

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.



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Butt-bouncing Solitude on the Selway Self support IK's on a low flow 7/30/2015

Submitted by Doug Smith

There's a lot to be said for a well planned out trip. But the spur of the moment can be ok too.

A post-season Selway trip has been on my list for a long time. Jim Morgan and Keith Massie and I had done a low water Illinois trip and decided a Selway trip had to happen someday, but the timing hadn't yet worked out. So when Eric Ball volunteered to lead a trip August 8th, we signed up. When the Paradise gage was posted as 0.4' by the third week in July, we knew the August trip wouldn't work. On a whim, and in a complete state of denial about flows, two days before leaving for a 5 day motorcycle trip, I picked up a cancellation for a July 30 launch, not really expecting to be able to go. And that was the extent of the planning until I got back from vacation. But then a couple of things happened. It rained.

Continued on page 4

October Club Meeting:

Flying Pie Pizza
 7804 SE Stark Street
 Portland, OR 97215

Speaker: Casey Dale

**Wednesday,
 October 14, 2015
 from 6:00-9:00 PM**

Contact Information



Your OWA Officers and Volunteers

Bruce Ripley, President

president@oregonwhitewater.org

503.522.7470

Skip Currier, Vice President - Events

VicePresident-Events@oregonwhitewater.org

360.901.0974

Katie Watry, Vice President - Newsletter

VicePresident-Newsletter@oregonwhitewater.org

[org](http://www.oregonwhitewater.org)

503.575.0896

Tom Lofton, Secretary

secretary@oregonwhitewater.org

971.322.8918

Merrie King, Treasurer

treasurer@oregonwhitewater.org

503.490.1743

Josh Hollander, Membership Director

membership@oregonwhitewater.org

503.358.1752

Stacey Strausberg, Technology Director

webmaster@oregonwhitewater.org

360.574.8822

Steve Oslund, Training Director

safety@oregonwhitewater.org

503.709.7661

Jim Collins, Tips Editor

rivertips@oregonwhitewater.com

503.238.7646

Pat Barry, Trip Editor

tripeditor@oregonwhitewater.org

971.222.5422

Cary Solberg, Advertising Editor

advertisingeditor@oregonwhitewater.org

503.222.6718

Jennifer Ogren, Newsletter Editor

newslettereditor@oregonwhitewater.org

503.317.7162

OWA list server address:

H2OAddicts@OregonWhitewater.org

OWA web site address:

<http://www.OregonWhitewater.org>

River Tip

Submitted by Jim Collins

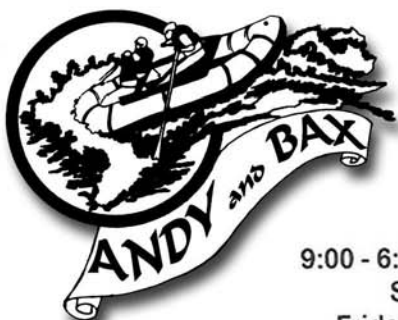
Kenny Rogers is famous for singing, "You've got to know when to hold'em and know when to fold'em". This isn't about cards but rather a continuation of the discussion concerning oars. The natural reaction is to hold on to the oars (after all, they are expensive and you will need them later) often times, however, the best thing to do is to let them go.

In big water if your boat is being forced up sideways by a lateral wave all you will achieve by that death grip on the oars is that you will take them out of the boat with you. If you let go of the oars and hold onto something (think strap, handle or netting) you improve your chances of staying in the boat. Then, if you have tuned the oarlocks and have retention straps on the oars, they should be close by when they will do you some good. Knowing when to fold them is something that is gained by experience but I would admit that it is almost always better to stay in the boat than to hold the oar.

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Doesn't it feel like you should be on the water? by Bruce Ripley

So I'm driving to work the other morning when I come to a screeching halt on the interstate. You are probably asking? How could Bruce's miserable commute be a harbinger of rafting season? I'll tell you, every Fall as I'm driving to work there comes a day when for whatever reason everyone who's driving on the road forgets how to drive when it dark and raining! No really... it's true, and it happens every year just about now, right after our first OWA meeting and just about the time when everyone is chomping at the bit to get on the rivers that have been dry since early summer. Now this year has provided the whitewater community with even more anxiety than most years since someone turned off the irrigation back in April and forgot to turn it back on. Just to make it worse last year's Clackamas season was impacted by the fire and many people didn't to run that section until late in the spring, if at all.

