



Special Issue: Lawsuits/Overflights/ Harvey Butchart/ New Rules/Lot's-o-Charts/Much More



THE **Waiting List**

*The Grand Canyon
Private Boaters Association
Sorta Quarterly*

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A Forum For Canyon River Runners

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DOUBLING THE FUN TRANSITION TO NEW PLAN BEGINS



Not Recommended: Double Trouble Behind Bedrock

Photos: Steve Phillips

GCPBA President, Dave Yeamans

Oars In the Water

Members of Congress are trying to influence GCPBA by writing us letters related to rule-making we are involved in. That's a far cry from the way it used to be – we writing letters to Congress appealing our case. We've come a long way in a few years. Let me explain.

Because of its well respected ability to represent river boaters, GCPBA was selected to be in a working group that will make recommendations that the Federal Aviation Administration will turn into rules for overflights of Grand Canyon. Members of the Working Group include Grand Canyon National Park, Grand Canyon River Outfitters Association, several air tour operators, several American Indian tribes, Grand Canyon Hikers and Backpackers Association, and the Sierra Club. A few Congressmen have written the Working Group to plead the case for their constituencies. We thanked them for their input and promised to consider it. Now we are trying to hammer out recommendations based on public input, good ideas, legal precedent, and legislative requirements. This sounds a lot like the Colorado River Management Plan process to me.

As in the CRMP process where things seemed to stall out from time to time, the Grand Canyon Working Group is getting deadlocked in some of its internal negotiations. Trying to be helpful, some groups have gotten together on the side to develop proposals submitted to the larger body. In the future more of us will get together in our own little alliances and propose compromise solutions. If our solutions are accepted then everybody wins something. If not, it's no big deal. Perhaps better ideas will be born from the cluster of suggestions. That's how the world works and that's how the existing CRMP came to be. I'm happy we finally get to implement the new plan. It's been a long time coming.

There aren't any surprises in the recently published Record of Decision for those who have read the Final Environmental Impact Statement on the CRMP. The ROD is a useful summary document that points out methods and justifications for establishing the new CRMP. The modified Alternative H and modified Alternative 4, both of which have incorporated many of GCPBA's comments, are the new rules of the river. With this implementation, non-commercial boaters have at long last earned equal footing with commercial river runners regarding the number of people multiplied by the number of days they are in the canyon – the user-day. We have nearly doubled our launches. We gained a significant number of summer launches. And yet there promises to be less crowding and more relaxation at the boat ramp, on the river, and at attraction sites. The permitting system is likely to be easier to understand and use and seems mostly fair. There is a longer no-motors season, a non-commercial only season, and a new category of non-commercial trips that gives us increased ability to utilize our allocation.

These changes are progress toward our goal of creating “the ability for all to obtain, on an equal and timely basis, the opportunity to experience a float trip through the Grand Canyon while protecting the resource.” Issuance of the ROD is cause for a party. Too bad we're all spread out so much or we could join together for a big hurrah and a cup of coffee or herbal infused broth. With that sense of closure we'd feel better as we move ahead with the next challenges. And there are challenges.

Among our challenges is to keep the GCPBA strong and active. The Board of Directors is working to make sure this organization increases in strength, numbers, and influence. We are growing, have a vital web site, and we communicate regularly with GCNP rangers, planners, and administrators. I offer my thanks to our board and thanks to the National Park Service staff. I really think that Grand Canyon National Park has begun to treat us fairly because of the relationship that private boater Joe Alston (superintendent) has with us. Joe is working against a 50-year pattern in Grand Canyon of discriminating against non-commercial boaters. Our board stays aware of member opinions through our 1,500+ member listserv augmented by e-mail, paper surveys, river trips, and just plain talking. I'm confident that GCPBA will still be negotiating for fair access and resource protection long after I've pulled my last oar.

I hope you current members will continue to be with us in working toward the goals of access, resource protection, and fair play. I hope that all the people we helped get on the river will join and pass on the good feelings.

Thanks for your time and Happy Boating.



Groups Sue NPS Sue to Redo CRMP Plan

Four organizations, River Runners For Wilderness (RRFW), Rock the Earth, Living Rivers and Wilderness Watch have taken it upon themselves to sue the National Park Service over the recently implemented new Colorado river Management Plan.

The new plan, the first major revision to Canyon river management since 1989, features a large increase in non-commercial launch opportunity, more than doubling the number of annual private launches from the previous 250 to 507 per year.

Non-commercial user days were made equal to commercial at 115,500 each.

To make this happen the NPS spent nearly six years studying river traffic patterns, environmental impact and a host of other criteria. In Oct of 2004 the NPS published it's Draft Environmental Impact Statement (DEIS) for public review and comment. Numerous meetings led by Park Service planning staff were held around the country. The public was encouraged to participate in these meetings and comment on the proposal.

The Final Environmental Impact Statement was published in December of 2005. In January of 2006 the NPS issued it's Record of Decision (ROD) and implementation of the plan began.

According to the lawsuit, RRFW vs Alston, et al the plaintiffs ask the Federal Court in Phoenix to "... Issue a declaratory judgment that the Park Service has violated and continues to violate the National Park Service Organic Act and Redwoods Amendment, the National Park Service Concessions Management Improvement Act of 1998, Park Service regulations and policies, and NEPA..."

Further, their lawsuit states that the new NPS plan is "...arbitrary, capricious, an abuse of discretion, or otherwise not in accordance with law..."

RRFW asks the court to "...Issue an injunction ordering the Park Service to prepare a new CRMP and FEIS that remedies the violations of law articulated in this complaint ..."

The National Park Service recently responded to the suit and it's charges by filing their response with the Federal Court. In their response they denied the allegations without additional comment.

As previously published GCPBA questions the need for a lawsuit at this time, citing the great progress made in bringing important and contentious issues into far better balance than has historically existed.

If the RRFW lawsuit were successful it could unravel the important progress made during the just concluded planning effort and toss the future of private and commercial boating back into a seemingly endless sea of contention while the myriad of studies and comments needed to develop a plan had to be redone and submitted for public comment.

At the time of this writing the Board of GCPBA is planning on intervening in the case to help defend the CRMP. Our members would like to see their efforts for a timely river permit succeed rather than be thwarted by a restart of river planning efforts.

Richard "Ricardo" Martin



COMPARING THE NPS Lawsuit RESPONSE and GCPBA BOARD PREDICTIONS

On about June 9th, 2006, the defendants in the case Civ. No. 06-0894-PCT-DGC RIVER RUNNERS FOR WILDERNESS, et al., v. JOSEPH F. ALSTON, et al., (Federal Defendants.) filed a response in the United States District Court for the District of Arizona.

The NPS response addressed the 174 complaints and claims point by point. Most of the responses could be characterized as "no response required" and had language such as the following.

The allegations of the first sentence purport to characterize XXXX, which speaks for itself and contains the best evidence of its contents and thus no response is required.

Federal Defendants lack knowledge or information sufficient to form a belief about the truth or falsity of the remaining allegations of the second sentence, and on this basis deny the allegations.

(continued on next page)

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The allegations are legal conclusions and thus no response is required. To the extent a response is deemed necessary, Federal Defendants deny the alleged violations.

The allegations are legal conclusions and thus no response is required.

Some claims or complaints were complex and had two or more responses like (paraphrased): “admit first sentence and that YYYY but deny remainder of claims” or “deny allegations in the first and third sentences but admit the remainder.”

The first 22 of the 174 complaints or claims are “housekeeping” issues that describe who is who and what is what. Those claims are mostly “no response required” but the relevance of the claims might be characterized with the following NPS response: *To the extent a response is deemed necessary, Federal Defendants admit that the United States Department of the Interior is a department of the United States government.*

The adjacent table shows the claims for which an “admit” or “deny” response was given by the Federal Defendants. No justification is given in the NPS response, just “admit” or “deny.” The “no response required” claims are omitted for brevity. The table also shows how the GCPBA board reacted internally among ourselves in May before we knew what NPS would say. Please note that nobody on the board is an attorney or attempts to represent the organization as an attorney. The text of the complaints is found for reference on our website: www.gcpba.org

There are 21 issues where GCPBA board had a reaction like that expressed in the NPS response. There were about six complaints where the board came down on different sides of the

issue. That is why the chart shows the board reaction to be “opposite” of the NPS response. The chart cannot be used to infer any legal position that GCPBA might take. Many times we weren’t sure what the claim meant and deferred to the courts rather than guess what our opinion should be.

The data suggest that the GCPBA board supports the implementation of the CRMP. The board feels it is in the best interest of the Colorado River Management Plan (CRMP) to intervene on behalf of the NPS in this matter. We have filed a motion to do so. Supporting the CRMP continues our long and, to date, successful battle to secure timely access on an equal basis for all boaters while protecting the resource. We

Complaint	NPS Response	Summarized GCPBA Board Prediction
23	Admit	Admit
24	Admit	Admit
25	Admit	Admit
26	Admit	Admit
27	Admit	Admit
29	Admit except Colorado is not “free flowing”	Admit (sort of)
31	Deny first sentence. Admit second sentence.	Admit
32	Deny first sentence. “No Response” to remainder.	Admit in part
34	Admit	Admit
35	Admit first sentence; deny second.	Admit in part
36	Admit rec. and com. increase but deny remainder.	Admit in part
37	Deny	Varied
38	No response o 1 st , deny 2 nd .	Varied
40	Admit first phrase, deny remainder.	Admit (sort of)
56	Admit 1, no response to remainder.	Admit or defer
77	Admit	Admit
80	Deny	Admit
85	Admit	Admit
88	Deny	Admit
89	Deny	Admit
90	Admit 1 & 3 and some other but deny remainder.	Admit in part
91	Admit part with reservations. Deny remainder.	Admit in part
92	Admit statements about dominant motor use. Deny remainder.	Admit and Deny in part
95	Admit	Admit (we guess)
96	Admit 1 st , no response to 2 nd	Admit
103	Admit	Admit
106 - 111, 129 - 131, 133, 140-144, 158 - 160, 166, 168, 173	No response required but if it were, deny.	Various
128	Deny	Various
132	Deny	Deny
139	Deny	Thinking
152	Deny	Both
157	Deny	Both
162	No response on first, admit second.	Admit
164	Deny first, admit second.	Deny

worked hard to get the greatly expanded access for private boaters and we want to see the CRMP implemented so we can enjoy the fruits of our past decade's labor.

The NPS response to the lawsuit is ended with this definitive set of statements:

GENERAL DENIAL

Federal Defendants deny any and all allegations of Plaintiffs' Complaint, whether express or implied, that are not specifically admitted, denied, or qualified herein.

First Affirmative Defense - Plaintiffs fail to state a claim upon which can be granted.

Second Affirmative Defense - Plaintiffs' claims are barred by laches, estoppel, and waiver.

Third Affirmative Defense - Plaintiffs have failed to establish standing.

Fourth Affirmative Defense - Plaintiffs have failed to exhaust administrative remedies.

Fifth Affirmative Defense - Plaintiffs' claims are barred by the applicable statute of limitations.

A WORD ABOUT INTERVENTION

There is no requirement for anybody to help support defendants in a case. But courts might allow non-defendants to speak or file on behalf of the defendants. There are several methods to do the speaking. The least supportive, least expensive method would be to file any of several amicus (friend) petitions. If allowed, the amicus status allows the friend to speak when spoken to and to submit papers when asked. The next

level of support would be an independent intervention, commonly called just an intervention. If granted, this status allows the intervener to file briefs and be more involved in the case. Intervention in this kind of environmental case is an almost unheard of, exceedingly strong statement of support for the defendants and other interveners. The cost of intervening is substantially higher than an amicus filing because of the time involved in reviewing the administrative record and of filing motions, briefs, petitions, and such. A third type of support is joint intervention where two or more parties file a single set of documents to the court that represents their joint view. In a case of this nature it almost always would mean more to the joint parties than it would mean to the court. The expense and effort involved in getting the language of filings worked out "down to the adjectives and adverbs" can be rather appalling.

The GCPBA board chose an independent intervention in this matter. We discussed joint intervention along with the other parties that collaborated in our joint comments to the Draft Environmental Impact Statement for the CRMP but decided to KISS – Keep It Simple, Stupid. We still strongly support our joint agreement with AW, GCRRA, GCROA, and we stand by our joint comments to the CRMP. Obviously we stand by the CRMP and are working for a swift and full implementation. Donations to our Fair Access Legal Fund are appreciated. Contact Treasurer@gcpba.org or mail us at the address on this issue of The Waiting List.

For the Board
Dave Yeamans,
President



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Myths, Legends, and Truths in Grand Canyon Archeology, Part I

Amy Horn, Park Archeologist, February 2006

“The archaeological record tangibly links the past and present because it has preserved the actual objects and places used in ancient times. In addition to being a source of information about the past, it connects us in an immediate, physical way with real individuals and communities of long ago”

William D. Lipe, *Conserving the In Situ Archaeological Record, The Getty Conservation Institute Newsletter, 2000*

A recent issue of *The Waiting List* included a photo of a little known, infrequently visited archeological site. The location of the site wasn't given, but the publication of the photo sparked a discussion regarding which sites are protected by law, how the NPS manages archeological sites, and how to be a good steward of archeological sites. The President of GCPBA and editor of the *The Waiting List* invited the NPS to join the discussion.

In upcoming issues, I'll provide a brief overview of Grand Canyon's human history and updates about recent discoveries and insights into Grand Canyon's cultural history. This will in no way be a comprehensive summary. For a general overview I suggest “An Introduction to Grand Canyon Prehistory” (Christopher Coder 2000) and any of the publications by Michael F. Anderson, NPS Historian. But it's important to remember that the NPS has conducted systematic inventories in only a small portion of the park (about 3-4%). The river corridor has

been inventoried below the old high water zone, but most of the side canyons lack systematic survey. While we tell a good, cohesive story about Grand Canyon's human history, it's really based on a small, nonrandom sample of the park. This lack of data also means that the story we tell is always changing.

In future issues, I'll explore a few of the more colorful and common questions about Grand Canyon's human history and NPS management of cultural resources. For example, and we really have been asked these:

- “Does the NPS break whole pots to store them in drawers?” But more importantly, “under what circumstances does the NPS collect whole pots or other artifacts?”
- “Why did they live in ruins?”
- “Is the site at Furnace Flats closed to protect burials?”



photo: unknown photographer

- “What's the oldest evidence of human use of Grand Canyon?”
- “How can only one or two artifacts be used to substantiate use by PaleoIndians?”
- “Why was the gate built on Stanton's Cave?”
- “Which of the Nankoweap Granaries was rebuilt by the NPS and why?” “What other sites along the river corridor have been stabilized by the NPS and why?”

The NPS is charged with balancing the preservation of park resources while providing for visitor enjoyment. I'll discuss how this mandate relates to archeological site stewardship.

Among the topics, I'll explore:

- What types of sites are protected and why?
- What types of impacts occur to archeological sites from human and natural impacts? How can those impacts be mitigated or minimized?
- How will changes in visitor use in the new Colorado River Management Plan (CRMP) affect archeological sites?
- Who must the NPS consult with about its actions at archeological sites?
- How can boaters and other visitors be good stewards of archeological sites?

In this issue, I'll start with the topic of what constitutes an archeological site. It may seem self-evident – the material remains of the past, all of the old ruins in the park. But how old is old? What about Euro-American stuff? For federal agencies, it all goes back to the laws codifying their mission and mandates.

The earliest national preservation laws were the Antiquities Act (1906) and the Historic Sites Act (1935) which required permits for excavating antiquities and made the NPS responsible for preserving historic resources. But the real foundation of current historic preservation law is the National Historic Preservation Act (NHPA) of 1966. Among other things, this law establishes the National Register of Historic Places (National Register or NRHP), requires federal agencies to inventory their historic properties (which includes archeological sites), and requires agencies to consider the effect of their actions on historic properties. It's this 40 year old law, in conjunction with the National Environmental Policy Act that requires the NPS to consider the effects of the revised CRMP on archeological sites, ethnographic sites, and other cultural resources.

The National Register of Historic Places lays out guidelines for establishing when something is "historic" and these guidelines apply to archeological sites as well as buildings, structures, and other types of cultural resources. Just because something is old,



NPS photo: Beamers Cabin, 2002

Impact of forty years of visitation can be seen clearly by examining these two photos of Beamer's cabin. The top photo was taken in 1962, the bottom in 2002. Examine the door stoop in each. The 2002 photo reveals the rocks used to support the entrance threshold and note the location of the larger rock to the right of the doorway. In 2002 the surface has eroded nearly a foot exposing the foundation and paving the way to a sectional collapse of the wall.

With the erosion of sediment, a prehistoric hearth was exposed in front of the cabin. The NPS did a preservation project at the cabin in 2002 that stabilized the cabin and replaced the eroded sediment with rock, gravel and sand. This project was supported by the Cooperative Resource Conservation Program and was completed with the assistance of river guides from High Desert Adventures.



NPS photo: Beamers Cabin, 1962

doesn't mean it's historic. First, the property should be 50 years old or older to be historic. There are exceptions to this, but 50 years is the general rule. Second, the property should be significant. It should be associated with a historic event, historic person, important design or construction style, or possess important information about prehistory or history. Finally, a property needs to retain enough integrity to convey its significance.

Now let's think about the National Register criteria specifically in terms of archeological sites. The 50 year mark provides a guideline for what to consider "archeological". That means that Bass' Shinumo Camp is archeological, the Ross Wheeler, an abandoned metal boat from the early twentieth century, is archeological and even the Willy Taylor's Grave is archeological. Most archeological sites are considered significant because of their ability to yield information about prehistory or history. Information

potential contained within the deposits of archaeological sites includes not only reconstruction of past life ways, but also the presence of plant and animal types in the region, the

occurrence of episodic flooding, the timing of occupations by various cultural groups, and climatic sequences going back tens of thousands of years.

Some archeological sites are significant under other National Register criteria, too. Bass' Shinumo Camp is significant because of its use by William Bass and his importance in local history as well as its ability to provide information about an early tourist camp in Grand Canyon. Historic archeological sites provide us a unique opportunity to compare the archeological record with the written historic record.

Finally, we get to the question of integrity. There are seven aspects of integrity that sites are evaluated for (location, design, setting, materials, workmanship, feeling, association). While all seven aspects are important, the particular aspects that are most important vary depending on why a site is significant. For example, if you're evaluating an archeological site for its integrity as a source of data, the integrity of the location of the features, artifacts, trash middens, and other remains are critical. If you consider a rock art panel as an ethnographic resource, the feeling it evokes from its situation on an isolated outcrop, unmarred by graffiti and intrusions, is paramount.

The concept of integrity is important to remember as we discuss site impacts and evaluate their effect. For those of you who read the CRMP (there must be one or two in this

audience who read the whole thing!), the impact thresholds for archeological sites are tied National Register integrity. When archeologists monitor archeological sites, they are monitoring the integrity of the site. When archeologists identify threats to a site's integrity, they recommend actions to halt or reverse those effects. More on the topic of impacts and monitoring in a future article.



NPS photo: Collectionpile - Artifacts collected by visitors

The NHPA describes federal agencies' stewardship responsibilities for historic properties. It doesn't provide criminal or civil penalties for theft, vandalism, or other illegal acts. The primary laws protecting archeological resources from the illegal actions of private citizens are the Archeological Resources Protection Act (ARPA) of 1979, the Park System Resource Protection Act as modified in 1996, and various laws protecting government property.

Until next article, I look forward to an open dialogue between GCPBA members and NPS archaeologists. We invite you to submit specific questions or urban legends to GCPBA newsletter editor for our attention and response. Watch for future articles intended to dispel myths and provide you with accurate information related to Grand Canyon's cultural resources.

Amy Horn, Park Archeologist



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Germ Paranoia or Common Sense?

