



# The Voyageur's Companion

Newsletter of the Rocky Mountain Canoe Club  
[www.rockymountaincanoeclub.org](http://www.rockymountaincanoeclub.org)

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June 2009 issue

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[www.rockymountaincanoeclub.org](http://www.rockymountaincanoeclub.org)  
Jeanne Willson, editor

## Prez Postings

Secrets of trip leading, simplified!

Anyone can do it! *But since this topic is not quite as compelling as, say, the White River trip report, you'll have to read farther than Page 1 ...*

Editor's note: remember to go to the link to see the newsletter on line and in color:

<http://rockymountaincanoeclub.org/newsjun09.pdf>

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## White River Trip, May 8-19, 2009

Karen Amundson, Will Golson, and Mat Bozek

This was my best White River trip out of the 4 I've done, due to perfect weather, NO mosquitoes, full moon, abundant wildlife, and gourmet paddlers. We saw 5 eagles and a chick, tons of blue herons – even 3 together, curious hummingbirds, and an aggressive 4 foot long beaver who splashed so hard by my hip that I screamed.

There were hundreds of sheep guarded by numerous Great Pyrenees and by Bosque Peruvian shepherds. Will G. rescued 1 lamb from probable death by boosting him up the bank. Large herds of goats and of cattle took us as an excuse to stampe.

## TAKE NOTE!

### Why would I want to attend the Rendezvous?

Gail Campbell

This is the RMCC's annual shindig, activity and weekend paddle fest of the season. Meet, gather & converge on the Radium campsite in order to camp, paddle various sections of the Colorado, eat, visit, sing, build skills with mentors, exchange information on gear and canoes, enjoy the dutch oven contest and the food that comes with the hard work of the contestants wanting their just awards.

This is your chance to meet and greet – try out a solo boat – see if someone has a better idea on rigging- maybe trade some gear – paddle or not.....NOT?? Well, some folks just aren't into the paddlin' so they go take the Hanging Lake hike, slip into the hot springs at Glenwood, or go so far as to 4x4 and picnic up by Sweetwater in the wildflowers. Some have been known to find a shady spot and check their eyelids for holes.

So whether you bring a dutch oven to compete in the cooking, or your guitar to help with the singin' round the campfire, and yes that canoe to paddle or not – you're invited to join in the fun as the crowd assembles and convenes on the Colorado River at Radium. That's what's called a Rendezvous!



It was hard to find good landings for campsites, and then the 2" thorny Russian Olives and thick tamarisk sometimes kept us from getting to the cottonwood groves. It may be worth carrying a lopping tool along next time. In our first campground, a bird sang the same note for 4 hours straight, even in the dark!?! Our second site, just upstream of Goblin City, had a fire grate and a Boy Scout erosion experiment. Some of us did a hike up the G.C. trail and were rewarded with an incredible panorama. Our kitchen view over the river toward buttes with rock spires and a full moon rising among sparse clouds was the best ever.

*Connie Schwab and Mark Roberts at a spire on a White hike*

*A few logistical notes.....*

*Mat B. led the shuttle to include a northern paved (except the last 3 miles) route between Bonanza and the Enron Gas Wells takeout. It may be a few miles/minutes longer than the usual maze, but is much less confusing/dusty. Our put-in was 6 miles downstream of Rangely at the Big Trujillo Wash kiosk which disguises as an unmarked 2-track into scrub. The 3 hour wait there was pretty pleasant.*

*An Italian restaurant (Giovanni's) in Rangely serves great pizza/pasta but was closed that Sunday. The Main St. Pub may work for drinks, playing pool and people watching, but DO NOT try to eat there.*

*Oil and natural gas wells, tanks and rigs now dominate the last 12 miles of our river and they have also taken over the once charming Piceance road, which may be a bit faster than the Meeker route.*

