



Our 41<sup>st</sup> Year

# Coastal Ca:NEWS

Newsletter of Coastal Canoeists

Fall 2006

DEDICATED TO THE PRESERVATION AND ENJOYMENT OF WILDERNESS WATERWAYS

## Thoughts Thought While Drowning

Steve Thomas

Editor: this article was first published in Coastal CaNEWS December 1976

High noon – October 10, 1976, Onego, West Virginia. Seneca Rocks were just down the creek across from its mouth - some of my favorite scenery. I watched the sun come out twice as I hung there. The water, alternately clear and foam white, buffeted me. It seemed like a nice day to die. Morituri te Salutamus!

Twenty-five of us in open loafs had put in at Seneca campground at 10:00 a.m., having driven down from the Youghiogheny, which was too high to run. Seneca Creek was higher than during an earlier run I had made, but it was well within its banks. The gauge read one foot, with safe limit at three feet. We had two leads and two sweeps, good men and strong.

I was doing poorly, despite a good run here previously. The creek unforgiving, with continuous waves and holes, no eddies. The current powerful and my boat (a 17-foot shoe keel named Pyancha) and I were not responding

*“the current surged up and down over the boat -- and me!”*

well. I had wiped out once. The current had swerved the boat sideways in a hydraulic after a ledge. I had leaned way downstream but rolled up-stream anyway and was ground down on the bottom under the boat for a while. I regretted having left my helmet in camp. Larry Gross, a sweep, recovered my boat. I recovered, or helped recover, six boats. About thirty wipeouts had occurred in our group in the four miles above the Onego bridge. Our party was getting a little numb and strung out. The multiple rescues had forced the sweeps further and further back and there were no good places for the leads to stop and compress the group.

I saw the strainer 150 feet ahead as I came under the bridge in Onego – a black tree leaning into the water near the right bank. Real ugly. The whole river was piling into it. I thought, “Lord, get me to the left,” and drew left like I never had before. Nothing. Two seconds before I hit I considered bailing out, but I knew that thing was a strainer and to be in the water would be fatal.

See “Thoughts Thought” page 3



Steve Thomas

President 1980 and 1981

This issue features four articles by Steve Thomas, former President and contributor to Coasts for 35 years

## Trio Nominated

Scott Broaddus

The 2006 Nominating Committee, chaired by Scott Broaddus, will nominate Dave Bradford, Thomas Bernadas and Val Puster to the Board of Directors at Coastal’s October 21 Annual Meeting. These candidates are nominated to replace Doug Jessee, Dane Goins and Alicia Jahsmann whose terms on the Board expire this year. Julie Wilson and Larry Gross served on Scott’s Nominating Committee.

A nine-member Board of Directors governs Coastal Canoeists, Inc. Each board member serves a three-year term. Each year, the terms of three board members expire. The Nominating Committee nominates qualified Coasts to replace the three board members with expiring terms.

During his term, Doug served as Brochures Chair and trip coordinator. Dane served as Treasurer. Alicia served as Recognition Chair.

At Coastal’s October annual meeting, the general membership will vote to confirm the nominating committee’s selections. Dave joined Coasts in 2004 and Thomas in 2003. Val joined Coasts in 1989.

## Membership Dues Are Due

See Membership column page 5

## Steve Thomas Rope Trick

Steve Thomas

April 2, 1865: General Lee left Petersburg crossing to the Chesterfield County side of the Appomattox River either on a pontoon bridge near the Fish Camp” or on the crib dam we call the Spike Dam. The hydropower canal to the right of the Spike Dam was called the Battersea Canal. By the 1960’s, the Spike Dam had worn down but was still quite high and scary. Most of the river was still forced into the Battersea Canal and we ran that to avoid the dam. The canal run was a technical Class II with a blind turn into a jumble of rocks before it broke back out into the river.

