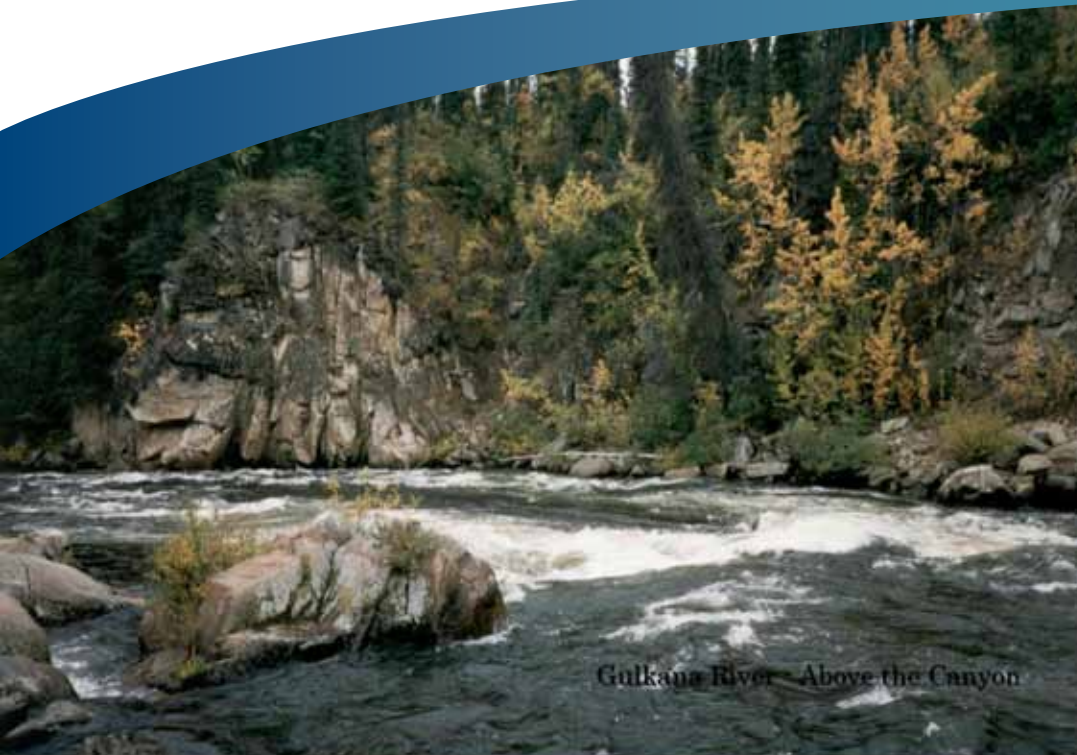


The Oregon Whitewater Association brings private boaters together for the enjoyment of whitewater boating. Our vision is to promote whitewater safety and training for all of our membership in an effort to provide safety awareness and confidence when executing river rescue skills. OWA is the community of choice where fun and river adventures thrive and where people and rivers connect.



Gulkana River - Above the Canyon

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The Gulkana River

Submitted by Vance Cordell

Many people go to Alaska for an adventure, and one of the best adventures in the state is rafting. Some people drive up the ALCAN highway with their own vehicle and rafting equipment and some folks fly up commercially, rent a vehicle and the rafting equipment that they need in either Anchorage or Fairbanks. It's only 2,439.5 miles from Portland to Anchorage. You decide.

One of the many fun trips to do in Alaska is to float the Gulkana River. The Gulkana is approximately sixty miles long, originating in the center of the state, approximately halfway between Fairbanks and Anchorage near Summit Lake. It flows south and empties first into the Copper River and then into the Gulf of Alaska near Valdez. If you plan to float the entire length of the river, the trip will be approximately five days long. The only way to access the northern beginning of the river is by float plane to one of the many lakes that drain into the river. Fortunately, there are several access points to the river by road, so shorter sections of the river can be floated.

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February Club Meeting:

Clackamas Aquatic Park
7300 SE Harmony Road
Milwaukie, OR 97222

Wednesday,
February 10, 2016
from 7:00-9:00 PM

Pool session to practice knots, flipping boats, throw-bagging and other rescue skills in the water. Please remember to bring your helmet, PFD, and river shoes. No food is provided at this meeting.

See page 17 for details

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**Do you have something you would like to submit
to the OWA Newsletter?**

Contact Michele Gila at

VicePresidentNewsletter@oregonwhitewater.org

To show our appreciation and to encourage future contributions, the Oregon Whitewater Association will have an annual drawing for \$150 gift certificate to one of the OWA sponsors. Every member who submits written material that gets published in the newsletter will automatically be entered into the drawing.

Budgets, Trips and Classes - Oh My!

by Bruce Ripley

Well it's been a busy time of year for the board members. This is the time of the year when we are transitioning between officers and everyone is getting used to some new responsibilities. We just had our 1st quarter board meeting and we're in the process of getting a final budget together as well as reviewing a few programs. One of the decisions we made was to stop selling invasive species permits. The board felt like we were already so busy that we simply didn't have time to keep up with it. There are a few permits left but when those are gone we do not plan on ordering any more. We will post links on the website for you to order those permits yourself.