Just NW of Bonanza are a series of strange, derrick-mineshaft-buildings, and I have included Gilsonite information that Mat pulled from Wikipedia: **Gilsonite** is the registered [trademark](#) for a form of natural [asphalt](#) found in large amounts in the [Uintah Basin](#) of [Utah](#); the non-trademarked mineral name is **uintaite** or **uintahite**.<sup>[1]</sup> It is mined in underground shafts and resembles shiny black [obsidian](#). Discovered in the 1860s, it was first marketed as a [lacquer](#), electrical insulator, and waterproofing compound about twenty-five years later by [Samuel H. Gilson](#).<sup>[2]</sup> Gilsonite mining became the first large commercial enterprise in the Uintah Basin, causing most of its early population growth. This unique mineral is used in more than 160 products, primarily in dark-colored printing inks and paints, oil well [drilling muds](#) and [cements](#), asphalt modifiers, [foundry](#) sand additives, and a wide variety of chemical products. The trademarked Gilsonite-brand uintahite's

earliest applications included paints for buggies and emulsions for beer-vat lining. It was used by [Ford Motor Company](#) as a principal component of the [Japan Black](#) lacquer used on most of the [Ford Model T](#) cars.<sup>[5]</sup>

Since Will was going back via highway 40 and not through Rangely, he lingered for lunch at the takeout and had this to report:

“So I'm done loading the canoe, packing the car, and what's next? Lunch sounds good, and the takeout was as nice a place as any. Grabbed my chair, lunch bag, Gatorade and found some shade on a high bank overlooking the water. Nice.

After a bit, I thought I heard an engine. Okay, so someone's driving down to the takeout -- figure the odds of that happening. So I was expecting a vehicle in short order, but nothing showed up -- except for a dozen or so flies also interested in lunch. Later I heard the engine again. Must be an echo from somewhere, a vehicle or other machinery operating in an oil or gas field. But ... there on the road coming in on the cliffside is an 18 wheeler hauling a water or natural gas tank trying to back up that hill to get out of there -- apparently the hairpin turn was sufficiently discouraging. He was on the section of road that led to the turn, and I watched him attempt some 8-10 times to back up that stretch and get around the corner.

So these were my thoughts at the time: (1) I'm hosed, trapped here. Let's see, the car cooler has beer, plenty of water, a couple of unused lunches, snacks, and the bottomless Mezcal flask. I'll make it at least until the morning. (2) Should I go up there to help? How could I help? Then my car would be up there, might get in the way, and I might have to back down the hill. (3) What if the truck slips off the cliff (and explodes)? (4) This guy deserves a Darwin award nomination -- why did he ever try to get down here?

After a number of tries, he did get that truck around the curve and it just about vanished from my sight -- only the diesel stacks were visible -- and they were not moving. But the truck starting moving back and forth again (oh no); however after 3 or 4 tries, it completely disappeared. I finally drove up grateful for not being in an 18 wheeler and saw past the second curve where he had been able to turn around.

Well, I decided anyone can get lost and find themselves in quite the pickle (trying to recall if that ever happened to me), and subsequently withdrew his Darwin nomination. That person's skill set was unbelievably beyond amazing, backing a rig like that out back on top of the cliff.

So lunch was good, how was yours? Nice paddling with you all. - Will

In summary, we got a workout paddling 60 miles in less than 3 days at 2200cfs, but it was worth it. I would highly recommend the before-May-15-or-20 timeframe due to lack of mosquitoes or heat, and the full moon combined with cool rock formations is just awesome and worth working into the plan for your next trip there.

## **Annual RMCC Rendezvous at Radium, July 24-26, 2009**

### **Bill Ashworth**

Everyone is invited to the annual summer Rendezvous on the Colorado River. This is our big group event of the summer -- a fun weekend of river canoeing, camping, and general campfire tomfoolery. The location is the Radium group campsite southwest of Kremmling, Colorado.

IMPORTANT NOTES: 1) remember that Radium is a dry camp, so bring your own drinking, cooking and washing water; 2) All the runs except Landing Strip-Catamount contain Class II sections – be sure to bring a helmet per our ACA insurance requirements.

Newcomers and novices are welcome! There will be river trips for most skill levels. You must be a member, or the guest of a member, to participate. Memberships may be purchased in advance by mail, \$20 per year and forms may be found at the club website. You may also join at the Rendezvous.

The late rains have added to a great snow pack and so we should have excellent flows for this late July event. Check out the trip flyer on the website for all the details:

(<http://www.rockmountaincanoecub.org/RMCC%202009%20Summer%20Rendezvous.pdf>)

**Here are some highlights from the event flyer:**

Saturday night Dutch oven cook-off. Attendees will vote near the end of the dinner for best: A. Dutch Oven Main Dish; B. Dutch Oven Side Dish (dessert, veggie, or bread); C. Dutch oven dessert; and D). Non Dutch Oven Item. All Dutch Oven and other masterpieces must be ready by 7! **NEW THIS YEAR!** Loaner Dutch ovens are available to neophyte cooks. Everyone is welcome to join in the food! Bring an appetizer, salad, side dish or dessert to share even if you are not Dutch Oven cooking. The club will provide a washing-up station and hot water.

