

RIVERBOOK REVIEW

A River Running West

The Life of John Wesley Powell

By Donald Worster
Oxford University Press, 2001, \$35⁰⁰

To many river runners, John Wesley Powell is the one-armed Civil War veteran who led the first expedition through the Grand Canyon. The recounting of the heroic exploits of Wesley and his crew are stock conversation and reading around river campfires. Controversies surrounding his leadership and decisions will burn longer than the embers of those fires.

Powell was born in 1834 to evangelical Methodist parents, Joseph and Mary. They named him after the movement's founder, John Wesley. Worster notes, "He would grow up, they prayed, to become a spiritual leader and be for America what Wesley had been for the old country, a magnetic prophet who drew sinners out of corruption." Imagine the Reverend Joseph and Mary's dismay when, at age 26, John identified himself in the 1890 Illinois census as a "naturalist."

"He would grow up, they prayed, to become a spiritual leader and be for America ... a magnetic prophet who drew sinners out of corruption."

Though employed as a schoolteacher and principal, Powell preferred to be seen as a scientist.

To historian Donald Worster, Powell is both the focus through which to view a changing America and a force within that change. Worster comments, "He stood also at the center of a change that began late in the last century and is still inching forward today, away from a careless, unplanned exploitation of nature and toward a more thoughtful, scientifically informed ethic of conservation." Powell was a soldier, discoverer and adventurer. Perhaps, more importantly, he was an accomplished scientist and researcher whose views on water policy, Indian affairs, westward expansion, and resource mapping and use were influential.

Worster's work is more than a straightforward accounting of Powell's life, accomplishments, and the impacts he made on the American West and Colorado Basin. This volume is a revealing examination of the forces that influenced Powell's life and a changing nation as well. It sweeps from Powell's origins in Methodism, farming, education and early collecting expeditions through a life of

curiosity, research, discovery, and advocacy. Powell was forced to deal with war, resource exploitation, religion, discriminatory Indian policy, and politics. Worster examines these and even Powell's contemporaries through a lens tinted by Powell's shadow.

Worster's work goes beyond thorough and sweeping. His thought provoking concepts invite you to join him in interpreting history and its cause and effect upon Powell and the country. Chapter 6, Surveying the High Plains, begins, "Exploration is a linear path blazed across the blank spaces of a society's knowledge."

A River Running West is not for the boater eager only for Powell's adventures. They would be much happier in spirit and purse purchasing *The Exploration of the Colorado River and Its Canyons* by J. W. Powell. Those unable to finish Wallace Stegner's masterpiece, *Beyond The Hundredth Meridian*, will suffer the same fate, again. The reader finding the insight and philosophy of Edward Abbey's *Desert Solitaire* elusive will not comprehend this vivid portrait.

However, readers thirsting for an understanding of Powell, the forces that influenced him, and his role in the development of the American West will profit from this historical gem. Find a quiet, shady spot on your favorite riverbank and enjoy *A River Running West: The Life of John Wesley Powell*.

R. J. Stephenson



NEWSWIRE QUARTERLY REVIEW

gcpba NEWSWIRE - DRY WINTER? November 8, 2001

BALMY WEATHER CAUSES CONCERNS NOVEMBER 8, 2001 BY JIM MIMIAGA CORTEZ JOURNAL STAFF WRITER

Unseasonably warm and dry weather in the Four Corners this fall is wrecking havoc on reservoir supplies, wildlife activity and the upcoming ski season.

As mid-November approaches, Cortez has seen consistently balmy days, with some reaching upwards of 70 degrees. Precipitation has been negligible, with year-to-date moisture levels below normal for the year.

"Right now, we're 60 percent of normal for precipitation," said Dan Fernandez of the Colorado State Ag Extension office on Wednesday. "This time of year we should have had 11.9 inches of rain so far, but to date we have only seven inches of rain total" for the year.

In October, the region received 0.15 inches of rain. So far in November, there has been no recorded moisture for Cortez.

Blame the delay in snow storms on a weather phenomenon dubbed "a polar vortex trough," which is currently parked over the Gulf of Alaska, according to Paul Frisbie, a forecaster with the National Weather Service in Grand Junction. "It's basically a very big high-pressure system that stretches south along the Rockies, effectively blocking storms from entering the area," Frisbie explained.