March 5, 1967: Two small Explorer Scouts and I were running the Appomattox Fall Line. Richie and Robbie Moliason and I were each in solo. Grummins. I had a clunky 18-foot square stem boat I went down the Battersea Canal, turned the bend and broached against two rocks, with the middle thwart centered between the rocks. The three of us just couldn’t move the boat. I tied off the painter to the right shore and hiked out along the railroad. The boys paddled out. I spent the next week trying to figure out how to free the boat. I knew that I needed to roll the boat upstream so the flotation would lift the boat and the boat would

See “STRT” page 7

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 www.coastals.org

## Annual Meeting

Mike Dean

### Officers, Directors and Committee Chairs

Position	Name
President	Scott Wiggins
Secretary	Dane Goins
Treasurer	Gretchen Cornell
Director	Alicia Jahsmann
Director	Martha James
Director	Doug Jessee
Director	Ray Williams
Director	Jenny Wiley
Director	Ginny Newton
CaNEWS	Scott Wiggins
Conservation	David Bernard
Cruise	Ken Dubel
Membership	Chuck Berkey
Multimedia	Ginny Newton
Programs	Mike Dean
Safety/Ed.	Rob Ault
T-Shirt Sales	Cathleen Lowrey
Webmaster	Julie Wilson

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To Join Coastal Canoeists contact Chuck Berkey, Membership Chair. 505 Winterberry Drive, Fredericksburg, VA 22405-2060

**When: Saturday, October 21 & 22, 2006**

**Where: Grove Hill Community Center**

**Meetings:** The **Board of Directors Meeting** will be held at 4:00 on Saturday followed by dinner at 5:30. The **general membership meeting** including the election of Board members for 2006 will start at 6:45 p.m. At 7:00 we start the program.

**Dinner:** Tom McCloud will be continuing the tradition of slow-cooking pork starting on Friday night and welcomes volunteers to help out here. Contact Tom at 999.999.9999 if you'd like to help. We could use some help in the kitchen Saturday night as well, contact Andrea Jones 999.999.9999. Additionally, we will be doing the Potluck. **If your last name begins with A - G bring desert, H - O salad and dressing, P - Z a vegetable.**

**Programs:** During dinner, Scott Wiggins will be showing photos of his **Grand Canyon** trip this spring. At 7:00, the "Wildlife Center of VA" will be doing a one-hour presentation Titled: **Ancient Voices: Native American Animal Legends** Why are some animals venomous? Why do some have naked tails? Experience some of the stories and myths Native Americans use to better understand their world and to teach others about living in harmony with nature.

### Paddling

**Saturday's paddle:** South Fork of the Shenandoah, Ken Dubel

**Sunday's paddle:** South Fork of the Shenandoah, Ken Dubel

**Camping:** You'll need to make your own reservations. A Note – make your reservations early – this is the peak season for campgrounds in the area. There are several campgrounds in the area.

**Kites Store (a.k.a. Riverside)** (540-652-8174), \$22/group 4 Water and Electric on Site. on east side of Rt. 340 in Newport less than 5 miles North Grove Hill Community Center.

**Country Waye** (888-765-7222) \$24/tent - \$34 fro RV's, off Rt.340 two miles north of Luray.

**Jellystone Park** is located about ten minutes east of the takeout on 211 and offers full amenities for a pricier \$35 / night / 2 person tent site plus \$3 / night / kid. Link - <http://www.campjellystone.com>

**Directions: Directions:** The general area is known as Page Valley. The South Fork Shenandoah runs along the valley floor (as rivers are prone to do) from south to north flanked on the west by Massanutten ridge and on the east by the Blue ridge. Contrary to usual highway numbering systems, route 340 (even number) runs north / south and route 211 (odd number) runs east / west. Adding a little confusion is the fact that these two highways run concurrent for a time around Luray.

The meeting will be held at the Grove Hill Community center. It's a green metal building set back from the highway a little and located just south of Grove Hill Elementary School which is quite obvious from the highway. Route 340 about five miles north of the town of Shenandoah. Newport Landing is a public boat landing just north of the town of Newport. This is about four miles north of Grove Hill. To get to the takeout continue north on 340 (ignoring Bus. 340) to the STOP sign. Turn right onto 211 / 340 (ignoring the first boat landing sign) until you cross the river. Turn left immediately past the bridge and you are there.