Sunday morning Pancake Breakfast Club officers will cook but we're looking for an assistant. Everyone, please bring toppings for the pancakes or a side dish such a bacon, potatoes, eggs, fruit, or juice..

**Volunteer opportunities (contact Bill A)**

- Lead a trip
- Partner with a beginner or novice
- Set up and take down the group canopy
- Loan a Dutch oven to a novice
- Help with Pancake Breakfast on Sunday (all gear and supplies will be provided)
- Bring supplies for group supper
- Bring firewood and manage a fire
- Site clean-up and trash removal on Sunday morning

**See you on the river!**

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**The Prez Postings... Secrets of Trip Leading, Simplified**

Karen Amundson, RMCC President

Paddling season is upon us, with some very special trips posted on the web schedule. Check it out and sign up. The club is purchasing a **fire blanket** for our July Yampa Canyon trip. This item is also required on Lodore now, and perhaps will be needed on other river stretches in the future. It will be stored with our Quartermaster - Doug Hurcomb, and can be checked out by RMCC members.

The over-abundance of information out on the Trip Coordination section of our website has prompted a couple of people to ask me “**what is really needed by the ACA on a web-posted trip?**” So here is the ACA coverage process in a nutshell:

**Pre-trip:** *Print out enough copies of adult and minor ACA waivers to handle the non-ACA participants, and ask people to bring their ACA card (or at least their ACA number) along, plus helmets if there are any rapids in the class II or higher category.*

**At the put-in:** *Have anyone who is **not** an ACA member sign an ACA waiver and pay \$5 (cash or check to the ACA) for the event. Those under 18 years old will need to have a guardian sign a **minor waiver** while mature folks use the **adult waiver**. Do a quick handwritten version of the following roster to keep track of all participants and their ACA status/fees:*

<u>Paddler</u>	<u>ACA Number</u>	<u>Paid</u>
John Doe	-	\$5
Judy Joiner	123456	-

**Post-trip:** *Translate any cash fees into a check to the ACA and mail the roster, all waivers, and checks to Bill Ashworth at 2376 Keystone Court, Boulder, CO 80304. He will forward items to the ACA and also is notifying the ACA prior to the trip happening (assuming you give him at least 10 days or so of lead time).*

It is not rocket science, and really only takes about an hour total if you are an organized person. The ACA handles hundreds of complaints each year, of which about a half dozen become lawsuits. So while the RMCC’s chances of liability are very small in a given year, the risk accumulates over time.

The club will be going to mainly an **online newsletter on our next edition in August**. While the default for each household is an emailed online link, I will be sending out an email to everyone in July that you can respond to and elect to have paper if that is your preference.



May your summer be filled with  
*happy paddling....*

Karen A.

**A Mostly-Newbie  
Experience Taking Canoe  
Classes**  
Dan Fanning

We were an unsure group. Was this the right room for the canoeing instruction class? Had anybody in here done this before? There we were, taking our first steps in an exciting new world, and it was going

to be FREE -- all we had to do was show up for each of four classes to be held over the next week!

The first class was held in an actual classroom and was led by Bill Haas and Kerry Edwards, two American Canoe Association (ACA) certified instructors. That first night, we were like sponges, just soaking up every word. Our pens worked at a frenzied pace. Finally, after an informative and humorous video, we headed outside to inspect various types of canoes. The first class seemed to cover it all: where, how, safety, gear.

The second class took us to Bear Creek Reservoir in Lakewood, Colorado. It was a beautiful day to be out on the water. Kerry and Bill began by providing a thorough instruction and safety lesson on shore. We got to know our paddles and our boats. It was a day of first strokes and adventures imagined. After much practice, we were sent to the slalom course for observation and form correction. Bill and Kerry were incredibly patient, and the one-on-one instruction was fantastic.

For the third class, we met at Chatfield Reservoir, just south of Littleton, Colorado. Talk about a change of pace! This time, we had an all-out canoe combat, hurtling a water logged cloth fish into each other's canoes



*Paddlers wait their turns to learn a ferry (photo from Kathryn Mutz)*

with our paddles, while trying our best not to ram each other's boats. The "Fish Game" was great fun, and the prys, draws, and other directional control strokes that we had to use in order to effectively play were an added bonus.