Virus vs. River Trip

So there we were... day two of an 18 day Grand Canyon trip and one member of our group showed up at breakfast looking like he'd seen the ghosts of Glenn and Bessie Hyde. Pretty soon the nausea, vomiting, and diarrhea made it pretty clear that he had some kind of intestinal virus which could threaten the whole trip. Although he'd probably brought the virus with him on the trip, still it was time to jump into germ paranoia mode. We knew from experience to keep the victim out of the kitchen and away from all food prep. Since he was spending every moment of the day sprawled in a miserable heap, this didn't prove to be too difficult. But there were a few other common sense precautions that we took, that may or may not have kept this little bugger from getting out of control. You may think some of these precautions were a bit obsessive, but it was an 18 day river trip... and we were able to keep the virus isolated to the one victim who was sick for five days.

ISOLATE AND TALK TO THE VICTIM - TALK TO THE GROUP

Our victim became ill rather suddenly and violently, so the need for isolation was rather evident. But it's still important to inform the victim that the group will take care of all of his needs when it comes to water, food, meds from the group first aid kit, anything that brings him in contact with group stuff. This seems obvious, but often the victim is embarrassed about being sick, self conscious about not pulling his weight, never mind having other folks look after his every need. Keeping him isolated as much as possible keeps transmission at bay. Inform the group of the illness, the group's responsibility for the victim, and the need to take all personal hygiene up a notch, in case the virus has already infected others but they are not yet having symptoms.

WATER JUGS AND WATER BOTTLES

A common practice for filling water bottles is to let the water jug spigot rest on the rim of each individual water jug while pouring, to be sure that that hard earned water doesn't splash out and onto the ground. However, if you've got a sick person in the group and use this practice, it's pretty easy for germs in the sick person's water bottle to contaminate the spigot. From here it'd be pretty easy to contaminate the next water bottle that you fill and very feasible that you could contaminate the trip water jug as well. So keep the spigot up and out of water bottles! **WASH YOUR HANDS** after filling and handling the victim's water bottles as well.

WASH VICTIM'S PLATES, UTENSILS, AND WATER BOTTLE SEPARATELY

Although our victim didn't eat much of anything until about day six, we did offer him broth, rice, toast, etc. After he'd nibbled, we cleaned his plates, utensils, and water bottle separately from the group's stuff and made sure that we used

a strong Clorox rinse. You keep in mind that the effectiveness of Clorox or bleach is dramatically reduced at lower water temperatures and thus dishes should be left in the Clorox rinse longer. This dish cleaning process may have been overkill, but at this point we really didn't want to take any chances.

BUTTON DOWN THE GROOVER HATCHES!!

A common groover practice is to set up a rocket box with a toilet seat on top. We often leave it set up with the rocket box lid resting on top or off to the side since this is such a popular attraction at camp. Ever wonder about all those flies in and around the groover and what they do once they leave the area? Well I pondered this on day 4 as I was shooing flies away from the dinner salad. Keep the groover lid on at all times, even though it may be a bit of a hassle.

KEEP THE GROOVER AREA CLEAN

Clean the outside of the groover box, the toilet seat, and supplies when packing up in the morning. Take special care to clean the hand soap container. Wash your hands after any contact with the groover as well.

WASH YOUR HANDS!

Washing your hands seems like a no-brainer, but just give your personal hygiene a bit more thought. Wash your hands before touching any food or any food prep surface whether you're on cook crew or not. **THINK** about your contact with the victim. If you have **ANYTHING** to do with the victim such as taking his temperature, filling his water bottles, handling his dinnerware, etc., **WASH YOUR HANDS.**

Stay well and we'll see you on the river!

Sue Porter



Private Trip Journals

THE GIRL AND THE GRAMPA DO THE GRAND ~ AND THEY LIVED!

Hi Folks - It seems an appropriate time to throw out a river (Grand) story... I'm a bit of a writer/storyteller like Happy, a bit of a crazy obsessed river slut (like Doc T), and I'm alot like Steve soigoes Christensen in my analysis of life (though I don't own a groover). And, I make it a point to do trip reports of most of my trips/life adventures, mostly to gloat, but secondly to share the experience with my river and non-river friends. Anyway, I've attached a story of one of my 5 grand trips (I've done 4 in the past 15 months) but I'm sure it's nothing to do with the fact I'm a rivergoddess, too.... Enjoy!

The Travelbum (real title: unemployed ex-engineer, LMT, writer, wine consultant, river guide)

No, they really, REALLY lived! I don't just mean that they "managed to stay alive." Ask anyone who was on our Grand Canyon, May 2001 trip - "ask the Canyon walls." Ask the commercial passengers on the boats we passed, gleefully dancing and throwing beaded necklaces to the amused participants - ask the angry whitewater in Upset Rapid as we high-fived on the bottom of the overturned Avon. THIS is what living is about, at least for Grandpa (Doc) and the Girl (me)!

Since my last travel bum journal in mid April, I have again spent most of my time on rivers. Some of my long-standing favorites, I might add - the Salt, the Colorado, and the Rio Grande. This is my year to take advantage of these local gems; particularly since the water gods have been good to us in the Southwest, providing ample snow pack and a nice steady meltdown. I had the opportunity to do one last Salt trip (my fifth of the season) at the end of April with Keith Eckhardt, the Raven, and new friends Lyneer and John Werner. A small, uncomplicated, relaxing trip, a final practice session for the "Big Kahuna" of trips that began May 5 rowing the Grand.

And so the adventure began, with 16 folks converging in Flagstaff from faraway places such as Washington, Oregon, and Texas. Only Doc Nickels and myself - and James Rosenberg, who would be joining us at Phantom ranch 7 days into the trip - were from Phoenix. I was previously acquainted with approximately half of the participants, having met all these folks within the past year on Salt and Middle Fork Salmon trips. The permit holder, Dave Muir, was kind enough to allow me to invite a passenger to "keep me company," trade off rowing, etc. I chose to give this "opportunity of a lifetime" to two people who have been good friends to me, past and present - Doc and James. Of course, the others on the trip insisted that the reason I needed two guys was that I would wear one out and need a replacement. Do they know me, or what?

So the trip started smoothly from Lee's Ferry with six boats, three kayakers, and six passengers. We were expecting average flows of approximately 9800 cfs, a level considerably lower than the 20,000 cfs level I saw on my 1998 trip with Bro. We had a few days of extreme fluctuations due to the CA power crisis, which was a significant hindrance particularly on the AM my boat was found "perched" atop a piece of sharp driftwood, some 20 feet above the waterline. Fortunately, no

patches required, this time. About four nights into the trip, we celebrated "Caveman night" - an evening where we all dressed (and perhaps smelled) the part of our ancestors - our canyon surroundings providing a setting fitting of the Flintstones estate, or at least how I might imagine it. Fun night, but unfortunately, the next morning several folks ended up being hit with some sort of food poisoning or virus. This mysterious "sickness" ended up cycling through the group over the next several days, affecting about 10 of 15 of us! Guess the Flintstone family had stronger stomachs than us 21st century folk.

We made it to Phantom a bit behind schedule due to the scourge, where Doc was scheduled to hike out and James take his place as my passenger. Low and behold, Doc had worked his magic on the group (with his personality and chiropractic hands!) and everybody wanted him to stay on for the rest of the trip! A phone call to his office, and Doc's company was ours for the duration. I now had two more good friends on the trip. Yippee!!!!

Now 7 days into the trip, it was time for the big guns - rapids Horn, Granite, Hermit, and Crystal - all within about 10 miles of each other. These were the rapids I came to face, and those that I respected (and feared) most. One by one we all

successfully navigated each of them, some with more grace than others, all with profound sense of accomplishment. My personal experience with Granite was perhaps the least favorable, as my thumb was “placed” not so gingerly between the oar and the ice chest, squishing it significantly enough to actually dislocate the thumb. Of course, as stubborn people typically do, I rowed the rest of the day without comment until camp, showing my tripled-in-size-semi-purple thumb “trophy” to Doc and others. Upon inspection, Doc snapped it back into place, taped it, administered drugs, and gave me strict orders to “lay off” rowing until Lava Falls. Guess Grandpa is taking over for the girl!

The next AM our only seriously negative situation occurred, when trip leader Pablo provided additional evidence to backup the frequently stated fact that “most accidents occur on the shore.” There is no glorious story but nevertheless a rocket box proceeded to jump out from under his feet while packing it - sending him landing on a rock with wrist and back in a twisted jumble. One broken wrist later, and he was evacuated out in a helicopter to the hospital. The trip went on, albeit sadly, with Pablo’s absence and well being weighing on our minds.

In the Grand, it is difficult to allow the outside world to affect your attitude, which is one of the great things about being there. One finds that the things that normally matter in reality, or rather an individual’s perception of it, are not nearly as important. If one is lucky, they will carry some of that back to their “normal” life and learn from it. It is an experience that is difficult to describe, and priceless to obtain. The people you are with become your family, and bonds are formed that cannot be broken by returning to civilization. We learn much about each other, we are dependent, like a tribe with each of us having our contribution to our little temporary society. The river makes us all one.

So Grandpa rowed the injured girl and the Photographer, James, for the next several days - with James jumping in for the

flat stretches, and to learn the reading of the water. We stop to scout a rapid called “Upset” about day 12, and find out how appropriate the name is! James is positioned on shore with his camera, and my video camera comes out to document each boat’s attempt at dancing in tune with the water as it careens into a large hole at the bottom of the rapid. I see each tribe mate successfully navigate the rapid through my video screen, some runs with more like a rap dance than a waltz, yet all finishing the dance with a curtsy. Hoops and hollers abound! Now, it is Doc’s turn - I hand the camera over to Charlie, and say something about getting ready for a swim. I knew it was going to be a tough pull for a grandpa, girl, or even guru. Off we go.”. pull right, Doc - man, this boat is heavy - we’re not going to make it - at least straighten it then - oh #@\$@%#! Over we go. On top of the boat we go. High five, Doc, we just earned triple frequent flyer miles! In Doc’s precious words, “What a Hoot!” Amen.

So I realize I am making this more of a novel than I planned, but it is just flowing out of me, the experience is so rich and enjoyable to reminisce and share. We finished the trip with Lava Falls, a formidable rapid but great runs were made by all, and my hand was healed enough to put me back in the driver’s seat again. We finished our trip with “Academy Awards” Night, all folks bringing out their best formals for a fun night of reminiscing and teasing. Re-entry into civilization occurred soon thereafter.

A wise friend of mine pointed out a fact recently that I thought was very poignant. Taking two years off is the equivalent of almost 35 years of vacation, at the rate of a typical starting employee who works for someone else.

Just something to think about in our short lives. Yes, I’m leaving now!

Cynthia Welt (*The Travelbum*), May, 2001



BLACKTAIL NARROWS

Water trickled melodically
 Flute sang the water song
 Frog trilled an answer
 Water flute frog song reverberates
 Between Tapeat walls
 And primordial spirit
 Floating us through

Maury Eldridge



Playing Catch Up!

Recently on the gcpba@yahoo.com discussion list the question arose concerning the possibilities of joining a trip two days late. We inquired as to the suitability of utilizing a good but relatively unknown trail to join the party at 29 Mile Canyon on river left. We inquired with veteran guide and private river runner, Drifter Smith as to the suitability of this trail to achieve that goal. From my experience one could expect to arrive at Mile 29 morning to midday of the third day of a 16 to 18 day trip.

I wrote: Is it possible to join a river trip at mile 29, Shinimu Wash if you couldn't make the launch date?

Drifter wrote:

I assume you mean the trail on the east side of Marble Canyon...

Yes...but there could be some problems.

First, you'd need to find the trailhead. Then you would need to have someone drop the tardy travelers off at the trailhead - it's not a place you'd want to leave a vehicle, I think there have been incidents of vandalism there. Also (technically) you'd need a hiking permit from the Navajos...and I think they'd also have to check in with a ranger somewhere to show their ID before heading down the trail.

The first time we found our way down there (20+ years ago) it didn't look like anyone had used the trail in a long time. Now, however, some people actually use it to go fishing, and I think it gets a fair amount of use. But even with a map, just finding the trailhead could be a problem for the unskilled. There are a lot more roads out there than appear on the map, and some on the map aren't really usable.

The trailhead is on the south side of 29 Mile Canyon, i.e. the trail doesn't go directly down the drainage. It's a good trail, however, one that was originally built for horses to carry supplies to the dam site camp that is on top of the redwall above Redwall Cavern. The last time we did this (when the park backcountry was closed due to Congress failing to pass a budget under Clinton) the trailhead was marked with a couple large cairns (4 or 5 feet tall).

Navigating there requires some doing.

You turn west off the road from Flagstaff to Lees Ferry at Cedar Ridge onto the main road that heads toward the rim of Marble Canyon. After passing south of Shinumo Altar, you take the road that heads northwest and passes west of Shinumo Alter to descends down across Eminence Break to the Marble Platform (i.e. top of the Kaibab.)

The turn-off at Cedar Ridge is immediately south of the former location of Cedar Ridge Trading Post, which burned down a couple decades ago (i.e. my best landmark here is an old memory...) The route from highway 89 over thru Eminence Break is best viewed on the USGS Tuba City Arizona 1:100,000 scale Metric topographic map (1983).

At the bottom of Eminence Break the main road is headed NNW more or less in the direction you want to go, but within a half mile or so it heads to the NE. You want to keep going to the NNW on a less frequently used road. This is best seen on the Tatabatso Point 1:24,000 quad., which also should show the trail into 29 mile canyon. After crossing the bed of "Nautiloid Creek" you take the fork that leads more directly north towards the rim of 29 mile canyon, aka Shinumo Wash. There's a large cairn - perhaps

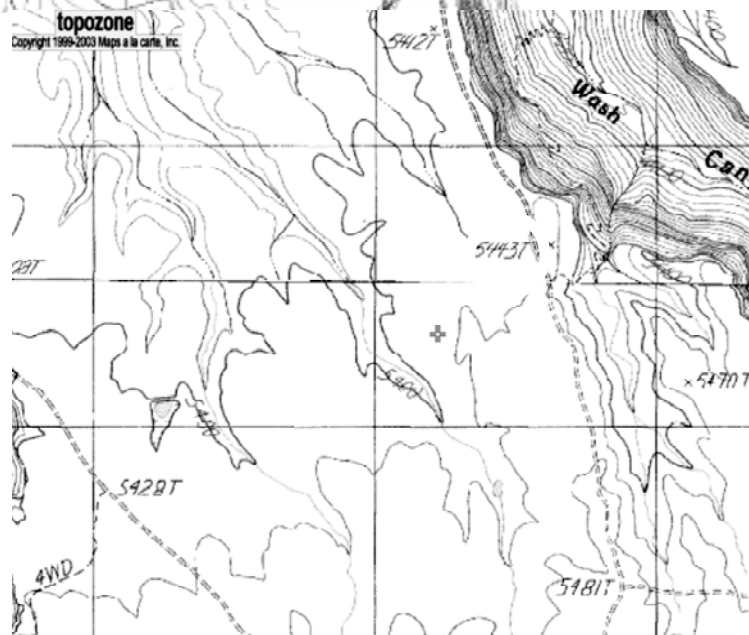
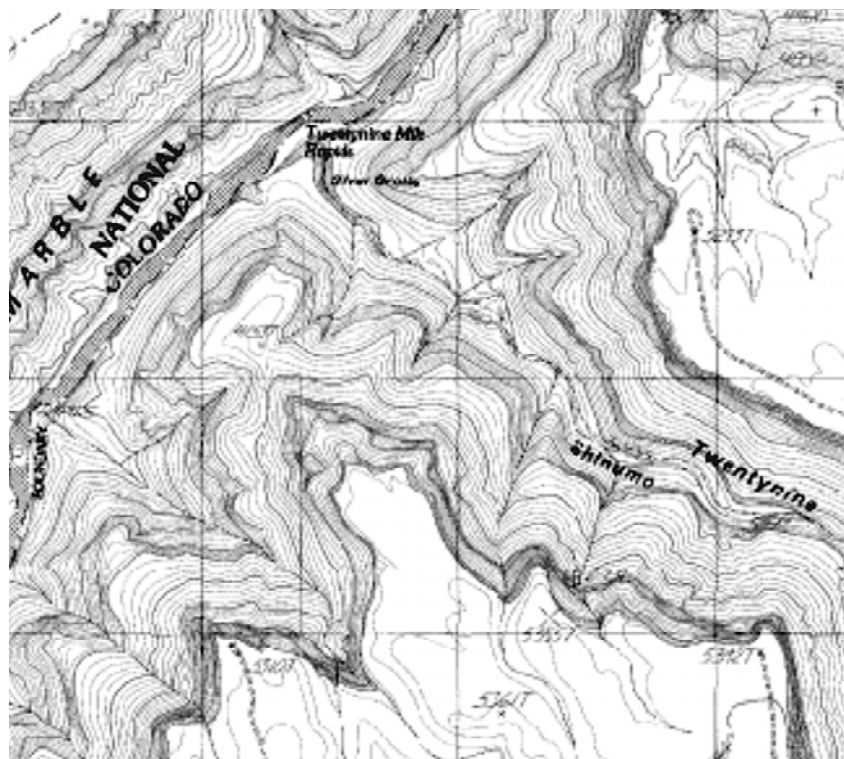
two - where the road ends at the rim and the trail starts.

It would be foolish to try to find your way out there without the above-mentioned maps. Once on the trail it's easy to follow. It angles down the side of the canyon to the bed and then follows along near the bed to the top of the Redwall Limestone. Then the trail heads toward the river on top of the Redwall, with the bed of the canyon dropping steeply down to Silver Grotto to your right. You would need ropes to continue down the bed to the Silver Grotto, but the trail is for the most part pretty easy walking.

From the top of the Redwall overlooking the river it heads downstream, and after about another mile follows the Fence Fault through the Redwall down to the river. The river is the first reliable water source on this route.

Hiking in the Grand Canyon Backcountry by J. D. Green and Jim Ohlman (1995) says "It is possible to walk down the bed of Shinumo Wash to the top of the Redwall Formation." This is incorrect, although there is a good trail heading down the canyon from where the main road crosses it on the Marble Platform. This obviously constructed trail leads to a large water hole in the bed of the canyon in the Coconino. Just past this natural tank there's a considerable pour-off in the Coconino which blocks further travel down the bed of the canyon, unless you have wings. While you can bypass this by contouring around to the south, with some down climbing, it will add at least another half day to your trip, since (once you reach the bed again below the Coconino) you'll be scrambling through a large boulder field without the benefit of a trail.

Drifter Smith 





NATIONAL PARK SERVICE

NONCOMMERCIAL RIVER USE NEWSLETTER

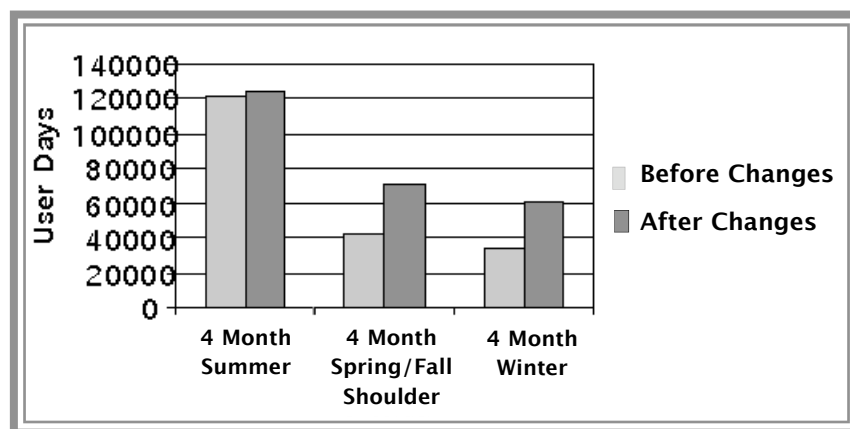
May 19, 2006

Dear Grand Canyon River Runners,

The National Park Service has released a Record of Decision for a revised Colorado River Management Plan. The revised plan changes several aspects of recreational use management of the Colorado River. The changes include increased access for noncommercial boaters and replacing the existing waitlist system with a weighted lottery. The details and latest information can be viewed through our website at www.nps.gov/grca/crmp.