So while I'm sitting in traffic, "enjoying" my commute to the maximum extent possible it occurs to me that I'm looking at this all wrong! Instead of focusing on the fun I'm having (not moving) in traffic I should instead be focused on the fact that the dark skies and rain in the air (and on the road) mean that fall is here and eventually the rain will come again. We all know what rain means... excuses to not do things around the house and instead heading to the rivers to play!

So it's time to knock the dust off your river toys, get out the dry suits, and stretch a bit in anticipation of what's ahead for the winter. Part of every new rafting season is getting together, meeting new members, seeing old friends, and sharing your adventures from earlier in the year. Don't forget our meetings are every SECOND Wednesday of the month at Flying Pie Pizza on Stark Street in Portland. The only exception to that schedule this fall is that we are going to be hosting the club Christmas party at Widmer Bros. brewing in Portland this December. The previous location is no longer available but after some scrambling we were able to book one of the large rooms. We'll see you next week as well as all the other meetings this year!

Wilderness First Aid

For those that were fortunate enough to attend to the Wilderness First Aid class this year congratulations! From all accounts it seems that the training was excellent and that Sierra Rescue put on a very professional and useful training session for people of all abilities. This year not only did we have Abi and the lead instructor but we had 3 other instructors who were not only well versed in Wilderness first aid, but also swiftwater rescue. All in all it was a great combination and something that we should all look to as a model of success. If you didn't have time, or couldn't go this year mark it down for the last week of September next year!

OWA October Meeting

The next meeting is at our normal location, Flying Pie on Stark Street. If you've joined the club in the last few months this is a great opportunity to meet your fellow club members. Please plan on joining us!

If you pay your dues now we'll extend them through 2016!

www.oregonwhitewater.org/dues.html

Selway Trip Report



Selway Trip Report: Continued from page 1

And we learned that the Paradise readings the Forest Service posted were from a new gage and not yet correctly calibrated for low flows. Back in cell range on July 27th, with hopes of 0.6' on the gage, we traded a few quick e-mails and decided to head over on the 29th. No one had time for much planning, but that's one of the nice things about a small group and a small boat - there isn't much to coordinate because you don't need – and can't take – that much stuff. We threw together what we needed, headed out the morning of the 29th and made it to the brew pub in Darby before last call at 8 p.m. (I know, 8 p.m.? In Montana? - politics). At 8:30 a.m. the next morning we had our permit and were headed to the put-in to launch by noon.

And it was a great trip. The first two days involved a lot of bumping, sticking on rocks, wiggling, sliding into the bow to get unstuck and every now and again walking the boat through the shallows. A few of the named rapids stood out. Goat Creek in particular was a great boulder garden with well defined slots and ledges. But most of the named rapids were not all that different than the unnamed ones – fairly blind boulder gardens with very little push and decent (but very narrow) boat scoutable routes once you made the correct entrance. And there were a lot of unnamed rapids that fit this description. Of course “decent route” is in context of an IK – ie. a route where you can slide over, around or through smooth rocks as opposed to ones you'd get stuck on.

We had very relaxing days (becoming somewhat accustomed to long afternoon naps) and still made decent time. With just three of us we scouted very little and kept an easy pace through all the rapids. We packed light, but not uncomfortably so. We had a couple of lightweight gravity water filters, one whisper lite stove, a pretty basic backpacking cook kit, spare paddle, spare pump, backpacker sleeping pads/bags and personal gear, including a few flasks and a six pack. This was a mistake. Next time we're taking more beer. Food was simple, but we didn't go as far as freeze dried meals. We chose meals that cooked easily with a basic cook kit (rice, pasta, sausage, curry, etc.) and packed up easily. Space was more an issue than weight. Even with the shallow water, the boats were very maneuverable. We left the tents behind, but did have a tarp large enough for the three of us in case we needed it. Toilets are not required on the Selway.