Our final day of class took us to the South Platter River near beautiful Conifer, Colorado. It was easy to see the apprehension on the group members' faces. We were all focused on Bill as he demonstrated the upstream river ferrying technique. Then, one by one, we all did it. Confidence was high! The class continued down the river, stopping at one eddy after another in order to practice our strokes. The day flew by in a blur of learning, reinforcement, and excitement. Suddenly we were at the take out, and no one wanted to stop. We pulled our boats up the shore, and as the new friends talked of our adventure and the gear was packed away, our little unsure group was on its way to being infested with River Rats.

Thanks Bill and Kerry!

## **Another voice chimes in on the canoe classes ...**

**Kathryn Mutz**

On June 1 2009, the rivers of Colorado became a safer place to boat. On that day just shy of 20 canoers completed levels 1, 2 and 3 of the ACA's canoeing courses, taught over four days. The class started in the classroom and parking lot with introductory material on equipment, safety and paddling techniques and paddling destinations. We built skills on Soda Lakes and Chatfield Reservoir and culminated with most of the group working a short section of the South Platte at Deckers. (A couple of students opted to complete only the three flatwater sessions.) The class drew teenagers and septuagenarians, singles and couples, parents and teens. Only a few sampled the waters – up close and personal. Many of us learned the basics of partner-preservation in a tandem canoe. All of us learned the basics under the watchful paddles of ACA certified instructors Bill Haas and Kerry Edwards and now have a much better grasp of the skills needed to be safe boaters in our beautiful western waters.

Our thanks go to Bill and Kerry for their time and experience (and a couple of loaner canoes) for this FREE course (if you completed all sessions) of ACA sanctioned instructions. As you paddle the Class I and II waters of Colorado this summer, look for the confident smiles on newbie paddlers and thank the RMCC for helping to make Colorado a safer and more enjoyable place to paddle.

## **A Solo Trip-Near Disaster**

**Mark Brozovich**

Doug Hurcomb writes:

*A friend of mine from Cortez, Colorado, Mark Brozovich, wrote this letter to me describing a solo canoe trip in Desolation and Gray's Canyon last spring. He was a member of the club last year. I hope you enjoy it!*

Mark narrates:

I left in bleak, gray conditions one week ago and decided immediately that the canyon names were very appropriate. God did not put any extra energy into these areas but wilderness it is. After meeting some interesting rafters; the good ol' boys from Utah who celebrated each dusk with a cherry bomb or two, the dedicated elk-horn hunters from the same state, and a group of fun-loving, dirty-joke telling, serious-drinking professionals from SE Pennsylvania, I launched down the Green (river) basically having a nice time in mediocre weather.

The rapids seemed to get larger with each passing curve and my confidence increased as I ran each one more or less successfully. On day three I had a long day and decided that I would run one last rapid before finding a camp...bad decision! I hit a couple of rocks and lost my momentum, composure, confidence, balance (pick one, or all). One low lying rock was left before open river when my canoe slew sideways and ended up pinned broadside on the rock, a condition known to the water world as 'wrapping a boat'. This was not good and I knew immediately that I was in deep poop, four feet plus deep to guesstimate and in very swift current. The canoe filled with water almost immediately, started to severely wrap around the rock, and my possessions were in danger of being swept away except for the fact that I always tie (almost) everything down. So I got out my Swiss army knife and performed a kind of triage on my gear lines, sacrificing some to the river god so I could save the items I absolutely needed for survival. I used a cut-off section of the bow line to tie two wet bags and a food bucket together while sacrificing a third wet bag with food, poop pail, much clothing, hat, paddles, map, water bottles, to the river. What I did manage to save was more important though; my dry sleeping bag, tent, stove, cook gear, leatherman, and other food.

Remember I am doing all this sorting and shuffling in four plus feet of 48 degree F swift river current holding onto the canoe (which was not going anywhere, believe me) with one hand and cutting away tie-down lines with the other. Having no choice but to leave the canoe and swim to shore I gathered up my bags and bucket and held on as I shoved them over the downriver (high) side of the canoe which was now wrapped around the rock in a 90 degree angle. The current immediately caught the equipment and while basically yanking me over the side of the canoe I was on my way downstream being towed by my stuff. About 100 yards downstream and 10 feet from shore my food bucket popped open and I now lost my stove, cooking gear, almost all my food, leatherman (this one less than 6 weeks old and my second loss in 7 months), and my other map.