We are also moving into a very busy time for club trips as well. We have some new trips on the schedule this year, as well as some of our traditional ones. The annual Presidents Day Rogue trip is coming up as is the March Deschutes trip. If you you've not gone on either of those trips you should, they are a great time.

The River Safety class is coming up in April and if you have not gone before then you owe it to yourself to sign up. If you have to make the choice between classes then it's really an easy decision, chose this class. OWA's mission includes a commitment to safety and training and this class is the cornerstone of that commitment. We limit the class size in order to maintain a student: instructor ratio of 12:1 and an even more generous student: assistant ratio of 6:1. We believe that it's the single best practical river safety training offered in the northwest. Watch for the sign up coming soon and make sure you sign up. We suggest that everyone take this class at least once every other year, and for new members please step up and take it now.

To support our safety program, we will be holding our annual auction in late March and early April, culminating at the April club meeting. We have a few new items on the list this year including some great items from Recre Tec who has also come on as a safety partner in addition! We also have a commitment from Bungee.com for another ZipLine adventure day! Watch for more info on that soon! Here's to a safe month of February!

Incentive Prizes

I'd like to take just a minute to remind you about one of our incentive prizes and introduce a new one for 2016. This year we will have two \$150 prizes up for grabs for two club members that put in just a little extra effort in support of the club. The first is our newsletter submission prize. If you submit material to the newsletter and it's included in any issue your name is included in the year end drawing. The second prize, and it's a new one is for anyone providing leads for a meeting speaker. So get your thinking caps on and your writing pens out and get into one or both of the drawings! Good Luck!

OWA February Meeting

The next meeting is our annual safety skills training at the Clackamas Aquatic Park. We have some great things scheduled this year and we think it will be a great refresher for you and the instructors. We're looking forward to seeing you there!

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Gulkana River Trip Report



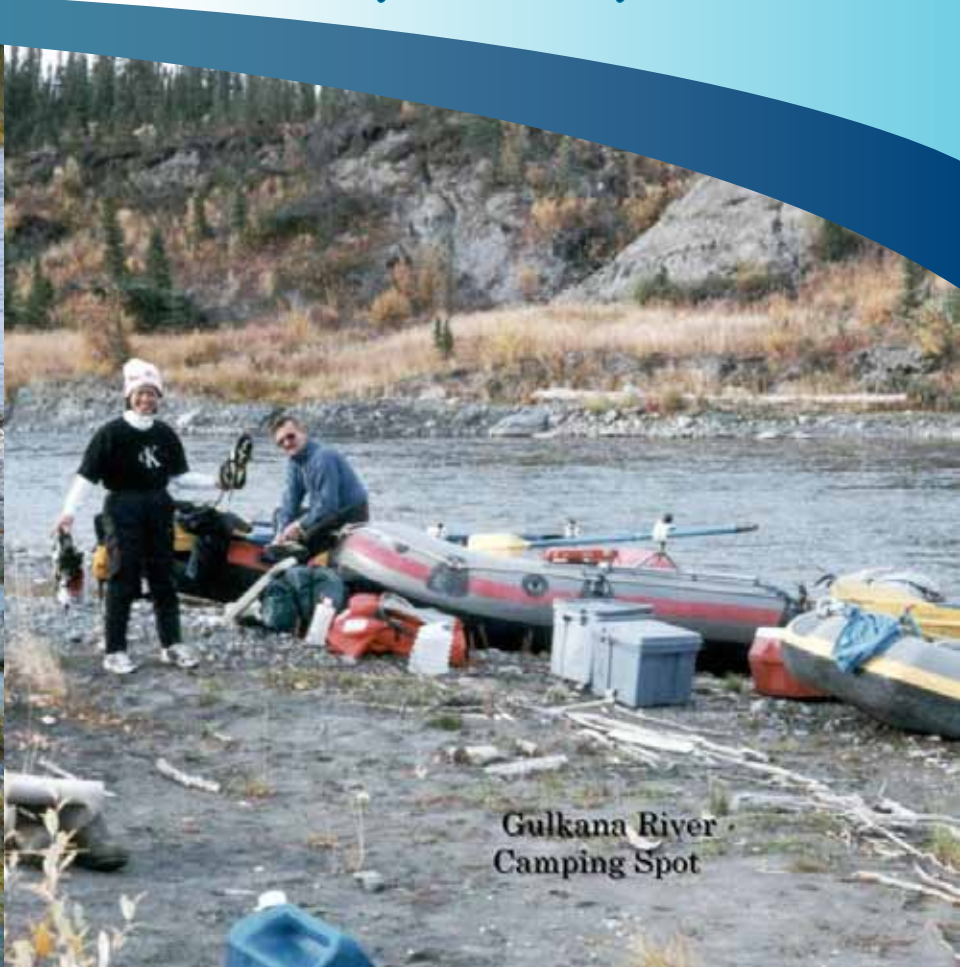
Gulkana River Trip Report: Continued from page 1

The most popular section of the Gulkana is the one that flows between Paxson Lake and the community of Sourdough. Both of these points lie close to the Richardson Highway. The length that you will float on this section is approximately 47 miles and typically takes three days if all you plan to do is float; however, some people combine this float trip with other activities, such as fishing and hunting. This segment of the Gulkana has been designated by the federal government as one of the country's National Wild and Scenic Rivers. Despite it being one of the most popular float trips in Alaska, there is still a good chance that you will not see another person while on the trip.

