-1

Efficiency is one of the primary keys to winning wild water races. And the way to develop efficiency and be fast on race day comes from four primary areas: the aerobic component, strength, mental toughness and technique.

Strength, aerobic capacity and mental aspects of racing can take years to develop. But changes in your technique can happen today. So why not spend a relatively short period of time to realize significant performance gains? It only makes sense to tackle the one that you can deal with the quickest, and the others will come with proper training and race experience.

During my years of informal coaching with the US Wild Water Team and instruction in my kayak school, I have focused on five primary areas where most developing racers need improvement to build efficiency. They are

rotation, a proper elbow lift with the top arm, the catch, pushing with a bent elbow through the power phase, and the exit.

Rotation

Rotation is the single most important component to building a powerful and efficient stroke, but is the one that is most underutilized by paddlers. The concept is to use the large muscle groups of the back and abdomen to power the boat forward rather than the small muscle groups such as the biceps and triceps.

People who have heard that rotation is important may feel like they have taken steps to use good rotation, but are still usually only rotating their upper torso rather than twisting from the base of the spine. One way to overcome this is to try to exaggerate your rotation on dry land.

Try to imagine a steel rod that runs through the top of your head to the base of the spine. Sitting on dry land in an upright position, try rotating back and forth along the length of your spine with your paddle resting on your shoulders. You should feel that same pull at the base of your spine when you are paddling. This is the only way you will employ the larger muscle groups during the stroke. You must be able to power the boat from the



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rotation of the hips as well as the back! It will also give you an idea of some of the muscle groups that are important to address when stretching before and after a workout.

When you are learning to rotate, watch out for an exaggerated side-to-side rocking motion in your boat, which actually slows you down by making the boat bob up and down. If this is happening, you need to "quiet" your lower body.

The Elbow Lift (Chicken Wing)

With your top arm, raise the elbow and wrist up as one horizontal unit, rather than leading with the wrist and letting the elbow follow at a lower plane. Imagine a chicken raising a wing as a single unit. The key to the "chicken wing" is to align the joints of the shoulder, elbow and wrist so that they are ergonomically sound, as well as to lock in and transmit the rotational power from the torso to the paddle blade.

Imagine throwing a punch. To knock down the other guy, you would line up your elbow with your fist and shoulder to get the best horizontal power, whereas throwing a punch with the elbow lower than the wrist and shoulder would be little more effective than a slap to your opponent. You wouldn't do that... you'd lose the fight! So don't do it when you paddle. Many paddlers who suffer from wrist tendonitis may be able to fix their problem by

making sure their joints are aligned horizontally.

The Catch

This is the place where people lose the most efficiency. The kayak stroke is usually only about three feet long, and the key problem to overcome is to not allow your body to unrotate until the blade is completely buried in the water.

If you start to unwind AS you plant the blade, rather than before the blade is fully buried beneath the surface, you will unnecessarily lose several inches in the stroke length and lose a lot of power stored up in your rotation. These inches can add up to as much as an 18% loss in efficiency over the course of a race.

Timing during the catch is also very important. If you can pause just a millisecond and allow the paddle to be fully submerged before you pull on it with your lower hand, you will have much more power at the front one-third of the length of your stroke. The pause should be very short, yet fluid with the rest of your stroke.

The best way to ensure the blade gets in the water as far forward as possible is to reallocate the energy from the lower hand to the top hand. If your top hand is sliding the blade in beside your toes, as if thrusting the blade in a spearing motion, the lower hand will not hurry the catch. Intuitively, one wants to start the blade in with the lower

hand, which is something to overcome. Changing your attention to the top hand will also help you relax your lower hand, arm and shoulder, which can actually help extend your reach by a few more inches.

Pushing with a Bent Elbow

There are two rules that a lot of kayakers learn that are incorrect. They are that "you should punch forward down the center of the boat," straightening your arm, and that "your top hand should never cross over the center of the boat." These rules were fine in the days of arm paddling. But to be fast in wild water, you have to unlearn these two rules. So write them both down on a piece of paper, crumple the paper up and toss them away forever.

Pushing with a bent elbow is the part of the stroke that helps you take advantage of your rotation during the power phase. You want to push with your top hand as though you are throwing a crossing blow, elbow bent ninety degrees, with the stroke ending up with you looking just over the top of your forearm.

When you incorrectly push straight ahead instead of pushing across, then the path of movement for the blade is an arcing movement that pushes up and down on the surface of the water, rather than down the long of axis of the boat. If you push straight ahead with your top hand, all you are doing is lifting water with the blade and pulling the boat down deeper — a huge impediment to efficiency.

Imagine what the perfect paddling machine would look like: it would take the paddle, place it vertically in the water at the front of the boat, and pull it back along the long axis of the boat vertically the entire time the blade is in the water. Since we are human and limited by having to hold the shaft with two hands, pushing across the center line of the boat is the closest we can come to an ideal vertical blade position. Once again, it is okay to cross the center line with your top hand, and is key to transferring your rotational power to the blade.

The Exit

Most paddlers hold onto the exit too long and very few take it out too soon. The blade should come out of the water when your hand meets your hip. So imagine that you have a steel rod across your hips that extends on either side of the boat. Once your hand hits the rod (not the blade), then get the blade out of the water.

The blade should come out effortlessly because this is the only split second of rest that the kayak stroke actually allows; don't make yourself work here!

Let the blade come out where it "wants" to come out. Forcing the blade further than its natural exit zone wastes energy. If you are making the blade come back further in order to help set up rotation for the rotation and set-up for the next stroke, remember that you can more

easily rotate with the blade out of the water than in it.

Putting these components together takes some effort, and the mind works best when you slow the stroke down and think "rotation, catch, chicken wing, exit" as a tantric chant. Try concentrating on getting the technique down on one side, then the other, and then together in a fluid motion. In a very short time, you should see improvement in how much further you can go with far less energy output.

Brent Reitz owns and operates WildSprint, a kayak clinic in Monterey, California. He has won four US National Wild Water Championships, two Marathon Championships and saw a fourth place finish at the 1993 Landeck, Austria World Cup races. Reach him at brent@wildsprint.com.

Editors note: Anyone wishing to get faster and efficient in K-1 should check out Brent's video on forward stroke technique. It is quite good and a tremendous resource! It is available at REI, and most paddling shops can order it for you if it is not already in stock. Check his web site for more info.

- From USA Wild Water Newsletter, 01/14/02. ✂

CPR/Wilderness Medicine for Boaters

Joe Webb is again coordinating and teaching the American Heart Association CPR class and giving his insights on sensible equipment and procedures for medical emergencies boaters are likely to encounter. The class will be held Saturday, March 16, at St. Catherine's Episcopal Church, 681 Holt Road, Marietta, and will begin promptly at 10 and last 'til around 5.

Fee is \$25. Registration will be handled by Gina Johnson, gwminc@mindspring.com, 404.226.8363. Please make your checks out to GCA and send c/o Gina Johnson, 340 Clear Spring Court, Marietta, 30068. Space is limited and this class should fill quickly. ✂



34th Annual Southeastern US Slalom and Wild Water Championships

The 34th Annual Southeastern US Slalom and Wild Water Championships will be held on Saturday and Sunday, April 27-28, 2002, on the Nantahala River near Bryson City, North Carolina. The races also include the American Canoe Association Dixie Division Decked Boat Championships. The event is sponsored by the Georgia Canoeing Association with the assistance of the Nantahala Outdoor Center and the Nantahala Racing Club. Race headquarters will be at the Nantahala Outdoor Center.

The slalom course will take racers through the class III Nantahala Falls. The wild water runs are 8 miles and include class III rapids Patton's Run and Nantahala Falls. There is also a 5-mile Down River Fun Race, from Ferebee Park to above Nantahala Falls, which does not include any rapids above class II. Skill levels of competitors typically range from persons making their racing debut in the Fun Race to nationally ranked paddlers honing their techniques in the slalom or wild water races.

There are separate classes for: men, women and mixed (tandem); adults, juniors and masters; kayaks, decked and open canoes; and championship (racing) and cruising (recreational) designs.

This year the slalom championship classes for both decked and open boats will be held on Saturday on a challenging course, and the cruising/recreational classes for both decked and open boats will be held on Sunday on a "toned down" course.

Awards will be presented in ceremonies at the end of each day's races for the top three finishers in each class. The Southeastern Cup will be awarded to the paddling club whose members accumulate the most race points.

In addition, there are three special awards in the wild water race. The Charlie Patton Award is presented to the fastest canoe racer in the wild water race. The Julie Wilson Award is presented to the fastest female competitor in the wild water race. And the Ramone Eaton Award is presented to the tandem team turning in the fastest OC-2 wild water time.

The Southeastern Championships provide a weekend of fun and excitement for competitors, race crew and spectators alike against the backdrop of the Nantahala National Forest. All racers and race crew receive a race T-shirt. In addition, there will be a raffle with lots of paddling prizes.

You may register by mail or in person on the after-



noon before the race. There will be no late registration on the day of the race. To register by mail, you can receive a race registration package, which contains an entry form, description of fees, waivers and other race information, by sending your name and mailing address to:

Knox Worde
Race Registrar
625 Glendalough Court
Alpharetta GA 30004

Or you can e-mail your request to playboatn@aol.com. Registration forms are also available at the GCA web site www.georgiacanoe.org. 

Alabama Cup Races

Each spring, Alabama paddlers host three white water races, attracting competitors from throughout the state and the nation. The three events, the Mulberry Fork Canoe and Kayak Races, the Locust Fork Invitational and the Locust Fork Classic make up the Alabama Cup series. The Alabama Cup is awarded to the racer with the best overall time in his or her class from all three races and is presented at the final race event, the Classic.