Increased Opportunities for Noncommercial Boaters

In future years, the number of noncommercial launches will increase by 56 in the summer, 102 in the combined spring and fall shoulder season, and 92 in the winter. This is accomplished through increasing summer use by 2%, shortening trip lengths, and spreading out some commercial use into the spring and fall shoulder seasons. The following graph shows how use levels increase.



Timeline and Process for Transitioning Out of the Waitlist System:

Stage 1 Completed - Review of Transition Stage 1

Transition Stage 1 was the first part of a three stage process to transition away from the noncommercial river-trip waitlist to the new weighted lottery system. Waitlist member notification about Transition Stage 1 began on March 23, 2006 almost immediately after the Federal Register posting of the Record of Decision for the Colorado River Management Plan. In this stage recent cancellations plus up to 600 launch dates from calendar years 2007 through 2011 were made available to waitlist members through an initial scheduling process similar to what has been used in previous years. The 600 launch dates represent approximately 24% of the new noncommercial allocation throughout the 2007 through 2011 timeframe and were distributed proportionately throughout

the entire timeframe according to the following Launch Distribution Pattern.

On March 23, 2006, letters were mailed to everyone on the waitlist. (One can download a copy of the March 23rd letter here: nps.gov/grca/river/non_commercial_general_info.htm.)

Courtesy copies of the letter were also emailed to waitlist members. The letter explained the new system and the transition process and instructed readers to watch our website for updates. All letters sent to members with waitlist numbers between 05#00001 and 05#01500 included Launch Date Preference Forms (LDPFs). On these forms applicant's could list all the launch dates throughout this time period which they were willing to accept. LDPFs were to be faxed to the River Office by the May 3rd, 2006 due date.

In the weeks before the due date, the River Permits Office was busy. A tremendous number of phone calls and emails were answered, and additional updates and answers to questions were

posted on our website: www.nps.gov/grca/river/noncommercial-transition.htm. As LDPFs arrived in the River Permits Office, each was sorted by waitlist number. Follow-up phone calls were made when forms were unreadable. Then, soon after the due-date, the scheduling process began.

In waitlist order, applications were considered one at a time. If the first choice on an application could not be filled, then the second choice was considered, continuing in order down the applicant's list until the list was exhausted or the applicant was awarded a launch. When the number of launches reserved through Transition Stage 1 reached the quota listed in the above Launch Distribution Pattern, no other launches within that respective week or month could be booked through Transition Stage 1. Waitlist members who's LDPFs were unsuccessful were returned to the waitlist and notified by email. Members who successfully obtained launch dates were notified by letter and email. Similar to what has always occurred with the waitlist, those who were awarded launches were immediately removed from the waitlist.

Popular months were booked up to the Transition Stage 1 quota first. For standard (1 to 16 person) trips, the first 17 months to fill to their Transition Stage 1 quota were (in order): May 2007, Sep 2007, Jun 2007, Jun 2008, Sep 2008, May 2008, July 2007, Jun 2009, May 2009, April 2007, Jun 2011, July 2008, Jun 2010, Sep 2009, May 2010, Jul 2009, and Aug 2007. The first month to fill to its Transition Stage 1 quota for both standard (1 to 16 person) and small (1 to 8 person) launches was April 2007.

After considering all LDPFs received by the River Office from waitlist members with numbers between 05#00001 and 05#01500, every non-winter, standard launch for 2007 through 2011 had been claimed. 163 launches, however, remained available for distribution through Transition Stage 1: 22 small, summer launches, and 141 standard winter launches. In addition 19 other launch dates for calendar year 2006 were available from cancellations. Emails were sent to all waitlist members during the weekend of May 13th, 2006 explaining what dates remained available and would be released through the cancellation line during the following week.

The process of releasing the remaining launches through the cancellation line took place during the week of May 15th through May 19th, 2006. On Monday waitlist members with

numbers between 05#00001 and 05#01500 were eligible to call-in through the cancellation line and claim available dates. They claimed most of the remaining small trips, August 2006 trips, and 1 winter trip. On Tuesday, waitlist members with numbers up to 05#03000 were eligible to call in, and they claimed the remaining small trips, the remaining August 2006 cancellations, most June and July 2006 cancellations, and 10 winter launches. At this point there were 133 launch dates remaining available through Transition Stage 1: 1 June 2006 launch, 2 July 2006 launches, and 130 winter launches. On Wednesday, waitlist members with numbers up to 05#04500 were eligible to call in, and they claimed the remaining July 2006 cancellations plus 12 winter launches. On Thursday members with numbers up to 05#06000 were eligible to call in, and they claimed the remaining June 2006 cancellation plus 23 winter launches. On Friday any waitlist member could call in, and another 28 dates were claimed by 1:30 pm when this was sent to be posted on the internet. Any of the remaining 67 winter dates not claimed through the cancellation line by 5:00pm will be released through the appropriate years lottery.

This concluded Transition Stage 1.

Stage 2 - Underway

Beginning on May 19, 2006 we officially began Transition Stage 2, the group waitlist stage. In this stage waitlist members have a five week opportunity to band together and submit applications. By banding together, groups of waitlist members will advance up the group waitlist to the place of their combined wait. For example, if Tom has been on the waitlist for five years, Robin for nine years, and Sue for seven years, their combined wait will be 21 years, so they could band together and receive a new place on the group waitlist ahead of all those groups who had waited a combined 20 years or less. Each member of the group must be listed on the group's application, and each waitlist member may be listed on only one application. Each group application will be considered according to the new, combined wait order, favoring those groups with the largest combined wait. The member of each group with the best waitlist number will be the permittee and main applicant.

Through this stage an additional 600 launch dates within

LAUNCH DISTRIBUTION PATTERN

120 Launches per Year, 2007-2011*	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
Full Size Trip (1 to 16 person)	8	8	11	8	8	8	8	8	11	11	8	8
Half Size Trip (1 to 8 person)				3	3	3	3	3				

calendar years 2007 through 2011 will be reserved according to the following distribution pattern: (another approximately 24% of the new noncommercial allocation) for calendar years 2007 through 2011 will be reserved according to the distribution pattern shown on the preceding page.

Some launch dates during this timeframe have already been claimed by deferments from previous years or through the scheduling process in Transition Stage 1. A list of launch dates that remain available will be added to the "Transition Question and Answers" section of our webpage <http://www.nps.gov/grca/river/noncommercial-transition.htm>.

Waitlist members interested in stage 2 have been encouraged to band together with friends from the waitlist in order to increase their chances of obtaining one of the 600 last launch opportunities distributed through the group waitlist. One resource available is a website forum that the Grand Canyon Private Boaters Association created specifically to help waitlist members find each other. The website is www.gcpba.org, click on the "Waitlist Number Clearinghouse". We strongly encourage you to ensure your compatibility with any others with whom you are considering banding together. Waitlist members who choose to band together do so at their own risk. All members of groups that are awarded launches lose their place on the waitlist and will receive no other compensation even if they do not participate on the trip. Actual trip size for these groups will be required to stay within the group size limit of 16 people for a standard group launch and 8 people for a small group launch. Group applications may list all launch dates that would be acceptable to the group.

On the application due date of June 29th, 2006, applications will be sorted based on combined group member waitlist time. If groups have the same combined total years wait, the order will be set using the original waitlist order of the member with the longest wait. Applications will then be processed according to the new order for the group waitlist. We hope to complete Transition Stage 2 on July 14th. If any Stage 2 launch dates remain unclaimed through this process, they will be released through the new lottery system. Letters and emails will be sent shortly thereafter notifying all groups that are successful.

What Happens if My Group and I are Unsuccessful?

Once Transition Stage 2 is complete, all unsuccessful groups will be dissolved and their respective individual waitlist members will have the Transition Stage 3 option of:

1. Refund: They can leave the waitlist and accept a refund of the fees they paid for their current spot on the waitlist,

OR

2. Extra Chances: Individuals can leave the waitlist and receive an extra chance in the lottery for each year they had been on the current waitlist. For instance, if you joined the waitlist in 1996 and have been on the list 10 years, you would get 10 extra chances in the lottery and keep those extra chances each year you apply until you are awarded a trip or participate in any other noncommercial or commercial trip through any part of the Lees Ferry to Diamond Creek section of the Colorado River.

Remember, these extra chances will be in addition to the standard chances normally given to all applicants in the lottery. So, if you have not been on the river in the last 4 years, you would get 5 standard chances in the lottery plus your extra chances in the lottery. If you get 10 extra chances and get 5 standard chances, you would have a total of 15 chances in the lottery.

The first weighted lottery will be held in August 2006 for the remaining calendar year 2007 noncommercial launches. Please visit our website in July for updated information. The following paragraphs are repeated from our March 23rd letter.

With the new lottery system we predict most of our current waitlist members eventually will go on a trip and experience shorter wait times than they would have if the old system had continued. We believe this to be the case even without further management intervention. However, because the new system is a lottery, some who apply might never win. Of specific concern to the NPS are waitlist members who choose the "extra chances" option in stage 3 of the transition and apply regularly through the lottery but continue to not win. The National Park Service will monitor their progress and may apply adaptive management measures to ensure their wait times do not excessively increase beyond what they would have waited under the old waitlist and allocation system. As you try for launches through the above transition stages and apply in the lottery each year, we encourage you to compare how you fare against our predictions of how you would have waited if the waitlist system had continued.

Our rough estimations predicted when each waitlist member would have scheduled trips under the old waitlist and allocation system.

*These numbers are determined by looking at the last five digits of a member's waitlist number for each year and duplicating the progress of the person who had that number in 2004 experienced in 2005. Our estimates of your numbers under the old waitlist system and allocation are being mailed to you. These estimates assume you would not have been one of those who

would have fallen off the list for other reasons and that you and all those ahead of you were not waiting for the same small set of acceptable launch dates. For instance, we understand your wait would have been much longer if you and everyone ahead of you on the list were waiting, for example, only for June launch dates; there were only 34 of these released per year to noncommercial boaters.

Stage 3

This is the final stage of the transition process. Once the previous stage of the transition is complete, all unsuccessful groups will be dissolved and reinstated as individuals to their original places on the list. At this time each waitlist member will have two options:

1. **Refund:** They can leave the waitlist and accept a refund of the fees they paid for their current spot on the waitlist, or
2. **Extra Chances:** They can leave the waitlist and receive an extra chance in the lottery for each year they had been on the current waitlist. For instance, you joined the waitlist in 1991 and have been on the list 15 years, so **you would get 15 extra chances in the lottery and keep those extra chances each year you apply** until you are awarded a trip or participate in any other noncommercial or commercial trip through any part of the Lees Ferry to Diamond Creek section of the Colorado River. These extra chances will be in addition to the chances normally given to applicants in the lottery (*see following discussion of how weighted lottery will work, ed*).

First Lottery We hope to run the first lottery in August of this year for the remaining calendar year 2007 noncommercial launches. Please visit our website in July for updated information.

How length of wait changes: increase or decrease?

Overall Chances With the new lottery system we predict most of our current waitlist members eventually will go on a trip and experience shorter wait times than they would have if the old system had continued. We believe this to be the case even without further management intervention. However, because the new system is a lottery, some who apply might never win. Of specific concern to the NPS are waitlist members who choose the "extra chances" option in stage 3 of the transition and apply regularly through the lottery but continue to not win. The National Park Service will monitor their progress and may apply adaptive management measures to ensure their wait times do not excessively increase beyond what they would have waited under the old waitlist and allocation

stages and apply in the lottery each year, we encourage you to compare how you fare against our predictions of how you would have waited if the waitlist system had continued.

Calculating your wait if the waitlist system had continued We are mailing each waitlist participant our rough estimations of when, under the old waitlist and allocation system, they would have reached the top 300 on the waitlist and scheduled a launch.*

**These estimates are determined by looking at the last five digits of an individual's waitlist number for each year and duplicating the progress of the person who had that number in 2004 experienced in 2005. These estimates assume that you would not have been one of those who would have fallen off the list for other reasons and that you and all those ahead of you were not waiting for the same small set of acceptable launch dates. For instance, we understand your wait would have been much longer if you and everyone ahead of you on the list were waiting, for example, only for June launch dates; there were only 34 of these released per year to noncommercial boaters.*

Description of How the New Weighted Lottery Will Work

When will it take place? We hope to run the first lottery on the internet in August (2006) and award the remaining noncommercial launches from calendar year 2007. The actual date of the lottery will be posted on our internet site www.nps.gov/grca/river at least 30 days before the lottery occurs.

How can I apply, and what will it cost? One month prior to the lottery drawing, applicants will be able to enter and track their applications online through a website that the park will soon be developing. There will be a nonrefundable fee of \$25 per application to apply through the lottery.

Who must be listed on the application? Lottery applications must list the applicant and all others that the applicant wishes to include as potential alternate trip leaders ("potential leaders"). Other participants need not be listed at this time.

How will my chances be determined? If the applicant and all potential leaders listed on their application have not been on the river more recently than 5 calendar years, the application will get 5 chances. If it has been 4 calendar years since any of these people went, the application will get 4 chances. If it has been 3 years, the application will get 3 chances. If it has been 2 years, the application will get 2 chances. Otherwise, the application will get one chance.

In addition, if the applicant was a waitlist member who gave up their place in exchange for extra chances, and since that time has neither won a launch (even as a potential leader) nor been on any portion of a commercial or noncommercial river trip through the Lees Ferry to Diamond Creek section of the Colorado River through Grand Canyon National Park, the application would get an additional chance for each year the applicant had been on the waitlist.

How exactly will this work; what will my chances mean? Once all applications have been entered into the computer program, the following steps will occur until all launch dates have been claimed. First, each applicant's name is listed in a table one time for every chance they get in the lottery. Next the computer will randomly pick an entry from that table. Finally, the computer program will analyze the applicant's top five choices, assigning the first date that is available. At this point all entries for that person will be removed from the table, and another random selection of a name will occur. This process is repeated until the list is exhausted or all launches have been claimed.

If after the above steps any launches remain available, the whole process will be repeated. All applicants who have not been awarded launches will have their names listed in the table one time for every chance they get in the lottery, the computer will randomly pick an entry from that table, the applicant's additional choices (choices 6, 7, 8, etc.) will be considered, and the first date that is available will be assigned. At this point all entries for that person will be removed from the table, and another random selection of a name will occur. This process will be repeated until the list is exhausted or all launches have been claimed. Any remaining dates from this process will be released through the cancellation system described in the following paragraph.

If cancellations occur, how will those dates be re-released? For each date listed on the application, the applicant should indicate how late they would be willing to accept a launch date should it become available due to a cancellation. In addition, even after the lottery has been run, new applications will be accepted for people wishing to compete for cancellations should they occur. Thus, when a cancellation occurs the lottery will be re-run for that date and consider only those willing to take the date with the shorter lead time. This will allow cancellations to be re-released as quickly as possible.

Important Permit System Rule Changes

1. Fees and Deposits.

Nonrefundable river permit fees will continue to be \$100 per person, due 90 days before launch.

However, a portion of this fee (a total of \$400 per standard sized trip (9 to 16 persons) or \$200 per small sized trip (1 to 8 persons)) will now be required immediately when a

launch is scheduled. This portion of the fee will be a nonrefundable deposit and used to cover administrative costs related to reserving and managing permits as well as providing information through the River Office. As an example, in reserving a 10 person trip, \$400 will be due at the time the reservation is made and the remaining \$600 will be due 90 days before launch. The grand total remains \$1000 (i.e. \$100 per person). The lottery fee of \$25 per application is separate and will not apply to this total.

2. One Trip per Year. Beginning in 2007 all noncommercial users and commercial passengers will be limited to a maximum of 1 trip per year through any portion of the Lees Ferry to Diamond Creek section of the Colorado River through the Grand Canyon.

3. Age requirement for Lottery and Potential Trip Leaders. Lottery applicants and all potential alternate trip leaders must be 18 years or older by any requested launch date.

4. Launch dates are final. Trip leaders will be allowed to launch their trips as originally planned, pass their trips to alternate trip leaders, or cancel. Deferrals and/or swapping of launch dates will no longer be allowed. This change is necessary in the new launch-based system to ensure everyone interested in a specific launch date will get their chance to compete for it and not lose out to those who applied for other launch dates in earlier years.

5. Motorized use season. Beginning in 2007, the new motor season will start on April 1st and last through September 15th. Those authorized to launch trips during this timeframe will have the option of using motors. Launches occurring between September 16th and March 31st may not be motorized.

6. New Maximum Trip Lengths will be in place for all newly released trips and all trips launching on or after January 1, 2007. The new trip lengths can be found in the table below.

Summer (May – August)	Number of Days
Noncommercial Motor	12
Noncommercial Oar	16
Shoulder Seasons (March-April/Sept.-October)	
Noncommercial Motor	12
Noncommercial Oar	18 (Sept 1-15), 21 (Remainder of Shoulder Season)
Winter (November – February)	
Noncommercial Motor	N/A
Noncommercial Oar	25

7. **2006 is considered a transition year.** In 2006 launches will only be added to the schedule in places where the new Trips at One Time (TAOT) limits will not be exceeded. For 2006, launches will be released according to the old launch pattern of 8 per week in the primary season, and some additional launches will be released for the secondary season.

8. **New 8 person trips.** Each year from April 1 through August 31 a new, smaller noncommercial trip (1 to 8 persons) will be authorized to launch. For this reason, applicants will be required to indicate on their applications whether or not they wish to be considered for these trips.

9. **Social Security Numbers.** The River Permits Office has received approval to replace the system for tracking users by social security number with a different system that uses dates of birth and other more common information. If you would like to have your social security number removed from our system, please mail us your date of birth, current waitlist number, and full legal name as it appears on your driver's license.

If you have any questions, please call or write the River Permits Office. If necessary we will put together another Frequently Asked Questions publication and make it available on our internet site. Thanks for your patience, and good luck in the new system and throughout the transition.

National Park Service 

GUEST OPINION

Whose Canyon Is It Anyway?

I am struck by the choice of words frequently employed to describe allocation of recreational user days in the canyon. Recently I pointed this out to Dave Yeaman, President of GCPBA when he wrote of the CRMP's 50/50 division of user days between private boaters and concessions contractors. Whoa! Let's back up. I would suggest that the division described by Dave (and many others) between private boaters and concessions contractors may be common usage, but it is incorrect.

First and foremost, the public owns 100% of the user days. Licensed outfitters may have contractual rights to administer half the new allocation, but they simply hold those user days in trust, so to speak. The days are ours, yours and mine. Despite the fact that private boaters and commercial passengers have both tried to hijack the word, we are all the public.

The special challenges of a Grand Canyon journey result in a natural selection process. This process roughly sorts us into either the commercial or the private boater camp. Some have extensive white water experience on several rivers, but for many it is their first time. Some have no desire to row, others need to have their hands on the oars. Some want to spend 18 or more days floating the canyon, others can barely scrape together a week. Some relish bonding with a community of strangers, others prefer to travel with their family and close friends. No matter which set of user days best fits our needs, all of us are still "the public"; the National Park and the experiences it offers belong to all of us; we all really want to be in Grand Canyon, and we all leave knowing that we have just had the trip of a lifetime.

My point? Maybe we're a lot more alike than we realize. We are all trustees of this World Heritage site and are all equally deserving of the opportunity to go boating in its river corridor using some of the public's user days. So when you are down there using some of your user days, think about this: You are not sharing the river with the outfitters alone, meaning the folks who own the companies. You are sharing it with commercial boaters, 19,000 per year on average. We are also members of the public and you can rest assured that our commitment to Grand Canyon is not less because we choose a commercially outfitted trip.

Mari Carlos 

(Mari Carlos is a member of GCPBA and president of Grand Canyon River Runners Association which focuses on the interests of commercial boaters. The opinions she has expressed are her own.)

March, 2006

Frequently Asked Questions (FAQ) About the New Colorado River Management Plan

1. Where are you in the process?

The National Park Service (NPS) has just announced the availability of the Record of Decision (ROD) for the Colorado River Management Plan (CRMP) for Grand Canyon National Park. On March 23, 2006, Mike Snyder, the Director of the Intermountain Region of the NPS, approved the Record of Decision for the project.