If you schedule your float trip in midsummer, your day light will be much longer than if you do it in the late spring or early fall. Around the 4th of July, day light will be approximately nineteen hours long, so you will have plenty of time to row or do some fishing around your camps. The grayling fishing in this area is some of the best in the world.

This section of the river will offer experienced rafters some excitement as the speed of the river will vary between Class I and Class IV. The put-in is at Paxson Lake. You reach this lake by driving to Mile Post 175 on the Richardson highway, then turn east on an access road to the lake. The boat launch is at a campground on the lake, almost in the center of where the river pours into the lake at the north end and pours out at the southern end. The launch is very good. The problem is crossing the lake to the outlet. You have approximately seven miles to row unless you bring a small outboard motor that works with one of the rafts. When the author used to make this trip several times a year, he had a small motor mount made for his cataraft and with a small outboard engine would tow as many as three other rafts to the end of the lake. The other two problems are mutually exclusive: wind and bugs. If the wind blows (and it often does) the bugs disappear for the most part; however, you sometimes actually have to cut through the waves created by the wind. This is particularly tough if you have no motor and are rowing against the wind. If there is little or no breeze, then expect many bugs. You absolutely need a head net, gloves and tape to wrap around your sleeves in the spring and summer months. You will continue to need these items as you go down the river. So be prepared.

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Gulkana River
Camping Spot

Gulkana River Trip Report: Continued from page 4

Entering the river from the lake, the first few miles are Class II waters. Approximately three miles after exiting the lake, the river joins the Middle Fork of the Gulkana, and the amount of water in the river increases significantly. You'll be swept around one turn after another with some turns followed immediately by long pools. In approximately fifteen miles you will come to the section of the river called the canyon. You can hear a low roar as you get near, especially if the wind is blowing up river (as it usually does). The speed of the water picks up as you enter the canyon and large rocks need to be dodged. Just before entering the canyon you will see several signs directing you to the portage on the left side of the river. All first time rafters on the Gulkana, should walk down the portage trail and scout the river for possible logs in the water and to make a plan if they decide to float through the canyon. Inexperienced rafters should definitely portage the canyon. This portage is a little more than a mile long. Remember, that at this point you are approximately fourteen miles from the Richardson Highway and much of this distance is through swamp and muskeg. Walking out would not be easy and definitely not fun.

The fishing in the Gulkana is very good. In addition to the grayling, King salmon make an entry into the river in mid-June and work their way up to Paxson Lake by mid to late July. By the time they reach the canyon, they have turned a deep red, but are still eatable. There are also a fair number of rainbow trout in the river as well as lake trout in Paxson lake. Catching the rainbows and grayling on a fly rod in fast water is a bunch of fun, but you must use some weight in front of the fly in order to get it down to where the fish are. You will see many bald eagles, so many that you will probably lose count by the time you reach the pull-out. In midsummer most of the eagles will be younger ones that haven't had enough time to get the white plumage on their heads. You'll also see other raptors: hawks and owls, who often steal food from the eagles. Occasionally, you will see a moose or caribou, but for the most part these critters don't hang out around the river.

Continued on page 6

Gulkana River Trip Report



Gulkana River Trip Report: Continued from page 6

One thing that you need to be aware of are the bears. This is grizzly country, and especially when the salmon are present, so are the bears. There are also a fair number of black bears. Stay away from both kinds and keep a clean camp. It is best to store your food away from your tent, wrapped as tightly as possible in garbage bags or air tight plastic and tied up in the branches of trees as high as possible. I always carried a pretty hefty rifle with me. I never had to use it, but came close several times. Some people would rather rely on bear spray, but it is not always effective. One rule to abide by when camping in bear country is always to defer to the bears. Do as much as you can to prevent them from getting into your food, but if they do, let them have whatever they capture. If this happens, then vacate the area as soon as practical and move ten or more miles downriver. For once bears get into your food they will be back for more, and they will follow you short distances hoping to get more. At this point it is best to get out of their territory.

Most of the remaining trip below the canyon is Class I and II water. Often there are long pools of water, barely moving. This is where you are most likely to see moose and caribou. I would re-install the motor and motor down the river, watching very carefully as the river will suddenly get very shallow as you turn a bend and run through a short segment of shallow Class II water. You eventually come to the take-out at the Sourdough campground. Again, this take-out is a very good one that lets you back a trailer down into the river to load your rafts. From here you have a five to six hour drive back to Anchorage if that is your destination. Be careful. Although the road is good, it is very curvy and steep in many places, and tired people sometimes drift off to sleep while driving.