More of the same is expected, he said, but the dry high-pressure pattern will eventually break up and let the white gold through. Currently, Pacific storms relied on by Southwest Colorado ski areas are petering out in Nevada and Utah, "but when the jet stream drops south, as it typically does, expect the snow to fall," Frisbie said. Right now the jet stream is flowing through the Pacific Northwest, then north into Canada.

Two years of below-average moisture levels are showing up as vastly expanded shores on McPhee Reservoir. Capacity is at its lowest level since the reservoir filled in 1987, reports John Porter, general manager of the Dolores Water Conservancy District.

Active capacity is at 53,744 acre-feet currently, the lowest on record. This time last year, active capacity was at 65,767 acre-feet. As a comparison, in 1999 the reservoir had an active capacity of 175,739 acre-feet in November. "That difference of 121,925 acre-feet is about a year's supply of normal use of the reservoir," Porter said.

It's too soon to guess whether there will be shortages administered next irrigation season as a result of multiple dry years, Porter said. Such a situation has never occurred since McPhee filled. But with record lows two years in a row, it is becoming a concern.

Shortages, if required, are shared among DWCD irrigators and a water pool reserved for the downstream fishery. Municipalities, however, do not suffer shortages and always receive their full share regardless, Porter said. "It is too soon to estimate on that anyway," he said. "All we can do is hope for the best."

The balmy weather is having an effect on wildlife as well as area citizens. Warmer weather can disrupt black-bear hibernation patterns, depending on the food source, said Robin Olterman of the Division of Wildlife. "Being so warm may cause them to roam around a little bit more, but if there is no food then hibernation will automatically begin even if it is not real cold," Olterman said, adding that "this year was tough on bears" because one of their main foods, the acorn crop, was destroyed by an early spring frost.

The low reservoir is also reducing the Kokanee Salmon run up the Dolores River this year, biologists say. Silty and shallow waters limit the annual spawning activity because the fish get confused and stay in the reservoir. Reduced salmon, means fewer bald eagles perched on cottonwoods lining the upper Dolores River. During normal years the stately raptors arrive by the dozens to feast on salmon as they spawn upriver.

Telluride, Durango Mountain Resort and Ski Hesperus all are reporting skimpy snow packs. Durango Mountain Resort is already making snow, and, according to observers, its been raining in Telluride, but not much snow is sticking on the slopes, which are scheduled to open Nov. 20.

gcpba NEWSWIRE - PEARCE FERRY CLOSES August 22, 2001

Lake Mead water levels at Pearce Ferry Arizona, popular take out for Grand Canyon river rafting trips, have dropped low enough that the inlet to the Ferry is blocked. Water levels dropped approximately 10 inches yesterday. Water depths of 14 inches in the Pearce Bay inlet at 1:00 PM yesterday dropped to only 4" by 7:00 AM today.

The Colorado River is now influencing the bay level, even though the Lake Mead water level is at 1,180.2 feet and has stayed the same over the last week. The Colorado River fluctuations are due to water releases at Glen Canyon Dam,

285 miles upstream of Pearce Ferry. The situation will only get worse as September flows from Glen Canyon Dam are expected to be reduced approximately 50% from present August releases. There is no significant flow into or out of the bay, and the river is now building a sand bar at the inlet into the bay and launch area.

Additionally, the Bureau of Reclamation intends to drop the water level of Lake Mead an additional 1 foot in late September. The Lake Mead water level is expected to remain constant until early spring, at which time the lake level may potentially drop an additional 8 feet to 1171.8 by end of June 2002. This is based on projected precipitation forecasts for this coming winter.

Grand Canyon river concessionaires Canyon Jet Boat Service pulled their jet boat out of Pearce Ferry today and relaunched their watercraft at South Cove. Scientists studying the Southwest Willow Flycatcher attempted to launch from Pearce Ferry early this morning and could not get out of the bay in a boat drafting 3 to 4 inches. A Western River Expeditions motor pontoon hung up on a sand bar at the mouth of the Pearce Bay. The only passengers on the boat, a swamper and a guide, had to push the boat into deeper water through extremely sticky slippery mud. There is no plan in the immediate future of moving the road to the river at Pearce Ferry, but Lake Mead National Recreation Area officials noted they are looking at South Cove for potential modifications for Grand Canyon river trip take outs.