2002 will be the 21st year for the Mulberry Fork Canoe and Kayak Races, near Garden City on the Mulberry Fork of the Warrior River, about 50 miles north of Birmingham. The Mulberry races are always held on the first weekend in March, this year falling on March 2-3.

Both Locust Fork races are held on the Locust Fork of the Warrior River, at King's Bend near Cleveland. The first, the Invitational, is usually held in mid-February. It was held on February 9th. The Classic is traditionally held two weeks after the Mulberry, this year on March 23rd.

The Mulberry features a 3.5-mile down river race in class II-III water and slalom racing on a class III rapid. The two-day event is sanctioned by the American Canoe Association and is the home of the ACA Dixie Division Open Boat Championships.

The Mulberry races are hosted by the 280-member strong Birmingham Canoe Club (BCC) and the Bama Backpaddlers Association (BBA), an organization of over 150 paddlers. Other Alabama paddling clubs, particularly the Huntsville Canoe Club, the Coosa River Paddling Club and the Tuscaloosa Stokers Paddling Club also assist.

The Locust Fork Racing Association presents the two Locust races, slalom events on a class II-III rapid. Assistance is provided by volunteers from the local paddling clubs, the Friends of the Locust Fork and other

groups. Both Locust races are one-day events.

All three events attract paddlers from throughout Alabama and the Southeast, both serious racers and casual weekend paddlers. Contingents from Georgia, Missouri, North Carolina and Tennessee are regular participants. The races usually have between 100-150 competitors in kayak, decked canoe and open canoe classifications. The races offer championship, cruising and novice classes and frequently attract racers who have National Team and Olympic aspirations.

It takes hundreds of volunteers from area paddling clubs to conduct the races, and spectators come from throughout North-Central Alabama, primarily from the metropolitan Birmingham area and from Cullman and Blount Counties, through which the rivers pass.

Slalom racing is very spectator friendly. Racers are timed as they negotiate a course, usually several hundred yards long, consisting of 20-25 gates suspended over the river. Penalties are assessed for touching a gate or missing a gate entirely. The penalties are expressed in seconds, which are added to the time of the run to produce an overall score. Paddlers get two runs on the course. Both race sites, the Mulberry and the Locust Fork, have good spectator viewing areas on the rocks and bluffs that line the rivers.

Rapids are rated on a scale of one to six. Class I is fairly easy, and class VI is virtually impossible. The races are held on rapids that are usually in the class II or class III range, although higher water levels can make the rapids more challenging and increase their rating to class IV.

There are a variety of different classifications in which racers can participate. Classes are set based on age, sex, experience level and type of boat. Championship classes are for serious racers with specialized boats. Cruising is the catch-all class for the bulk of the recreational paddlers, and novice is for beginners.

There are three styles of boats used in the races; kayaks, decked canoes and open canoes. Decked canoes look very much like kayaks, but are paddled in the same fashion as an open canoe. Decked canoes and open canoes have classes for solo paddlers and tandem racing.

White water racing is fast-paced, colorful and exciting. Canoeing and kayaking are among the fastest growing outdoor activities in the nation.

For on-line registration or to download the registration form, please visit www.BirminghamCanoeClub.org. If you have any questions, please email membership@birminghamcanoeclub.org. ❄

Hindsight is an exact science.

What Makes a Race Happen?

Ever wonder what goes on behind the scenes at the Southeasterns to make the race happen? How does the course get designed and set up? How is the race advertised? How in the world do you get all those race classes organized and posted with starting orders and bib numbers between Friday night and Saturday morning? And how do you time the racers' starts and coordinate the times with their finishes, figure in their penalties and get all the scores posted ASAP after each run? Who decides about the penalties — touches and misses — and how do they communicate the info to the scorers? What kind of safety procedures are in place for the racers?

You can find out the answers to these and many other questions about how a race happens. You can even do it without actually becoming a part of the race crew. We

really need people to come and audit what happens in the major functions of the race, hopefully with an eye toward learning about a position you would enjoy doing, and joining the race crew in the future. Most of the jobs involved with the race are not terribly difficult and can be learned very quickly. Experience is not required. Great paddling

ability is not required. It's very easy and very rewarding to become a part of GCA's biggest social event of the year.

For more information, contact Race Crew Coordinator Virginia Balbona at 404.712.1026 (days) or Race Master Gina Johnson at 770.971.1542. Uncle GCA Needs You!! ❄



End of an Era

Two Slalom Legends Retire

There are no style points in slalom racing. If there were, Scott Shipley, 30 — contemplating near-certain retirement after 13 years on the national slalom team — would be even more decorated than he already is. There is a virtuosity to his paddling, a flow and grace that make it his own, as unique and beautiful in its way as Charlie Parker's saxophone or Picasso's brushstrokes.

Shipley's laurels include three overall World Cup

titles, three World Championship silvers and medals from a staggering 80 percent of international races he entered — everything but an Olympic medal and World Championship gold.

The latter was to be his for the taking at the September 2001 World Championships on the Ocoee River. They were to be his slalom swan song, his answer to his critics, his triumphant exit atop the podium in a sport he's dominated for the past decade. He even withdrew from the year's World Cup competitions to train specifically for the Worlds on his home course. That the Championships were canceled at the last minute because of the 9/11 terrorist threat, forcing him into retirement without a final medal, is just one more example of the poor luck that has plagued his nonetheless remarkable career — luck that even his voracious training couldn't overcome.

When Shipley was developing as a paddler in the 1980s, American kayak coaches taught a slashing style inspired by the dominating American canoes. But what worked for the likes of Jon Lugbill and Davey Hearn didn't translate to kayaks. Shipley nurtured a more fluid style, inspired by early mentors like John Day and Canadian team coach Eric Munshaw, and refined by French coach Jean-Michele Prono. They urged Shipley to anticipate, to lead with his shoulders, to carve instead of pivot. Their coaching was intermittent, and Shipley tested every suggestion rigorously on the river. "Scott always wants to hear what coaches have to say, but he's reluctant to follow blindly," says USA Canoe Kayak Slalom Director Brian Parsons. "He developed his own style and made it incredibly successful."

Everyone in slalom has a theory to explain Shipley's inability to win at the Olympics and World Championships. Perhaps he put too much pressure on himself; perhaps he spread himself too thin in his determination to win every race. Maybe, some say, he was just unlucky. It's as good a theory as any. In this, Shipley's 13th year on the national team, undefeated going into the World Championships on his home course, the race is canceled after a terrorist attack the scale of which was beyond imagining.

Scott says he's as sure about retirement as was Michael Jordan, who mastered his sport much the way Shipley has. "I'm looking at Greece three years away, and I'm not that excited about it," he says. But paddling has been the driving force in Shipley's life since he was 6 years old, and retirement or not, he hasn't managed to stop training. "If you count me down for a race, I'm like Pavlov's dog — I've got to go."

The other slalom giant announcing his retirement is Davey Hearn. Davey's retirement announcement opens with, "After thoughtful deliberation, I have decided to retire from international slalom competition. I will direct my energy to conveying white water knowledge, with a focus on teaching and coaching those seeking excellence in slalom racing."

Hearn won the first Nationals he entered in C-1, at age 17. He became World Champion in 1985, after finishing second to training partner Jon Lugbill three times in a row. He won gold and silver medals in C-1 in front of the home crowd at the 1989 World Championships. Hearn qualified for three US Olympic teams, and won the C-1 World Championship again in 1995.

"With the help and support of numerous individuals, I was able to achieve many of the goals I set for myself over 28 years in white water racing," said Hearn. "Now my goal is to guide paddlers to their own white water excellence, while helping to nurture the growth of white water slalom racing in the United States."

Hearn is currently leading the Bethesda Center for Excellence (BCE) coaching program, working with young paddlers and assisting National Team Coach Silvan Poberaj. He offers customized training camps, white water skills sessions, slalom gate workouts, river running trips, and personalized training consultations as well as continuing to run his business, Maximum Whitewater Performance, specializing in custom paddles, composite boats, and accessories for white water racing and river running.

- Information for the above article came from an article by Jeff Moag, Paddler Magazine, 2002, and a posting from Davey Hearn to the NSWC email list. ✂

River Access

Amicalola / Etowah Take-out Update

by Duncan Cottrell

Adopt-A-Stream Coordinator

Upper Etowah River Alliance

I have been in contact with Linda Kelly, owner of the

Kelly Bridge Road boat ramp used as a take-out for Amicalola Creek and the Dawson Forest section of the Etowah River. Access to the boat ramp is open during daylight hours for \$2 per person. There is an unlocked but closed gate and a self-pay station similar to the one the Forest Service uses. They intend to keep the boat ramp open to boaters and other legitimate users.

The sign on the gate reads: "Any person(s) entering this facility are responsible for their own welfare, safety

and property. Gate is to remain closed at all times except to enter or exit. To contact owners call 770.893.1436."

A notice on the bulletin board next to the gate reads:

"The Kelly Bridge Boat Ramp is privately owned property operated on a pay for daily use basis.