So for the next 24 hours I played a somewhat comfortable, yet hungry and thirsty, Robinson Caruso-Brozovich until who should show up but my river buddies from PA. They were more than happy to see me and took me aboard their rafts without any hesitation and I became a member of their group in all respects. I spent the next three days rafting with them, had a GREAT time and owe them many thanks for their hospitality. All in all, the situation could have been a whole lot worse. If I had lost my sleeping gear that night would have turned into a true survival situation as the temps at night were in the low 30's. If I had not met with a great bunch of people who were as thoughtful and kind as could be I may have been days from help. And, as simple as it sounds if I had lost my Swiss army knife I would have not been able to remove anything from the canoe at all. The force of the water was simply too powerful and once I left the thing I was not able to return without putting myself in serious danger. I was very lucky and thankful that God was looking out for me and made a bad situation turn out rather enjoyable.

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The canoe is wrapped around the last, downstream, inside (near the middle) rock on river left in Belknap rapid and if 'you' actually recover the thing call me (home or. work #970-728-8888) from the takeout I will meet you and reward the recoverer. Personally, I do not think it will be there but good luck. I was lucky in that I had a great group to pick me up but the point of going solo is to enjoy the incredible solitude that is available in few other circumstances and to develop an increasingly proficient set of skills. I did push the envelope and paid for it but I do not have a death wish. As usual I could not find people to accompany me and quite frankly I am tired of looking.

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## The Half-Tank Rule

© Mark Zen

Thanks to a canoe trip in 1993, our family now observes the “Half Tank Rule.” We had never talked about it previously, but this incident brought the situation to the forefront of a family discussion. My wife, Mel, and I hope telling this story will keep at least one person from the misery of being stranded, alone, miles from anywhere, in the dark or snow. We were lucky; now we plan ahead a little more.

Leaving after work one Friday, we arrived in Glenwood Springs

later than we preferred. Although our gas was low upon arriving, I went straight to the cabin without stopping for gas. When we got up in the morning, we were running behind, so we didn’t stop to fill up on the way to meet up with our group in Rifle, Colorado. We were going to paddle down the Colorado River to Rulison.

The day was wonderful; the conditions we had were perfect for an outing in mid-August. The air was still crisp as we unloaded all of our canoeing gear in the parking lot of the rest stop. Several people stopped and asked us about the trip we were about to embark on, and we were happy to share the details of our adventure. Once the canoes and gear were unloaded, we drove the vehicles to the “take out,” for the end of the journey. We left all of our cars at the take out, and then crammed into one truck, so we could go back to the starting point. At the finish of the trip, the return driver would have all his gear and canoe shuttled back to their parked truck.

We had one fast stretch of river to paddle through, which was not a big concern. Below the quick water, there was an immense pool, backed up due to a constriction of the river ahead. The banks come closer together than the rest of the river, looking like an hourglass from above. The narrowing of the water caused waves that looked like foaming, frothy waves from a hurricane. Our group stopped on the shore of the big pool to scout the rapids, and decide the safest route through it. After nervously devouring our lunch, we

bravely launched our boats and propelled ourselves into the seething maelstrom. We paddled through a set of waves so high we could not see the canoe next to us! Once our glorious trip was over, Mel and I drove straight to the gas station. I went to unlock the gas cap and realized my spare keychain didn't have the gas cap key on it. My main keychain should have been in the river dry-bag with our wallets, etc. Except the bag wasn't in the car, and could only be one place, the river takeout, 35 miles away. By the time we retrieved the bag I had forgotten, we did not have enough gas to drive the ten miles back to the last gas station we passed. We had to drive on to the next exit, seven miles away. The car ran out of gas as we approached, but we managed to coast into the gas station in Parachute. Now, our "Half Tank Rule" says we do not park a car for the night with under a half tank, because you never know where you might have to drive next, quite unexpectedly.

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## **Physics of Crossing Eddy Lines**

Jerry Nolan

I've always been fascinated by the physics of human movement. Most people can ride a bicycle but not many riders can explain how they do it in terms of physics. Thanks to our spinal nervous system, there is no need to "understand" how to ride a bike. We just do it, the same as we do many things.