The closure of Pearce Ferry will add an additional 15 miles of Lake Mead to river rafting trips, who will now have to go to South Cove. River parties considering rowing this extra distance need to keep in mind afternoon winds typically can develop from 10 to 25 m.p.h. headwinds, though this varies greatly from day to day. River runners need to plan on terminating their river trips at either Diamond Creek or South Cove.

gcpba NEWSWIRE - THE SOUND OF MOTORS SIGNAL A CALL TO ARMS August 21, 2001

BY MITCH TOBIN ARIZONA DAILY STAR , AUG 19, 2001

The Grand Canyon's towering rainbow cliffs seem like an unlikely backdrop for accusations of greed and elitism. Yet those are the charges flying once again in the decades-old debate over how to manage whitewater rafting on the river that carved the Canyon. Who should get to ride the river's rapids? Are motorboats OK? And how long a wait for private permits is too long?

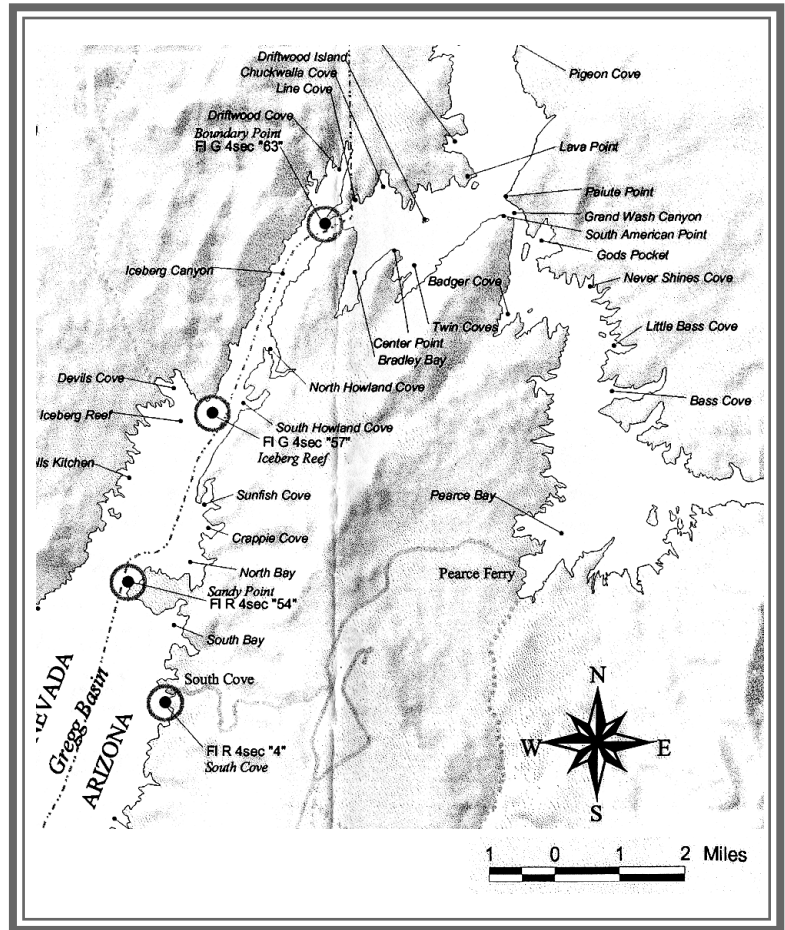
A recent attempt at compromise has sunk, so the impasse persists, rooted more in the interpretation of wilderness than in concerns for the Canyon's environment. It's also a struggle emblematic of the Park Service's larger problem of how to manage motorized access, be it cars in Yosemite, snowmobiles in Yellowstone - or aircraft above the Grand Canyon.

Earlier this month, when Interior Secretary Gale Norton and Arizona Sen. Jon Kyl visited the Grand Canyon, Colorado River issues joined tourist overflights and Canyon Rim development at the top of the agenda. A new White House and new park superintendent may tip the balance in the boating debate.

Kyl said in an interview last week that he supports continued motorized boating in the national park, which "exists for the enjoyment of people."

"We need a balance between accommodating as many people as possible who want to enjoy our great national parks while we ensure the values of the parks are preserved as much as possible," he said.

But for Kim Crumbo, a former guide and park ranger who has run the river 150 times over 30 years, the current policy "is about corporate America having control over who goes through the Grand Canyon." Sixteen *(continued on next page)*



(continued from preceding page) commercial outfitters use about 70 percent of the 169,000 annual "user days" on the river, while private citizens may wait more than a dozen years for their permits. With the park service's 30-year-old planning effort stalled, and two lawsuits pending, the divide over boating on the Colorado remains as wide as the chasm people come to admire.