Continued on page 6



Selway Trip Report



Selway Trip Report: Continued from page 4

I found a Watershed duffle holds most of what I need and straps in with a low profile in the back of my Aire Lynx. Re-flipping and self rescue were no problem (well, other than the obvious fact of flipping in the first place). I'm short so put a small dry bag with the stove and cook kit in front of my feet.

The following is the trip log I put together after the trip (with a few edits):

Launch Date: 7/30/2015

Stick gage (sight reading/not telemetry): 0.6' 7/30, 0.4' by 8/1

Lowell: 800 cfs 7/30/2015 day of put-in

660 cfs 8/2/2015 day of take-out

We considered this minimum. Hydrograph fell off more sharply than a "normal" 0.6' put-in due to low snow pack; flows we had were due to a bump up from recent rains and fell to 0.4' quickly. Likely our run was closer to what you'd see at 0.5' or 0.4' with snow pack flows. Multiple Class II and III boulder gardens (many unnamed) at times had a Class IV feel for complexity but with Class II/III consequences. Very little push. Shallower spread out areas had lots of "bump, wiggle and bounce" moves and some boat dragging above Moose Creek. Did not really add much time, but did start to get a little tedious as the day wore on. Moose Cr. did not add much flow, but gradient and river character change seemed to channelize more with cleaner routes.

My notes strictly relate to IK's. It was hard to imagine viable raft routes in most of the upper rapids at this flow.

Maps: Forest Service map was of poor quality and not very useful except that it was the easiest to carry while boating. CA Creeks write-up on-line was pretty good. RiverMaps guide was most useful.

7/30 (Thurs), 12 miles

Pick up permit at West Fork 8:30 a.m. MT Thurs. morning. Arrive at Paradise at 10:30, rig. Met shuttle driver at noon (MT).

Launch at 12:30 MT/11:30 PT (switched to Pacific as soon as we left the put-in). Saw seven bears throughout day, including a mother and cubs on two occasions.

Had lunch in shady spot. Found a nice spot in the vicinity of Archer (maps had discrepancy here) and took a long break (yes, we fell asleep in the shade).

Decided to go on and camp downstream. Late afternoon glare kept things interesting.

Boat scouted everything (sometimes stood up on a rock from eddy). Walked through most of Ping Pong Alley, but easy walking/floating boat. Lots of bumping/"oonching" to get off rocks. Lots of quick moves, blind entrances. Not much push or real hazard - other than getting stuck and standing up. Some minor dragging - more like walking alongside the boat and floating it through shallows.

Could not find Pom Beach camp referenced in Cal. Creeks. Ran Goat Creek rapid and camped at Little Goat Creek, mile 11.8.

Continued on page 7

7/31 (Fri), 14 miles

Late start/relaxed morning (maybe 10 or 10:30)? Only saw one bear.

Again, boat scouted everything, no delays.

Same thing on shallows - didn't really improve even below Shearer's. Found out we liked long lunch breaks and naps - took another long afternoon break, but got going a little earlier to avoid evening glare.

Camped at Tony Point camp, mile 26, arrived in camp about the same time

(7 ish?). Landing was not obvious - had to eddy out in boulders and walk boats to shore.

Flow was not fast, just shallow and no easy route to shore.

8/1 (Sat), 11 miles

Same late start (10:30 ish). No bears. River character/gradient changed - no more annoying shallows or boat dragging. Still rock bumping in some of the Class II and Ladle.

Scouted Ladle. Took a while. Boat scouted for everything else (occasionally stood up on boat or quick rock). No other real delays (except another long afternoon break and nap).

Camp at Upper Pinchot, mile 37, arrived about the same time in the evening.

8/2 (Sun), 10 miles

Early start (9:15 ish)

Had scouted Wolf Creek from camp the night before. Scouted again. Ugly under cut rock on right, otherwise runnable, just dangerous if you came out of the boat or missed the move. Opted for left side run, eddy out above last ledge and relatively short portage around last ledge. This took a while.

Scouted Tee Kum Falls. Clean route, but couldn't really tell from above. Easy scout. And yes, the rock at the bottom will flip a boater who lazily drifts into it.

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OWA Holiday Party!



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at **Widmer Brothers Pub**
955 N Russell Street
Portland, OR 97227

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

Contact Katie Watry 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.