1. Any person(s) using this facility must pay a \$2.00 daily use fee.
2. Usage is from Dawn until Dusk. Gate will be locked from dusk - dawn.
3. All Patrons must abide by the posted rules.
4. Any person using this facility without paying the usage fee will be prosecuted to the fullest extent of the law.
5. Sign in on the envelope: Name, \$ amount, number of person(s), date and license tag number.
6. Place your \$2/person fee into the provided envelope. (Remove the card & put it on your vehicle dashboard.)
7. Drop the envelope into the drop box.
8. Steps 5-7 must be done before you enter the area.
9. You are responsible for your own welfare and safety.
10. You are responsible for your own property.
11. Any person or persons who fail to abide by this procedure will be escorted out and banned from using this facility permanently.
12. Sign in here and on the payment card for drop box.
13. Upon signing in, you accept all of the above listed requirements.

* Gate is to be closed at all times" 

Tallulah for novices??

Grassroots Feasibility Study Held on the Upper Tallulah River

There is a section of the Tallulah above the famous Tallulah Gorge run. It is a short section that links two of the lakes above the large dam at US 441. Here is a report on the section from the AW web pages.

On January 20th, 2002, a group of 11 boaters from the Atlanta Whitewater Club and the Georgia Canoeing Association paddled a seldom run stretch of the Tallulah River upstream of North Georgia's now famous Tallulah Gorge. Like the Gorge, this stretch is typically dewatered by an upstream dam and diversion tunnel. Only when strong rains bring up a large tributary is this section runnable.

In the fall of 2001 a group of Georgia boaters hiked the bypass reach, known as the Mathis Reach, with American Whitewater staff and volunteers. The group decided that with water, the section had potential as a beginner/intermediate paddling resource. Later that evening, American Whitewater met with Georgia Power and Georgia DNR and discussed the possibility of conduct-

ing a flow study on the Mathis Reach as part of the mandated review process for the Tallulah hydro license. Georgia power stated that there was no physical structure in the dam to provide releases so a flow study was impossible. We were still interested in studying the reach, since release structures can be added at dams through relicensing.

It was decided that the most cost-effective and reasonable way to proceed was to offer to try to do a feasibility study with the limited natural flow from a tributary. It was agreed, and we contacted the boaters from the hike requesting that they attempt a descent this winter and document their experience with photos and a written report. On January 20th, after a heavy rain, they followed through on their promise.

Their descent was a low water one, but gave them an idea of what the run is like. They described the first couple miles, from the dam to the first 441 bridge, as "completely flat, and probably not worth doing, even with a lot of water." The next section, between the two 441 bridges, was more fun with a couple of small class 2 slides and shoals and a decent surfing wave. Between the second 441 bridge and the lake was a 1/2 mile section of class 3 white water that provided some enjoyable challenge for the group.

The final recommendations from the group will be integrated with the rest of the information that we have on the Mathis Reach and the Tallulah license. Based on this information, American Whitewater will decide how to address the dewatering of the Mathis Reach and if it is feasible and reasonable to request releases in this reach.

We would like to extend a big thank you to all of the grassroots feasibility study participants:

Todd Shollenberger (Organizer Extraordinaire)

Charlotte Shollenberger

Mike Farrell

Rob Murphy

Aimee Murphy

Alison Lowry

John Hudgens - OC-1

Debra Berry - OC-1

Dustin Smith

Tom Bishop

And Hayes!

For more photos, check out <http://community.webshots.com/album/29725442KfCwziXBFI>.

- From the American Whitewater web site www.americanwhitewater.org. Posted January 22, 2002, by Kevin Colburn. 

A man needs a good memory after he has lied.

Settlement Reached in NPS Lawsuit

Grand Canyon Private Boaters Association NEWS RELEASE — Restart of Colorado River planning applauded by Grand Canyon boaters as chance to reduce 20 year wait. Related lawsuit settled.

January 17, 2002, Flagstaff, AZ — The Grand Canyon Private Boaters Association (GCPBA) was among four conservation and boating groups that today announced settlement of a lawsuit regarding the National Park Service's February 2000 abandonment of management planning for both the Colorado River and proposed Wilderness within Grand Canyon National Park. The lawsuit initiated by the GCPBA against the Grand Canyon National Park (GCNP) to restart the Colorado River Management Plan process, which was begun in 1997 and canceled in February of 2000 by then Superintendent Robert Arnberger, was settled Thursday in the United States District Court in Phoenix, AZ.

The provisions of the settlement call for reinstatement of these planning processes, which will, in part, address the over 20 year wait that currently faces the over 7,000 private boaters that represent the almost 100,000 do-it-yourself river runners wishing to gain access to the Grand Canyon. Private boaters are the portion of the public with skills adequate to guide themselves and others through the Canyon using their own, borrowed, or rented equipment, and without assistance from commercial river guides.

Grand Canyon Private Boaters Association is a non-profit all volunteer organization representing over 800 members from across the United States. Its goal is fair and equitable access for all members of the public to our national lands and parks, and to provide a means for private citizens to participate in management planning, protection, and support of these lands, especially at Grand Canyon National Park.

Since the planning process was canceled, the number of people on the Park "wait list" has grown by nearly 1,000 people, adding another four years to the wait. In 2001 more than 900 names were added to the list, adding more than four years of wait time for those at the end of the line, and barring cancellations and drop outs, extending total wait time to more than 25 years. Currently the majority of people launching have waited 11 years.

Richard Martin, president of the GCPBA, said, "This settlement is significant because now everyone — including the Park Service and commercial river outfitters — agrees that an open public planning process is needed and should be restarted. The GCPBA is certain that the

simple pursuit of a fair solution within that planning process can only improve the current fate of the private boater."

Former GCPBA President Willie Odem also reiterated, "It is disappointing to realize that we have actually lost two years in resolving the 20 year wait currently being imposed on the do-it-yourself boater, however I am thrilled that planning for the future and pursuit of a solution that is fair to all river users is now back on track."

Forty-eight year old Byron Hayes, principle GCPBA negotiator in the settlement, provided this personal observation: "I am currently a physically healthy, experienced boater ready to raft the Canyon, but I will be nearing 70 years old when the current non-commercial permitting system finally allows me to take my family down the river. My now four year old daughter will then be in her mid twenties, possibly even married with small kids. This situation contrasts starkly with the less than two year wait that commercially guided river passengers enjoy. It doesn't take a rocket scientist to tell that there is a real problem here and that it needs to get fixed."

Besides restarting the public planning process and improving access to the river for non-commercial boaters, the settlement also includes a list of issues the Park Service must address in management of 277 miles of the Colorado River, such as the use of motorized boats and helicopters to transport river passengers in proposed Wilderness. These activities, both of which are considered by many as incompatible with Wilderness management principles, have made river access both easier and faster for many commercial passengers, leading to increased overall demand, along with crowding and excessive noise at various river locations.

Warren Musselman, GCPBA Secretary, cautioned: "Restarting the process provides only a beginning. The actual achievement of a fair and equitable access system for providing access to the Canyon will require the voices of all those affected, and a heck of a lot of work. All interested parties will need to contribute in a positive manner by providing innovative and thoughtful input during the upcoming planning process. The GCPBA plans to be a cornerstone of that process"

Settlement of the lawsuit reopens the planning process to public scrutiny and that is regarded as a victory by private river runners, finally establishing non-commercial interests on an equal footing with those of concessionaires. The settlement defines a number of controversial issues and guarantees their inclusion in the future plan.

First, the CRMP development process will be resumed within 120 days of the settlement filing. The National Park Service (NPS) "will prepare appropriate

environmental documentation consistent with the National Environmental Policy Act of 1969" (NEPA).

The settlement provides for public meetings to be held in Flagstaff and Phoenix, Arizona, Salt Lake City, Utah, and Denver, Colorado.

The planning process will embrace a variety of topics agreed to be included by settlement of the suit. Planners will be attempting to ascertain the appropriate level of visitor use on the Colorado River consistent with desired levels of resource protection and visitor experience goals.

Contention between non-commercial boaters (private) and park concessionaires over the total share of allocation available for non-commercial use will be addressed. Demand for non-commercial permits has soared since allocation use levels were established in the 1981 CRMP. The 1981 plan increased the total allocation for both sectors. Private permit allocation rose from 45 to the current 250 trips per year.

Today, commercial operations enjoy the lion's share of allocation with 68% of the use (not including their employees in this percentage). The imbalance in allocation has resulted in a near 20 year wait for a private permit. The settlement directs planners to study "... the allocation of use of the Colorado River between commercial and non-commercial users, the allocation of use between different types of commercial users (e.g., between motorized and non-motorized trips), and alternatives to the current system of commercial/non-commercial allocation."

Planners will also appraise the suitability of the continuation of helicopter exchange of passengers within the Canyon. This activity is viewed by many to be in violation of the intent of the Wilderness Act of 1964. The Grand Canyon National Park is proposed for wilderness inclusion and NPS management directives require the Park to be managed in compliance with provisions of the act. The settlement provides for consultation with "the Hualapai Indian Tribe of Arizona and other appropriate parties" with an interest in the helicopter exchanges.

When Supt. Arnberger canceled the plan he cited "irreconcilable differences" between the parties as partial justification for his actions. Back in 2000, Arnberger complained that there was not sufficient funding available to complete the project. Approximately \$2,500,000 collected by river concessionaires in behalf of the Park through an account known as the Colorado River Fund (CRF) is going to be used to finish the project. When the CRF was established, funds collected were to be used for improvements to benefit river runners, within the river corridor. Apparently it's been agreed that a completed CRMP will benefit river runners.

Arnberger cited the impasse between opponents and proponents of motorized rafting as an example of those irreconcilable differences. When the canceled planning process began in 1997, it was prefaced with the caveat "that the motor issue would not be part of the process." Historically, motor use has been one of the most controversial issues facing Park planners. The GCPBA suit addressed the motor issue asking that it be included in the restarted planning process.