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## Thoughts Thought

*from page 1*

We struck and broached. Photos show Pyancha's bow went ashore and locked downstream of a tree on the bank while the midsection broached against the black tree. The boat was hung in a "lever lock". The black tree was the fulcrum. The current pushing against the stem half of the boat was the force. The boat was restrained from pivoting off the fulcrum by the tree on the bank. A strange broach! I had side ethafoam and a float bag in the boat - eleven cubic feet of extra flotation. We would have washed off the black tree except for that lever by the bank tree. The boat was pinned almost upside down with the upstream gunwale three inches above the water level. Actually, there was clear-cut level, as the current surged up and down over the boat and me!

When we hit, I was spun around facing the stern and somehow my right leg slipped under the middle thwart. My right foot went into the soft crevice between the float bag and the side foam. The current swept my left leg and arm downstream and made it impossible for me to push my right leg upstream enough to release my right shoe tip from whatever hung it. I was caught. The current repeatedly knocked my head under water and I would laboriously pull back up with my right arm over the slick, bottom of the boat, my fingers trying to hold onto the shoe keel.

I wished for a standard (tee) keel so I would have something to grip. I hoped my right leg might break and release me. I choked a lot and tried to think of some way to release my leg. Four times I let go my right arm grip on the hull and with right and left arms tried to pull my left leg up-stream into the boat to pry my right leg loose or break it. No use. The left leg wouldn't move against the current. All that happened was that my head went under. I choked some more and weakly pulled my head back to the surface.

I didn't think it was possible for the others to see me and get me but before I drowned. I saw the sun go in and out behind clouds and thought it was a nice day. Did anyone know I was there? My tie-on hat broke its nylon cord and raced down toward the North Fork. I had no great fear. No regrets. I had now been hanging about fifteen minutes (eternity) and my right arm was getting weaker.

My, how time flies when you're having fun! The consensus estimate of the time lapse—from the others there—ranges from 4 to 7 minutes. I could only last a few minutes more before my head would slip under to stay.

Then I heard someone behind me a-cross the current yelling, "Are you caught?" I thought that was a silly question. I could not speak, but I released my right arm and pointed to the way I should be pulled to raise my head. It was Larry Gross, the best sweep in the world! He saved me. He saw the broached boat and asked the right question of the folks who were on the opposite shore dumping their boats. "Where is the paddler?" The others had not witnessed the broaching but had noticed the boat later. They 'assumed I had washed downstream. They were busy getting enough water out of their boats to put in again.

As I said, the group was getting numb. Larry beached his boat and waded part way across the current; then he saw my right arm and perhaps my orange life jacket. Once he was sure I was caught and not just holding on to get my breath, he returned upstream to his boat, got Steve Yetter and several others to help, and they ferried across to my side.

Larry with his rope came down the right bank, out across the black tree, and worked his way down the slippery canoe to the stem and me. I could see others behind holding the line as he tried to get it under my arms and around my waist. As he came out on the boat, the end sank lower and I really started drowning. I held up my right arm, hoping he would pull it and get my head up. A clove hitch on my right arm might hold. Instead, he looped the rope around the left side of my neck, under my right arm, and tied it.

The first pull, across current, pulled my head under. The second pull, up current, allowed my right leg to release. I was free! The water swung me across current toward the left shore and the rope tightened and choked me. Six friends in the shallows caught me, unhung me, carried me to shore, and laid me face down. I began shaking violently (injury shock) so they covered my head with a sweater. The rest of me was protected by my wet suit.

My right leg was very painful, but apparently not broken. Larry came back across, got out his new inflatable vinyl splint, slipped it on my leg and blew it up. It leaked! He removed it. The road was close. They brought up my station wagon and six-man carried me to it with the black sweater still draped over my head. They pulled off my wet suit, put me into dry clothes, and laid me in a sleeping bag in the wagon.

We raced into Petersburg, West Virginia, 25 miles away, and got great care in the emergency room of the Grant County Memorial Hospital. I eventually stopped shaking. My only physical damage was a torn cartilage in my right knee, where my leg had been stretched over the thwart. I'll be paddling again in a few

months.

The group returned later, cut down the bank tree and freed Pyancha. Nine holes, a broken rib, and a crooked keel will take me a while to repair.