Wilderness First Aid Training Report

By Jennifer Hanson

My husband Dave and I began rafting about 4 years ago. We took a week-long rafting course that included swiftwater rescue and first aid but...use it or lose it, so we really felt the need to refresh our skills. Luckily we have never been on a private trip with any major medical mishaps, but we are well aware of what can happen on the river.

OWA members (some brand new, some quite senior) and a few non-members met for 2+ days to complete the Sierra Rescue Wilderness First Aid training with five fantastic teachers: Abi, Travis, Keith, Julie, and Scotty. The instructors collectively had such a vast amount of experience that every question was not only answered, but driven home with a real-life anecdote about WHY the answer was correct. They were also really fun!

We enjoyed wonderful weather for the weekend. We started on Saturday (we did not make it to the Friday afternoon session) with learning how to handle and transport an injured person, with first attention to the possibility of spinal injuries. The response to an accident scene is broken down into three major steps with lots of sub-steps and repetition over the 2 days helped all to get a handle on what to do when. We learned how to stop life-threatening arterial bleeding, repair certain dislocations and fashion improvised splints for fractures. We also rehearsed multiple-casualty scenarios and the importance of leadership and teamwork in such a situation.

We were coached in medical emergencies ranging from heat exhaustion to a diabetic crisis. Several myths were busted and we learned really up-to-date information about CPR. OWA's AED (automatic electronic defibrillator) was demonstrated; the AED is available for YOUR private trip if not already out on an OWA trip.

Dave and I have already made substantial improvements to our first aid kit and plan to make continual updating and expanding of the kit and renewing of our skills a priority.

Some of what I learned:

Coffee and salty snacks can be life-saving medications.

Another good reason to always wear shoes in camp: You might be spared in case of a lightning strike.

It's really difficult to fashion an effective improvised splint and the patient might be better off without one.

The statement "Is he gonna die RIGHT NOW? No." is both reassuring and terrifying.

Judgment calls will need to be made and you will do the best you can.

We both feel much more confident to be able to assist in an emergency, whether on the river or not, after taking this course. Thanks to OWA for providing it!

Meeting Speaker



OCTOBER 2015 CLUB MEETING SPEAKER: *Casey Dale*

Bio
Casey Dale is Owner and Operator of Bungee.com, Bungee Safety Consultants and Bungee Masters. They also own the Las Vegas Casino Dream Tower, a major Vegas attraction and one of the most profitable jump sites ever built. Locally, Bungee Masters runs a bridge jump in Amboy, Wa - one of the highest in the US. They also have a zipline canopy tour at their Washington location. Casey is also a rafter and a big fan of our sport!

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Shipping A Raft

Submitted Vance Cordell

There are several reasons you may need to ship a raft somewhere. Recently I sold my cataraft to someone in West Virginia and went through the experience of shipping it there. At first I thought that it would not be feasible to ship it, but once I looked into the problems I found that none of them were really that big.

The first problem that I thought would be a stopper was the cost. The first thing that I had to do to determine the cost was get a good estimate of the total weight. I ended up using my bathroom scales and doing a little guessing. Actually I got a pretty good estimate. I was 30 pounds light. Next, I called about ten national freight

companies and found large differences in quoted prices. The one that offered the best price was one named Transit Systems International (TSI). They quoted me two prices: one price for shipping from a company address to another company address and a second price for shipping from a residence to another residence. It was about \$120 cheaper to ship from business to business, so it is best to find businesses that will let you use their shipping facilities and addresses.

I didn't think it would be a problem, but finding boxes in good shape and long enough to ship the rails and oars took a little effort and time. One of the best ways to find long boxes is to contact businesses that deal with rafting. I contacted Andy & Bax as well as Vic LeGall of Goodwater Boat Works. Both had long boxes available, even though I had to wait the better part of a week for Andy & Bax to unpack a few things. I also went to Carton Services which sell new cardboard boxes and bought two large boxes that the tubes, seats and other items would fit in.

Before you start breaking the frame down, use a magic marker to mark all the joints on the frame. This is more important if you are shipping a cataraft frame than the standard frame for a self-bailing raft. Marking the joints will help greatly to re-assemble the frame at the receiving end.