The following is a list of accomplishments

And what is currently being worked on

Phase 1: (Spring - Fall 2002)

- Assembled planning team, identified project's scope and issues, analyzed data and customized planning process (March - May 2002)
- Issued Notice of Intent (June 13, 2002)
- Interviewed Stakeholders (June 2002)
- Gathered public input via electronic outreach and written comments (June - November 2002)
- Held public meetings in seven cities across country (August - October 2002)
- Develop the CRMP Implementation Plan (Winter - Summer 2006)

Phase 2: (Fall 2002 - Winter 2004)

- Analyzed public input and developed range of alternatives (Fall 2002 - Fall 2003)
- Held Expert Panel Series (January 2003)
- Held Stakeholder Group and Public Workshops (January 2003; June 2003)
- Analyzed natural, cultural, and socio-economic effects/impacts of draft alternatives (Fall 2003 - Spring 2004)
- Issued Draft Environmental Impact Statement (DEIS) for public review (October 2004)
- Gathered public comments and conducted public meetings in seven cities across country (October 2004 - Feb. 2005)

Phase 3: (Winter 2004 - Winter 2006)

- Coded and analyzed public comments (Feb. - August 2005)
- Prepared Final EIS with responses to substantive comments (May - October 2005)
- Issued FEIS to the public (November 2005)
- 30-day No-Action period (December 2005)
- Prepare Record of Decision (ROD) for signature (January 2006)
- Announce the availability of the ROD in the Federal Register (Winter 2006)

2. What is a Record of Decision (ROD)?

The Record of Decision (ROD) is the formal decision document which is recorded for the public. It has been announced in a Notice of Availability (NOA) in the Federal Register and will be printed and made available to the public on the CRMP website (<http://www.nps.gov/grca/crmp>).

3. When will the park implement the plan? Can some actions be implemented sooner than others?

Since the Record of Decision (ROD) has been announced in the Federal Register, the development of the Implementation Plan for the Colorado River Management Plan can begin. An Implementation Plan is expected to take at least six months to complete. The park will also update the commercial operating requirements and noncommercial river trip regulations based on actions specified in the ROD. This update will include new and revised environmental regulations and site restrictions consistent with the ROD.

4. Will access to noncommercial trips increase when the plan is implemented?

Noncommercial launches will increase by 56 in summer, 102 in the combined spring and fall shoulder season, and 92 in winter, providing more opportunities for noncommercial users to obtain a river trip. This is

accomplished by increasing summer use by 2%, shortening trip lengths, and spreading out some commercial use into the spring and fall shoulder seasons.

5. Will commercial use change?

Commercial use has historically been allocated by user days. A user day is one person on the river for one day. Commercial allocation will remain at the existing level of 115,500 user-days per year.

6. In what seasons will the increased, noncommercial use be distributed?

Overall user days will increase, but by only 2% in summer. The increase is due to the addition of one launch every other day of new eight-person noncommercial trips.

The rest of the increase occurs in shoulder and winter seasons. Shoulder season use will increase to 57% of summer levels (from 35%) and winter season use will increase to 27% of summer levels (from 5%). The proposed winter launch schedule allows one trip per day. Thus, shoulder and winter use remains much lower than summer use. The adjacent graph illustrates when, and by how much, use levels increase.

7. How will natural and cultural resources be protected?

Natural and cultural resource impacts will be minimized by:

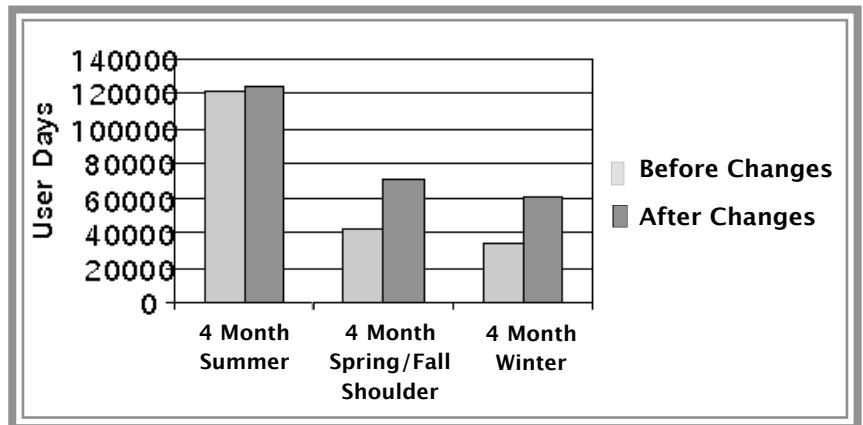
- Reducing the number of river trips in the canyon at one time from 70 to 60 and the maximum daily launches from nine to six will help spread out use, decrease congestion, reduce campsite impacts, and allow trips to utilize appropriate-sized campsites. This will help protect sensitive resources, such as native vegetation, biological soil crusts, and special status species in the Old High Water Zone and at attraction sites.
- Decreasing the maximum commercial group size reduces the spread of passengers into fragile areas.
- Reducing maximum trip lengths will help lower the

number of layover days, thus decreasing access and corresponding impacts to sensitive sites and vulnerable resources.

- Developing an Implementation Plan that will describe and initiate a multi-resource monitoring and mitigation program will address possible natural and cultural impacts from increased use.

8. How will visitor experience be affected?

- Reducing the number of river trips in the canyon at one time from 70 to 60 and the maximum daily launches from nine to six will help spread out use, thus reduce crowding and congestion at launch and take-out sites, on-river and attraction site encounters, and campsite competition.
- Decreasing the maximum commercial group size responds to visitor preferences for smaller trip sizes, reduces crowding and congestion, and increases opportunities for solitude.
- Reducing maximum trip lengths will result in less user



days used per trip type and allow more people to experience the canyon.

- Developing an Implementation Plan will include a social science monitoring and mitigation program that will address possible social impacts from increased use.

Please check this website (<http://www.nps.gov/grca/crmp>) for periodic updates.

GCNP River Permits Office Addresses and Telephone Numbers

US Postal Service Mailing Address:	Address for Other Carriers:	Phone: (800) 959-9164
River Permits Office	River Permits Office	-or- (928) 638-7843
P.O. Box 129	#1 Village Loop Road	Fax: (928) 638-7844
Grand Canyon, AZ 86023-0129	Grand Canyon, AZ 86023	Cancellation Line: (928) 638-7883

Transition Questions & Answers

The following questions and answers represent an edited version of a dialog between GCNP River Office chief Steve Sullivan and participants in the GCPBA (gcpba@yahoo.com) listserv in April, 2006.

Question: What will the full launch schedule look like, and how many of those launches are being released through transition Stage 1 and 2?

Answer: The new system will allow up to 503 noncommercial trips to launch within a calendar year. The Average Launches Per Day graph on this page illustrates the overall daily launch pattern. One can also view a sample chart showing total launches by date for each type of trip by clicking on the following internet link: <http://www.nps.gov/grca/crmp/documents/LaunchCalendar.pdf> For calendar years 2007 through 2011, a total of 120 launches per year (600 over the 5 year period) are being released through transition Stage 1, and another 120 launches per year (600 more launches over the same 5 year period) are being released through transition stage 2. All remaining noncommercial launches (approximately 263 launches minus any trips already scheduled under the old system) will be released through the lottery.

Question: In transition Stage 1, who can I list as a potential alternate trip leader on my Launch Date Preference form?

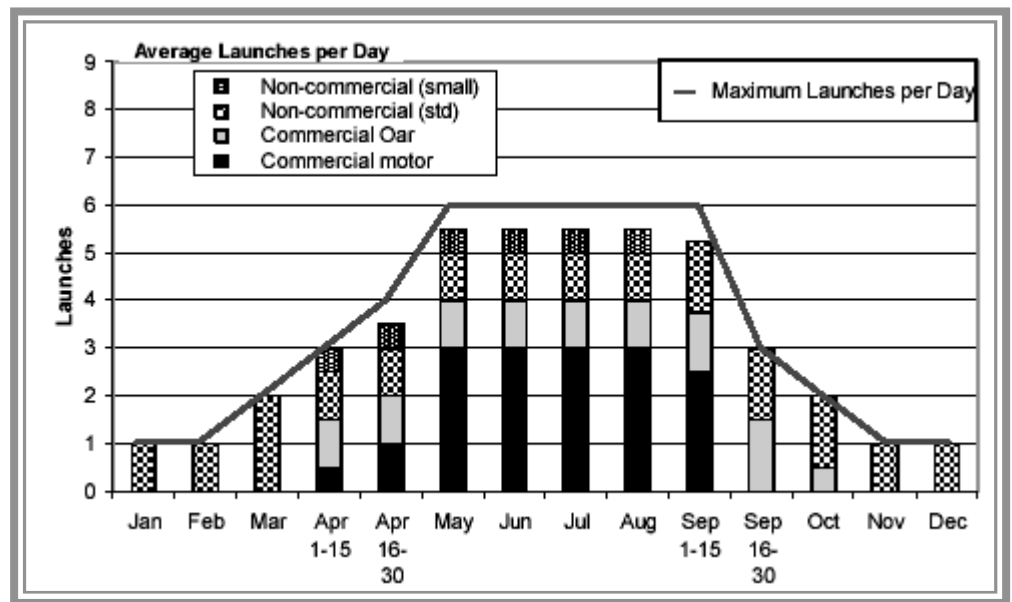
Answer: The answer is different here than in transition Stage 2 and the lottery. Here you can list anyone you want to list. They can be other people from the waitlist, people who are not on the waitlist, and people already listed on other applications.

Be aware, however, that other rules still apply. Thus, anyone on your list who will remain under age 18 by the date of launch will be ineligible, and those who participate in any other noncommercial or commercial trip through any part of the Lees Ferry to Diamond Creek section of the Colorado River earlier within the same year will be ineligible.

Question: When will the new trip lengths go into effect?

Answer: The new trip lengths go into effect for all trips launching after calendar year 2006. In other words for trips launching in 2007 and later, the new trip lengths apply for trips already scheduled, trips released through the cancellation line, trips being released through transition Stages 1 and 2, and trips released through the lottery.

Question: If I am successful in getting a trip in transition Stage 1, can I still invite whomever I wish to be participants on my trip? Can these people have been listed on other applications? Can these be people who were not on the waitlist?



Answer: Within the maximum group size limits, you can invite anyone onto your trip that will not have been on any prior commercial or noncommercial trip through the Lees Ferry to Diamond Creek section of the river within the same calendar year. This can include people who were on the waitlist, people who were not on the waitlist, and people who are already planning to participate on other trips in other years.

Question: In transition Stage 2, who can I list as a potential alternate trip leader on my Launch Date Preference Form (LDPF)?

Answer: In transition Stage 2 your potential alternate trip leaders are the same people you group up and apply with as listed on your LDPF. These may only be other waitlist members who agree to apply with you, and these people may not be listed on any other transition Stage 2 application. People who are not on the waitlist may not be listed as Potential Alternate Trip Leaders for transition Stage 2.

Of course, the other rules still apply. Thus, anyone on your list who will remain under age 18 by the date of launch will be

ineligible, and those who participate in any other noncommercial or commercial trip through any part of the Lees Ferry to Diamond Creek section of the Colorado River earlier within the same year will be ineligible to participate on your trip.

Question: In transition Stage 2 if my group gets a trip, can we still invite whomever we wish to be participants on the trip? Can these people have been listed on other applications? Can these be people who were not on the waitlist?

Answer: Within the maximum group size limits, your group can invite anyone onto your trip who will not have been on any prior commercial or noncommercial trip through the Lees Ferry to Diamond Creek section of the river within the same calendar year. This can include people who were on the waitlist, people who were not on the waitlist, and people who are already planning to participate on other trips in other years.

Question: If I am successful in getting a trip through the lottery, can I still invite whomever I wish to be participants on my trip? Can these people have been listed on other applications? Can these be people who were not on the waitlist?

Answer: Within the maximum group size limits, you can invite anyone onto your trip who will not have been on any prior commercial or noncommercial trip through the Lees Ferry to Diamond Creek section of the river within the same calendar year. This can include people who were on the waitlist, people who were not on the waitlist, and people who are already planning to participate on other trips in other years.

Question: Suppose a current waitlist member gets to Stage 3 of the transition, and opts to keep the extra chances for the lottery (one per year spent on the waiting list) rather than receive a refund of the wait list fee. Assume further that this person does not go on any private or commercial trip, thereby forfeiting those extra chances. Must that person enter the lottery every year in order to maintain those extra chances, or can that person skip entering the lottery a time or two but still retain those extra chances?

Answer: In the lottery people do not need to apply every year in order to keep their extra chances. They will lose their extra chances only when they: 1) go on a commercial or noncommercial river trip through the Grand Canyon; 2) are awarded a noncommercial trip (even if they don't go); or 3) join together with others in Stage 2 of the transition and are awarded a trip (even if they don't end up going).

Question: What if three people combine their waitlist numbers to try to get a trip in the next few years. Then two of the people are unable to make the trip. Does the NPS require all three people to be on the trip, or is at least one enough or can the trip be given to

an alternate trip leader?

Answer: The NPS will not require that all 3 of these people be on the trip — one is enough. However, the only valid alternate trip leaders for this trip are the three people that were originally on the list and had their total wait times combined together. Thus, if two of the three dropped out early and the third had something else come up prior to launch that prevented them from going, then the trip could not go and would be cancelled. Also, whether or not they go, all three people lose their place on the waitlist and have their total chances reset to 1 for the following year's lottery.

Question: Under the new rules, lottery winners and potential alternate trip leaders must be 18 at the time of the requested launch date. May someone not yet 18 be a trip leader if the permit was issued before the new system was in place? Secondly, what about under-18-year-olds in Stages 1 and 2 of the transition: are they considered for alternate trip leader status and are thereby disqualified?

Answer: Someone who is not yet 18 is not eligible to hold a permit either under the old system (see Noncommercial Regulations section III: "Trip Permittee and Qualified Boatman Experience") or under the new system. Thus, someone who will remain under age 18 through 2011 cannot benefit from Stage 1 of the transition. Since they are not eligible to get the permit in the first place, they cannot even obtain the permit and then pass it on to an alternate who is of age.

However, Stage 2 of the transition presents a different situation. That same under-age person can choose to join together with other waitlist members for the sake of obtaining a group permit, so their total wait times can be counted toward the group total. However, that person still cannot be the permittee or qualify as a potential alternate trip leader because they would not meet the permittee requirements.

Question: If a 12-year old can wait patiently on the sidelines and then come into the lottery at age 18 with their full allotment of chances, isn't there quite a potential for those latent cases distorting the lottery for many years?

Answer: That is correct, but it is also possible that the under-age person may never actually apply. Also, this situation affects persons who, for whatever reason (work, young children, etc.) weren't expecting to get a permit until 10-15 years from now, and who don't really want to go anyway in the immediate future. Consequently, these two categories of folks will not be competing against others in the lottery and everyone else's chances will be higher than if each person were required to apply each year.

Question: Has the rule that alternate trip leaders can't have been down the Canyon in the last four years changed? Is it correct that this applies for 2006, but goes away in 2007 for trips scheduled under the new system?

Answer: That rule is now void (i.e. no longer exists) and has been replaced by the one trip per year rule. Here is some additional explanatory information extracted from a recent NPS mailing.

RULE CHANGES THAT AFFECT YOUR UPCOMING LAUNCH

Launch Dates are Final - Trip leaders will be allowed to launch their trips as originally planned, pass their trips to alternate trip leaders, or cancel. Deferments and/or swapping of launch dates will no longer be allowed. This change is necessary in the new launch-based system to ensure everyone interested in a specific launch date will get their chance to compete for it and not lose out to those who applied for other launch dates in earlier years.

Removal of Restriction for Trips Passed to Alternate Trip Leaders - People who had participated in other noncommercial trips within the four years prior to launch of a trip passed to an alternate trip leader used to be restricted from participating in that trip. This restriction has been removed and is replaced with the one trip per year rule listed in the below paragraph.

One Trip per Year - Beginning in 2007 all noncommercial users and commercial passengers will be limited to a maximum of 1 trip per year through any portion of the Lees Ferry to Diamond Creek section of the Colorado River through the Grand Canyon. Prior to 2007, only trips which have been passed to alternate trip leaders are restricted by the one trip per year rule.

Question: It appears that an alternate trip leader's name can appear on simultaneous applications. Hence, I and 15 of my friends could each submit an application with virtually the same 1-15 alternate trip leaders. In short, what is to prevent basically one trip of 16 people submitting 16 different applications?

Answer: A person may be listed on only one application per year. This can be found in the FEIS in paragraph 2 of section 2.8.1.2.6 (page 112): "Individuals could be listed as potential leaders on only 1 application per year and must be 18 years old by the requested launch date." In the preceding paragraph "potential leaders" is defined as "the applicant and all potential alternate trip leaders".

Question: Suppose someone is applying in the Stage 1 or 2 of the transition plan. Can they add alternate trip leaders later or do they need to list them when sending in their application?

Answer: For all scenarios — Stage 1, Stage 2, and the Lottery — all potential alternate trip leaders must be listed on the original request form before it is submitted; they cannot be added at a later time. Here is the note to that effect on the Stage 1 request form:

Potential Alternate Trip Leaders - Important: Trips may not be deferred. Listing potential alternate trip leaders here is a way of ensuring that if something comes up and you cannot go on this trip, someone else (one of the people you list here) can take over the trip and allow it to continue as originally planned. This is your last chance to list anyone as a potential alternate trip leader for your trip. If you cannot go and nobody is listed here or none of those listed below agree to take over the trip, the trip will be cancelled. Potential alternate trip leaders must be at least 18 years old before the launch and have not been on the river during the same year as the launch. Only complete entries are accepted, and more than three names can be listed. Please enter the names on this list in your preferred order of succession.

Question: It seems to me there is a potential in the new system for unqualified people applying in the lottery and clogging up the system. By way of illustrating, suppose 16 friends each apply for the lottery and only one of them has any experience at all. None of the 16 applicants list an alternate trip leader, and a person with no experience gets drawn. In a slightly different scenario, what prevents an inexperienced person from drawing a permit and then going to the market place to find a qualified person to lead the trip?

Answer: In the waitlist system there were four basic things that worked together to discourage this from happening: the very long wait, the trip participant rule, and the \$100 application fee. In the lottery system there are also four key things that will work together to discourage this from happening and limit its overall impact:

1. The One Trip per Year Rule - If someone was able to get a large number of their friends to apply on their behalf and more than one was successful, the person could still only go on one trip. That limit minimizes the potential gain from such a strategy.

2. Alternate Trip Leader List Requirement - The fact that all potential alternate trip leaders must be listed on the application and cannot be listed on more than one application. This means it is very risky for any group to not list potential alternate trip leaders because if something comes up for the original leader and they cannot go (currently happens in up to 40% of all

trips), the trip would have to be cancelled. Based on past experience, the Park suggests listing at least one or two potential alternate trip leaders on every application.

3. The Fees - When entering for the lottery, applicants will authorize their payment through pay.gov (very similar to PayPal) of both a \$25 nonrefundable lottery application fee plus a \$400 nonrefundable trip deposit (\$400 for a standard size trip or \$200 for an 8 person trip). If they do not win, the second payment authorization is released without taking payment. If they win, the payment is taken immediately and will apply toward the final cost of the permit. Thus, if this person gets 100 of their friends to apply separately on their behalf ($100 \times \$25 = \$2,500$) and 5 are successful ($5 \times \$400 = \$2,000$), they will be responsible to their friends for a total of \$4,500. If none were successful, they would still be out the \$2,500 in lottery fees.

4. The Chances - When an applicant wins the lottery, that person and all those listed on the application as potential alternate trip leaders immediately have their lottery chances reset to 1 for the next year's lottery. This is true even if one or more of those listed on the application end up not going on the trip.

It should also be pointed out that if the NPS were to see any significant problem on the river or within any part of the permit system, the NPS retains the authority to make changes or add additional requirements as needed through an internal process called adaptive management. If time and experience prove the above elements do not sufficiently discourage individuals from taking advantage of the system, other steps will be examined.