This was a fluky accident. People seldom get caught in open boats, and the "lever lock" broach was unusual. Yet, we can improve water safety as a result of this mishap. I recommend

1. Limit group size to 6 to 10 boats on heavy water rivers. The lead should know the river, but the most skilled paddlers should sweep. Use two sweeps. The lead should wait below each trouble spot until the sweep clears the drop. The lead should set up rescue boats and throw lines if it appears prudent.

2. Wear a highly visible life jacket and helmet. I was wearing a Hack wet suit but had a safety orange jacket. Larry's spotting my jacket helped save me. Larry says it was really my thinning pate, which attracted attention. It seemed unnatural to see a patch of skin surrounded by hair shining there just below the surface. "Hey! That looks like a head!"

3. Wear a whistle and blow it when a rescue is needed. I had one around my neck, but didn't think to blow it to attract attention.

4. Wear snag-proof footwear. I later examined my right tennis shoe and am convinced that I was caught by the rubber toecap at the base of the tongue. Henceforth, on heavy water I will either wear tennis shoes without a toecap or footed booties, which have no caps.

5. Wear a helmet with a one-handed quick release on the strap. I was pinned with my head being forced downstream by the current and the water flowing under my chin and past my nose. If I had been wearing a helmet, it might have acted as a sea anchor and forced my head under water even more. Then again, with a helmet, Larry might have missed seeing the balding spot.

6. If a person is caught, first get his head above water, and then proceed to free his body. I was at the last Savage races and, following a broach, I heard O.K. Goodwin shouting, "George is pinned in the boat. Get his head up. George is drowning. Get in the water and get his head up!" People did. They got his head up and later released him by sliding the flattened C-2 around the rock.
8. Have a good, competent sweep like Larry Gross. My thanks to him and the other friends who pulled me out. **CC**

## Board of Directors

*Dane Goins*

**Date of Meeting:** July 15, 2006

**Location of Meeting:** Glen Maury Park, Buena Vista, Virginia

**Meeting Chaired by:** Scott Wiggins

**Meeting recorded by:** Dane Goins

**Board members present: Officers:** Scott Wiggins, Gretchen Cornell, Dane Goins. **Directors:** Martha James, Alicia Jahsmann, Ginny Newton, Doug Jesse; Raymond Williams, **Committee Chairs:** Chuck Berkey, David Bernard. **Others:** Dave Stockdill, Ted McGarry

**Open: Topics for Discussion:** 1. Budget: Gretchen Cornell distributed a draft budget, which showed dues income of \$320, expenses of \$186.11 and a net income of \$293.73; 2. Membership: Chuck Berkey reported 374 members, 27 newsletter exchange and 17 "Special Friends" to the club; 3. CaNews: Reminder from the editor, need photos & articles for next quarterly newsletter; 4. Conservation: Discussion on fuel reimbursement and other expenses.

### Officer & Chair Reports:

**President:** Scott Wiggins started the meeting at 4:00 p.m.

**Treasurer:** Gretchen Cornell presented the Treasurer's report: As of July 14, 2006, the Balance Sheet shows total Liabilities & Equity at \$29,997.83, the Profit & Loss (P&L) statement showed Net Income at \$293.73 – end of the 2nd quarter 2006.

**CaNews:** Reminder from the editor, need photos & articles for next quarterly newsletter.

**Conservation:** David Bernard: Discussion on the chair's performance, and new topics for conservation consideration. All agreed performance by the chair was laudable and many accolades were given. **Membership & Renewals:** Chuck Berkey **Membership status** Chuck Berkey reported 374 members, 27-newsletter exchange, and 17 "Special Friends" to the club. Chuck indicated he would not renew any newsletters that were not being shared with other paddling clubs.

**Brochures:** Doug Jesse indicated we had plenty.

**Programs:** Alicia Jahsmann reported for Mike Dean. Reminder for the Oct 15 meeting that is the annual Pig Roast. Tom McCloud cooking the pig and volunteers would be needed to help Tom. No charge for the Pig Roast!