The settlement orders staff to study "... the impacts of motorized water craft, potential mitigation of those impacts (including technological improvements to motors), and a reasonable range of alternatives with respect to the current ratio of motorized craft to non-motorized craft, which alternatives may include a no-motors alternative as well as one or more alternatives that contemplate the continued use of motors." Additionally, as part of that study, "the range of services to be provided to the public" will be appraised.

GCPBA's suit also asked that concessionaires contract renewals, due to expire at the end of 2002 not be renewed until the planning process was completed. Litigants agreed that "The Plaintiffs acknowledge that the Service may extend the current river outfitters' concession contracts for up to a total of three years from the current expiration date of those contracts, which is December 31, 2002. The Plaintiffs and the Intervening Defendant will not challenge, obstruct, delay, or otherwise seek to prevent such extension(s)." No further extensions of concession contracts can be offered.

The Service will issue a final NEPA compliance document by December 31, 2004.

Beginning this year, unused commercial user days (user days are a measurement of 'on river' canyon use) will be made available for private river runner use. GCROA is directed to "... notify the Service of the number of unused user-days from the commercial, primary-season user-day allocation, if any, for the 2001 primary season. The Service agrees to make such unused user-days available for use for non-commercial access during the 2001-2002 secondary season, utilizing launch dates to be determined solely by the Service.

Consistent with the Service's discretion to achieve resource management objectives and the availability of sufficient unused user-days from the commercial primary-season allocation, the Service and Intervening Defendant will repeat the process identified in the first two sentences of the above paragraph, on a year-by-year basis, through the 2004 primary season and subsequent 2004-2005 secondary season." The 2001 season had nearly 1,500 user days left unused.

While the GCPBA both initiated the lawsuit and provided principal financial support, the other extremely active co-plaintiffs have been American Whitewater, National Parks Conservation Association, American Canoe Association, three Arizona residents, and one resident of Oregon. The four groups represent nearly 1,000,000 recreational boaters. GCPBA's legal efforts were led by then President Willie Odem and Vice President Byron Hayes, both volunteers. The plaintiff group was represented by Denver attorney Lori Potter. The Grand Canyon River Outfitters Association (GCROA) intervened in the suit.

The plaintiff groups can be contacted as follows:
Jason Robertson, American Whitewater, 301.589.9453.
Randall Rasmussen, National Parks Conservation Association, 505.247.1221.

David Jenkins, American Canoe Association, 703.451.0141 ext. 20.

Kim Crumbo, representative for the four individual plaintiffs, 928.638.2304.

A complete copy of the settlement agreement will be posted on GCPBA web site at: www.gcpba.org/settlement. In the mean time, the plaintiffs release can be seen at: http://www.npca.org/media_center/PressReleaseDetail.asp?id=79 and the settlement text can be seen at: http://www.npca.org/media_center/grcasettlement.asp.

GCPBA President Richard Martin remarked "let the planning begin!"

- From the GCPBA email list. 

Fee Demo

Year-End Report on Forest Fees

by Alasdair Coyne, Conservation Director, KSWC

As we start a new year, it's a good time to reflect on the progress of the past twelve months in the campaign against the Recreation Fee Demo Program.

2001 saw around ten newspaper editorials opposing forest fees, mainly from Colorado, but also from California, Idaho and Arizona. Our efforts lobbying Congress are meeting with success. The public lands committees and the appropriations committees of the House and Senate have all received hundreds of letters in the past year opposing Fee Demo. And, unlike many other matters that come before Congress where voters are split between this or that legislative solution, there just aren't many Americans writing to Congress to say how much they love Fee Demo. The public lands agencies certainly let Congress know how much they believe they need Fee Demo's minuscule addition to their billions of dollars of budgets — but users of American public lands (certainly those feeling

strongly enough to write) plainly are adamantly opposed to Fee Demo.

The word we receive from staffers in Congress who are watching Fee Demo is that the permanent fee program that may one day replace the Demo program won't include fees for basic access to public lands! For this, we must thank all of you who have protested Fee Demo, who've written so many times to Congress over the past few years, who've helped secure the State and County Resolutions opposing Fee Demo. The activists working hard on this issue couldn't have achieved this without the widespread popular support from around the nation that your letters have represented.

Looking ahead to 2002, we'll continue to arrange for citizen activists to travel to DC to meet with public land staffers in the House and Senate. In 2001, nine lobbyists traveled from around the nation, meeting with staffers for more than half of our Representatives and Senators, many of whom had heard next to nothing about Fee Demo before the lobby visits. Support was strong among liberal Democrats, who generally feel it's wrong to charge fees for basic access to public lands — but also among many Republicans who dislike government putting up a toll-gate, levying a new tax.

We are also coordinating efforts around the nation to submit Freedom of Information Act requests to Forest Service fee sites, so that we can see exactly where the fee dollars are going. In March, we should have enough information back to prepare a report for lobbyists to use in visits to DC — and for press coverage, also.

On the legislative front, with Fee Demo now extended (last summer) 'til September 30, 2004, it's unlikely that 2002 will see legislation proceed to make Fee Demo permanent. What a relief! Congress seems committed, at this juncture, to study Fee Demo carefully, to evaluate its successes and its failures. So we'll be writing letters still when public hearings are scheduled. Obviously, we can't let up the pressure, lest Congress think the opposition is dwindling. The Senate Energy Committee may hold a public hearing on Fee Demo as soon as February or March.

Some more good news from DC — two key Congressmen will be retiring at the end of 2002 who have championed Fee Demo — Rep. Jim Hansen (R-Utah), now chair of the House Resources Committee and Rep. Joe Skeen (R-New Mexico), chair of the House Interior Appropriations Subcommittee. It would be hard to imagine their replacements next year having as strong support for Fee Demo as they themselves do.

After several years of seeming to get negligible response from Congress, things are really looking better.

Thank you, again, for all the help and work that you've contributed to the campaign. ✂

Raven Fork Closed by Cherokee... Again

American Whitewater has just received two different reports from American Whitewater members that the Raven Fork has been closed again by the Cherokee.

For those unfamiliar with the issue, the Raven Fork passes through the Cherokee Reservation in Western North Carolina near Bryson City. The Cherokee have entered a dizzying cycle of opening and closing the river on a nearly biannual basis.

Randall Carr reported that he and his brother were barred from boating the river on January 26, 2002. "We were at the put-in with several other boaters when we were approached by a game warden and told that the Indian Reservation had banned ALL boating on the Enterprise Waters at all times!

This was certainly disconcerting to us particularly since I had used the AW page to ensure that it would be open after the long drive there. Fortunately, we drove over the mountains to Little River and had a blast on the Elkmont section. Nonetheless, I think that you need to

look into this situation and publish an accurate report on the situation."

Later that week, Michael Bryant reported "I was in NC on Monday, January 28, 2002. I was down from Canada for a conference and decided to get in some paddling. I went to paddle the Raven Fork and was informed by the ranger there that the Cherokee had just passed a law prohibiting all paddling on reserve lands. Disappointed (but pleased I had asked) I went and paddled on the Tuckasegee and had a great day. Just wanted you to know."

While American Whitewater does all that we can to ensure the accuracy and timeliness of our river pages, we rely almost entirely upon our members and the boating community to provide us with access updates like these. If you are interested in helping to maintain our river pages, please volunteer as a StreamKeeper. If you have any ideas on how to resolve this issue, please contact us.

Contact: Kevin Colburn

Eastern Associate

20 Battery Park Ave, Suite 302

Asheville, NC 28801

E-mail: Kevin@amwhitewater.org

Phone: 828.252.6482

Fax: 828.254.4429 ✂

Letters

To the Editor:

Why become a trip coordinator? For the perks of course. I led a trip to Florida in January. Had a great time with wonderful people. One of the paddlers gave me a night's worth of extra dry firewood. Thanks Robert. I got a free night's share of a campsite and a pint of maple syrup. Thanks Mike and Diane.

Getting the trip underway is the major task. The



participants contribute so much with their willingness to shuttle, share food, and technical support, that coordinating a trip is really just setting the framework and then letting teamwork take over. A successful trip depends on the cooperation and effort of everyone.

Ah, the smell of sea air in the early morning! I love it when a good plan comes together!

Morris Friedman

The Vagabond

"In Quest of Too Much Fun!" ✂

Book Review

The Rivers of America: A Descriptive Bibliography

by Carol Fitzgerald

Review by Drew Lemirise

The Rivers of America: A Descriptive Bibliography two-volume set may not initially seem like a great reading experience. Any thought of boredom associated with a bibliography goes out the door when you start to read the books. *The Rivers of America: A Descriptive Bibliography*



is exactly that — a descriptive bibliography of the 65-volume Rivers of America series of books. Both volumes are filled with extensive information on the books of the series.

The history of each book in the series is included: how the author and illustrator were chosen along with their biographical information as well as descriptions of the jacket and cover page. Fitzgerald even notes how many of the books are bound and includes information about the different editions of certain books, original prices and number of copies printed. The first volume opens up with several sections

dedicated to the history of the editors and assistant editors, the publishers, and the cartographers who contributed to the Rivers of America series.

The strongest point of these two books is the amount of research Fitzgerald put into them. She spent 10 years researching and writing the set and the research pays off for the reader with plenty of interesting insight and overlooked information.

One particular passage sheds light on the extreme dedication of Constance Lindsay Skinner, the series' creator and original editor. In a conversation with a close

friend, Skinner said she was going to leave the phone off the hook so she could finish the Hudson book, "if it was the last thing [she ever did]." The next morning she was found dead with a draft of the Hudson book in her lap, completely edited; her pen point rested on the dot she where she had written "The End."