On one side, wilderness advocates who want motorized boats outlawed in the park say current policies unfairly cater to wealthy people who can afford pricey commercial trips. To them, motors on the river can spoil the experience of the precious few private boaters who obtain permits.

"There just aren't that many places you can go and have a real wilderness experience, where the sounds of nature predominate, as opposed to the sound of motors," said Pam Eaton, regional director of the Wilderness Society.

But the outfitters who run commercial trips - 75 percent of them motorized - say they're making the Canyon's splendor accessible to more people. It's wilderness lovers who are elitist in wanting to shift the permit system toward the hardy few able to handle private, oar-powered trips, they say.

"We don't believe the aesthetic desires of a very small minority of Americans, most of whom are professional wilderness advocates, should outweigh the ability of the majority of citizens to experience a trip through the Grand Canyon," said Mark Grisham, executive director of the Grand Canyon River Outfitters Association.

While admitting that their trips are more expensive than private ones, outfitters say the speed of motorboats allows more people to experience the Canyon with shorter, yet environmentally sensitive trips.

"Most Americans don't have 14, 15 or 20 days to spend in the Grand Canyon," Grisham said. Boating companies say if motorized use disappeared, the number of people who'd get to enjoy the Canyon would be cut in half since non-motorized trips tend to take much longer. Some environmental groups counter that the desire to send more people down the river is really about putting profits ahead of the park's resources.

A "MOST POLARIZED" ISSUE

The latest attempt to break the logjam involves the Grand Canyon Trust, which floated the idea of allowing motorized boating in exchange for a gradual switch to electric motors, an end to helicopter shuttles for rafters and wilderness designation for 94 percent of the park. But that idea, leaked to the media by irate activists two weeks ago, appears dead in the water. Tom Robinson, the Grand Canyon Trust's director of governmental affairs, said his conservation group was merely using "talking points" to try to crack the stalemate. "It's one of the most polarized issues in the world," he said. "If you step out from your trench, you're road kill."

Although some environmentalists complain that noisy boats and helicopters ferrying big groups of rafters through the Canyon can disturb wildlife, park officials say there's not much evidence of environmental harm from current levels of use. "For the most part, our visitors on the commercial and noncommercial side respect the Canyon," said Jeffrey Cross, the Grand Canyon's science director. Park rules require that boaters practice leave-no-trace camping practices, which include taking their waste and charcoal with them. Even so, park officials have had to restrict access to a cave and some attractions in the Canyon due to visitor damage.

Concerns about noise and water pollution led companies to switch from two-stroke to four-stroke boat engines, which run quieter and cut emissions by 90 percent. While most wilderness advocates oppose all types of motors, outfitters are also experimenting with electric engines that would be even quieter and have zero emissions. Motorized boats and oar-powered rafts offer differing river experiences, but experts say there isn't a significant difference in their safety records. Even so, outfitters say there's a perception that motorboats are safer, so eliminating them would unfairly restrict access.

Oar-powered rafters counter that non-motorized trips are the most popular and that the turbulent Colorado must be accepted on its own terms. "Wilderness isn't a walk to the grocery store," said Kieran Suckling, director of the Center for Biological Diversity. "In reality, 90 percent of all river miles are already available for motorboats, so we're not locking people out of rivers."

WILDERNESS AT ISSUE

The Colorado River issue is tied to the larger question of whether Grand Canyon National Park's back country should be declared wilderness. In 1980, the park told Congress 1.1 million acres outside of developed areas was suitable for wilderness and that motorboats should be phased out. Although the plan was never approved by Congress, the land portion of the wilderness proposal - about 94 percent of the park - has since been managed as de facto wilderness.

But until Congress decides, park officials and activists on both sides of the boating issue say there won't be a clear mandate for managing that terrain and handling proposals ranging from road closures to construction of cellphone towers. Park officials say they'll one day resume the planning that outgoing Superintendent Robert Arnberger suddenly halted last year, citing a lack of resources and consensus. Cross, who'll oversee the restarted effort for new Superintendent Joseph Alston, said the park will hire economists to study private and commercial permit demand so it

can devise a fair distribution. The number and timing of trips - and the motors issue - will be part of the process, which Cross said could take three years.