You have to be very careful and organized as you dis-assemble the frame of a cataraft. I had a large two gallon Zip Lock bag that I carefully put each strap in as I took them off. I had two one gallon Zip Lock bags to put the "U" bolts in (one for the shorter U bolts and one for the longer ones). Likewise, I used a quart size Zip Lock bag to put all the bolts in. As you take the frame apart, stop every few steps and take a picture. These pictures in reverse order will help greatly to re-assemble the frame at the other end.

I found out that I could save even more shipping cost if I delivered the boxes to the initial shipper in Clackamas, OR which I did. An additional advantage of delivering the boxes yourself is that you are permitted to watch the shipper put them on a pallet and shrink wrap all the boxes to the pallet. All total, I shipped five boxes weighing 330 pounds at a cost of \$578.13. That is not a bad price for shipping a 14 foot cataraft from the west coast to the east coast. In case you ever do something like this, be sure that TSI is on your list of freight companies that gives you quotes. They can be contacted at (800) 228 - 8131. Good luck in your endeavor.



INGREDIENTS

3lbs of boneless/skinless
Chicken thighs work great /
breasts are ok

2 cans of Campbell's cream of
chicken soup

2 cans of Campbell's cream of
celery soup

1 boxes of Chicken Broth

2 tablespoons minced garlic
(optional)

¼ cup chopped onions or dried
onions (optional)

2 tablespoons dried Thyme
leaves

Salt / pepper to taste

1 Stock Pot with lid, or 3" deep
large frying pan with dome lid

1 medium bag of baby carrots

Dumplings:

3 eggs

1.5 cups of milk

3.75 cups of Bisquick



Chicken and Dumplings

Easy 1 pot chicken and dumplings for 6 people.

Submitted by Steve Kasper

DIRECTIONS:

Pots needed: Stock pot or Large / deep frying pan with domed lid

Cooking:

Empty cans of soup into pot. Using an empty soup can, add 1.5 cans of chicken broth for every can of soup. Stir contents together well. Add 2 tablespoons of thyme, onions and garlic. Place chicken in the pan spreading it out evenly. Cover and bring to a boil. After about 20 minutes add the baby carrots.

Reduce heat, simmer. Leave covered cooking 35-45 min total time. Check chicken temp should be 160 degrees, or easily break apart with a fork

Dumplings:

In a large bowl combine the Bisquick and eggs and milk. (reserve some milk to get the consistency correct).

Mix until dry ingredients are moistened and mixture forms a soft thick dough. Add milk or extra bisquick as needed to get a thick dough consistency.

After about 30 minutes of cooking, using a big spoon, drop large scoops of dough over the chicken mixture, can go on top of the chicken or in the gaps between the chicken. Make 1 dumpling for each person.

Let cook covered another 10-15 minutes or until a fork stuck into the dumplings comes out clean.

Pair with green beans with onions and ham or steamed carrots.

Oregon Whitewater Board Report

Membership Status

Members	Paid	Year	Current				Current Total
			2015	2016	2017	2018	
Total	189	47	19	1	1	5	262

Bank Balance Status

Opening Balance	Current Balance	Projected Balance		
		Income	Expense	Closing
\$16,000	\$16,000	\$18,000	(\$19,000)	\$15,000

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

Budget Status

Amount	Budget				
	2011	2012	2013	2014	2015
Member Dues	\$3,220	\$5,148	\$5,768	\$7,028	\$7,028
Advertising	\$1,000	\$1,800	\$1,800	\$1,700	\$1,600
River Trip	\$1,520	\$1,000	\$1,300	\$480	\$736
Events	(\$350)	(\$250)	(\$250)	(\$250)	(\$275)
Charity	(\$150)	(\$300)	(\$500)	(\$500)	(\$500)
Miscellaneous	(\$200)	(\$200)	(\$400)	(\$700)	(\$700)
Fees	(\$219)	(\$219)	(\$219)	(\$1,055)	(\$1,055)
Safety Training	(\$925)	(\$1,760)	(\$1,965)	(\$2,190)	(\$2,522)
Newsletter	(\$1,820)	(\$1,900)	(\$2,200)	(\$2,000)	(\$2,000)
Meeting	(\$1,600)	(\$2,300)	(\$2,300)	(\$2,400)	(\$2,700)
Total	\$476	\$1,019	\$1,034	\$113	(\$388)