**Cruise Chair:** Comments by members for the excellent job Ken Dubel is performing.

**Safety/Education:** Rob Ault's report:

Eleven paddlers took the May one-day Essentials of River Rescue class. I had one student join the Coastals and another renewed his membership. The class had great turnout -- the best in several years. Eleven students also took the June Rescue-PFD class. Many of those 11 had also taken the one-day May class. There were numerous positive postings on the Coastals' message board after both classes. I owe Gretchen invoices for the cost of insuring the classes, as well as the cost of some new equipment (about \$80 for a rescue harness and an ACA-required manual for instructors. The insurance costs are minimal because all participants who

weren't ACA members paid for the insurance. Several members have expressed interest in wilderness first aid training, but I haven't found an instructor yet. I appreciate Andy Lee's work to host the Bob Foote canoe clinic. I welcome such help and initiative. I finally found a swift water rescue instructor's update. I just took it this weekend with Charlie Wallbridge. He held it even though there were only two students (total), and he charged only \$20! (\$60 or more is normal for most updates.) Now I'm certified through 2010. Last class of the season is a two-day class taught for Chesterfield, August 5-6. Several Coastal members have already signed up. **Sales:** \$50 in sales plus another \$34 at the meeting. **Webmaster:** No report.

**Recognition:** Alicia Jahsmann presented an appreciation award to Chuck Berkey for his many years as a most successful Membership Chairman.

**Media:** Ginny Newton: No report

**Motions adopted:** Motion passed not to charge for the Oct 15<sup>th</sup> Pig Roast.

**Motions rejected:** None

**New Business:** Anyone interested in an officer's position or in nominating someone for the Board of Directors or being nominated to the Board of Directors should contact Scott Broadus, Nominating Committee Chairman.

**Project:** National Film Festival has been postponed until next year. This request from the project manager Dave Kessmann was honored.

**Pigg River:** Ray Williams – The special projects committee of the Virginia Tobacco Commission has approved \$60,000 for the preliminary engineering and feasibility analysis needed to facilitate development of a whitewater park on the Pigg River. Delegate Allen Dudley specifically mentioned the amount of positive public feedback he had received about the concept. Franklin County has secured \$500K for the project. Gary Lacey's firm is beginning design work. IF everything goes smoothly, the project could start in force next spring. There is lots of paperwork to be done and processed. Summary of Gary Lacey's Presentation - June 1 in Rocky Mount, VA. The Pigg is a small river with an old 20-foot high, 100-foot long power dam. Gary focused on several smaller projects he's done in the past and on the concept of a river park open to multiple uses, not just a park and play whitewater park. He also discussed some restoration and dam removal/modification projects. Although there are challenges (such as waiting on federal dam removal funding and permits), Gary's company can design a river park for the Pigg that would appeal to a variety of boaters, including play boaters, and to other users as well. The project could be a model for other communities, especially those with old dams on their rivers (such as the Maury in Lexington). Here is the link to Gary's website if you want to read more about his projects. <http://www.wwparks.com/index.html>.

**Adjourned:** 5:17 p.m.

**Program:** Ted McGarry gave a talk and demonstration on warm-up exercises that one performs before paddling. Warm-up exercises are designed to limber your muscles and tendons which helps prevent injury while strenuously paddling.

## Conservation

*David Bernard*

### Agricultural Water Withdrawals: Pressure on a Finite Resource

Virginia farmers made a strong bid in the 2006 General Assembly to gain new legal access to the water in rivers and creeks. Delegate Steve Landes introduced HB 1185 to "override proposed requirements that farmers acquire a water protection permit for any water withdrawal from regularly flowing surface water." This bill was backed by the Farm Bureau. Del. Landes said his Rockingham County farmer constituents "were concerned the Department of Environmental Quality (DEQ) was overstepping standard riparian rights."

Senator Emmett Hanger amended the bill to reinstate protection of instream flows. Then Governor Kaine further amended the bill to restore the DEQ's authority to balance instream and offstream uses before adverse impacts occur. The house rejected Gov. Kaine's amendment 66-33. The Senate supported the house with a vote of 26-14. Governor Kaine then vetoed the bill on May 19, stating "This bill would single out agricultural use in a way that could have significant long-term consequences for downstream uses. (I am) working with farmers ... to make sure that new regulations address the concerns of all..."