Overall, *The Rivers of America: A Descriptive Bibliography* is a great set of books for anyone who has an interest in the Rivers of America series, likes to read about the history of books, or enjoys researching rivers.

- *From American Rivers, Winter 2002.* ✂

Sailing on the Satilla River

by Morris Friedman, "The Vagabond"

US Hwy 84, Atkinson, GA, to Burnt Fort, GA Hwy 252.

The "Boys" have paddled an annual canoe camping trip on rivers and swamps for some 14 years. The last 2 years, fire and drought have nixed paddling the "Oke". Last year we settled for the Satilla. All agreed it was well worth the trip, with a leisurely float down an unpolluted stream, and great camping sand bars.

The Satilla River is a true black water stream, flowing 260 winding miles before emptying out into St. Andrew Sound on the Georgia coast. Decaying vegetation produces tannic acid, that gives the river its "black water" designation. As the river approaches its lower reaches, it broadens and loses its canopy of trees.

The name comes from Saint Illa, the name of an officer of the Spanish Army, which later became Satilla. A pre-Revolutionary War fort, known as Burnt Fort, is located where the GA 252 bridge crosses the Satilla. There is a boat ramp take-out on river right and a public park suitable for camping is available. No restroom facilities are provided at the park.

The name comes from a local legend that a fort once was built there by South Carolinians from 1715-1725, which later burned. Burnt Fort Station was built in 1793 by Capt. James Randolph, who the next year commanded a squad of dragoons to defend Camden County from Creek Indian attacks. Wildlife common along the banks of the

river includes raccoons, opossums, armadillos, deer, squirrels, ducks, alligators and wild turkeys.

Paddling downwind enabled us to raft up and sail using paddles, duck tape and tarp, running over a mile downstream. The put-in at Atkinson, GA on US 84 is on river left, the northeast side of the bridge. It is privately owned, but they gave us permission to camp there for the night and launch from their boat ramp the next morning.

The river is interrupted by farmlands and pine plantations developed right up to the river, which on occasion can disturb the sense of isolation and remoteness on the river. Camping is excellent on the white sand bars found on the inside turns of the river.

Canoe trips on the Satilla River:

US 82 to GA 15/121, 15.7 miles.

GA 15/121 to US 301, 26.8 miles.

US 301 to US 84, 20.2 miles.

US 84 to GA 252 (Burnt Fort), 35.3 miles.

GA 252 to US 17 (Satilla Waterfront Park), 24.5 miles.

Little Satilla:

US 84 to intersection with Satilla River at Oak Grove Church on GA 110 south of Needmore, 30 miles.

After Burnt Fork the last take-out is in Woodbine at a well-equipped park providing access to the upper reaches of the river. Located on the southeastern side of the US 17 bridge, the Satilla River Park's facilities include a boat ramp, 2 docks, picnic tables and shelters, and restrooms. Below US 17 (at Woodbine), the river widens and becomes a tidally influenced marsh. ✂

Gator Takes a Big Bite Out of Doctor's Day on the Water

by Bill Heery

Feb. 5, 2002. LAKELAND, FL — A Lakeland physician's second trip in his kayak may have been his last. Denny Horn barely escaped an alligator's jaws Sunday afternoon while kayaking on a small lake by his

apartment complex in north Lakeland. The animal appeared from nowhere, Horn said, and clamped down on the side of his 16-foot kayak, leaving puncture holes in the side and bottom. The gator's teeth scraped Horn's upper thigh.

"It may be a short career as a kayaker," Horn said Monday.

The 39-year-old radiologist was back at work Monday after being treated at Lakeland Regional Medical

Center and released Sunday night. Horn, who moved to Lakeland last summer after 16 years in the Air Force, said he didn't know there were any alligators in the lake next to Carlton Arms of Lakeland. He said he was out for a little sunshine and exercise when the gator attacked and pulled the kayak down, submerging it. "I thrust the paddle down its throat; then I was in the water."

Horn said he was able to upright the capsized boat and held on to the partially submerged vessel until help arrived about an hour later.

[Editorial Comment by Florida resident Quico Reed: Gators and sharks... let me start off by saying that I am not an "expert", don't pretend to be. The following is what I have "learned" while paddling in Florida, but every year I am surprised by something new. The kayaker being attacked was a new one. My wife made me eat some crow when she heard. I'd told her before that gators don't (usually) attack such large objects as kayaks and canoes. That usually will be a qualified, all caps, USUALLY, from now on.

Being a Florida resident, I can't talk too much about white water experience, but I have quite a bit of experience on the waves here, and in the swamps. But sometimes I think that my limited experience is just enough to get me into trouble! (Just when you think you know something... you get surprised.)

We've paddled MANY times around alligators, but only had one hiss at us. It was a female that was nesting, and we got too close (hey, it was a narrow creek, we couldn't give her much room without portaging!), but other than that, my experience has been that the American alligator is very shy, and really not much of a threat to adult humans. But I've still always been quite careful to limit my exposure to big gators (over 8 feet). Fortunately, BIG gators (8 and more feet) are pretty rare in these parts.

A few more details on this story: the paddler was in a sit-on-top boat, and he just barely got away without losing his leg. The teeth clamped onto the boat near his thigh, but luckily the angle of attack was from below, so the upper jaw clamped down mostly on the boat, and only a little on his leg.

The man was also very smart about it (could Crocodile Hunter be saving lives?). His boat was filling with water and could not be paddled. He knew that if he tried to swim for shore he might draw the gator's attention, so he quietly lay on the semi-submerged boat until he was rescued. This might have saved his life, as he would very likely have been attacked again as he neared the shore (as Steve Irwin says, "crocs hit the hahdest neah the sho'e!" — you gotta imagine his outback accent).

Finally, there is speculation that our recent warm weather

may have confused the gator and made him think we had entered spring. So he might just be coming out of hibernation and be especially hungry, which is why he took on such unlikely prey.

However, for anyone who might be paddling in gator (or croc) infested waters, keep in mind that children and dogs are perfect gator sized food and we have a number of children killed each year in Florida by gators. So don't let them near the water in lakes and swamps down here, even if they are supervised. Last fall a lady pulled her child out of the jaws of one, but it had already caused severe damage. And YES, Florida is home to crocodiles also, and they are considerably more aggressive. But they are rare, and only in the southernmost part of Florida. Just yesterday I was speaking with a kayak tour guide who told me they are seeing more crocs in the everglades these days. They are recovering and taking back their terrain. Paddlers beware!

As far as sharks go, the danger is not very great — depending on where you are. But there is a HUGE difference between paddling Californian, Australian, or South African waters, where there are nearby seal rookeries (and therefore large congregations of white sharks) than in Florida, for example. Our most dangerous shark is the bull shark, but they are not real "man killers" (i.e., they don't eat people), they are more just near sighted and aggressive klutzes! They tend to be hunting fish in shallow water when swimmers are near and they often make mistakes and bite feet, hands, etc.

I have paddled many times with bait fish swirling around the boat, so you KNOW someone down there is hunting them. You see dolphin swarming around also hunting the bait fish, so if there are predators as big as dolphin hunting, you can imagine what else is down there! I have never heard of any paddler here having his boat bitten by a shark. (Now watch, next week someone will be attacked, just to make me look bad!). But I have a VERY fast roll, in case you are wondering! ;)

The thing about bulls also is that they are migratory, warm water sharks, so this time of year they are down in the Keys. Something for you snowbird sea kayakers to keep in mind. Be careful near bridges and other areas where there are large schools of tarpon. You don't want to swim with bull sharks. Anyone know if we have ever had white shark attacks in Florida? I'm unaware of any. I have heard tales of kayaks being attacked by white sharks in California, however.

Hope this is of interest and of help.]

- From the CCC email list.



Before you point your fingers, be sure your hands are clean.

Canoe Kind of Guy

by Randy Cunningham

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There have been many changes in paddling over the years. Clothing and accessories of every imaginable sort have been developed and marketed. Materials for craft have gone from wood and canvas, to aluminum, to Royalex and Kevlar. None of these have matched in importance the rise of kayaking as king of paddling — leaving canoeing in its wake.

This trend is shown in some anecdotes. Three or four years ago, I took a basic canoeing class from the local chapter of the American Red Cross. The class was filled with no problem. It was one of the last of such classes to enjoy that level of enrollment. Since then, basic canoe classes have been canceled for lack of interest, while for kayaking classes it is standing room only. Last June, the Mad River Canoe road show came to a lake I paddle on frequently. They were also showing a line of kayaks. The canoes lined the banks unused, like wallflowers at a dance. The kayaks were never on dry land for long. This past spring, I signed up for my river canoeing introductory class, again with the Red Cross. I was the only person who signed up for it. The rest were kayakers, taking their river class.

Being a rock-ribbed canoe head, I have not joined the enthusiasm. I would like to try sea kayaking at some future time. However, it is very low on my list of priorities, behind all the places I want to visit — in a canoe.

Why this hesitancy to get with it and be so retro? I bear no ill will towards kayakers or kayaks. I sure as hell have more in common with them than I ever will with those who motorboat. (We will not even discuss those barbarians on jet skis).

I think it boils down to culture and stage in life.