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ANNUAL SANDY RIVER FLOAT JANUARY 1ST 2016

Submitted By Val Shaull

One day while I was home on leave from Vietnam in March 1968 I drove my dad's pickup to Blue Hole just below the rock garden on the Sandy River. At the time there was a gravel road that went from the junction of Dodge Park Boulevard and Lusted Road down to the Sandy River. You could continue on this road to the western side of the bridge at Dodge Park. This road washed out in 1978 and was never repaired. That was a good thing. People were using areas along it for a garbage dump. While I was down there I saw a guy kayaking (It must have been an old fiberglass model) down through the rock garden area. I thought "Boy I want to do that". I also thought I may never be that good but I'd like to try. Flash forward many river trips and 48 years ahead to OWA and Team River Runner's January 1st float on the Sandy River. It's a beautiful day but cold, around 29 degrees! Not cold enough to deter the hearty group of rafters on their annual trip and BBQ/Potluck. I counted at least 25 boats on the river. We had oar rafts, paddle rafts, catboats, and kayaks. I captained a paddle boat with Veterans.

The Sandy from Dodge Park to Oxbow Park is mostly class II. Pipeline Rapid, a class III+, is the toughest drop and is right at the beginning. I noticed we had boats in the eddy below the drop for safety. Most OWA members have been trained in swift water rescue so I felt if anything happened there would be competent people there to help out. I had one Vet who has traumatic brain injury that has a hard time with balance. Chris has done many raft and sea kayak trips with us but it's nice to see backup if he fell out. The water was on the lower side, about 1800+ cfs. There were a few low places but everyone made it through. Toward the end the wind was brutal! We had to paddle forward or the wind would blow us back up river! The Nature Conservancy controls most of this section of river so it will remain an undeveloped river. It's nice to have a river like this so close to Portland. After getting out at Oxbow we were treated to a warm fire at hot food. Disabled American Veterans, Chapter #1 in Portland furnished ribs and pulled pork. They have sponsored Team River Runner since the chapter started here in Oregon. Boaters provided side dishes and dessert. Great food and great friends made for a great day! Thank you everyone who helped me start my whitewater year and also my dream of boating this river!



CHALLENGES OF THE CHARLEY PART 2

Submitted by Tom Riggs

This article is continued from the January 2016 issue.

The fabled Yukon was running high and brown at 500,000 cfs which is larger than the Columbia at times. It was over a mile wide and we noticed our speed pick up as we said 'good bye, Charley'. Since our destination tonight was Slaven's Cabin I decided to get mid current to pick up some speed for the next three miles.

As I rowed out into the main channel I noticed the landscape moving by relatively fast and enjoyed our speed. The topo map indicated that Slaven's Cabin was on river left but how to recognize where to land? I pulled out the binoculars to search ahead for a trail or some indication of an outpost. Seeing nothing we decided to work our way to river left to position ourselves for a takeout. Katharine spotted a beach like area about $\frac{3}{4}$ of a mile down river and with the map we determined that must be our target. Ferrying to the left, my vector was not approaching fast enough so I changed the angle and pulled with more vigor. Still not enough progress.

Our camp area was approaching fast and we were not near shore. I looked for a Proton Energy Pill but my secret decoder ring was empty so I would just have to sweat it out and pull at 90 degrees to the current. The $\frac{3}{4}$ mile closed quickly and it looked like we would miss the landing area when we heard the raft scraping across a submerged sandbar and finally slow down. From there we were able to drag the boat about 100 ft to the lower tip of the landing beach. I really did not want to hack out a tent spot amongst the alders and this place was on the National Historic Register so we needed to take in the sights.

We had actually landed on an overgrown ramp / trail that had been used to deliver coal to steamships. Just upstream from Gelvin's Cabin is Coal Creek along with an abandoned gold dredge. I smell visitation. For now we had a full day and it was time to set up camp. Up the ramp was Gelvin's log cabin with propane tanks and associated appliances that the rangers use when they stay there. We walked in and signed the log book and noticed bunks and some other gear but no one was occupying this place right now.

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Kyle came in and said there were other cabins up the hill. We all agreed to check them out and found another plywood building with screened windows and wooden bunks. They were obviously meant for visitors so we hauled our gear up and declared tomorrow a layover day. There was even an outhouse and lots of bear poop.

We were all glad to have respite from mosquito-land and were content to play cards and read inside our new home. It seemed like this place saw few visitors given the overgrown condition of the path. It turns out Gelvin's is a dog drop point along the Yukon Quest Dog Race in the winter where the frozen river becomes the course for the 1000 mile race.

We heard a motor boat later that evening that zipped on past our camp and continued up the river to a fish camp I guess. I was relieved to hear the boat whine past. I had an uneasiness about someone stealing our gear or setting it adrift. Not a good idea in this part of the backcountry where everybody is armed. Night did not really come but we all found a way to sleep during this warm night.

The next day we got up and wanted to explore but it was time to do some chores like dishes and laundry. Of course we had to collect water from the stream near our site and heat it for cleaning and drinking. Armed with Deet, headnets, and gloves we walked back down the path to the Slaven's Roadhouse to explore further. There were remnants of old boots, blankets, books, and other items that were indicative of simpler living. We checked out all the nooks and crannies until we decided to go for a hike up to the dredge.

The day was shaping up to be a warm humid one for Alaska's interior and we secured our long sleeves, collars, and donned our gloves and headnets for the short hike up the bowels of Coal Creek to visit the dredge. Even with the clothing layers protecting us the mosquitos were menacing us every step of the way looking for any exposed entry route to a meal of blood.