Dave Simon, Southwest regional director of the National Parks and Conservation Association, said the park needs to restart the democratic process. "They pulled their raft over to the shore and abandoned ship," he said. "But we still have to complete the journey. We still have to run the rapids."

gcpba NEWSWIRE - GEORGIE RAPID APPROVED October 12, 2001

The U.S. Board on Geographic Names approved the name change of the rapid at 24 Mile on the Colorado River in Grand Canyon National Park from Twenty-four Mile Rapid to Georgie Rapid yesterday. The vote was 3 to 2 in favor. Of the 15 total voting members, only 5 were present to vote. The discussion and voting took 10 minutes. According to Roger Payne, Executive Secretary of the U.S. Board of Geographic Names, "This issue had been around for a while, and the members of the board were well informed on the issues by the time they arrived at the meeting."

Given the level of controversy surrounding this name change as well as possible additional information, the U.S. Board asked The Arizona State Board on Geographic and Historic Names to revisit their decision. In November, of 2000, the Arizona Board decided to stand by their earlier decision. The Arizona Board's approval of the name change has now made it official for use in Arizona, and yesterday's decision by the U.S. Board means the name change is now official throughout the Federal Government. Any new or revised map or document produced by State and Federal Agencies making reference to 24 Mile Rapid will need to change the name to Georgie Rapid. 24 Mile Rapid becomes a variant name.

Of the five voting members, the opposing votes came from representatives from the National Park Service and United States Forest Service. These two representatives noted the value of not changing a long established name, and cited opposition to the name change. Supporting votes came from representatives from the Bureau of Land Management, Department of Commerce and Bureau of Indian Affairs, who noted though commemorative naming is discouraged, in this case, the name satisfied the Commemorative Name Policy.

The Arizona State Boards recommendation was also a major factor, because the Federal Board does not see value in sanctioning a different name when state agencies will likely be using the new name. During the discussions prior to voting, there was no strong opposition for the change, nor strong concurrence with it. As of Nov 2000, the U.S. Board had received 116 letters/e-mails of support for the change, and 47 opposed.

gcpba NEWSWIRE - GLEN CANYON DAM FLOW UPDATE October 1, 2001

Releases from Glen Canyon Dam in October will average about 9,800 cfs with a total of 600,000 acre-feet scheduled to be released during the month. On Mondays through Saturdays during October, daily fluctuations due to load following will vary between a low of about 6,500 cfs (during late evening and early morning off-peak hours) to a high of about 12,500 cfs (during late afternoon and early evening on-peak hours). On Sundays, releases will vary between a low of about 6,500 cfs (from 7 PM to 7 AM) to a high of about 8,000 cfs (from 7 AM to 7 PM). Releases in November will also be 600,000 acre-feet, for which the daily average is 10,000 cfs.

Water year 2002 has begun, and in the Upper Colorado River basin this new water year begins with very dry hydrologic conditions. Very little precipitation has been observed in the basin over the past 6 weeks, and streamflows are currently below average throughout the basin. Unregulated inflow to Lake Powell in September, 2001 was only 206,000 acre-feet (43 percent of average).

Total unregulated inflow to Lake Powell in water year 2001 was 6.96 million acre-feet or 59 percent of average. Total releases from Glen Canyon Dam in water year 2001 was 8.23 million acre-feet.

The current elevation of Lake Powell is 3,664.8 feet (35.2 feet from full pool). Current storage is approximately 19.1 million acre-feet (79 percent of capacity). Lake Powell reached a seasonal peak elevation of 3,673.0 feet on July 1, 2001 and has been decreasing since. The elevation of Lake Powell will likely continue to decrease until April, 2002.

Courtesy of Tom Ryan, Bureau of Reclamation

gcpba NEWSWIRE - The Gore Canyon Classic August 31, 2001

Three thousand boating enthusiasts came to the Pumphouse Campground near Kremmling, Colorado for the annual Gore Canyon Classic Festival September 23-26 for the benefit of American Whitewater, Colorado Whitewater, and Grand Canyon Private Boaters Association.

Hundreds of the country's best rafters and kayakers competed on the hardest rapids on the Colorado River in two premier whitewater events. Kayakers and rafters battled it out in the awe-inspiring Rocky Mountains at the Teva Extreme Kayak Challenge and the Teva Class V Rafting Championship for cash and prizes of over \$25,000. "It was a blast, with 2 live bands, New Belgium beer, food, and a huge Jumbotron video wall." said GCPBA booth volunteer

(continued from preceding page) Warren Musselman, "I'll definitely go again". There were also raffles, giveaways, sponsor and river gear booths.