Canoeists wear their baseball caps with the bills facing forward. Kayakers wear theirs facing backwards. A canoeist will call you a guy. A kayaker will call you a dude. A canoeist will react to something he or she approves of with polite, or at best, enthusiastic applause. A kayaker will react like the audience of the Jerry Springer Show, with whoops and high fives. Canoeists won't admit it, but they identify with Homer Simpson. Kayakers identify with Bart. A canoeist reads a good book or takes care of the unexciting business of maintaining society while not paddling. A kayaker is publishing an E-zine, jumps around in the mosh pit, goes skateboarding, or is diving into a chasm attached to a glorified rubber band. A

kayak is your boyfriend or girlfriend. A canoe is your spouse.

The branch of canoeing I identify with the most is wilderness tripping. Another example of the difference in the two branches of paddling is conversation around the campfire. With wilderness canoeing we would discuss sighting a flotilla of loons, or the beauty of a particular lake. The campfire in my river class was utterly different. There were no musings about the sublime around this campfire. Instead, the conversations were about hair-raising drops and the last time you cheated death. I felt like a Betazoid on the bridge of a Klingon bird of prey. I was surprised that at the end of the night, everyone did not take his or her leave by butting heads and declaring "May you die well!"

The rise of kayaking and the decline of canoeing can be seen in advertisements. The cult of youth is reflected in kayaking shots. The ads show excitement. They are sexy. They show paddlers who are right out of TV, where the world is occupied by people who are beautiful, hard-bodied, young, rich and single. These characters live life on the edge, and when they are on the water, they are in kayaks. Canoes are only shown when the target audience is focused on retirement services, Viagra, menopause or adult hygienic products. You kayak into the excitement of young adulthood. You canoe into your demise.

Canoeing can be done solo, but it really was designed to be a collective effort between two people. Kayaking can be done in tandem, but it really was designed to be an individual effort. It has a better fit to the culture of our present go-go era. Collective efforts are not in vogue. The cultural hero of our time is the lone entrepreneur, sitting behind his laptop, playing Master of the Universe with far-flung investments and economies. You can bet that if he paddles, he paddles a kayak. Paddling by yourself in a kayak is also more convenient in a world where families seldom eat together and more and more Americans live alone. Ever try to organize a canoe trip in today's world? Finding that other partner can be more daunting than negotiating any rapids.

Will canoes be driven from the waters by the kayaking rage? Will canoeists become a small, obscure sub-sect of the paddling world? Since devised eons ago, canoes have waxed and waned repeatedly in popularity, but have never totally disappeared. They still have the edge on their rivals in being able to haul a ton of gear into the bush. Though families kayak together, when you think of a family outing with kids in tow, you think of a canoe. Canoes may return in a future, less frantic time.

Our culture may swing back again to where the emphasis is less on the heroic, self obsessed individual,

and more on the cooperative effort of two people paddling a craft.

Until the wheel of fashion turns again, canoe aficionados should learn to glory in their underdog status. I can think of no better example of this unhip and proud stand than a recent canoe race that was held in Illinois. The competition was restricted to aluminum canoes. You want to talk about out of fashion! Yet there they were,

Reid's Crossing

by Tom Light

I arrived at the launch site early, totally stoked on the outrageously warm air and the greatness of Garcia. Terrapin Station had pretty well carried me most all the way from Virginia to Sandy Point State Park. I was meeting Reid, a guy that I met paddling last summer, for an early April outing. The warm weekend had been forecast for about a week and we had exchanged emails to decide how to best take advantage. Reid lived somewhere north of Baltimore, so this site was kind of central and we settled on it. I had paddled mostly in Virginia and southern Maryland, so this was a double treat for me to be getting out in a new location.

I saw Reid's jeep, or rather his boat strapped to the top of a jeep, just a few minutes after I arrived. He was early, too.

"Man, I didn't think you could possibly be here ahead of me!" He was grinning like a kid out of school.

"Can you believe this? Shorts, T-shirts, and sandals!"

"I know! And the weather report that I heard yesterday said that it is supposed to hit somewhere around 80."

"Yeah, I heard that too, though I think that we're supposed to get a front coming through after that."

"Who cares," he laughed, "as long as we have this for the weekend?"

"You've got that right!"

We didn't waste any more time on chitchat; but got to work unloading our boats and getting ready to hit the water. As I squirmed into my wet suit, I was surprised to see Reid stuffing his into his stern compartment; but I figured he had been paddling a lot longer than I had. That was one of the reasons I was psyched to be heading out with him today. The couple of times I had seen him during the summer, he was an amazing font of information on history and birds and everything around us. He was like the center of a waterborne show as folks clustered their boats around to hear his patter and his easy laugh. I was looking forward to learning all kinds of interesting things

proudly racing their beloved bauxite beasts. Their spirit should be an example to us all that we, canoe heads, should keep the faith and continue to paddle into the future the craft that has given us so much pleasure in the past — the humble, unappreciated but indomitable canoe. *Copyright © 2000, Randy Cunningham. All rights reserved. Not to be reprinted without the express permission of the author.* ✂

about this new locale. And since I hadn't posted the trip, I was going to have the emcee all to myself.

"Where are we going today?"

"I don't know." Reid grinned from behind his shades.

"What are you up for?"

"I don't know anything about this area. What are our choices?"

"Well, we can go south — there are some creeks, then there is the Severn and Annapolis; but I don't know any place good to land in town. We can go north — the Magothy River's just a little ways up from here; we could go up the Magothy. Or, if you're up for it, we could do a bay crossing; there's a wildlife management area just up a little ways on the other side."

I had heard about people doing bay crossings and had harbored thoughts of someday doing one myself; but I hadn't imagined that the opportunity would arise today. "How far is it across? Is that doable for today?"

"Sure. It's only a couple of miles across, then a mile or two to the wildlife area. I bet that we could make it over to the wildlife area and back in less than 10 miles total, maybe 12 or 13 on the outside."

"Yeah? I've certainly done that before. And we'll have a lunch break on the other side." I looked at the flat calm water and blue sky. I realized that I was grinning just as broadly as Reid had been since he first arrived. "Let's go for it."

We launched and started heading for the Eastern Shore. It wasn't long before I could definitely feel the penalty for my wintertime sloth. Luckily, Reid didn't seem to be of a mind to go any faster than we were already traveling, and when I asked him to raft up so that I could take off my paddle shirt, he looked like he had been working, too.

"I thought that you would be cooking in that wet suit," he chuckled.

"Oh, yeah. But you don't seem to have been immune to the heat either."

He laughed again, "Just a little too much natural insulation and too little activity in the winter."

"Did you get any paddling in? Or do you do something else?"

"Nah, haven't been in the boat since September. And I'm afraid my wintertime activity is limited to hitting the fridge between quarters."

"Yeah, me too. I thought that I'd at least try one of those pool sessions; but it just never happened."

"Ah, I wouldn't feel like I missed too much. How much can anyone do in a pool anyway?"

I had to confess that it didn't seem like taking the boat to a pool would make for much exercise.

Reid helped me tuck my shirt under my rear deck bungies and we continued on toward mid-bay. It was a funny feeling out here away from the shore — this had to be why people were so psyched about crossings. Even if you paddle a comparable distance, it's just not the same if there is always a shoreline a couple of hundred yards away.

By the second half of our crossing, we seemed to find a rhythm and started making pretty good time. After a bit of a paddle to the north Reid pointed ahead across a pretty good opening of water. "I'm pretty sure that's the wildlife area." It was amazing how he always knew where he was without any charts or maps. I always relied on some kind of map when I was out by myself; but the best I had for up here was a state highway map, so I left that in the car.

I was feeling pretty good; but I was also mindful of the fact that I would have to make it back on these poorly conditioned muscles. "How about if we beach here for lunch and leave that for another time?"

"Yeah, I guess that for a first day out, we don't need to push it too far. That sandy spot look good?"

It did. So we beached, pulled our boats out of the water, grabbed our lunches and walked up the short, shallow slope. As I sat heavily onto a log, I realized what a good choice it had been to stop when we did. "What time is it, anyway?"

"Don't know. I paddle to get away from keeping track of things like that."

"Yeah. Based on my stomach though, I'd say we must be close to noon."

Reid laughed, "Maybe. Maybe you're just hungry."

It was gorgeous out. There was just the hint of a warm breeze on our faces, the sky overhead was blue and it was early enough in the season that the sun was still not too hot. We finished our lunches and sat there content. Even Reid was quiet, just smiling.

I guess that we dozed off in the sun because when we woke the breeze was no longer quite so warm and it seemed to be picking up a bit. I pointed out a line of clouds near the western horizon. "I wonder if they are part of that front that is coming."

Reid looked at them. "Nah, I don't see how they could

be. That's not supposed to be here till tomorrow, right?"

"Well, I'm pretty sure that's what the forecast was saying the other day."

"Must just be something local then."

"Either way, we're going to have some head wind going back."

"Yeah, we better get going."

"You going to wear your wet suit this time?"

"Nah. It's still too hot. But, I'll put my paddle jacket on deck so that I can get it, in case that really is rain headed this way."

True to his word, Reid rummaged around in his stern compartment, pulled out a paddle jacket and strapped it on deck. I decided that it was probably now cool enough to safely wear mine with only minor overheating. If that rain got here, I knew that I would want it on. We waited for the remains of a freighter wake to splash against the beach before we launched into the smaller waves of the bay.

Ahead of me, Reid aimed straight out into the bay. I shouted, "Aren't we going to go back the way we came?"

"No. I think we'll be better off with a straight line back."

"Won't that leave us in the middle longer?"

"Yeah, but we'll be on the water for less time. If that is rain, we'll be back in our cars before it gets here."

I was beginning to wonder if Reid was more concerned about that line of clouds than he had let on. Oh, well. So be it. If we needed to do a beeline dash, then that is what we would do.