The creek bottom path broke out into a clearing of tailing ponds and as would be expected the retired dredge was in the last one in the middle of the water. The Park Service or the operators built a ramp from a platform on the shore so visitors could board the mining vessel. This mechanical monster was the size of other dredges of the era and it left us wondering how they got it there. It was three stories tall and the inside was reminiscent of Dr. Frankenstein's lab with high ceilings, pulleys, conveyor belts, cast iron brake handles and hardware and a creosote smell.

The mosquitos were gone from the ore processing area but Katharine's other nemesis; yellow jackets were out in full force. They were minding their own business and we were able to remove our headnets. Looking upstream, the alders were reclaiming the dredged valley and it would not be hard to imagine the forest taking back the scarred earth from yesteryear.

With our visitation over we returned to the main cabin and broke out the cards and the boys cut the deck to determine who had to do specific chores related to dishwashing, water fetching, water pumping, and general cleanup. Kyle returned from the raft and said there was a canoe pulled up onto shore but no one nearby. Obviously we had a visitor and we thought he might be at the satellite cabin. I suggested we offer them either the main cabin or the other one but first we had to find them.

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We waited back at the main cabin for our visitor to show and eventually we saw a dirty fellow with about a 20-day beard coming up the trail. We invited him in and asked where he launched his canoe. It turns out he was Japanese and his English was very poor but we managed to communicate.

He had launched on the Yukon from Dawson about two weeks back and was now by himself. He had befriended some other canoeists at the launch point and joined their group but they were traveling too slowly for him to make it to his takeout on time.

I asked him where he planned to end his trip and he floored me when he said, "The Bearing Sea!" I said, "Dude! You've got 900 miles to go!" He knew it was a long way but insisted that was his quest.

He was dressed in rubber boots and a filthy cotton sweatshirt and pants. His hands were calloused from all of his paddling and when I looked into his canoe his gear was sparse. It was an old aluminum canoe like you would rent at some lake; he had no spare paddle, and his life vest was a horse collar type that must have set him back \$1.25 Canadian. I told him we were taking out in a few days at Circle and invited him to dine with us. He politely declined and said he was happy with his bowl of rice. I wonder if he read Krakauer's book, *Into the Wild*? Perhaps he should have.

He did want to know if we had a map of the Yukon River because he was not sure where he would get his next supplies nor how many more miles he had to travel. Given the high banks of the Yukon and the wide, braided channel, it was very likely he would miss several opportunities to resupply at the few villages that dot the river. Planning was not this fellow's strong suit. We did not have a spare map but suggested he look at ours and sketch some important features so he might have bearings. One significant observation was that the village of Circle was his next available supply point and could easily be missed if he were in the wrong channel. He studied the map but wrote nothing down. After a few more exchanges of information he said he would be moving on. In the morning he was gone.

We lugged our gear down to the boat landing after a refreshing layover day. The bucket boat was holding air fine, but we topped it off before reloading the river bags and cooler. The current in the Yukon was swift and as we shoved off from Slaven's Cabin we were soon up to about 6-7 mph. When rivers are so wide it is difficult to appreciate your relative speed because it seems like the craft is bobbing on the ocean. Make no mistake, the river is moving.

The plan was to take two days to run the 57 miles to Circle and as we bobbed along we were constantly scouting the shoreline for wildlife and a potential lunch spot. The shore was thick mud and beyond that was a tangle of alder thickets that I am sure would be laced with mosquitos or bears. None of these sounded like a suitable prospect for a lunch stop. Given that we were making some headway our choice was to make lunch while we drifted in the raft. Besides, it would take 10 minutes just to make it to shore from our position in the broad river.

A slight breeze picked up and to maintain our progress the boys and I began taking 45 minute stints at the oars all the while playing word games or pointing out what type of creatures the landscape looked like. Occasionally a powerboat would come upstream with supplies for some camp or outpost, always giving us a wide berth. The miles passed by and we rafted near a fish wheel that was tied in the stop position. Given the width of the Yukon, it would seem that the chances of a fish entering the chute of the wheel would be small, but given my luck at fishing, I like the idea of gathering them passively while contemplating how to open the next beer.

The day wore on and the map and GPS confirmed we were only 10 miles from Circle. Given that we had seen no inviting places to land and set up a camp we decided to take advantage of the long daylight and make our way to civilization even though we would be a day early. There was some concern on Katharine's part that we were in the wrong channel and would miss the landing by about two miles because of the length of the islands. I checked the GPS and assured her we were still upstream of our takeout. I did however start working my way to river left early and it turned out to be a good decision because soon we saw some buildings in the distance, which meant the end of our boat trip but not the end of our adventure.

We had inquired about a shuttle driver with the Circle Chamber of Commerce, looking for someone to take us to Fairbanks for our jet service back to PDX in the early planning stages of our trip. After several phone tag messages the tribal woman who manned the office finally got in touch and was somewhat baffled by my request for a shuttle to Fairbanks. After explaining how rafters need to eventually get back to where they started she understood but said there was nothing like that in her list of services. I pressed that surely there must be someone who has a pickup that needs to go to Fairbanks for supplies and that this would provide them an opportunity to subsidize their trip into town 180 miles away. She thought for a second and said, "There is this guy named Bill Bell who is always looking for some spare cash and he might be able to help you."