When it comes to developing our paddling skills, "understanding" can be helpful. The forward stroke, back stroke, draws, sweeps, high and low braces are all simple enough to learn; however, all too often competent still water paddlers are mystified when they capsize on swift water. It seems that most newbies capsize on eddy lines, not in waves.

I was reminded of this recently during a visit to a local sporting goods store where an experienced rafter reported capsizing in an inflatable kayak. He said he was close to the bank when "a little wave" caught him off guard and dumped him. More likely, that little wave was an eddy line. As the main current flows past obstructions such as rocks, islands or points, sheltered areas of slow or reverse current known as eddies are formed. The place where the downriver flow meets the reverse, sometimes upriver current is called an eddy line.

Rafters don't need to learn about crossing eddy lines the way canoeists and kayakers do. Rafts are wide and slow and can cross most eddy lines while noticing only a change in the speed of the craft. Canoes are wider than kayaks and are usually paddled on slower water. But canoe paddlers still need to learn how to cross eddy lines because they are not as forgiving as rafts and they are paddled where eddy lines can be strong.

Understanding the simple physics of crossing an eddy line can help the newbie from preventing a capsized boat. Think of the center of mass for you and the boat. The center of mass is two or three feet above the water. The center of mass wants to stay where it is (Newton's First Law). It doesn't want to accelerate or decelerate. As you leave an eddy and cross an eddy line, the moving water grabs the bottom of your boat and accelerates it. Two or three feet higher your center of mass stays put, but your base, the bottom of the boat, has just been pulled out from under you. Splash. You are now swimming instead of canoeing. (Safety digression: move quickly upstream to avoid being sandwiched between a rock and a canoe.)

There are two things you can do to prevent a swim. First, lean in the direction of the moving water and second, throw a high brace in the direction of the lean. The high brace serves two purposes, one, it gives you stability in case you lean too far, i.e., outside of your base of support, and two, the paddle catches the moving water and pulls you and your center of mass in the direction of the moving water.

That's all there is to it. In almost all cases you should lean and brace downstream. The one exception is when you are going to get out of the current. Find an eddy along the bank or behind a rock and lean upstream as you cross the eddy line.

Crossing an eddy line in tandem canoe is trickier than a solo canoe or kayak. In a tandem canoe you sometimes get half the boat across the eddy line when the boat's speed is lost. Now the back half of the boat is being swept in the opposite direction. Straddling the eddy line is not a good place to be. The stern paddler will need to quickly lean in the opposite direction with a blade in the water. Where eddy lines are really strong, like in Westwater Canyon, solo paddlers paddle aggressively across the eddy line (to avoid straddling or bouncing off the eddy line) while leaning hard and using a Duffek stroke (a combo high brace and turning stroke) to finish and hold position. The stroke is done *immediately after* the paddler's body crosses the eddy line.

Short boats with lots of rocker make crossing eddy lines more easily. They have less chance of straddling the eddy line and turn more easily in response to paddle strokes. Long boats with little rocker are much more challenging. They don't respond as well to turning strokes and are grabbed harder by eddy lines.

When rivers are swift you might encounter eddy lines in the middle of the river, such as one Ruby/Horsethief Canyon's Black Rocks at high water. Watch for eddy lines and be prepared to lean and brace *in the direction of the flow* relative to you. Stay alert and stay on your knees in these conditions. Know how to spot eddies and use them to stop to rest or to avoid hazards further downstream.

#### Rocky Mountain Canoe Club – Contact Information

**Website:** <http://www.rockymountaincanoecub.org>

**Membership:** \$20 per year, per household. See Membership section of our website, for forms and information:

**E-mail list:** Check the web site for new information.

Please send any updates of your contact info (mailing address, email, or phone number) directly to Kathy  Thanks!



**ROCKY MOUNTAIN CANOE CLUB**  
c/o Kathy Ashworth  
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Boulder, CO 80308-1064

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***In This Issue:* Rendezvous; The White River; Prez Postings Newbies' Canoe Lesson Experience (all good!); A Solo Near-Disaster; The Physics of Crossing Eddy Lines; The Half-Tank Rule**

***Schedule of events:* Chama; Yampa; Rendezvous; Kootenay, British Columbia ... Leaders, step right up and schedule a Labor Day trip and some fall trips!**