Question: What are the qualifications for trip and alternate trip leaders? Could 16 people who have never been on a river trip anywhere end up with a permit?

Answer: The qualifications are the same as listed in past noncommercial regulations:

Trip Leader and Qualifying Boatman Experience: The trip leader and boatmen must have a working knowledge of whitewater safety, general first aid, river equipment repair, and the techniques of white water navigation. The trip leader must be at least 18 years of age. Experience in the Grand Canyon or one or more of the other comparable whitewater rivers is mandatory. It is preferable that the trip leader or another member of the party be familiar with the Grand Canyon portion of the Colorado River.

To respond to the second question, if they honestly represent their qualifications, 16 people who have never been on a river trip anywhere could not be issued a permit.

Question: The Noncommercial River Use Newsletter does not specifically state how to address the big trip/small trip question. Item 8 on the Important Permit System Changes page says: "New 8 Person Trips. Each year from April 1 through Aug 31 a new, smaller noncommercial trip (1 to 8 persons) will be authorized to launch. For this reason, applicants will be required to indicate on their applications whether or not they wish to be considered for these trips." How does an applicant indicate his/her preference on trip size?

Answer: River Office is aware of this omission on the form provided. A separate email was sent to the top 1,500 people on the waitlist who are participating in Stage 1 of the transition. They will be reminded about the due date, and encouraged to specify next to each date whether they are applying for a small size launch (1 to 8 people) or a standard size launch (up to 16 people). This information also will be available through the River Office phone contact system.

A few specific examples may help:

If the entry said, "5/16/2008 small or large", the River Office would read this left to right, checking first to see if a small size trip was available on 5/15. If the small size trip was not available, then they would check availability for a standard sized trip.

If the entry said, "5/16/2008", the River Office only would check for availability for a standard sized trip on this date.

If the entry said, "5/16/2008 small", the River Office would check for availability for a small sized trip on this date.

If on the application form the applicant only writes "standard or small sized trip launching on any date in 2007 through 2011" ...the River Office would start by checking January 1, 2007 and check availability for a standard size trip. If that didn't work, they would check availability for a small sized trip on the same date. If that didn't work they would repeat the process for January 2nd, then 3rd, etc.

Question: If this cancellation rate continues under the new system, will there actually be any more trips on the river than there would have been under the old system?

Answer: Yes, we expect many more trips will launch under the new system than under the old system. Three key things will be

in place to help ensure this:

Trip Deposits - This will help ensure applicants are somewhat more serious and sure of their plans before they apply.

Listing of Potential Alternate Trip Leaders on Applications - This will help ensure trips are able to continue even if the trip leader has to drop out.

Full Final Payment Due 90 Days Before Launch - This happens now and ensures most cancellations occur with enough lead time for the River Permits Office to re-release those dates to other noncommercial users.

QUICK RE-RELEASE OF CANCELLATIONS THROUGH THE LOTTERY

Lottery applicants will be able to list how late they would be willing to accept a cancellation should it become available due to a cancellation. Soon after a cancellation occurs, the lottery will be used to re-assign the launch to another interested boater who expressed willingness to accept the cancellation should it become available with this short of lead time. Note: if no existing lottery applicants have expressed an interest in accepting that launch date that late in the season, the launch will remain open and the first person to apply for it after that date will get it.

Question: If I win a lottery date, do I get to determine which day I get to launch?

Answer: You decide before you apply exactly which dates for which you wish to apply. Here is how it works. Before the lottery is run, the Park will announce exactly what launch dates will be available (i.e. the full noncommercial launch schedule minus both the dates taken by deferments from previous years and by the dates already claimed through transition Stages 1 and 2). Lottery applicants will list the exact launch dates for which they are applying, specifying for each the size of the trip in which they are interested. They must prioritize on the application and specify exactly which 5 of the dates they want to receive initial consideration on the application.

Here are details from a recent NPS newsletter:

Once all applications have been entered into the computer program, the following steps will occur until all launch dates have been claimed. First, each applicant's name is listed in a table one time for every chance they get in the lottery. Next the computer will randomly pick an entry from that table. Finally, the computer program will analyze the applicant's top five choices, assigning the first date that is available. At this point all entries for that person will be removed from the table, and another random selection of a name will occur. This process is repeated until the list is exhausted or all launches have been claimed.

If after the above steps any launches remain available, the whole process will be repeated. All applicants who have not been awarded launches will have their names listed in the table one time for every chance they get in the lottery, the computer will randomly pick an entry from that table, the applicant's additional choices (choices 6, 7, 8, etc.) will be considered, and the first date that is available will be assigned. At this point all entries for that person will be removed from the table, and another random selection of a name will occur. This process will be repeated until the list is exhausted or all launches have been claimed. Any remaining dates from this process will be released through the cancellation system described in the following paragraph.

Question: In Transition Stage 1, how will the NPS ensure there are only 2 or 3 launches per week?

Answer: The NPS will be processing these applications in order (waitlist order in Stage 1, and combined wait order in Stage 2). Once the allotted number of launch dates within any week have been awarded, all subsequent requests for launch dates within that week will be denied.

Question: How many trips per week can be awarded in Stage 1 in April through August?

Answer: In April through August, 8 standard size and 3 small size trips will be awarded for each month. Within this limit, no more than 2 standard size trips and 1 half size trip will be approved within any week.

Rich Phillips, GCPBA
Steve Sullivan, NPS/GCNP





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WHAT'S WITH HELICOPTERS AT NATIONAL?

Observed, Reported & Explained

As if the Whitmore helicopters aren't bad enough, it seems that they have been flying into National as well. A Sundance helicopter flew very low over an AZRA trip camped there, and another one tormented them at Three Springs the following day. Both were well below the rim (the former on the deck), and over NPS land.

As the 1987 Overflights Act allows Native Americans the right to access their lands by air, it's possible these were marginally legal. Nevertheless they shouldn't be flying over NPS land and shouldn't be allowed to establish a new route. Someone from the AZRA trip took video, which was startling as well as helpful.

If anyone encounters helicopters down there, please take still photographs or video and forward it to the NPS ... It can make a difference if they are trying to initiate a new route. In the early '90s we saw a line of helicopters crossing the canyon over Redwall Cavern and contacted the NPS about it. We learned that it was a new route approved by the FAA, but that permission was revoked following objections from GCRG, Grand Canyon Trust, Sierra Club and others.

Thanks, Jeri

(Source: gcpba@yahoogroups.com)

On April 18, 2006, river runners camping at National Canyon observed a helicopter flight near river level. The flight was a bighorn sheep survey conducted for the Hualapai tribal nation's Natural Resources Department by Sundance Helicopters out of Las Vegas, Nevada.

Sundance has been conducting this type of flight for almost 20 years for the Hualapai Tribe. The flight carried Hualapai wildlife officials.

Sundance Helicopters conducts similar flights for the U.S. Fish and Wildlife Service in the Desert National Wildlife Range in Nevada and for the Nevada Division of Wildlife in many diverse mountain ranges also in Nevada.

All of these agencies conduct wildlife surveys in much the same manner. The helicopter flies contour paths of a mountain range or canyon so the biologists on board can observe the entire mountain. The helicopter must fly relatively low to the terrain and at a slow airspeed to be effective. When sheep are found the biologists quickly try to document the number of sheep, the genders and estimate the ages. This is all done very quickly in order to put a minimum of stress on the animals. It is not an easy flight for the crew members as they often get airsick from all of the twisting and turning to follow the terrain.

According to officials in these agencies, the helicopter surveys are an essential tool in the management of bighorn sheep and other species. John Sullivan of Sundance says, "Nevada officials are very proud of the dramatic increase in the bighorn sheep herds in recent years. And they consider the use of modern technology and survey methodology as reasons for this success story."

Sullivan noted further that since the SFRA 50-2 system of flight regulation was implemented in the Grand Canyon in 1987 pilots cannot enter this airspace at will. Flights into this area are either a tour flight conducted by an authorized carrier and on an established route or they require a certificate of waiver from the FAA. Sundance Helicopter applied for and received the current version of its certificate of waiver on July 13, 1995. The waiver specifically authorizes Sundance pilots to enter this airspace only for the purpose of Hualapai Indian Nation support flights. Sullivan counsels his pilots to stay south of the river but safety concerns are a good and legal reason to deviate from that guidance.

David Yeamans,
President



For Grand Canyon Private Boaters Association

GCPBA SURVEY

The Impact of Aircraft Overflights On Non-Commercial River Trips

Motor-powered heavier than air craft fly over Grand Canyon. Some of them are commercial airliners on high altitude flights between major cities. Some are helicopters on tours showing customers the visual beauty between the rims. Others are piloted by non-commercial travelers and others are on rescue or administrative errands. How do the overflights affect you as a private boater? What can be done to ease or even solve your problems with overflights? I am commissioned to help.

I and my alternate Richard Martin, both from Grand Canyon Private Boaters Association, have been recruited to sit on the 20-member Grand Canyon Working Group (GCWG) of the National Parks Overflights Advisory Group. The advisory group's recommendations will become the rules that the Federal Aviation Administration (FAA) uses to govern overflights of the Canyon. The group also includes hikers, Indian American nations, river concession operators, air tour operators, and more. If the GCWG does not decide on an issue then the government agencies themselves – the FAA and the National Park Service (NPS) – will jointly decide what is to happen. We are trying to decide how to “provide for the substantial restoration of the natural quiet and experience to the park...” [Public Law 100—91, August 18, 1987].

Keep in mind that the rules now define natural quiet as “50 percent or more of the park ...[has] natural quiet (no aircraft audible) for 75 to 100 percent of the day.” Find more details at: nps.gov/grca/overflights/documents/chronology.htm To help in restoration there are flight free zones in which no air tours may be operated and some helicopter tour outfitters are converting to a quieter machine. Given all that, what do you think about the overflight noise and about how overflights affect the “experience?” A questionnaire was sent to GCPBA members to help determine our opinions on overflights. High flying airliners (over 1200 [twelve hundred] per day) aren't considered in the following survey.

OVERFLIGHTS SURVEY

Ballots for the 2005 Grand Canyon Private Boaters Association board election were mailed out in October, 2004. The ballots also contained a survey on our members' relationships to scenic tour overflights. All of the ballots were filled out and all but six of the surveys were marked. Most of the surveys were complete and contained thoughtful responses to the following questions.

1. How many days have you boated in Grand Canyon?
2. Of those days, how many of them were negatively affected by (non-airline) overflights? Where does/did this occur most often?
3. Does the loudness of the noise bother you or is it just the presence of noise?
4. Is it just the sight of an overflight that bothers you?

5. Is it the idea of overflights altogether that bothers you?

6. Do you like the sound and/or the idea and presence of overflights?

7. Do you want more overflights to occur? Fewer? About right?

8. How many aircraft per minute can fly over you without being a bother?

9. If some areas of the Canyon were to remain or become limited zones for overflights, what would be the best and worst places to allow unnatural noise and change of the “experience?”

10. What part of the “experience” is changed by overflight noise?

11. Have you thanked your lucky stars that an overflying aircraft (not a high altitude commercial air liner) has responded to your emergency signal?

RESULTS

The data represented in Table 1 show that there were 71 survey respondents, two with no days boating in Grand Canyon, 17 with up to 50 days boating, and 52 with 50 or more days boating. Ten people had over 200 days. The biggest user had 670 boating days in Grand Canyon. Most people just answered the questions but some offered useful additional notes. There was a small number of comments claiming the survey was biased (toward what I have no idea), saying that there should be more military flights at river level, or other information I don't know how to

categorize. Thank you to all who took the time to help me puzzle this one out.

TABLE 1, SURVEY RESPONSE NUMERICAL DATA

Questions in parentheses (like this) were not asked. The information was given by the respondent. (* indicates additional comments were made)

There were some questions I could have asked differently. I knew this when the survey forms were mailed with the annual ballots but I didn't have time to change my draft questions given all the CRMP issues facing us at the time. For example Question 3,

“Does the loudness of the noise bother you or is it just the presence of the noise?” could have been, “Does the noise bother you? If it does, would it bother you even if it was a relatively soft noise? Or is it just the existence of any overflight noise no matter how quiet that bothers you?” I could have done better but then again, if pigs could fly they'd be making noise, too.

For question 2b the question would have been better if I had asked how many days per trip are affected. Some people foresaw the issue and responded that 10% or 50% of their days were affected. My estimate is that sensitive individuals were affected from 50% to 100% of the time and overflight-tolerant individuals were affected from zero to 10% of the time.

For question 8 I meant “If airplanes are flying over you, would you be bothered more by having them all at once or spread out over an hour? If they are flying over anyway, how many per minute would constitute a monumental disturbance versus a minor distraction? Should we request a rule that spaces aircraft apart by some time or bunches them up to minimize the overall span that they are above us? Bunching up would concentrate the noise but make it shorter. Which is better? Oh, to heck with it. It's too complicated. I can't help us on this one. Sorry to bother you.

Regarding the areas where disturbance was noted, there are two scenic tour flight zones within the Park. They are the Zuni Corridor over the LCR confluence (and miles away but parallel to the river from Nankowep and then crossing the Colorado near Red Canyon) and the Dragon Corridor over the Hermit Rapid area. The Phantom Ranch area sees quite a bit of administrative and rescue use but no scenic tours. The area at and below Lava Falls is busy with passenger transfers,

QUESTIONS	Days Boating in Grand Canyon		
	Zero 2	<50 days 17	50 or more days 52
2. Days negatively affected?	NA NA	Zero -- 3 1 to 5 -- 8 8 to 10 -- 3	Zero = 4 1 to 5 = 10 A lot = 20
2b. Where [number with same response]		30-mile [2], LCR, Dc, H, W[2], L, Q	LCR[4], F[3], Dr[7], L[7], W[11], H, Di[5]
3. Bothers you?		***	
Loudness?	0	4	8
Presence?	1	1	15
Both?	0	3	18
(Doesn't bother)		1	3
4a. Sight bothers you?			*
Yes		2	8
No		10	15
4a. Idea bothers you?		*	
Yes		5	13
No		8	30
5. Like the sound/idea/presence?			
Yes		2	
No		17	52
Neutral		1	4
7. Do you want this many overflights?			***
More		0	0
Fewer	1	13	31
About right		11	10
(Zero)		1	
8. Aircraft per minute that are tolerable?			
infinite		1	
zero		8	24
<1 per minute		1	--
1 to 4 per hour		2	5
to 7 per day		2	18
(don't hear them)			3
(airliners OK)			1
11. Rescued?			****
Yes		0	10
No		7	10
(Don't need no planes 'cause I gots me this Sat. Phone)		2	8

30 = Thirty-Mile area
LCR = Little Colorado River
P = Phantom Ranch area
Dr = Dragon Corridor (Hermit Rapid area)
Dc = Deer Creek

H = Havasu
L = Lava Helipad
Di = Diamond Creek
W = Whitmore Wash
Q = Quartermaster

especially at the Whitmore Wash heliport. Quartermaster is also busy with below-the-rim flights. The area described as “below Diamond” includes Quartermaster. This is the area where scenic tours are not so much scenic as they are transporting visitors between Las Vegas and South Rim or repositioning empty aircraft or are lifting river tourists in and out of the canyon. If a survey respondent listed the Schist Camp, for example, as a place with disturbance, I called that Dragon Corridor. Similar groupings were made at my discretion.

NON-NUMERICAL QUESTIONS & RESPONSES

If this survey had been conducted in 1987 it would have yielded quite different results, I’m sure. There would have been no Dragon or Zuni corridors. Instead there would have been tour routes that looked like a bowl of spaghetti dumped on a map. There would have been below-the-rim scenic tours. There would have been disturbances at every time of day throughout the Park. Are we better off now than then? If we want limited disturbance the answer is definitely yes. Are we well enough off? I hear a resounding “maybe” echoing off the canyon walls.

Most people prefer zero overflights of any kind but some people report that they don’t notice the flights or don’t care about them. The “experience” that was degraded (never enhanced) ranged from “none” to “all,” with intermediate effects including drawing one outside the Canyon, intrusion of civilization, and disruption. Reported losses are of silence, wilderness qualities, serenity, illusion of isolation, remoteness, peaceful reflection, quiet mornings, and wildlife experiences. One person observed that it is the suddenness of the change from peace to noise that was disturbing.

Helicopters are the most disliked aircraft. Perhaps this is because of their proximity, their loudness, and the percussive sound but maybe it is also because helicopters represent the greatest threat to the values only attainable on a longer river trip. High fliers were mentioned by several people as being a

benign or tolerable feature of American soundscape. After the survey others have volunteered that they despise the airline traffic noise.

The majority of river trips are conducted without the need for alerting an overflight. Those that do alert aircraft more often reach a commercial airliner rather than a scenic overflight. This is probably because the high fliers aren’t restricted to Canyon corridors and there are not any no-fly zones so the airlines overflights are abundant and frequent throughout the Canyon. Several people reported that they take a satellite phone and so they don’t rely on overflights for safety.

Areas where overflights would be most tolerated are: canyon rims, launch areas, Diamond Creek and below, wherever the river is loud, nowhere, Phantom Ranch, Whitmore to Diamond, Lava Falls, anywhere that motorboats go, and wide canyon areas. Areas most deserving protection from overflights are: Lee’s to Bass, narrow areas, Elves Chasm, Deer Creek, quiet reaches, Conquistador Aisle, Bass, inner gorge, the river corridor, LCR to Lava, and Nankoweap. One

person remarked that the sacrificial times and spaces were OK as is. Given the lack of consistency among responses, that seems to be a middle ground position.

DRAFT GCPBA POLICY ON OVERFLIGHTS

We peacefully tolerate the negative impacts of scenic tour overflights, administrative flights, general aviation, and commercial airliner overflights in or near Grand Canyon at their current level of control. Negative impacts include the degradation of a wilderness experience from noise, sight, and proximity of aircraft. We prefer there to be no overflights whatsoever but recognize that rescue operations, tourism, and transportation all have positive aspects that make them acceptable within limits. At the very least, there should be no expansion of scenic air tours beyond the 2005 calendar year uses. Efforts should

continue to reduce the invasion of aircraft noise into the Grand Canyon. These efforts should include embracing quiet technology aircraft, more seats per flight and therefore fewer flights, and moving flight paths away from sensitive areas.



Noise Monitoring Device on Canyon rim. (NPS)

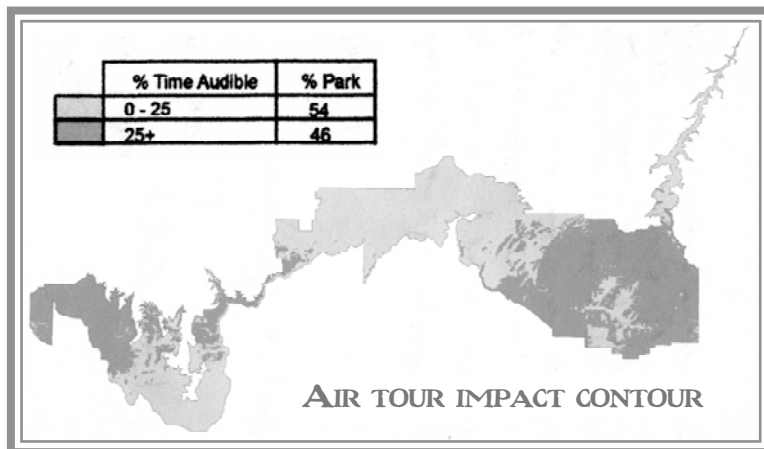
MEETINGS

Sorting out the laws from the desires, the airlines from the air tours, and the ambient from the natural ambient is one of the hard problems the working group faces. But we have a tool that will help. It's called "best available science" and it is in the form of a computer program called INS-2 that is used by FAA to estimate aircraft noise nationwide. INS-2 is analogous to the best available science used to estimate crowding in Grand Canyon from river trips. It is a complicated model that uses data inputs like thousands of airplane flight paths, geography of Grand Canyon, time of day, and recording data of natural sound levels. The output is a map that shows what areas and percentage of the Park has no audible (sometimes erroneously called noticeable) sound. The target is for the 25%-time-audible-contour (25% Taud contour) to include at least half the Park. So far it appears that the target is met if we could ignore the airliners.