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I fully expected a phone number or email address, but she rattled off his PO box in Circle and insisted that would be the best way to contact him. I wrote a letter to Bill explaining our situation and he wrote back about two weeks later saying he could do it for \$60. I thought he misunderstood and wrote him back with my contact info reiterating our desired take out date and again questioning the low price. He wrote back with his original quote and didn't say much more other than he lived in a houseboat on the Yukon.

Wait a minute, the Yukon freezes and when it breaks up it take everything it its path with it. How could a houseboat survive up here? Sure enough, as we approached Circle there was one houseboat with a woodstove and small deck moored to a dock next to the boat ramp. It looked like something that Popeye would call home. Rowing toward the boat ramp and houseboat a scraggly fellow with a cane limps out on the dock with the world's biggest dog and yells to me "You're a day early".

"Are you Bill Bell?" I ask

"Yes"

"We are a day early but thought we could camp out in Circle somewhere and get a jumpstart on our shuttle tomorrow"

Bill agreed to our plan and showed us a city park next to the boat ramp where we could lug our gear and set up camp for the night. It was only about 100 yds from the river. He had business to take care of and bid us adieu until the morning.

Meanwhile the town of Circle was at our disposal. Since we arrived about 9pm the store was closed and so was the restaurant so we made our own vittles while the Indians drove their quads and pickups around the park checking us out. There was a new sarcophagus of a three-story hotel on the banks of the river but construction had been halted and the crews were gone. It was a government subsidized make work project that kept running over budget until someone realized this place would never break even let alone make money so the plug was pulled on the funding. Some elders were helping themselves to the plywood bunks that had been left and were carting them down to the river into their powerboats to haul upstream to build fishing shacks. It turns out one of the elders was the Chief. I guess it was better than letting the materials rot in the weather.

The town had a Laundromat but the well had failed the previous year and water was trucked into a tank where locals would drive up and fill their barrels with the gravity fed hose. Hard to imagine a town in the US without running water.

We woke up early with the sun and made our breakfast and packed a lunch for the drive to Fairbanks. Our gear was loaded and all we needed was for Bill Bell to drive up the ramp from the houseboat. When he showed up and we were stuffing the gear into his Dodge extended cab, I asked him about wintering his boat in the river. He pointed to a cable and said his houseboat is mounted on a skid and he has someone yard it out to the top of the boat ramp in the fall and then back into the river after Break Up. When asked why he moves it into the river at all he replies that Circle is a native village and he is not supposed to have permanent residency there so he moves his home into the water and hence outside the village boundary.

His story unravels a little bit as we make our drive with his oversized dog down the Steese Highway. It turns out Bill was from the outside (lower 48) and moved to Anchorage, which was too big, then to Fairbanks. He kept getting chased out by the law and kept moving down the road to avoid getting hassled. He said he kept moving until he ran out of road and ended up on the banks of the Yukon. The story seemed to fit his character.

About 25 miles out of Circle is Central, now a logging and mining museum town, so we stopped in for a tour of how this part of the state made a living in a bygone era when gold was king and trees were needed to make rafts and support timbers. I was able to grab a cold pop from the Steese Roadhouse and we continued our way to Fairbanks stopping along the way to investigate launch and take out points for Birch Creek, a canoeing river that can be a one day or a multi day trip.

Bill stopped at a nice viewpoint where we shared our lunch and enjoyed the wind, which kept the flying carnivores at bay. The Steese Highway traverses the low hills and some mines as it makes its way to Fairbanks where we arrived about 3pm. Our goal was to rent a van and make it to Captain Cook's Inn where we could have a nice bed and not have to do dishes or cook. Bill delivered us and ask that we pass his name on to other river runners so he could help them on their journey and they could help him. We significantly paid more than the \$60 he had asked because that would not have even covered his fuel, and his company and knowledge of the area were inspiring.

It might be time to head back to the Great White North.

Oregon Whitewater Board Report

Membership Status

Members	Paid Behind	Year					Current Total
		2016	2017	2018	2019	2099	
Total	98	147	36	11	2	7	203

Club Financial Status

Opening Balance	Current Balance	Budget Projection		
		Income	Expense	Net Change
\$18,000	\$20,000	\$21,000	(\$21,000)	\$18,000

* All values rounded to the nearest \$1,000

Current Financial Status (2013)