In the 1990's Virginia Beach defeated the efforts of Southside Virginia and North Carolina to prevent it from withdrawing water from the Roanoke River. That was the signal that Virginia's water is no longer a limitless resource, where any "reasonable use" was allowed. This latest fight to secure water for agriculture, backed by almost 2/3 of the legislature, shows our Commonwealth entering a conflict as old as civilization itself.

Soil that has lost organic matter from years of cropping and rainfall leaching nutrients loses moisture more readily to evaporation. One solution to drought and rainfall variation is irrigation. Countries with irrigation systems (and the USA's desert southwest) have complex water control and legal systems to regulate water use. Virginia, along with the rest of the eastern USA, has little experience with this.

Population growth and development that has decreased the capacity of the soil to hold water results in increasing water scarcity.

Agriculture needs water, and the best way to assure this is maintaining high levels of organic matter in the soil. Mulching helps, as does wise choice of crops. All Coastals know that as young corn grows to maturity it has a voracious thirst for huge amounts of water.

If water needs to be taken from the Commonwealth's streams and lakes, everyone will have to sit down at the negotiating table. At the present time, no one who takes water from our waterways pays anything for that water. Something can only be free if there is more of it than all the people want. Gov. Kaine asserts that Virginia law "establishes a framework that protects the riparian rights of those

## Conservation

*continued*

who use our waterways for ... beneficial uses.”

Paddlers can enjoy a river to its fullest yet not take a thing away from it but sweet memories.

This article was researched through the website of the Virginia League of Conservation Voters and that of the Virginia Farm Bureau. Go to VALCV.org for more information on this and other conservation issues, and to see the voting records of our elected officials. Go to VAFB.com to learn about this and other issues facing Virginia's farmers. Your correspondent also wrote a term paper eight years ago comparing water law in the western and eastern USA. My sources at that time indicated eastern water law was unprepared to deal with scarcity.

## Membership

*Chuck Berkey*

### **Dues are Due**

All memberships must be renewed by December 31, 2006. Annual membership is \$20.00. The two exceptions are if the mailing label on your CaNEWS has either a 0 or a number greater than 2006 to the right of your name, then you do not need to renew your membership at this time.

Send your dues to: Membership Chairman, 505 Winterberry Dr., Fredericksburg, VA 22405.

*Membership information is removed from the  
online issue*

## Multimedia

*Ginny Newton*

Coastals has finally invested in two new DVD's!! "The Kayaker's Toolbox" and "Yoga for Paddlers". "The Kayaker's Toolbox" is 2 ½ hours of video instruction! It's a long one! It is actually five complete videos on the DVD: Boat Control (strokes and body mechanics), Water Reading, River Running (catching eddies, ferries and peel outs), Rolling (both C to C and Sweep roll), and Safety. It's an excellent video instruction! So grab your paddle and DVD remote and take over the viewing floor.

"Yoga for Paddlers" is two 26-minute sessions of poses with detailed instruction. It is really easy to follow. What ever boat you paddle, we all can benefit from increased abdominal and back strength and flexibility. This DVD concentrates on those portions of yoga that paddlers will gain from – no headstands!

In addition, since I have moved away the beach and ocean, I have donated two books to Coastals Multimedia Library: Kayak Touring, by Dave Harrison, and Surf Kayaking, by Nigel Foster. Kayak Touring is compiled from *Canoe & Kayak* magazine articles. It covers the specific boat-handling, out-fitting, and navigational skills you'll need for lakes and oceans. Surf Kayaking is a tutorial for paddle-powered ocean surfing.

All are available for lending to members. Drop me a line online.