"It's a lot of work, but it just keeps getting better and better!" said Paul Tefft, of EnviroAction Sports, Gore organizer. Videographers rushed back with the heart-pounding race videos that run continuously for the festival crowd. Gore Canyon is so rugged that it cannot be accessed by spectators on foot.

It's the "Gauley Fest of the West." HELP GCPBA NEXT YEAR and join the party! E-mail GCPBA membership director Jo Johnson at membership@gcpba.org. For more information on the event, go to www.enviroactionsports.com.

gcpba NEWSWIRE - SUPERINTENDENT AT OARS AGAIN August 17, 2001 Pipe Creek, GCNP

Grand Canyon National Park Superintendent Joe Alston is at the oars again, rowing an-18 foot raft on the Colorado River through the Park he oversees. The Superintendent is accompanied by Arizona Senator John McCain and 4 members of the Senators immediate family, and 3 National Park Service Rangers. On August 10, 2001, the group hiked from the South Rim of the Canyon to the Pipe Creek boat beach along the Bright Angel Trail, where they met 3 NPS Rangers and 3 row boats.

"I'm looking forward to running Horn Creek Rapid" noted the Superintendent as he checked the rigging on the raft. "The Superintendents before me had to deal with the administration of the Park, but never got this benefit that comes with the job." Superintendent Alston is the first Superintendent of Grand Canyon National Park to row a raft through the Canyon.

Canyonlands National Park River Ranger Alyssa Van Schmus rowed the 86 miles from Lee's Ferry to Pipe Creek to deliver the raft Alston would take over. Van Schmus commented that Joe Alston is an incredible Superintendent and she looked forward to be able to boat with him. Grand Canyon Rangers Bill Vandergraff and David Desrosiers rounded out the crew.

With Senator McCain and the Senator's youngest son in the raft, the Superintendent confidently rowed away from the boat beach, through Pipe Creek Rapid, and was off. The river party will travel to Diamond Creek, approximately 140 miles by river, in 6 days.

Tom's October 19th Fall ~ Epilogue, Continued

(continued from page thirty-four) Tom had 18 fractures of the skull and spine fractures of C1, C2, and C3. He is recovering now in the hospital after having multiple plates and 21 screws placed in his skull. He had not had a heart attack or a stroke to cause the fall. The helicopter had to crash land after dropping Tom off at the hospital because of a fire. No one on board was injured.

A satellite phone saved Tom's life. I had set the phone to dial the Grand Canyon Emergency Dispatch number (1-928-638-7911) as the first choice and had checked it at home to make sure it worked and was the right number. That saved a great deal of time. I had a GPS to give the exact location. Those are things I did right. If I hadn't had this phone with me I would have had to leave Tom and hike up Havasu to get help. Tom wouldn't have made it.

My other choice would have been to stay with him and watch him die. No one ever passed us on the river from the time I started searching.

The things I did wrong on the trip was not making sure that the satellite phone was always on the boat furthest up stream when we split up (it just happened to be at this time). The rescue kit needed to be on the last boat as well. Taking a satellite phone with you is no guarantee that you can use it. Tom couldn't have dialed for help. I did not discuss hiking safety with the group. Such things as never leaving someone alone on the hike and that there should be a minimum of three on a hike for maximum safety weren't discussed.

I still think splitting up allows for greater flexibility and enjoyment. Concerns for safety and "what-ifs" should be addressed before the group splits up. No major rapids should be run unless the whole group is present. We did pretty well in these areas. The satellite phone saved Tom's life. It also saved the group a great deal of grief. It was very nice to get progress reports on Tom as we went down the river to help with the pain. The group became closer. We had prayers said for Tom. We had quiet times for Tom and we did what we knew Tom would want us to do. We continued to enjoy the canyon. We kept very busy with hikes and the river.

Tom you put together a wonderful group of people and we all wish you a speedy and complete recovery. Tom had a huge friend base and they continue along with his family to orchestrate his return home and his care. Aren't true friends and family great?

Tom you did well when you made your friends and chose your family. Tom is continuing to improve in the hospital in Flagstaff.