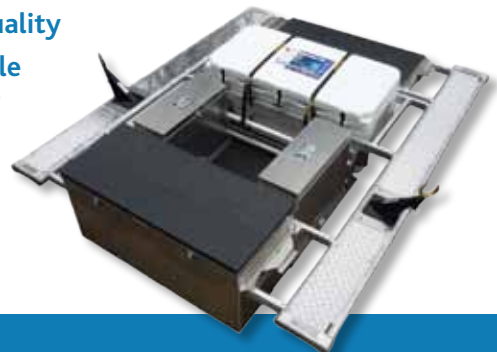
Amount	FY	Ledger Type		2013		2014		2015		2016	
		Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget		
Member Dues		\$6,810	\$5,768	\$8,400	\$7,028	\$6,891	\$7,028	\$1,377	\$6,664		
Advertising		\$1,600	\$1,800	\$1,600	\$1,700	\$1,760	\$1,600	\$1,000	\$1,800		
River Trip		\$378	\$1,300	\$1,112	\$480	\$821	\$736	\$838	\$810		
eCommerce		\$680		(\$273)		\$917		(\$112)			
Adjustment		(\$135)		(\$6)		(\$6)		\$0			
Charity		(\$150)	(\$500)	(\$150)	(\$500)		(\$500)		(\$400)		
Fees		(\$140)	(\$219)	(\$971)	(\$1,055)	(\$1,120)	(\$1,055)	(\$125)	(\$1,055)		
Miscellaneous		(\$267)	(\$800)	(\$578)	(\$1,100)	(\$1,737)	(\$1,100)	(\$298)	(\$2,950)		
Safety Training		(\$1,484)	(\$1,965)	(\$367)	(\$2,190)	(\$395)	(\$2,522)	\$61	(\$823)		
Newsletter		(\$1,664)	(\$1,600)	(\$1,993)	(\$1,600)	(\$1,500)	(\$1,600)	(\$200)	(\$1,600)		
Meeting		(\$2,601)	(\$2,550)	(\$2,846)	(\$2,650)	(\$3,159)	(\$2,975)	(\$290)	(\$2,975)		
Total		\$3,027	\$1,234	\$3,928	\$113	\$2,474	(\$388)	\$2,251	(\$529)		



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INGREDIENTS

Roasted Brussels Sprouts:

3 Cups Brussel Sprouts
2-3 tablespoons olive oil*
Salt, to taste

Roasted Sweet Potato & Butternut Squash

2 Cups Sweet Potato - peeled and cubed.
2 Cups Butternut Squash - peeled and cubed.

(You can do any variations of the amounts above or do one and not the other if there is a preference)

2 tablespoons olive oil*
2-3 tablespoons maple syrup
½ teaspoon ground cinnamon

Other Ingredients:

2 cups pecan halves
1 cup dried cranberries
2-4 tablespoons maple syrup



Roasted Brussel Sprouts, Yams & Squash Delight

Submitted by Shakya Baldwin

DIRECTIONS

Preheat oven to 400 degrees.

Lightly grease two foil lined baking sheets with 1 tablespoon of olive oil.

Trim and halve the Brussel sprouts, combine in a bowl with 2 tablespoons of olive oil and lightly salt to taste. Thoroughly combine. Place onto one of the foil lined prepped baking sheets cut side down.

In another bowl combine the squash and yams with 1 tablespoon of olive oil, maple syrup (2-3 tablespoons) and cinnamon. Thoroughly combine. Place onto the other foil lined baking sheet.

Roast Brussel sprouts, yams & squash in the oven at 400 F for 20-25 minutes, turn/flip about half way through.

In a large bowl, combine the following:

Roasted Brussel sprouts

Roasted Squash/Yams

2 cups pecan halves

1 cup dried cranberries

2-4 tablespoons maple syrup (add a little at a time until desired sweetness level is achieved.

*Coconut oil can be substituted in. I tend to mix and match my oils so I get a little bit of everything going on. Play with it to make it work for you!

Swimmer Rescue into a Raft

One of the best safety rules out there – and it is a copied habit from the off-road 4X4 community, always raft with a group. In an emergency following a pin or flip – it is always beneficial to have many hands on deck to help out.

If a flip or ejection of a rider occurs, we always preach for the swimmer to swim rapidly to shore or the closest raft. As such, we as a group need to be able to safely rescue a swimmer into our rafts. This is not a skill that requires technical expertise, but it is a skill that does require some technique and practice to master.

There are two separate types of swimmers we might rescue. The easiest and most common rescue of course is the alert and conscious swimmer who can help in their own rescue into the raft. The most difficult rescue is for the semi or unconscious swimmer who might have had a head strike during ejection, someone who is in panic or counter panic mode, or who was flushed drowned while being swept downstream in the subsequent rapids.

Conscious swimmers can assist in their own rescue. Speak to them as you prepare to pull them into the raft. Try to have them move to the upstream current side of the raft so if a rock or obstruction is encountered, they don't get pinned and crushed between the raft and the obstruction. Tell them also where they can obtain a hand hold to assist in their own rescue. Don't grab their arms or hands to pull them in- we want them to help with the entry into the raft! Speak to the swimmer and direct them to face the raft. Your handles are the shoulder straps of their PFD. If there is not PFD (lecture them later) grab their clothing or reach under their armpits. Speak to them and say you are going to lift on the 'count of three'. Using your hips and body core, lean back into your raft when making the lift – don't depend on arm strength. Bring their upper body and waist just up and over the tube of the raft then let them make the rest of their entry on their own. The last part of the maneuver, letting them finish their entry, prevents injuries, as they can control their own movement in the raft and avoid impacts with solid objects or other rafters. If we bring the swimmer all the way into the raft there is also the possibility we will hyper extend the swimmers back and cause significant injury when they land face down in the raft.