As we pushed across the bay, the sky was darkening pretty quickly. The line of clouds was approaching us much faster than we were crossing. By the time we got almost to the first buoy we needed to pass, we also had a pretty good head wind and some kind of short chop to paddle into. I was getting wet from spray and was glad for my wet suit and paddle shirt. Reid hadn't said anything about stopping to put his on; but when I suggested it, he seemed glad.

"Damn, you know I had forgotten that I put the thing on deck." He grinned, "Yeah, I could use it."

I paddled over to raft up. As we got along side, we each reached out to grab the other's hull. Somehow, we missed and ended up capsizing toward one another.

The water was cold. Damn cold. Even with my wet suit, paddle shirt and lifejacket, I came up hollerin'. Reid was shouting and trying to climb on his boat. I know that I couldn't even think for a few seconds, maybe even a minute or two; but I eventually realized that I still had my paddle and that I was actually holding on to my boat. In a weird way I was kind of proud that I had apparently wet

exited just the way I had read about it. That moment of pride gave me some presence of mind. I hooked the stern line on Reid's boat with my hand holding the paddle and checked on Reid, who was hanging onto his bow toggle, "Reid -- you OK?"

He was still gasping hard. "No." Gasp. "I'm not OK." Gasp. "I'm in the water and I'm damned cold. What the hell did you do?"

"I don't know. I just tried to raft. What happened?"

"We ended up in the water, that's what."

Reid was visibly cold and obviously unhappy. And though our conversation had seemed to help him get the gasping under control, I hadn't seen this part of his personality before. Worse, it seemed like the short choppy waves were getting bigger and the sky was getting darker. We needed to get out of the water. "Reid, do you know how to do an all in rescue?"

"What the hell is that?"

"I don't know, I'd just heard of it, and since we're all in, it seemed like it might be the thing to do."

"Very funny."

"No, I'm serious. We've got to get out of the water. What do you think we should do?"

"How should I know? --- I go paddling. --- I don't go capsizing!" He sounded pissed.

This last announcement also took me somewhat by surprise. I had viewed Reid as the expert at these things. Nonetheless, it was growing increasingly clear that Reid was not going to be the one to get us out of this. I tried to think of everything that I knew about rescues and tried hard not to kick myself for never finding time to go to a rescue practice session. "Listen. Reid, I've got a paddle float. Maybe one of us could use that and then help the other one into his boat."

The cold was getting to Reid pretty fast. His words varied between halting and rapid-fire sputter. "I've --- never --- used --- a damn --- paddle --- float --- and --- I've never helped anyone into a boat --- other --- than --- on a beach. Anyway, I lost my paddle, so --- it's --- not --- doing --- me --- any --- good --- to get --- back in --- the damn boat anyway. I'll just tip right back over."

I was getting privately annoyed at Reid's lack of cooperation. But then again, neither of us had a spare paddle and I wasn't sure what we should do. "What do you want to do, Reid?"

"I don't know. I'm thinking."

If he was, it wasn't obvious. "Reid -- Maybe we can just tie the boats together and get on top of them and wait for someone to rescue us."

"Yeah -- Like who? No one knows that we're in trouble."

I couldn't admit that he had a point. I figured that I needed to get him out of the water. "Maybe someone on the bridge saw us."

"Not bloody likely."

"But better than nothing. Come on. Help me get these boats tied together."

It would have been easier to tie two wet bars of soap together, but we somehow got the two inverted hulls tied in that choppy water and I managed to pull and push Reid up over the midships section so that he was mostly out of the water. I still had my paddle at the start of the evolution and had visions of paddling the whole raft contraption to shore; but I lost the paddle while we were tying the hulls, so I had to content myself with climbing part way up between the bows and kicking my feet. Of course the flopping rudders played at frustrating whatever forward way I might have achieved, but that was better than having them trying to decapitate or disembowel me in the chop. I didn't worry too much about direction. I figured that a straight line most anywhere would get us to shore.

We had proceeded as a makeshift raft for about 10 minutes. Reid was no longer shivering, but he wasn't saying much either and I couldn't really tell how he was.

It was about then that the first wave of rain hit. God was it cold — it actually had bits of ice in it. I was almost glad to be partially submerged in the Bay. Reid was getting slammed. After about five minutes, he started laughing, but it was not his usual easy going laugh. I wondered if he might have gotten a little hysterical. I shouted over the rain, "Reid, I'm not sure this is a time to laugh."

"Damn straight it is!" Reid sat up astride the two hulls with his hands held high and wide. "Yee-haw! Come on! Bring it on!" Then he roared another peal of thunderous laughter. "Bring it on!"

"Reid, save your energy! We may be out here for a while."

"Wrongggg-ohhh Buckaroo! You may be out here for a while! I'm headed for shore!"

"What are you talking about?"

"It's too damn cold to stay out here. I'm heading for shore. You can wait if you want. I'll send somebody to get you and I'll drink a beer while I'm waiting."

"Reid, how do you think that you're going to head for shore?"

"I'm going to swim, you idiot!"

"Reid, we can't even see the shore in this rain! Our best bet is to stay with the boats."

Reid started taking off his lifejacket. "That may be your best bet. But my money is on swimming for shore."

"Well you'll need your lifejacket for that."

"No — it would just slow me down." Reid sprang from his straddle to his feet and for one defiant second pirouetted in the pounding rain, flinging his lifejacket as far down wind as he was able. Then he dove up wind and started swimming.

I hollered for him to come back and when he was about fifteen yards away I thought that I might have been successful because he stopped his overhand stroke, and turned to look at me. I shouted again and made eye contact as he was treading water. Then, as he was lifted up on a crest, he waved, turned and set off. It was odd, but even as he was treading water, he was getting further and further away.

I pulled myself up onto the hulls and wrapped my arms around one of them. I was doing a lot of bouncing; but it didn't seem that I would capsize. I don't know how long I held on. I roller-coasted along until the rain eventually stopped. I could now see the Bay Bridge, but it looked like a reflection of its morning self. I continued to hang on and hope. I tried alternately first to not think about Reid and then, when that did not work, to convince myself that he made it to shore and was sending help any minute.

It was almost dark when a Coast Guard boat came alongside and picked me up. I was too cold and tired to talk or move. They bundled me in blankets, took me to a station and sent me by ambulance to a hospital. Somehow, they got out of me that Reid had attempted a swim for shore. After a night's monitoring and warming, I was released the next morning.

Later, I found out that a couple of kids on a bus had happened to see our initial capsize and that their driver had reported it. By the time the word traveled to the

appropriate authorities, we had already been in the water for a while. The Sandy Point State Park folks apparently confirmed that there were two vehicles still in their parking lot and that's when the search started in earnest. I'm told that it could have taken until sometime the next day to find me, since I had no strobe or any other signaling device. Even with my wet suit, I probably would not have survived that long in the water before hypothermia killed me. Fortunately, the small boat coxswain had a hunch that we may have drifted south of the bridge. Making a sweep outside of his assigned search area, he found me.

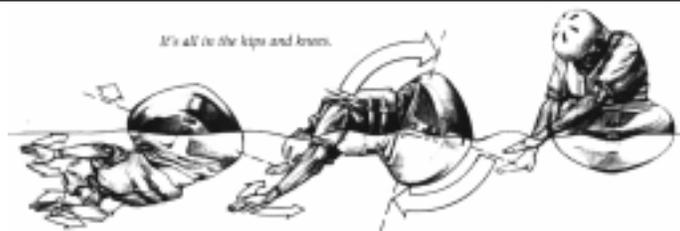
Lucky to be seen, lucky to be found, I still carry a hollow coldness about. I have taken to frequent saunas, and even sitting and sweating in that very dry heat, my core never feels warm enough.

The Coast Guard and Natural Resource Police searched for Reid for three days. Really much longer than he could have been expected to survive; but many people called the Coast Guard to say what a resilient individual he had been. He was not found and the search was finally suspended.

Reid's body was not found for a long time. Actually, not 'til August when he popped up in the midst of a sweet sixteen birthday party swim group at Sandy Point. I guess that might have appealed to his sometimes-strange sense of humor.

Even though I never knew him all that well, I miss Reid. And sometimes when I'm on the water, I swear that I can hear his easy going laugh in the distance.

DISCLAIMER: The foregoing story is FICTION. Any similarity to events or people, living or dead, is unintended and completely coincidental. (On the other hand, the dangers portrayed are REAL and can surely bite you if ignored.) ✂



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FOR SALE - Canoe, Old Town Kennebec, 16' tandem white water boat, very stable (similar to current model, Royalex Appalachian; see www.oldtowncanoe.com) \$300. Call Lois Hogan 770.592.6421 or email loish@peoplepc.com.

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FOR SALE - Canoe, kayaks & racks. Mad River Explorer canoe, Royalex, \$500. Kayak, Wave Sport Godzilla, fully outfitted, \$375. Kayak, Dagger RPM, outfitted, \$400. Yakima racks for small gutterless car, never used, \$100. Yakima locks, set of 4, \$25. Please call Joe Webb at 770.954.9609 or page at 1.866.335.0980.

FOR SALE - Canoe, Mohawk XL-15, red, fully outfitted, set up for solo or tandem, a few battle scars but in good condition, kept inside, \$600, 706.355.8506.

FOR SALE - Canoe & kayak. Dagger Capar canoe, blue, wood gunnels \$400. Kayak, Piranha Mountain 300, red, \$300. Call Barney or Sherry Spurr at 770.486.9685.