**To obtain books or videos:** contact Ginny Newton online. The rules are few, but important:

- 1) Videos & Books are only available to current Coastal Canoeist members.
- 2) The person who borrows the item is responsible for its care and timely return.
- 3) Borrowers need to provide their name, current address, phone number & e-mail address.
- 4) The maximum number of items that can be borrowed by a member is: 3 items if picked up at a quarterly meeting, 2 items if sent through the mail.
- 5) The length of time that items can be borrowed is as follows: If picked up at a quarterly meeting, it's due back at the next quarterly meeting. If received or to be returned through the mail, it's due back within 60 days.
- 6) For materials to be sent through the mail, the borrower needs to send a self-addressed, padded envelope with sufficient postage for the required items to the Multimedia Chair

## Books

- Basic River Canoeing, Robert E. McNair, 1972.  
Canoeing and Kayaking, American Red Cross, 1981.  
Canoeing and Kayaking Guide to the Carolinas, Bob & Dave Brenner 2002  
Catch Every Eddy, Surf Every Wave, Tom Foster and Kel Kelly, 1995.  
Exploring the Chesapeake in Small Boats, John Page Williams, Jr., 1992.  
Falls of the James National Rec. River Feasibility 1992.  
Garden State Canoeing Ed Gertler, 2002  
James River as Commonwealth, The, ed. Ann Woodleaf & Lynn Nelson 1984.  
Kayaking, Kent Ford, 1995; whitewater and sea kayaking.  
Keystone Canoeing, Ed Gertler, 1993  
Knots for Paddlers, ACA, Charlie Walbridge  
Maryland \* Delaware Canoe Trails, Ed Gertler  
Medicine for the Outdoors, Paul S. Auerbach  
Paddle America, Nick Shears, 1992.  
Paddle Your Own Canoe, Gary/Joanie McGuffin  
Paddling Eastern North Carolina, Paul Ferguson  
River Rescue, Bechdel & Ray, 1997; self-rescue & teamwork.  
Rivers and Trails, David Gilbert, 1978.  
Texas Whitewater, Steve Daniel, 1999.  
Virginia Whitewater, H. Roger Corbett, 2000  
Whitewater Rescue Manual, Charlie Walbridge and Wayne Sundmacher, 1995.  
Wildwater Touring, Scott and Margaret Ar

## Instructional Videos

- American Red Cross Presents "Whitewater Primer", American Red Cross Presents "Whitewater Primer", "Uncalculated Risk", "A Margin for Error" 1979.  
 "Breakthru!"; 2000; intermediate and advance kayaking.  
 "C-1 Challenge, The"; Kent Ford, 1990; outfitting, rolling, and stroke instruction.  
 "Cold, Wet & Alive", ACA., 1989; paddling story about how hypothermia develops.  
 "Drill Time, Solo Playboating II", Performance Video; 1997; canoe drills.  
 "Drowning Machine, The"; dangers of lowhead dams and basic rescue techniques.  
 "Fast Track to Kayaking", Sam Drevo; 2002  
 "Grace Under Pressure", 1992; learning the kayak roll.  
 "Guide to Canoeing", L.L. Bean; types of canoes, equipment, strokes, maneuvers.  
 "Heads Up!", ACA; 1993; river hazards/rescue.  
 "How to Organize a Successful River Outdoor Cleanup", Surf Dog Productions, 1991.  
 "In The Surf"; 1999; surf kayak instruction  
 "Introduction to Canoeing".  
 "Kayaker's Edge, The"; 1992; rolling, bracing, surfing.  
 "Kayaking", Eric Jackson; skills video - strokes,

- concepts, roll  
 "Liquid Skills", Ken Whiting; 2001; beginning to advanced kayakers.  
 "Path of a Paddle"; Bill Mason, 1977; whitewater canoeing.  
 "Path of a Paddle"; Bill Mason; canoeing-solo and tandem.  
 "Play Daze"; 1999; freestyle kayaking  
 "QuickStart Your Canoe, ACA 2003  
 "QuickStart Your Kayak, ACA 2003  
 "Retendo!"; 1996; art of precision playboating.  
 "Sea Kayaking, Getting Started"; 1995  
 "Soar, Skills of All Rivers"; intermediate and adv.kayaking.  
 "Swiftwater Rescue Training"; actual footage of a rescue at Williams Dam, Richmond.  
 "Take the Wild Ride"; 1994; freestyle kayaking w/ the world's best playboaters.  
 "Whitewater Kayaking - Natl Paddlesport Safety", ACA.;  
 "Whitewater Self Defense"; 1998; kayaking safety techniques.