Knot of the Month – Double Fisherman's

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

Overview

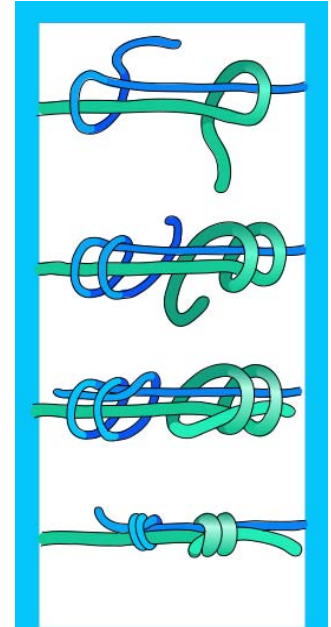
- Used to form high-strength loops from cords.
- Tied correctly you will see a double XX on one side and a smooth barrel on the other.

Hints

- Tie the first half on your left side, then flip the knot over and tie the second half exactly the same way. This way you can easily tie the knot correctly.
- Always complete the wraps in the same direction.
- The tails will come out on opposite sides.



Steve K 2012



Double Fisherman

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Upcoming Trips

Submitted by Pat Barry,
Trip Editor



Please go to the OWA website for additional details on each trip, [CLICK HERE](#)
Or go to <http://oregonwhitewater.org/calendar/trip-calendar>

11.7-9 Sat-Mon	Veteran's Day Rogue River	III/IV	Kevin Buck	buckriverman@gmail.com	360-890-6776
3.19-21 Sat-Mon	Lower Deschutes Spring Break Float	II/III	Scott Ogren	scott@scottogren.com	503-267-9785
4.24-26 Fri-Sun	Lower N. Umpqua	II/III	Brenda Bunce	brenda.bunce@gmail.com	360-931-4224

PAST OWA RAFTING TRIPS

9.12- Sat-Mon	Hell's Canyon	III/IV	Mike Moses	mtymo_@hotmail.com	509-240-4220
9.19 Sat	Santiam Fall Colors Float	II/III	Matt Saucy	sawdusty9@yahoo.com	971-241-5396
8.6-9 Thur-Sun	Selway River (low flow) IK trip	III	Eric Ball	balle@pocketinet.com	509-529-6134
6.25-28 Thur-Sun	McKenzie River	III	Brenda Bunce	brenda.bunce@gmail.com	360-931-4224
6.19-21 Fri-Sun	Lower Deschutes Women's Trip	II/III	Carol Beatty	caroldon1@comcast.net	503-816-6172
5.29-31 Fri-Sun	Upper N. Umpqua	III/IV	Walt Bamaan	wbamaan@wmni.net	
5.21-25 Thur-Mon	John Day River	II/III	Dave Graf	dmgraf55@centurytel.net	
5.15-18 Sat-Sun	Rogue River Lodge	III/IV	Van McKay	vanm1@aol.com	360-737-3148
5.9-10 Sat-Sun	Lower Cispus	II/III	Tina and Eric	TNEMYREN@gmail.com	
5.8-10 Fri-Sun	Grande Ronde	III	Eric & Candace	balle@pocketinet.com	509-529-6134
5.2 Sat	Green River Cleanup	III/IV	Brenan Filippini	www.wrrr.org	
4.24-26 Fri-Sun	Lower N. Umpqua	II/III	Brenda Bunce	brenda.bunce@gmail.com	360-931-4224
4.18 Sat	Deschutes River Tax Relief Float	III/IV	Bill Goss	zanng@msn.com	503-757-4659
3.21-23 Sat-Mon	Lower Deschutes Spring Break Float	II/III	Scott Ogren	scott@scottogren.com	503-267-9785
2.14-16 Sat-Mon	Rogue River	III/IV	Steve Oslund	stevilone@gmail.com	503-709-7661



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Oregon Whitewater Association
7410 SW Oleson Rd. BOX #331
Portland, OR 97223