Below left and to the right are graphics showing how airliners affect the Park and how air tours affect the Park.

There is a tiny area of the Park that appears to be "restored" to natural quiet. That is the river corridor. It is that way for some possible reasons including: natural quiet includes noise from rapids and narrow canyons block sound better (according to the model – it is beyond science at the moment to model complex reverberations from the Canyon terrain; simple echoes are considered but not complex ones).

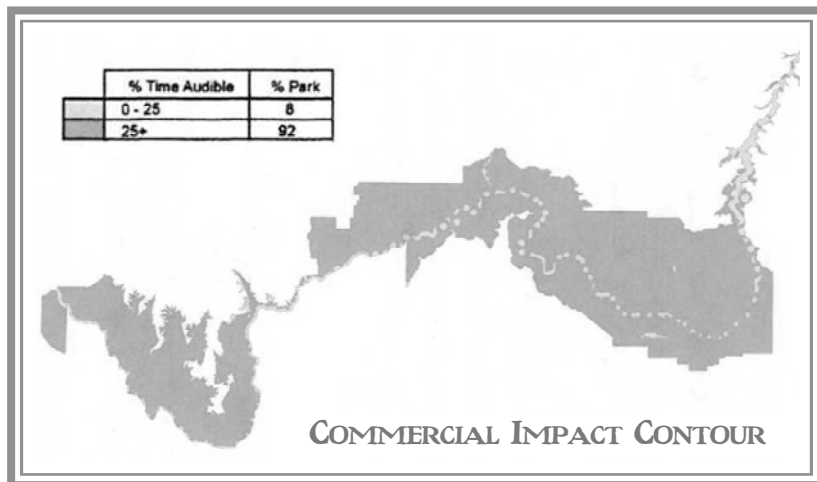
Air tours when considered alone affect less than half the Park for more than 25% of the day. Airliners when considered alone impact 100% of the Park more than 25% of the day. Air tours meet the criterion and if we had only them to consider then the natural quiet of the Park would be



substantially restored – according to the law.

But the law doesn't allow us to neglect airliners. Even if we eliminate air tours altogether the Park still wouldn't be quiet. The WG is running some simulations with INS-2 to determine if moving or eliminating some or many of the airline flights would make any difference. We'll have to wait for a month or two to find out how that goes. But moving flight tracks on paper is possible whereas moving them in real life in this country's saturated airspace is another matter altogether. Maybe it's possible and maybe it's not.

From Figure 5, on the opposite page, you can see 1214 daytime flights (left) and 499



nighttime flights (right) of commercial airliners that flew over a rectangle marked over the Canyon. These tracks were recorded on August 8, 2005, the peak day of all air traffic in the Canyon. It wasn't the peak day for airliners but the sum of all operations peaked on that day. The flight tracks are precisely known from radar data. But the tracks on the next day might not look quite like this. For one thing, wind can require different approach paths to Las Vegas, Phoenix, or Los Angeles. Also, severe weather in New Mexico can divert traffic in ways hard to predict. Other effects include closed airspaces over military bases, weather delays on the East Coast, presidential flights, holiday travel bursts, and so on. It's a complicated mess.

Just suppose we cleared the air over Grand Canyon. What would happen at Zion or Bryce or Hovenweep or Sedona when they had to increase traffic to accommodate Grand Canyon's victory? Wouldn't all the "special" places on Earth be adversely affected if we start creating a flight free zone in Grand Canyon?

As I was flying back from the third set of three-day meetings in Phoenix, I settled back into my jet seat and thought to myself, "You know? I don't want this airplane flying any closer to another plane than it does right now." How I can rationalize that point of

view when air traffic doubles in the next few decades I don't know. I certainly hope we can keep it from being noisier in Grand and I hope we can make it a lot quieter. I believe this is also the desire of the air tour operators I have met. We have until early 2008 to make this all come together. We'll need luck and hard work and your help. Your comments made at the February scoping meetings are extremely valuable. Thanks. We'll make it happen.

Dave Yeamans



Member, Grand Canyon Working Group of NPOAG

CANYON PERSPECTIVE

Soaring sandstone walls
Humble me beneath.

Rocks from the bottom of time
Reduce the sweep of my worries
To the smallest of moments.

Mud mortared dwellings
Stand forty generations.
What worldly concerns have substance
After eight hundred seasons of corn?

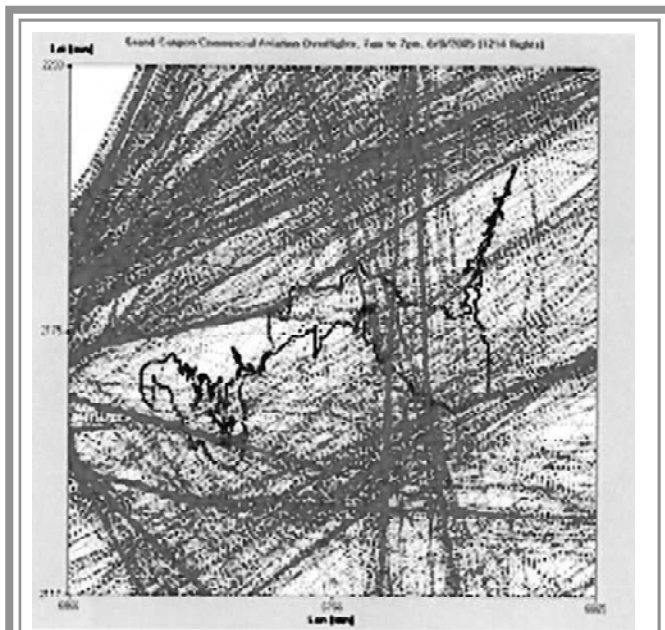
Gazing into the cliffs' embrace
I am uplifted
Tensions dissolve in the river
Peace flows into their place.

A calm spirit
Acceptance, tolerance
Images of the ancient ones
Dwelling here in harmony
For our brief time.

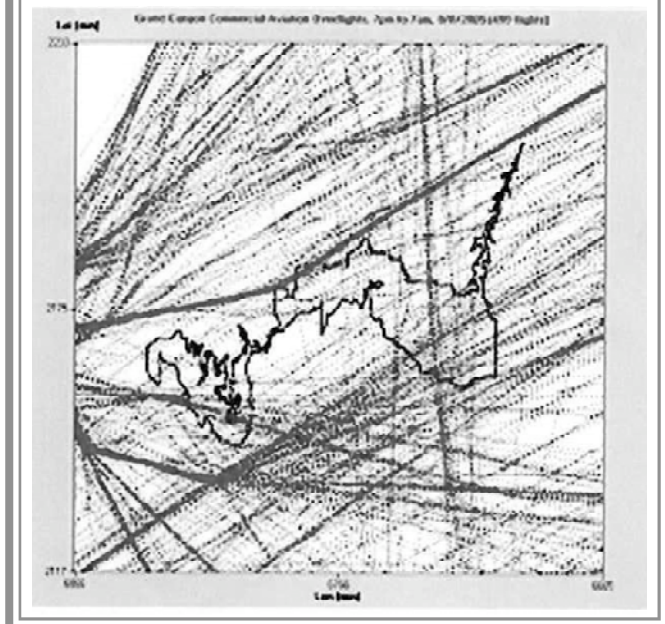
TRINITY CAMP

The narrow band of stars
Held between Vishnu walls
Captures a billion points of light.
A ringtail cat scratches my knee
Leaping over my body exposed
To the billion stars.
I am a part of infinity
In a very small way.

Maury Elderidg



Daytime
Fig. 5, Flight Tracks For Commercial Operations
Nighttime



VERDE TALE

The following tale reflects, in part, on “river courtesy”- doing good (or right) for your fellow boater. This time I was the lucky beneficiary of some timely assistance from a guy whose name I never learned. I’ve known for a long time that you can recognize an experienced boater when they start the conversation with “Is there anything you need?” And the prevailing ethic is that if someone needs something, and you have it to spare, you just hand it over: God only knows that next time you might be the one that’s short on some essential, and if we can’t help each other out we’re all going to eventually suffer the consequences.

After a rather unpleasant winter, Sue was feeling up for an adventure in March. We decided to spend five days floating the Verde River from Childs to the Sheep Bridge in our inflatable kayaks.

In contrast to the Colorado River in Grand Canyon, the Verde is a very small, somewhat ephemeral, dessert river that you can run mainly in the winter and early spring. During the summer months, diversions for irrigation reduce flows to 25 cfs or less. The section from Childs down to Horseshoe Reservoir lives up to its “Wild and Scenic” status. As the river winds through the desert, cottonwoods and sycamores line the banks, while saguaros climb up the slopes of Granite mountains in the distance. It’s not unusual to see eagles soaring overhead, or otters playing in the river.

Although the rapids on this section of the Verde are Class II and III, the real challenge is posed by the vegetation. Snags abound, and in a number of places the only navigable channel is a narrow run through the trees and bushes. And judging from the wreckage, the Verde just loves to eat canoes: a few years back we counted the remains of five between the Childs put in and the mouth of the East Verde, a distance of only a half dozen miles. At the last minute as we were packing up, I remembered (for the first time ever) to throw in an extra line, some pulleys, and a generous supply of extra ‘biners “just in case” we might need them.

The first couple days were fun and uneventful. The next to the last night we camped a few hundred yards above the mouth of Wet Bottom Creek, on a grassy bank overlooking a side channel and a island in the middle of the river. In the morning we hiked back up the river to the Wet Bottom Trail, which crosses in the vicinity of Red Creek, and followed it a couple miles as it climbs up towards the Mazatzal Mountains. The wild flowers were out in full force, a truly magnificent tribute to a moist winter. When we reached the top of an old lava flow, seven or eight hundred feet above the river, we stopped for lunch and a long look at the scenery before heading back to camp and our boats.

We only intended to make a couple miles that afternoon, and I was a bit casual as we pushed off: ignoring my usual practice I decided to wear my hearing aids, rather than put them safely away in a waterproof container in my ammo box. A short

**I’VE KNOWN FOR A
LONG TIME THAT
YOU CAN
RECOGNIZE AN
EXPERIENCED
BOATER WHEN
THEY START THE
CONVERSATION
WITH “IS THERE
ANYTHING YOU
NEED?”**

distance below camp, a line of trees extended across the place where our channel rejoined the mainstream. A narrow gap a little wider than my inflatable kayak appeared, and I went for it.

The current through the trees was stronger than I anticipated, and my last minute maneuver failed the thread the needle cleanly. I brushed against a tree and - faster than I could say “Oops!” - I found myself in the water, clinging to a branch, trying to keep my head high enough to keep my hearing aids dry, and not lose my paddle. My boat was neatly folded around the upstream side of the tree, and the current was so strong I couldn’t get my feet underneath me to stand up, even though the water probably was only a couple feet deep.

Sue, of course, threaded the needle adroitly, grabbed another branch, and yelled “What do you want me to do?” “Take my paddle” I replied. Then, un-encumbered, I let go of the tree and swam to shore next to where she’d parked.

The first thing I noticed was that one of my hearing aids was missing. Damn! Those things are expensive! I gave her the other one to put away where I couldn’t lose it, and then we hiked upstream and swam over to the island to contemplate what to do next. My inflatable was just out of reach, maybe five or six feet from the bank, with only a foot and a half of one tube exposed above the surface on either side of the tree. The rest of the boat, and all my gear, was underwater in a swift current. When I stepped on the cobbles at the base of the bank next to the water, the current plucked them away and dumped me back in the river for another short swim.

Things were not going well at all. Back on the bank again, I was able, at last, to grasp a couple branches from the offending tree, bend them over, and secure them to some

vegetation on shore to make a flimsy bridge I could step on without exposing my feet to the current. Then using another branch for balance, I managed to get out to the downstream side of the tree where there was a convenient branch to stand on.

The situation looked pretty hopeless. I remember thinking "Sure glad I brought some extra line and pulleys - too bad they're all under water!" Feeling in the river for the bag they were stored in, I felt my velcro watch band disengage as the river snatched away another prize. I got one 'biner on the bag loose, then carefully cut a strap to free the other and - clinging to the knife and bag - went for another swim.

Back on the island again, I'd just managed to get the bag unpacked and start wondering where I was going to set up a Z-drag when we noticed the first other boaters we'd seen in four days, several more folks also in inflatable kayaks. I yelled "Don't try coming through here!" and shock registered on their face as they saw my boat wrapped around a tree. They drifted downstream out of sight.

A few minutes later, however, one of them was standing beside us on the island, offering to help. I scrambled back out to the tree and secured the end of the line to something on the boat, and we set up a mechanical advantage system with the other end attached to a tree on shore. The three of us hauled on the line with all the force we could muster, and we took up a couple inches of rope, but the boat seemed immovable. I remember thinking "This is not going to work, we'll waste the rest of the afternoon and end up leaving the boat here, and I'll be hiking out without my gear in the morning."

We tied off the line and I scrambled back to the tree. Eventually I was able to reach my throw bag, under a couple feet of water, and pull out the line. After tossing the end to shore, I tied the other end to whatever I could reach underwater, and returned to shore. We set up a second Z-drag and hauled away as hard as we could, again taking up only a few inches of line. After tying it off, we returned to the first one, and again were only able to gain a couple inches.

The next couple hours went by quickly - the boat stayed firmly plastered around the tree, and although we slowly gained a little with each pull, nothing seemed to be changing. At one point our new-found friend scrambled out to the tree and was able to change the attachment point for one of the lines. As he was doing this, the lid to my cooler popped open and a few things floated away - but he was on it in a flash, got the lid closed again and tied shut.

The sun slid behind the hill across the river, and sunset was approaching, and it looked like we had little to show for all the effort. I was beginning to wonder about how much longer we

could afford to fool with this apparently hopeless project before we'd have to give up and look for a place to camp. The other guy had been with us for a couple hours, and no doubt his friends downstream were getting impatient for his return. Sue said something to him and he replied "I can't just leave you guys here alone." We pulled some more. And then, as the sun set, by some miracle the end of the boat we were pulling on suddenly seemed much closer to the surface. Each time we switched from one line to the other, we were able to take up more line until - suddenly - the boat unwrapped itself, slid around the tree, and was floating, upside down in the current, at the end of the haul lines.

Without a word, our unnamed friend ran for his boat downstream, with Sue right behind him. As I untied the lines to set my boat free, I saw a few things to float away...a canteen, a couple old river chairs that were almost ready for the trash can...but nothing really important. It was getting dusky by the time I got to my boat, untangled the mess, and we floated off in search of a camp. The guy who'd helped us had headed off downstream to rejoin his friends, we never had time to get his name or say "Thanks!"

After a mile or so, we found a suitable beach and pulled over for camp. I was mildly hypothermic, and expecting all my clothes, which had been in a bag underwater in a strong current for several hours, would be soaked. To my surprise, the garbage bag I used to line an old, leaky "dry bag" had actually kept the water off my clothes. And as I shed my life jacket, my missing hearing aid - worth about as much as my boat and the rest of its contents together - fell in the sand at my feet!

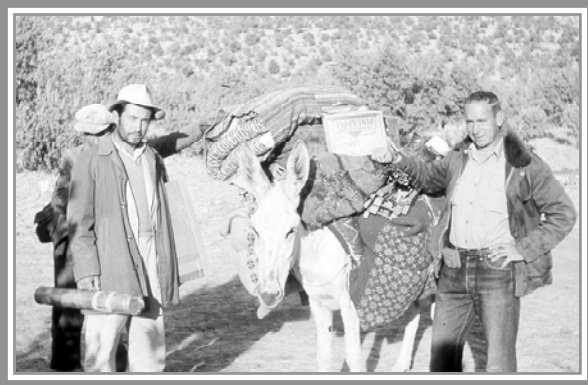
Although most of what we'd planned for dinner was soaked with river water, or gone altogether, a tin can or two had survived. And thanks to the quick action of our savior in getting the cooler shut again, there were a few beers as well.

Although I'd accumulated more than three decades of worth of various unintended rips, tips, and dips in the river, this was my first wrap. It seems you're never too old or experienced to screw up; the difference between a good run and disaster can be a moment's inattention, or a klutzy stroke at an inopportune time.

Over the years, I've tried to be helpful to other boaters whenever possible. I've been paid back bigtime for all the favors I've done, and probably owe a few more just to get even again. All I know about the guy who stopped to help us is that he's from Montana, and generous and thoughtful to strangers. There's no way Sue and I, without his help, would have saved that boat. I hope, somehow, he sees this story eventually, and reads these words of appreciation.

Drifter Smith





Rafting the Euphrates ~ 1956

“The Raft”

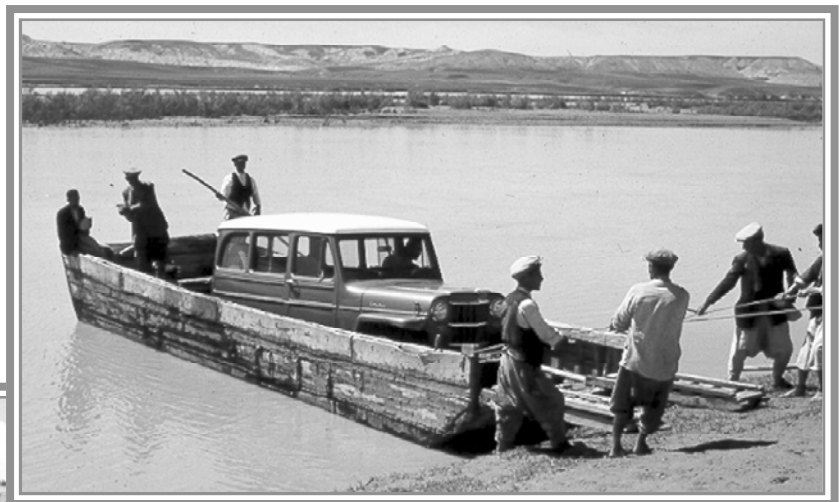
Photo of Ihsa (center left), with map tube, a Kurdish helper hiding behind him and myself (r). We were headed off for work, to do the things that geologists do.

Introductory note: GCPBA's editor, Richard Martin learned of the existence of photos of a really unusual raft, with tubes made from sheepskin, inflated and tied together to form the floatation for a raft used on the Euphrates River in Turkey in the mid 1950's. His inquiry yielded the following story and photos.

Concerning a journal of my travels in Turkey, I am sorry to say that when I was working in the field I kept a journal of some sort, but it contained mostly strikes and dips and other geological things. Over the years since leaving Turkey most of that kind of stuff has disappeared as useless and gathering mold. However, I still remember lots of stuff.

I have never really thought about the historical aspects of crossing rivers or using crude float devices to get somewhere down river.

When I arrived in Turkey in 1955 there were no bridges across the Euphrates south of the Taurus mountains. One was under construction, however, at the town of Birecik which is down river from the canyon where the raft trip took place. The new bridge caused serious problems with the people in Birecik because its economy was based on ferrying



vehicles and burros across the river. The ferries were flat bottom boats which were poled across the river. The natural river current caused pole barges to drift downstream so a long rope attached to the destination side was used to cause the raft to swing in an arc to the other side of the river. This procedure was reversed to get back to the opposite side, but men or horses were required to drag the barge upstream along the bank of the

river to a starting point for the trip to the opposite bank. This is a photo of one such barge which had just arrived with a crew of geologists including me.

It is my pleasure to share *The Raft* with you and your publication. I'm sure it will get a lot of smiles. I am pretty certain that it has never been published. The only English speakers on that trip were me and Charley Sturz, a paleontologist, from California. Charley died several years ago.

Ihsan Turkey was the prime mover on the trip as he could communicate in a primitive way with the two Kurds that we hired to build the boat and steer it down the river. These two gentlemen came to us from the Tigris River area.

The Euphrates area was as foreign to them as it was to us. Ihsan seemed to be able to communicate with them although his English was pretty limited. Ihsan is a Topographic engineer and my assistant in numerous excursions in various places in



First things first: assembly of the boat begins with inflation of the "tubes" - actually complete sheepskins sewn together to be both water tight and air tight, and the fabrication of a wooden frame.