Robert Southwick



FLIPPED OUT

LETTERS TO THE GCPBA

Hi, Your site has been great. Its given me an opportunity to get on a trip this month. The permit holder has been on the list 11 years, I'm approaching 4 years. I'm amazed by the gimmicks suggested to "fix" the current system by the NPS and these commercial outfitters. Just another way to fight over the crumbs left by the big boys. Your article on the Hatch Amendment was very interesting to me, but no real surprise. We are talking about Utah's Senator For Life, my representative. Anyway, I like what you're doing and share the same goals. If I can be of help, let me know. Thanks, Jeff

I just received my copy of *The Waiting List* [Summer 2001, page one]. You did a great job of selecting photos of Susie [Reilly].

The one of Susie at Toroweap was great. It brought back memories of my first trip there in 1957 when I was about 9 year old. We went there with two vehicles. Pat and Susie were leading in their red and white pickup. My family was in the dust in the second vehicle. At that time there were cattle gates that had to be opened and closed as we drove down the Mount Trumble Road. So at every gate I had to get out and open and close them. After a number of hours of this dusty work I was quite dejected but Susie kept encouraging me on and telling me it was worth the effort. When we got to the rim we sat there close to the edge and she asked me if it was worth the long drive. She was right and my love affair with the Canyon had started.

Thanks, for all you do with *The Waiting List*. I'm looking forward to reading the whole thing ...

Dave Mortenson

Dave Yeamans—What a wonderful story in *The Waiting List!* (Trouble In the Maze, Critical Incident Stress Syndrome, Summer 2001 pages 14 to 21)I was fascinated clear to the last word. The woman is more than lucky to be alive, and nobody thinks about the trauma the rescuers often suffer. That too was a good piece.

Katie Lee

... just a BIG thanks, I ordered "Over The Edge" last Sunday for my son's birthday yesterday and asked for a quick ship. You {whomever}[ed. Bob Woodward] shipped it monday and I got it tuesday and I wanted you to tell the person who did that, many thanks. My son is a canyon hiker, and climber, and did a private river trip thought he would enjoy it as much as I did...

Thanks again, Steve

The Sat-Phone Option

The latest communication device used by river runners for emergency communication in remote settings is the Satellite Phone, or "Sat-phone." As with all communication devices, the Sat-phone is a double-edged tool, with a lot of power both ways. The Sat phone allows you to directly speak to anyone with a phone anywhere in the world from anywhere on the Colorado River in the Grand Canyon.

Speaking directly with Grand Canyon National Park rescue personnel is very useful if you have an emergency situation arise. But the downside? Taking a "telephone" on a wilderness vacation requires the willpower to leave it alone, except for an emergency. Battery life is limited, and it would be unfortunate to have the batteries go out just before you really needed the sat phone to work. If you are carrying the phone for an emergency it does not need to be turned on. It is possible to receive incoming calls as well. Callers trying to reach you would need to know your phone number and your phone would have to be turned on.