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FOR SALE - 2 sea kayaks. (1) Like-new fiberglass Dagger Meridien. 16'x22". Kayaksport hatches. Red over yellow. 46#. Very maneuverable, plenty of room for 3-4 day trip, not an expedition boat.

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FOR SALE - Roof Rack Systems. Yakima tower rack system with kayak stackers. This is an adjustable system designed to fit on vehicles with a gutter, everything you need to clamp on and go, \$99. Quick and Easy roof rack, to fit vehicles with gutters. Includes carpeted cross support, \$55. Chuck Gregory, 770.971.0779, e-mail, ChuckG@mail.dnr.state.ga.us.

HELP WANTED - Premier southeastern paddling club looking for fun-loving, creative individual to chair the club's Recreation Committee. Filling this position is critical to the success of the club's social events calendar for this year. If you are able to help out, please contact Marvin Cole at 770.475.3022, email mcspnutnik@aol.com.

POSITION AVAILABLE - Start immediately - set your own hours - create an event to be remembered THIS SPRING! If you can help out with GCA's Spring Extravaganza as event coordinator or in any other capacity, please contact Marvin Cole at 770.475.3022, email mcspnutnik@aol.com.

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, Mohawk Canoe - Nova 16 ABS. Call Ardie Olson at 770.781.5988 or e-mail sdopec_2@mindspring.com.

WANTED - Coordinators for GCA club trips. Do you plan to go paddling this year? Can you take a few GCA members with you? We need coordinators for all levels of trips from flat water to advanced white water. Please call Cruise Master Mike Winchester at 770.319.8969 if you can help out. Also, if you can help Mike out with calling potential trip coordinators, let him know. ✂

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Price \$10.00 (Children 12 & under \$6.00)

Homemade sausage & biscuits available Sat. & Sun. morning - \$1.00 each

Register early — late fee applies after April 5

BOATING SATURDAY & SUNDAY

Meet at Club House at 8:30 a.m. to organize trips

**Rivers (water level permitting): Ocoee, Nantahala, Cartecey, Toccoa, Amicalola,
Tuckasegee, Chestatee, Etowah and Upper Chattahoochee**

For further information, contact:

Marvine Cole 770.475.3022 or email mcsputnik@aol.com

GCA SPRING EXTRAVAGANZA 2002 Registration Form

TO REGISTER — Fill out registration form below and mail QUICKLY (notice late fee below) with your check made out to "GCA" to:

Marvine Cole
625 Glendalough Court
Alpharetta, GA 30004
For questions, call 770.475.3022

Name _____ Phone _____

Address _____ Email _____

Camping:

Number of tents @ \$6.00 (Incl. 2 people) Fri _____ Sat _____
Extra people @ \$2.00 ea. (Over 2 people) Fri _____ Sat _____ Total \$ _____

Saturday dinner:

No. of barbeque meals @ \$10.00 _____ @ \$6.00 _____ Total \$ _____
No. of meatless meals @ \$10.00 _____ @ \$6.00 _____ Total \$ _____

Sausage & biscuits @ \$1.00 ea. Sat _____ Sun _____ Total \$ _____

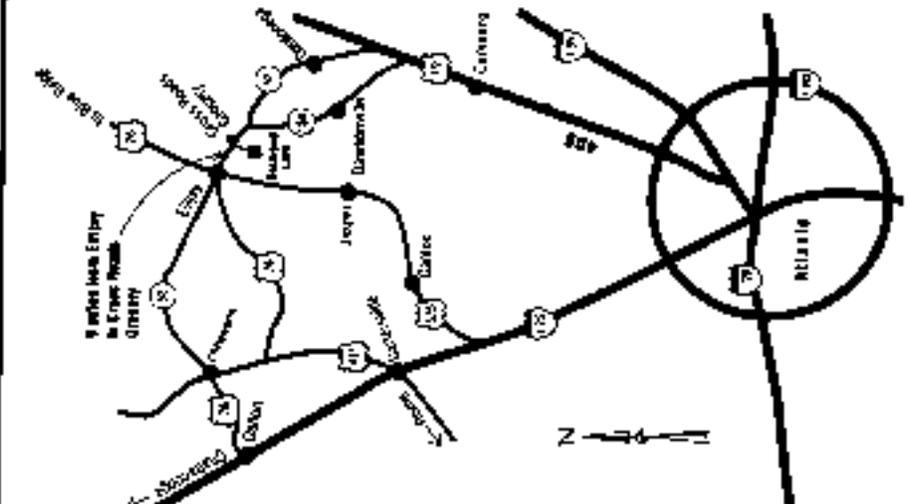
\$5.00 LATE FEE IF POST MARKED AFTER APRIL 5 \$ _____

(Per registration form)

Make check payable to GCA for total of: Total \$ _____

Willing to lead a trip Saturday or Sunday on:

Cartecay _____ Etowah _____ Upper Amicalola _____ Chestatee _____
Lower Amicalola _____ Upper Hooch _____ Ocoee _____ Tuckasegee _____
Other _____



Reservations - Information
J.H. Hefner, Mgr.
706-273-3075

Harold Hefner, Owner
706-276-3841

Route 2
Ellijay, Georgia 30540

GCA Southeastern Championships, April 27-28, 2002
Sign up for the Race Crew, Order Awards Banquet Dinner Tickets and Raffle Tickets

See the race article elsewhere in *The Eddy Line* for additional information.

Name(s): _____

Phone: _____

I would like to be part of the RACE CREW in one or more of the following areas:

(Check ALL areas that you would be willing to work in):

- _____ Race Headquarters set up (Thursday and Friday). Pitch the tents, hang the banners.
- _____ Race Course set up (Thursday and Friday). Get the slalom gates set just right.
- _____ Slalom Race Gate Judging (Saturday and/or Sunday). Did the racer make a gate? Touch a pole?
- _____ Slalom Race Timing (Saturday and/or Sunday). Can you keep four stop watches running at once?
- _____ Wild Water Race Timing (Saturday). You only have to operate one stop watch.
- _____ Down River Fun Run Timing (Sunday). You only have to operate one stop watch.
- _____ Slalom Race Scoring (Saturday and/or Sunday). Can you talk and write at the same time?
- _____ Slalom Race Safety (Saturday and/or Sunday). Good aim with a throw rope is a plus.
- _____ Wild Water Race Safety (Saturday). Paddle with the Wild Water crowd.
- _____ Down River Fun Run Safety (Sunday). Paddle with the Down River crowd.
- _____ Hospitality (Saturday). Serving breakfast, lunch and the Awards Banquet Dinner.
- _____ Hospitality (Sunday morning). Serving just breakfast and lunch.
- _____ Race Course and Race Headquarters take down (Sunday). Take it all down.

My T-shirt size is: _____ (free race crew T-shirt)

All Race Crew members are encouraged to attend the AWARDS BANQUET DINNER, Saturday, April 27, 6:30 PM, Nantahala Outdoor Center, Base Camp Dining Room. Lasagna Dinner by Rivers End (Regular and Veggie) Tea or Coffee. Cheer as the Race Winners receive their medals. Listen for your name in the Raffle Drawing.

Number of adult dinners: _____ @ \$12.00 = \$ _____

Number of children 6 to 12: _____ @ \$8.00 = \$ _____

Number of children under 6 _____ (free)

Total Amount Enclosed for Awards Banquet Dinner = \$ _____

RAFFLE TICKETS AT \$1.00 PER TICKET: \$ _____

Dinner & raffle tickets ordered here can be picked up at the Hospitality Tent on April 27. Seating capacity at the Awards Banquet Dinner is limited. Dinner tickets can be purchased at the door on an as-available basis for \$12 for adults and \$8 for children.

Mail this form and your check (payable to GCA) for the Awards Banquet and Raffle Tickets to:

Virginia Balbona
1441 Clifton Road NE, Suite 215
Atlanta, GA 30322



4 Elizabeth Way Roswell, GA 30075 USA

888-345-FLOW 770-992-3200

Store Hours:

M-F 10-7 SAT 10-6 SUN 12-5

GCA 10% Discount (all non-sale items)



patagonia



SMITH CENTER



SELECT PRODUCTS FROM ABOVE COMPANIES 10% - 40% OFF

Videos / Books

	MSRP	ON SALE!
Aphrodesia Video	\$29.95	\$15.00
Off The Deep End Video	\$29.95	\$15.00
Players Video	\$29.95	\$19.95

GWTF Gear

	MSRP	ON SALE!
GWTF 18" Rack Pads	\$25.00	\$19.95
GWTF 15' Tie Down Straps	\$16.95	\$12.50
GWTF Logo T-Shirt	\$9.95	\$8.00
GWTF Paddle Leashes	\$13.95	\$9.95
GWTF Twill Caps	\$16.50	\$10.00

GWTF GA Low Price Guarantee

Paddle Gear

	MSRP	ON SALE!
Gaia 5.5 Liter Tortugas Dry Bag	\$14.95	\$10.00
Harmony Paddle Floats	\$36.50	\$29.00
Harmony Bilge Pumps	\$29.95	\$19.95
AT - Zen Kayak Paddles	\$259.00	\$199.99

Paddle Wear

	MSRP	ON SALE!
Chota Neo/Fleece Boater Mitts	\$29.95	\$19.95
Patagonia Skull Caps	\$29.00	\$22.99
Mtn Surf Monsoon Pants	\$99.00	\$79.00
MTI Livery PFD	\$39.95	\$29.95
MTI Cruiser PFD	\$59.95	\$45.99
Lotus Lola PFD	\$99.00	\$79.00
Lotus Sherman PFD	\$120.00	\$96.00