Frame pieces are attached to the inflated sheepskins which have been tied together to form rows of tubes.

Turkey. He still lives in Ankara. His English is about as bad as my Turkish but we have always been able to communicate. Lots of hand waving and never an argument. We have been robbed at gunpoint by Kurds on horseback. I lost my camera and several rolls of film in that raid so I don't have any photos to record the Tigris River crossings in the area where Turkey, Iraq, and Syria come together.

On the opposite page is a photo of Birecik. The bundles stacked along the river are hemp awaiting a ride to some place. Hemp is still used to make rope today, so one can conclude that crude long ropes were available to be used in the river crossing operation of hundreds of years ago. Roman armies spent a lot of time in this area.

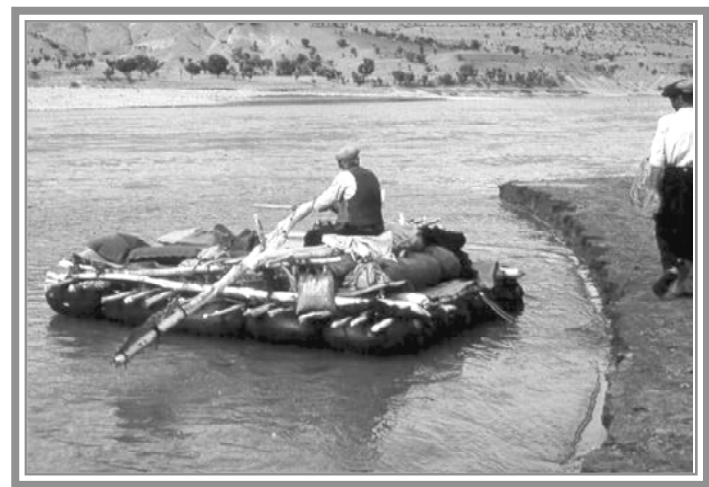
Marsh Hansen



Final outfitting of the boat takes place under the watchful eye of local rivermen.



Here is the completed raft, fully outfitted for its trip down the Euphrates. Note the oars with the paddle surfaces tied to the shaft, a kerosene or oil lantern, several comfy looking air mattresses. But - where is the sparte lifejacket?



Sheepskin craft takes to the river for a trial spin.

Book Review

Through the GRAND CANYON from WYOMING to MEXICO

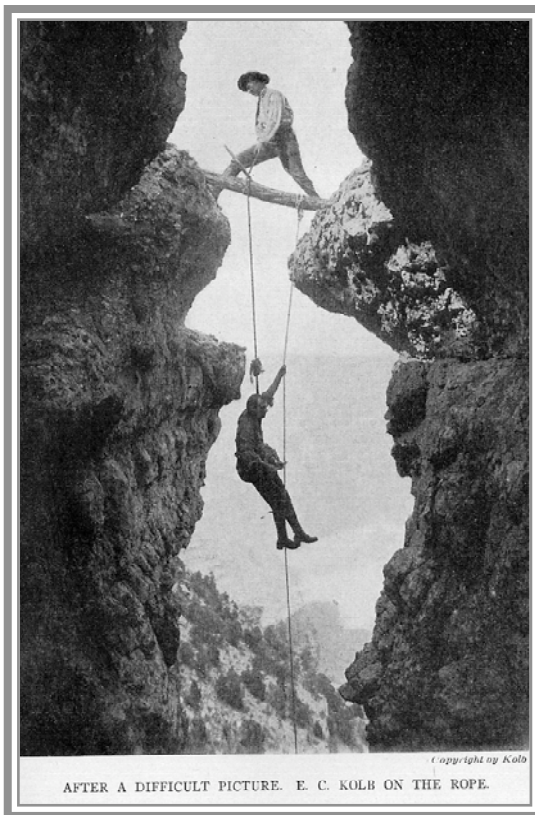
"The reader will kindly excuse the use of the first person, both singular and plural. It is our own story, after all, and there seems no other way than to tell it as you find it here." These are the closing words of Ellsworth Kolb in his Preface to *Through the GRAND CANYON from WYOMING to MEXICO*. I cannot imagine that the story of Ellsworth's, and his brother, Emery Kolb's, expedition from Green River, Wyoming to the Gulf of California being told any other way. It is a most delightful read.

In 1911 the Kolb brothers set out on their dream journey, to photograph the Green and Colorado Rivers. Already well known for their work and presence in the Grand Canyon, the brothers can't resist the urge to follow in the footsteps of John Wesley Powell, Julius Stone and Nathan Galloway. The result is an honest telling with a voice and viewpoint different from any other river story in memory.

The spirit of Kolb's pen is at the opposite end of the spectrum from the "No lie, I was there, this really happened ..." genre of river tale. His descriptions of daily events and explorations will rouse a sweet reservoir of fond memories for any boater, even those who have not experienced the places described by Ellsworth and Emery.

From Green River the trio of adventurers, Ellsworth, Emery and their helper, Jimmy, launch their two flat bottom boats designed by Stone with the input expertise of Galloway. Emery painted *Edith* on the bow of his boat, naming it for his four year old daughter. As for Ellsworth's boat, "I remarked that as no one loves me, I would name my boat the *Definance*." But concerned that he would look foolish if he wrecked a boat with such a name in the first rapid, he deferred christening to later in the trip.

Sprinkled throughout the book is Ellsworth's subtle humor and understated observation. In the chapter entitled "The Battle With Lodore" we find Ellsworth walking a boat in Disaster Falls while their helper Jimmy plays out line from shore and Emery cranks the motion picture camera. "...I waded in the water, holding the bow of the boat as I worked her between the rocks. Having reached the end of the rope, I coiled it up, advising Jimmy to go up to a safe crossing and join my brother while I proceeded with the boat. All was going well, and I was nearing the shore, when I found myself suddenly carried off my feet into



AFTER A DIFFICULT PICTURE. E. C. KOLB ON THE ROPE.

water beyond my depth, and drifting for the lower end of the rapid. Meanwhile I was holding to the bow of the boat and calling lustily to my brother to save me. At first he did not notice that anything was wrong, as he was looking intently through the finder.... Things were beginning to look pretty serious, when the boat stopped against a rock and I found myself once more with solid footing under me. It was too good a picture to miss."

In 1911 the Kolbs and Jimmy were an unusual sight to farmers and ranchers along the river. Their practice was to visit many of them. Often this would lead to a good meal, helpful information and occasionally to a little adventure. Their visit to the

Johnson's in Red Canyon on the Green includes using their boats to help the family drive a few horses across the river. Only later Ellsworth realize that, "For that matter we were actually guilty of the latter count (horse stealing), for come to think of it, we ourselves had helped them steal eight horses and a colt!"

Before finishing Lodore the expedition luckily survives monsoon rains, rapid rising water, rockslides and water too thick to drink. While in their tent "a land-slide, loosened by the soaking rains, thundered down the mountain side..... "These slides made one feel a little uncomfortable. 'It would

be most inconvenient,' as we have heard some one say, 'to wake in the morning and find ourselves wrapped up in a few tons of earth and rock.' "

Grand Canyon boaters will recognize the problem created by the rains, or dam release in your case, when Ellsworth recounts, "Emery woke me the next morning to report that the river had risen about six feet; and that my boat – rolled out on the sand but left untied – was just on the point of going out in the water."

The roiling waters made the Green undrinkable. "In the afternoon we made a test of the water from the river, and found that it contained 20 per cent of an alkaline silt. When we had to use this water, we bruised the leaf of a prickly pear cactus, and placed it in a bucket of water. This method, repeated two or three times, usually clears the muddiest water." Sound familiar, river runners?

Until the dams are all memories, this is an adventure that cannot be repeated. Even then, few writers will ever find the combination of innocence, determination, and lusty love of challenging experience portrayed by Ellsworth and Emery Kolb. Owen Wister says it well in the Foreword to the book.

"Whether it deal with the climbing of dangerous peaks, or the descent (as here) of some fourteen hundred miles of water both mysterious and ferocious, the well-told tale of a perilous journey, planned with head and carried through with dauntless persistence, always holds the attention of its readers and gives them many a thrill. This tale is very well told. Though it is the third of its kind, it differs from its predecessors more than enough to hold its own: no previous explorers have attempted to take moving pictures of the Colorado River with themselves weltering in its foam. More than this: while the human race lasts it will be true, that any man who is lucky enough to fix upon a hard goal and win it, and can in direct and simple words tell us how he won it, will write a good book."

I heartily agree with Wister. Through the GRAND CANYON from WYOMING to MEXICO is a good book. The first edition was published in hardcover by the Macmillan Company in 1914. It includes 48 plates, most full page, from the Kolb collection. I hope your mind's eye and photo collection comparisons to their excellent pictures prompts delightful memories for you. It did, and still does, for me. And hopefully, the temptations snipped from Ellsworth's text concerning their time on the Green River will wet your appetite to see how he and Emery fare on the Colorado.

RJ Stephenson



CHAPTER XXII ~ Kolb Brothers Wyoming To Mexico

SHORT OF PROVISIONS IN A SUNLESS GORGE

In the mud at Kanab Canyon we saw an old footprint of some person who had come down to the river through this narrow, gloomy gorge. It was here that Major Powell terminated his second voyage, on account of extreme high water. A picture they made showed their boats floated up in this side canyon. Our stage was much lower than this. F.S. Dellenbaugh, the author of "A Canyon Voyage," was a member of this second expedition. This book had been our guide down to this point; we could not have asked for a better one. Below here we had a general idea of the nature of the river, and had a set of the government maps, but we had neglected to provide ourselves with detailed information such as this volume gave us.

Evening of the following day found us at Cataract Creek Canyon, but with a stage of water in the river nearly fifty feet lower than that which we had seen a few years before. The narrow entrance of this great canyon gives no hint of what it is like a few miles above.

The Indian village is in the bottom of a 3000-foot canyon, half a mile wide and three miles long, covered with fertile fields, peach and apricot orchards. It even contained a few fig trees. Below the village the canyon narrowed to a hundred yards, with a level bottom, covered with a tangle of wild grape vines, cactus, and cottonwood trees. This section contained the two largest falls, and came to an end about four miles below the first fall. Then the canyon narrowed, deep and gloomy, until there was little room for anything but the powerful, rapidly descending stream. At the lower end it was often waist deep and fifteen or twenty feet wide. It was no easy task to go through this gorge. The stream had to be crossed several times. The canyon terminated in an extremely narrow gorge 2500 feet deep, dark and gloomy, one of the most impressive gorges we have ever seen. The main canyon was similar, with a few breaks on the sides, those breaks being ledges, or narrow sloping benches that would extend for miles, only to be brought to an abrupt end by side canyons. There are many mountain-sheep in this section, but we saw none either time. We could see

many fresh tracks where they had followed these ledges around, and had gone up the narrow side canyon. It was cold in the main canyon, and no doubt the sheep could be found on the plateaus, which were more open, and would get sun when the sun shone. This plateau was 2500 feet above us. At the turn of the canyon we could see the other walls 2000 feet above that. The rapids in the section just passed had been widely separated and compared well with those of Marble Canyon, not the worst we had seen, but far from being tame. There was plenty of shore room at each of these rapids.

Cactus of different species was now a feature of the scenery. The ocotillo or candlewood with long, lash-like stalks springing from a common centre--that cactus, which, when dried, needs only a lighted match to set it afire--flourishes in the rocky ledges. A species of small barrel-cactus about the size of a man's head, with fluted sides, or symmetrical vertical rows of small thorned lumps converging at the top of the "nigger-head," as they are sometimes called, grows in great numbers in crevices on the walls. The delicate "pin cushion" gathered in clusters of myriad small spiny balls. The prickly pear, here in Ha Va Su Canyon, were not the starved, shrivelled, mineral-tinted cactus such as we found at the beginning of our trip. Instead they were green and flourishing, with large fleshy leaves joining on to each other until they rise to a height of three feet or more and cover large patches of ground to the utter exclusion of all other growth. What a display of yellow and red these desert plants put forth when they are in bloom! A previous visit to Ha Va Su was made in the month of May when every group of prickly pear was a riot of pure colour. All this prolific growth is made possible by the extreme heat of the summer months aided in the case of those plants and trees which flourish in the fertile soil of Ha Va Su by the sub-irrigation and the spray from the fall.

After making an inventory of our provisions we concluded not to try the tedious and uncertain trip up Cataract Creek. With care and good fortune we would have enough provisions to last us to Diamond Creek.

With our run the next day the inner gorge continued to deepen, the walls drew closer together, so that we now had a narrow gorge hemming us in with 3000-foot walls from which there was no escape. They were about a fourth of a mile apart at the top. A boat at the foot of one of these walls was merely an atom. The total depth of the canyon was close to 4500 feet. There is nothing on earth to which this gorge can be compared. Storm-clouds lowered into the chasm in the early morning. The sky was overcast and threatening. We were travelling directly west again, and no sunlight entered here, even when the sun shone. The walls had lost their brighter reds, and what colour they had was dark and sombre, a dirty brown and dark green

predominating. The mythology of the ancients, with their Inferno and their River Styx, could hardly conjure anything more supernatural or impressive than this gloomy gorge.

There were a few bad rapids. One or two had no shore, others had an inclination to run under one wall and had to be run very carefully. If we could not get down alongside of a rapid, we could usually climb out on the walls at the head of the rapid and look it over from that vantage point. The one who climbed out would signal directions to the others, who would run it at once, and continue on to the next rapid. They would have its course figured out when the last boat arrived.

One canyon entered from the left, level on the bottom, and about one hundred feet wide; it might be a means of outlet from this canyon, but it is doubtful, for the marble has a way of ending abruptly and dropping sheer, with a polished surface that is impossible to climb.

New Year's Eve was spent in this section. The camp was exceptionally good. A square-sided, oblong section of rock about fifty feet long had fallen forward from the base of the cliff. This left a cave-like opening which was closed at one end with our dark-room tent. High water had placed a sandy floor, now thoroughly dry, in the bottom. Under the circumstances we could hardly ask for anything better. Of driftwood there was none, and our camp-fires were made of mesquite which grew in ledges in the rocks; in one case gathered with a great deal of labour on the shore opposite our camp, and ferried across on our boats. If a suitable camp was found after 3.30 P.M., we kept it, rather than run the risk of not finding another until after dark.

Another day, January 1, 1912, brought us to the end of this gorge and into a wider and more open canyon, with the country above covered with volcanic peaks and cinder cones. Blow-holes had broken through the canyon walls close to the top of the gorge, pouring streams of lava down its sides, filling the bottom of the canyon with several hundred feet of lava. This condition extended down the canyon for twenty miles or more. Judging by the amount of lava the eruption must have continued for a great while. Could one imagine a more wonderful sight--the turbulent stream checked by the fire flood from above! What explosions and rending of rocks there must have been when the two elements met. The river would be backed up for a hundred miles! Each would be shoved on from behind! There was no escape! They must fight it out until one or the other conquered. But the fire could not keep up forever, and, though triumphant for a period, it finally succumbed, and the stream proceeded to cut down to the original level.

Two miles below the first lava flow we saw what we took to be smoke and hurried down wondering if we would find a prospector or a cattle rustler. We agreed, if it was the latter, to

let them off if they would share with us. But the smoke turned out to be warm springs, one of them making quite a stream which fell twenty feet into the river. Here in the river was a cataract, called Lava Falls, so filled with jagged pieces of the black rock that a portage was advisable. The weather had not moderated any in the last week, and we were in the water a great deal as we lifted and lined the boats over the rocks at the edge of the rapids. We would work in the water until numbed with the cold, then would go down to the warm springs and thaw out for a while. This was a little quicker than standing by the fire, but the relief was only temporary. This portage was finished the next morning.

Another portage was made this same day, and the wide canyon where Major Powell found some Indian gardens was passed in the afternoon. The Indians were not at home when the Major called. His party felt they were justified in helping themselves to some pumpkins or squash, for their supplies were very low, and they could not go out to a settlement--as we expected to do in a day or two--and replenish them.

We found the fish would not bite, just as our friend, the miner, had said, but we did succeed in landing a fourteen-pound salmon, in one of the deep pools not many miles from this point, and it was served up in steaks the next day. If our method of securing the salmon was unsportsmanlike, we excused ourselves for the methods used, just as Major Powell justified his appropriation of the Indians' squash. If that fish was ever needed, it was then, and it was a most welcome addition to our rapidly disappearing stock of provisions. We were only sorry we had not taken more "bait."

The next day we did see a camp-fire, and on climbing the shore, found a little old prospector, clad in tattered garments, sitting in a little dugout about five feet square which he had shovelled out of the sand. He had roofed it with mesquite and an old blanket. A rapid, just below, made so much noise that he did not hear us until we were before his door. He looked at the rubber coats and the life-preservers, then said, with a matter-of-fact drawl, "Well, you fellows must have come by the river!"

After talking awhile he asked: "What do you call yourselves?" This question would identify him as an old-time Westerner if we did not already know it. At one time it was not considered discreet to ask any one in these parts what their name was, or where they were from. He gave us a great deal of information about the country, and said that Diamond Creek was about six miles below. He had come across from Diamond Creek by a trail over a thousand foot ridge, with a burro and a pack mule, a month before. He had just been out near the top on the opposite side, doing some assessment work on some copper claims, crossing the river on a raft, and stated that on a previous occasion he had been drawn over the rapid, but got out.

When he learned that we had come through Utah, he stated that he belonged near Vernal, and had once been upset in the upper canyons, about twenty years before. He proved to be the Snyder of whom we had heard at Linwood, and also from the Chews, who had given him a horse so he could get out over the mountains. Yet here was, a thousand miles below, cheerful as a cricket, and sure that a few months at the most would bring him unlimited wealth. He asked us to "share his chuck" with him, but we could see nothing but a very little flour, and a little bacon, so pleaded haste and pushed on for Diamond Creek.

The mouth of this canyon did not look unlike others we had seen in this section, and one could easily pass it

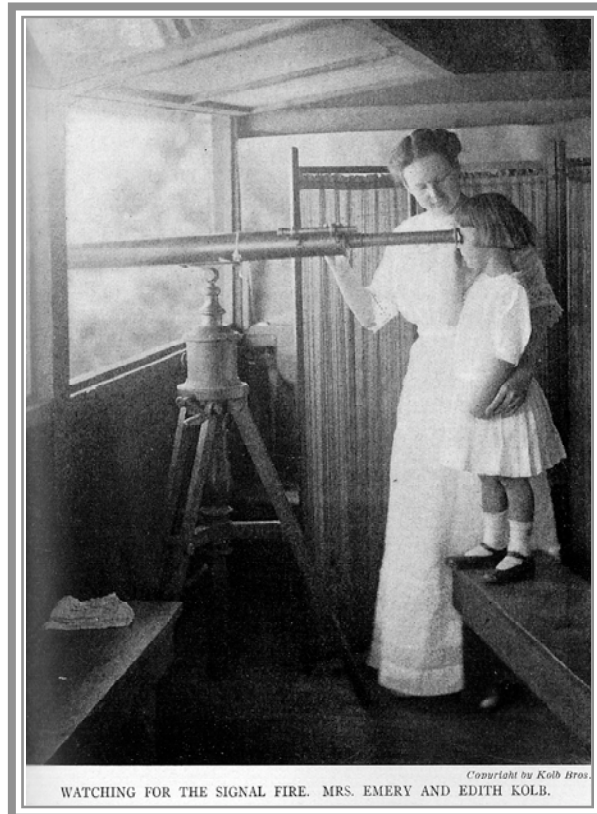
without knowing that it ran back with a gentle slope for twenty miles, and that a wagon road came down close to the river. It contained a small, clear stream. The original tourist camp in the Grand Canyon was located up this canyon. We packed all our plates and films, ready to take them out. The supplies left in the boats when we went out the next morning were:

5 pounds of flour, partly wet and crusted.

2 pounds mildewed Cream of Wheat.

3 or 4 cans (rusty) of dried beef. Less than one pound of sugar.