Tom Martin

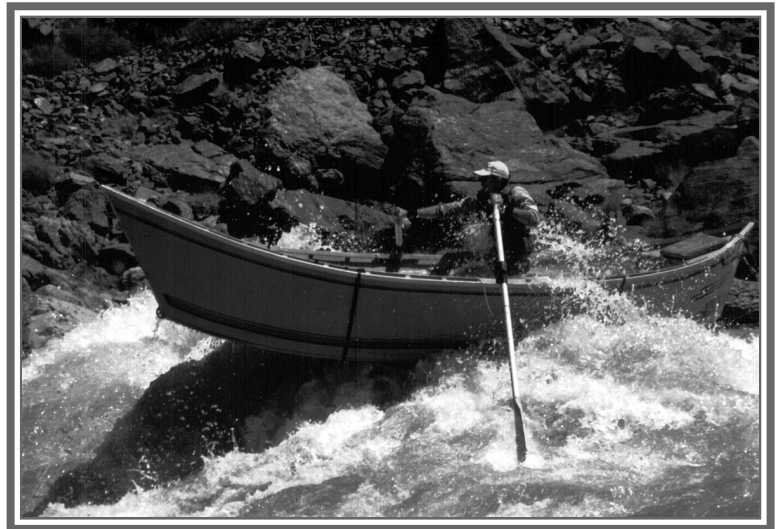
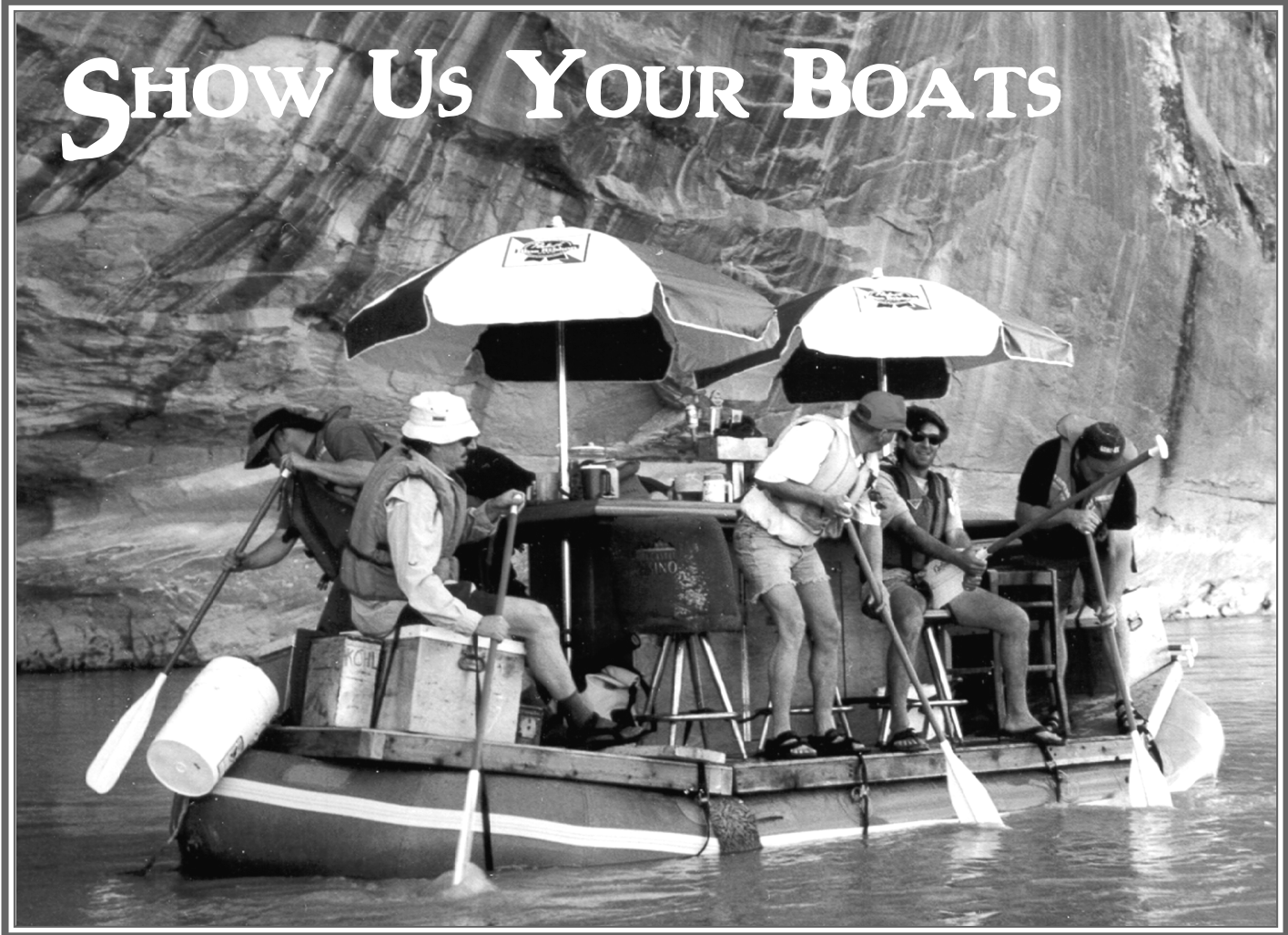


photo by Art Oakes.



SHOW US YOUR BOATS

WHILE ONE FELLOW POINTS THE WAY, AN EAGER CREW, PROPERLY ATTIRED, MOVES SMARTLY DOWN RIVER.
photo by Andy "AB" Berman



GRAND CANYON PRIVATE BOATERS ASSOCIATION

Box 2133
Flagstaff, AZ 86003-2133
gcpba@gcpba.org
928.214.8676

US
POSTAGE
PAID
BULK RATE
JEROME, AZ
PERMIT #4

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www.gcpba.org