The unconscious swimmer, depending on their size difference with the rescuer, is actually an easier rescue. There is some difficulty in getting the unconscious swimmer to the side of the raft and orienting the raft so the swimmer is on the upstream side of the raft. Once in position, the lift is completed again with the hips and body core and not simply by arm strength. Again we use the PFD shoulder straps as a handle on the victim. The victim is brought all the way up and into the raft. In this position the unconscious victim would not be subjected to the hyper extension of their back as their body comes into the raft in a natural mechanical sitting position. If the victim is unconscious (rather than just in panic or counter panic mode) and not breathing, leaving the legs over the edge of the tube will allow you to place the victim on the floor of the raft or on a cooler in a position to begin rescue breathing or full CPR. If the unconscious victim is too large or you don't have enough strength to pull them into the raft, a second rescuer can help. In this type of rescue, each rescuer holds one of the shoulder straps to make the lift. Remember, one of the absolutes of recreational activities on the water is always wearing your PFD. You will never be able to put your PFD on when you are suddenly ejected out of or flip your raft. Wearing your PFD also means wearing it correctly, with all snaps, clips, and zippers always correctly closed or attached.

Knot of the Month – Figure 8

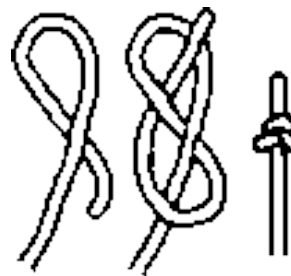
Each month we will showcase essential knots you should know for river situations

Overview

- The figure 8 is an end knot or stopper knot.
- Its basic use is to prevent a line from pulling through a pulley, etc...
- It is the basis for two important knots the Figure 8 on a Bight and the Follow Through Figure 8. Which will be showcased over the next 2 months.
- Knowing how to tie the basic figure 8 will prepare you to learn the variations



Figure Eight Knot



[Click for Step by step directions](#)

[Click for a Video](#)

Steve K 2012



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Pool Session

Topic

Pool Practice Session

Location

North Clackamas Aquatic Center: 7300 SE Harmony Road, Milwaukie, OR 97222

Details

This is a great time to bring your families out, update skills and get some refresher training from some extremely knowledgeable folks who have graciously donated their time. The Pool Session will begin promptly at 7:00PM and run to 9:00PM. We will divide into groups and then rotate through the stations.

The schedule looks like this:

7:00pm- Introductions

7:30pm- 1st rotation

8:00pm- 2nd rotation

8:30pm- 3rd rotation

9:00pm- Gear breakdown and packing

This year we are switching it up a bit. We will offer two tracks, a Basic and an Intermediate.

The Basic track will include three rotations:

Basic Knots - Bruce Ripley

Throw Bagging - Sam Drevo

Paddle Raft Flipping - Zach Collier

• **Children should all be in the Basic track.**

The Intermediate track will include:

Cat Flipping - Mark Tyree

Rigging - Michael Hughes

Mechanical Advantage - Dave Nissen

I encourage you to do a solid self-assessment and determine the right group. I will redistribute as necessary to have relatively even groups. Children should all be in the Basic track.

Gear - Everyone in the pool must have the following gear (if you don't have it you can't get in the pool):

Helmet

PFD

River Shoes/Sandals

If you have questions prior, please contact me at safety@oregonwhitewater.org.

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Upcoming Trips

Submitted by Pat Barry,
Trip Editor



TRIP	DATES	TRIP LEADER	CONTACT INFO
2016 Rogue River President's Day Trip, Class III/IV	February 13-15, 2016	Chris Massey, Steve Oslund	chrisamassey@gmail.com stevilone@gmail.com
2016 Spring Break Trip - Lower Deschutes River, Class II/III	March 19-21, 2016	Scott Ogren	Scott@ScottOgren.com, 503-267-9785
2016 Lower N. Umpqua River, Class II/III	April 29-May 1, 2016	Brenda Bunce	Brenda.bunce@gmail.com, 360-931-4224
2016 Grande Ronde River, Class III	April 29-May 1, 2016	Eric & Candace Ball	balle@pocketinet.com, 509-525-6134
2016 Tax Relief Float, Deschutes River, Class III/IV	April 30, 2016	Bill Goss	zanng@msn.com
2016 Rogue River Lodge Trip, Class III/IV	May 20-23, 2016	Van McKay	vanm1@aol.com, 360-737-3148
2016 Women's Trip on the Lower Deschutes, Class II/III	June 17-19, 2016	Carol Beatty	Stacey Strausberg, scs@scs1024.com
2016 Lower Salmon River, Class III/IV	July 2-4, 2016	Eric & Candace Ball	balle@pocketinet.com, 509-525-6134
2016 Selway River IK Trip	August 4-7, 2016	Eric Ball	balle@pocketinet.com, 509-525-6134
2016 Hell's Canyon, Class III/IV	September 17-19, 2016	Mike Moses	mtymo_@hotmail.com, 509-240-4220

For additional details on upcoming trips or to view past OWA trips go to <http://oregonwhitewater.org/calendar/trip-calendar>



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