We carried a lunch out with us. This was running a little too close for comfort. The mouth of Diamond Creek Canyon was covered with a growth of large mesquite trees. Cattle trails wound through this thorny thicket down to the river's edge.



WATCHING FOR THE SIGNAL FIRE. MRS. EMERY AND EDITH KOLB.
Copyright by Kolb Bros.

The trees thinned out a short distance back, and the canyon widened as it receded from the river. A half mile back from the river was the old slab building that had served as headquarters for the campers. Here the canyon divided, one containing the small stream heading in the high walls to the southeast; while the other branch ran directly south, heading near the railroad at the little flag-station of Peach Springs, twenty-three miles distant. It was flat-bottomed, growing wider and more valley-like with every mile, but not especially interesting to one who had seen the glory of all the canyons. Floods had spoiled what had once been a very passable stage road, dropping 4000 feet in twenty miles, down to the very depths of the Grand Canyon. Some cattle, driven down by the snows, were sunning themselves near the building. Our appearance filled them with alarm, and they "high tailed it" to use a cattle man's expression, scampering up the rocky slopes.

A deer's track was seen in a snow-drift away from the river. On the sloping walls in the more open sections of this valley grew the stubby-thorned chaparral. The hackberry and the first specimens of the palo verde were found in this vicinity. The mesquite trees seen at the mouth of the canyon were real trees--about the size of a large apple tree--not the small bushes we had seen at the Little Colorado. All the growth was changing as we neared the lower altitudes and the mouth of the Grand Canyon, being that of the hot desert, which had found this artery or avenue leading to the heart of the rocky plateaus and had pushed its way into this foreign land.

Even the animal life of the desert has followed this same road. Occasional Gila monsters, which are supposed to belong to the hot desert close to the Mexico line, have been found at Diamond Creek, and lizards of the Mojave Desert have been seen as far north as the foot of Bright Angel Trail.

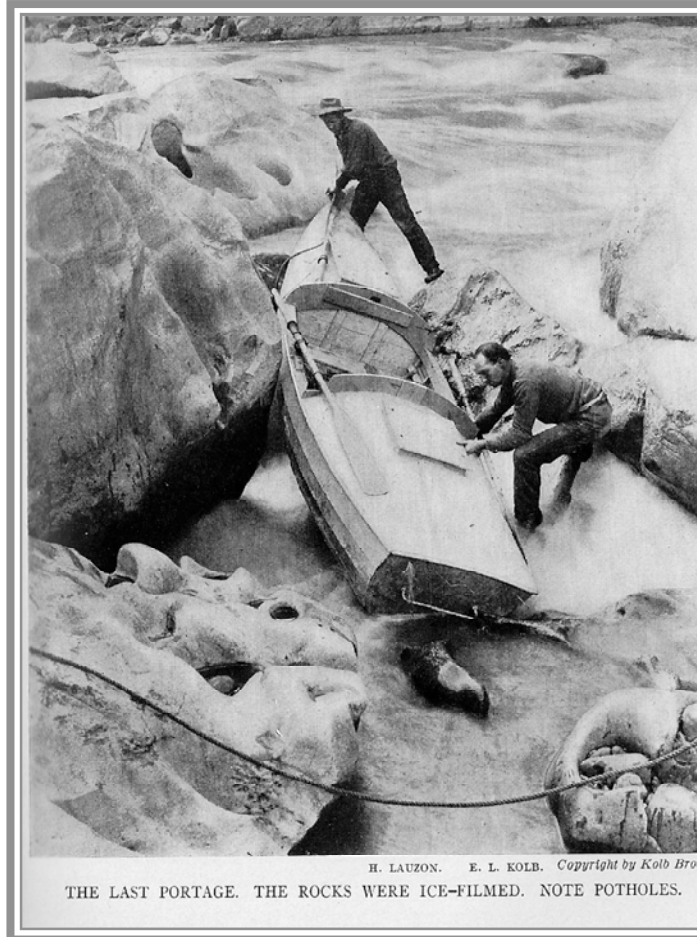
But we saw little animal life at this time. There were occasional otters disporting themselves near our boats, in one

instance unafraid, in another raising a gray-bearded head near our boat with a startled look in his eyes. Then he turned and began to swim on the surface until our laughter caused him to dive. Tracks of the civet-cat or the ring-tailed cat--that large-eyed and large-eared animal, somewhat like a raccoon and much resembling a weasel--were often seen along the shores. The gray fox, the wild-cat, and the coyote, all natives of this land, kept to the higher piñon-covered hills. The beaver seldom penetrates into the deep canyons because of the lack of vegetation, but is found in all sections in the open country from the headwaters to the delta in Mexico.

We went out by this canyon on January the 5th, and returned Sunday, January the 8th, bringing enough provisions to last us to the end of the big canyon. We imagined we would have no trouble getting what we needed in the open country below

that. We sent some telegrams and received encouraging answers to them before returning. With us were two brothers, John and Will Nelson, cattle men who had given us a cattle man's welcome when we arrived at Peach Springs. There was no store at Peach Springs, and they supplied us with the provisions that we brought back. They drove a wagon for about half the distance, then the roads became impassable, so they unhitched and packed their bedding and our provisions in to the river. The Nelsons were anxious to see us run a rapid or two.

We found the nights to be just as cold on top as they ever get in this section--a little below zero--although the midday sun was warm enough to melt the snow and make it slushy. I arrived at the river with my feet so swollen that I had difficulty in walking, a condition brought on by a previous freezing they had received, being wet continually by the icy water in my boat--which was leaking badly since we left Bright Angel--and the walk out through the slush. I was glad there was little



H. LAUZON. E. L. KOLB. Copyright by Kolb Bros.
THE LAST PORTAGE. THE ROCKS WERE ICE-FILMED. NOTE POTHOLE.

walking to do when once at the river, and changed my shoes for arctics, which were more roomy and less painful.

On the upper part of our trip there were occasional days when Emery was not feeling his best, while I had been most fortunate and had little complaint to make; now things seemed to be reversed. Emery, and Bert too, were having the time of their lives, while I was "getting mine" in no small doses.[6]

We had always imagined that the Grand Canyon lost its depth and impressiveness below Diamond Creek. We were to learn our mistake. The colour was missing, that was true, for the marble and sandstone walls were brown, dirty, or colourless, with few of the pleasing tones of the canyon found in the upper end. But it was still the Grand Canyon. We were in the granite again--granite just as deep as any we had seen above, it may have been a little deeper, and in most cases it was very sheer. There was very little plateau, the limestone and sandstone rose above that, just as they had above Kanab Canyon. The light-coloured walls could not be seen.

Many of the rapids of this lower section were just as bad as any we had gone over; one or two have been considered worse by different parties. Two hours after leaving the Nelsons we were halted by a rapid that made us catch our breath. It was in two sections--the lower one so full of jagged rocks that it meant a wrecked boat. The upper part fell about twenty feet we should judge and was bad enough. It was a question if we could run this and keep from going over the lower part! If we made a portage, our boats would have to be taken three or four hundred feet up the side of the cliff. The rapid was too strong to line a boat down. We concluded to risk running the first part. Bert climbed to the head of the second section of the rapid, where a projecting point of granite narrowed the stream, and formed a quiet eddy just above the foaming plunge. If we could keep out of the centre and land here we would be safe.

Our shoes were removed, our trousers were rolled to our knees and we removed our coats. If we had to swim there, we were going to be prepared. The life-preservers were well inflated, and tied; then we made the plunge, Emery taking the lead, I following close behind. Our plan was to keep as near the shore as possible. Once I thought it was all over when I saw the *Edith* pulled directly for a rock in spite of all Emery could do to pull away. Nothing but a rebounding wave saved him. I went through the same experience. Several times we were threatened with an upset, but we landed in safety. The portage was short and easy. Flat granite rocks were covered with a thin coat of ice. The boats were unloaded and slid across, then dropped below the projecting rock. The *_Defiance_* skidded less than two feet and struck a projecting knob of rock the size of a goose egg. It punctured the side close to the stern, fortunately above the

water line, and the wood was not entirely broken away.

Two miles below this we found another bad one. This was lined while Bert got supper up in a little sloping canyon; about as uncomfortable a camp as we had found. Many of the rapids run the next day were violent. The river seemed to be trying to make up for lost time. We passed a canyon coming from the south containing two streams, one clear, and one muddy. The narrowest place we had seen on the river was a rapid run this day, not over forty feet wide. Evening brought us to a rapid with a lateral canyon coming in from each side, that on the right containing a muddy stream. The walls were sheer and jagged close to the rapid, with a break on the rugged slopes here and there. A sloping rock in the middle of the stream could be seen in the third section of the rapid. This was Separation Rapid, the point where the two Howland brothers and Dunn parted company with Major Powell and his party.

From our camp at the left side we could easily figure out a way to the upper plateau. Above that they would have a difficult climb as far as we could tell. That they did reach the top is well known. They met a tragic fate. The second day after getting out they were killed by some Indians--the Shewits Utes--who had treated them hospitably at first and provided them with something to eat. That night a visiting Indian brought a tale of depredations committed by some miners against another section of their tribe. These men were believed to be the guilty parties, and they were ambushed the next morning. Their fate remained a mystery for a year; then a Ute was seen with a watch belonging to one of the men. Later a Mormon who had a great deal of influence with the Indians got their story from them, and reported to Major Powell what he had learned. It was a deplorable and a tragic ending to what otherwise was one of the most successful, daring, and momentous explorations ever undertaken on this continent.

We find there is a current belief that it was cowardice and fear of this one rapid that caused these men to separate from the party. The more one hears of this separation, the more it seems that it was a difference of opinion on many matters, and not this one rapid, that caused them to leave. These men had been trappers and hunters, one might say pioneers, and one had been with Major Powell before the river exploration. They had gone through all the canyons, and had come through this far without a fatality. They had seen a great many rapids nearly as bad as this, and several that were worse, if one could judge by its nature when we found it. They were not being carried by others, but had charge of one boat. They did smash one boat in Disaster Rapid in Lodore Canyon, and at that time they claimed Major Powell gave them the wrong signal. This caused some feeling.

At the time of the split, the food question was a serious one. There were short rations for a long time; in fact there was practically no food. After an observation, Major Powell informed them that they were within forty-five miles of the Virgin River, in a direct line. Much of the country between the end of the canyon and the Virgin River was open, a few Mormon settlements could be found up the Virgin Valley. He offered them half of the small stock of provisions, when they persisted in leaving, but they refused to take any provisions whatever, feeling sure that they could kill enough game to subsist on. This one instance would seem to be enough to clear them of the stigma of cowardice. The country on top was covered with volcanic cinders. There was little water to be found, and in many ways it was just as inhospitable as the canyon. The cook had a pan of biscuits, which he left on a rock for them, after the men had helped the party lift the boats over the rocks at the head of the rapid. After landing in safety around a bend which hid them from sight, the boating party fired their guns, hoping they would hear the report, and follow in the abandoned boat. It is doubtful if they could hear the sound of the guns, above the roar of the rapid. If they did, they paid no attention to it. The younger Howland wished to remain with the party, but threw his lot with his brother, when he withdrew.

While these men did not have the Major's deep scientific interest in the successful completion of this exploration, they undoubtedly should have stayed with their leader, if their services were needed or desired. It is more than likely that they were insubordinate; they certainly made a misguided attempt, but in spite of these facts it scarcely seems just to brand them as cowards. Two days after they left, the boating party was camped at the end of the canyons. (*End of Chapter, ed.*)

Ellsworth L. Kolb, 1914



TWO CALIFORNIA MEN ARRESTED IN FRAUDULENT GRAND CANYON RIVER PERMIT SCHEME

FLAGSTAFF, AZ – March 20, 2006 - Stephen E. Savage, 61, of Diamond Bar, Calif., was arrested without incident at the Grand Canyon River Orientation Center at Lee's Ferry on Sunday, June 18, 2006 by officials of the National Park Service based on a criminal complaint charging him with 11 counts relating to fraudulently obtaining noncommercial river permits for the Colorado River through Grand Canyon National Park. Savage had his initial appearance in front of U.S. Magistrate Judge Mark Aspey in Flagstaff on June 20, 2006.

A co-defendant, Timothy J. O'Shaughnessy, 45, of Whitewater, Calif was taken into custody Monday in California and was transferred to the custody of the U.S. Marshall's Service on June 20, 2006.

The complaint alleges that the pair conspired to fraudulently obtain noncommercial river permits for the Colorado River through the Grand Canyon by using the identities of deceased or fictitious people. Savage appeared in federal court in Flagstaff, Ariz. today at 10:00 a.m. in front of U.S. Magistrate Judge Mark E. Aspey.

According to an affidavit filed in support of the criminal complaint, an investigation was launched against Savage in March 2004 after the Parks Service received an anonymous letter from a person who said Savage bragged about illegally getting permits. Investigators identified O'Shaughnessy as being involved during the investigation.

"We have a system in place to provide fair and equitable access to those who wish to take a private river trip on the Colorado River," said Joseph Alston, Superintendent of Grand Canyon National Park. "Over 7,000 people are on a waiting list for private river permits. Those who abuse the system do so at the expense of those who have gone through the process and have waited for many years to take a trip. We have a responsibility to boaters who go through the process to investigate charges of abuse." According to the National Park Service, the waiting time for a private river permit had been between 10 to 15 years until they changed to a lottery system this year to eliminate the backlogged waiting list.

The charges are all misdemeanors. A conviction for giving false or fictitious information on an application for a permit carries a maximum penalty of five years in prison, a \$5,000 fine and/or five years probation.

A conviction for knowingly and intentionally conspiring to violate the terms and conditions to obtain a noncommercial river permits for the Colorado River through the Grand Canyon carries a maximum penalty of five years in prison, a \$5,000 fine and/or five years probation.



The Face In Matkatamiba Canyon

Dissociated Press – Grand Canyon National Park

When Albert Ahnadruggs first saw the face in his darkroom developing tray, he was startled. “The hair went up on the back of my neck,” he says, “it was spooky. Still is spooky.” Sometimes the unexpected discoveries are the most gratifying. “I was working on some photos I took on a raft trip through the Grand Canyon, never expecting to find something like this leaping out from one of them. This is how the guy who found the Mars Face must have felt.”

Now Mr. Ahnadruggs is a minor celebrity among those who study anthropomorphoglyphs, or natural features which resemble human faces. Renal Tinkerbead, of the Center for Relative Anthropomorph Natural Knowledge (CRANK) was the first to study what has become known as Matkat Man.

“There are some pictures people bring in which are really fake-o-rama. I mean these people are wackos. Photos of eyeballs on money, that sort of thing. When Albert pulled his photo from the envelope, I could see right away that we were dealing with the genuine article, the real thing.”

When asked what she means by something genuine or real, she speaks with a conviction based on a lifetime of study. “When people die and return to the earth, their lifeforce continues to infuse the soil, to percolate through the rocks. Like herbal tea -- just like herbal tea spilled on a cement patio,” she continues, “When the right combinations of energy and astrological alignment focus into a torroidal vortex, the result is a reincarnation of facial features upon geologic substrates.”

“It does have an uncanny resemblance to Glen Hyde, if he were to still be alive today” says veteran river runner Hoony ‘Groover’ Groves, sipping a beer from a tanned fist. Glen Hyde was an early river runner, who along with his wife Bessy, disappeared under suspicious circumstances. “Their bodies never were found...” he trails off, squinting out toward the deep recesses of the canyon. “I’d sure like to check it out myself, but there’s no permits available anymore for the regular folk who run the river.”

James McCover Midass III, president of the trade association Canyon Runners for Absolute Profit (CRAP) sees opportunities in the newly discovered visage. “Now maybe we can finally get the Park to blast out a bigger boat parking spot at the mouth of Makat Canyon,” he says with a cigar clenched in



SMILING MATKAT FACE UP CLOSE

his teeth. “It’s been a ‘must stop’ on all our trips since Mr. Ahnadruggs found it, but there’s no room to park the motor rigs. We’ve got grandmothers from Florida who saved up their pennies for a trip down the Canyon who literally weep when we have to pass it by...” he pauses, choking back tears, “think of the grandmothers, for pete’s sake.” “We must have that face designated wilderness,” Tim Crabby of Wilderness Means No Gawdamn Motors. “Look what happened to that Old Man of the Mountain out in that crowded eastern state somewhere,” he snaps “a hundred

years of auto exhaust brought that down, and now the greedy commercial interests in their motor rafts will bring down Matkat Man too.”

Whatever the genesis or future of Matkat Man, it is sure to continue to be controversial. Barry Evenflow, a National Park Service ranger sighs when asked about Matkat Man. “First there was the Weeping Virgin in Trinity Canyon, and now there’s a face in Matkatamiba. What’s next, the ghost of Major Powell haunting the scout at Lava?”

Anonymous





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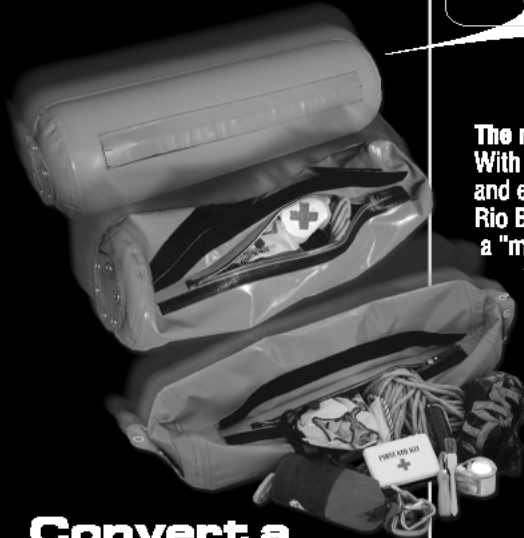
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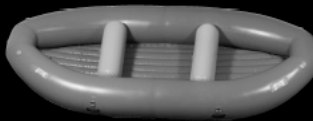


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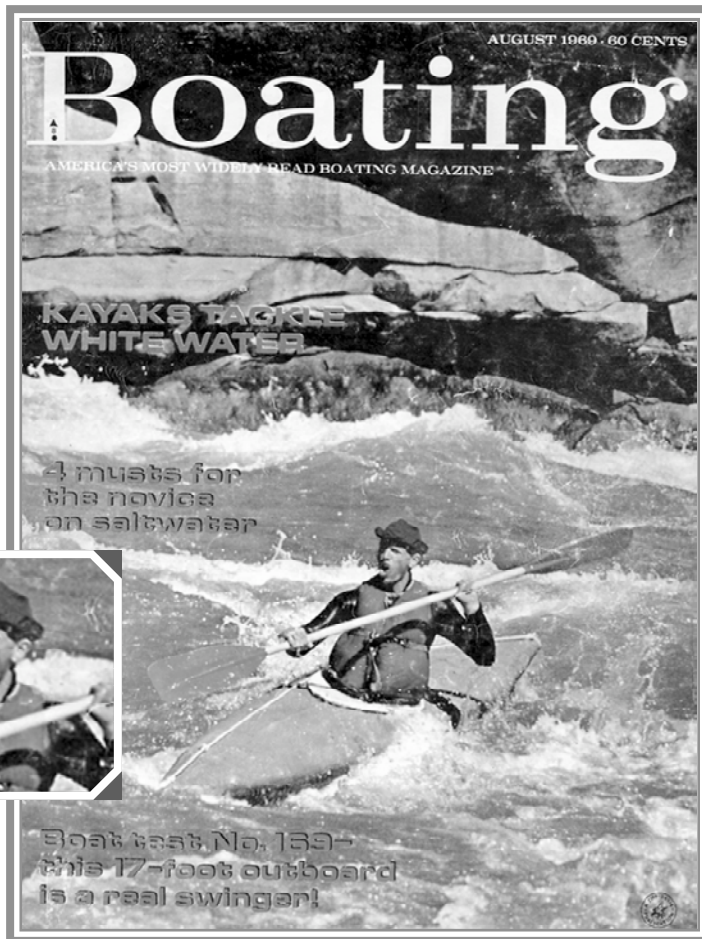
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