## Videos

- "Area Verde Expeditions", 1997; kayak expedition in Guatemala.  
 "Class VI River Runners Raft Trip", 1989; Gauley & New.  
 "Costa Rica Rios Aventuras"  
 "Deliver Me From The Paddlesnake 2"; 2000; Chattooga.  
 "Forks of the Cheat", 1989; history and issues.  
 "Grand Canyon Adventure", 1995; home video.  
 "Grand Canyon Whitewater", 1995; home video.  
 "James River in Richmond", 1970; home video  
 "Over the Edge", 1999; freestyle kayaking, and world record waterfall descent.  
 "Paddle Frenzy", 1994 kayaking NW whitewater  
 "Perpetual Motion", 1994; kayaking Glade and Manns Creek  
 "Savage"; commercial video of rodeo boating  
 "Steep Creeking with Catfish", 1993  
 "Rick Taylor's Solo Canoe".  
 "Token of My Extreme"; 1992; hairboating w/Thrillseekers and squirt boats.  
 "Treading Water: A Fight for the Survival of the Pamunkey and Mattaponi Rivers".  
 "Upper Tye and Piney Rivers", 1972; Les Fry  
 "White Mile"; HBO movie starring Alan Alda.



# STRT from page 1

roll up dry. The problem was how to get a rope in place to do this. We hiked back up the railroad on the following Saturday. I had recruited four Explorers and four dads.

I had a block and tackle and 100 ft. of 1/2" line. I waded out in the current downstream of the boat and tried to push the rope upstream under the boat, so I could tie it to the bottom (underwater) end of the middle thwart. DISCOVERY—YOU CAN'T PUSH A ROPE UPSTREAM. And I couldn't just slip it around the end of the boat and pull it to the middle, because the two rocks blocked it. The "Trick" was how to get the rope in position to roll and dump the boat. So I came up with the Trick you see in the illustration.

How to do the Steve Thomas Rope Trick (S.T.R.T.): You push the rope under the boat from upstream, grab it when it floats up about 6 ft. downstream of the canoe, and be the end of the line to the upstream main line which is held by your ground crew. I use two half hitches for all three knots I tie doing the Trick. Then you rotate the loop of rope around over the top of the canoe (in the downstream direction) until the knot comes up to the top again. Untie the knot, hold onto the loop (two lines), let go of the single line and pull the single line under the boat to the upstream side. Now loop the end of the line around the thwart nearest to the broaching rock. In my case, I used the middle thwart because it was between the two broaching rocks. Lift the main line and the running end out of the water and tie the end to the main line with two half hitches. You can push the newly formed loop down to the bottom

end of the thwart before you tighten the main line or leave it where you tied it. It doesn't matter. Now have your ground crew tighten the main line, but don't try to roll the boat yet. Move along the canoe, which makes a very stable work platform, to the end of the boat nearest to the shore where the ground crew is standing.

Take the painter which is tied on that end and bring it back to the main line and tie it to the main line about four feet out from the canoe. Use two half hitches and pull the knot tight so it won't slip. The painter should be pulled fairly snug, but it should not pull the main line to one side. This last step is a recent addition to the Trick to help ferry the boat into shore after it has rolled up. Now pull yourself up the main line to shore to help the ground crew roll the canoe over and pull it in.

I got the line in position that March in 1967 and we all pulled and the boat rolled up easily. We cheered. I later realized that the boat hull is half of a pulley and as you pull the main line, the center of the boat moves upstream only one foot as the main line moves two feet. There is a 2:1 mechanical advantage to move the boat off the rock. The "Z Drag" and "Pig Rigs" add further mechanical advantage, if the built in 2:1 mechanical advantage and the size of your crew isn't enough to free the canoe, or raft or kayak. Another advantage of this technique is that it spreads the force of the line around the pressure hull of the boat and does not damage it.

I used this technique successfully the next four years and taught it to the kids in Explorer Post 999 of Hopewell, Virginia. I did a solo rescue once when I foolishly paddled the Appomattox alone.

June 19, 1971: Bob Benner of the North Carolina Canoe Club led nine Coastals on our first

Nolichucky Run. The Noli was mean and we had many wipeouts in the first mile. Charles Berry's boat broached 75 feet from the right shore on an invisible rock. The canoe was under water. All you could see was the bailer tied to the gunwale. Bob finally got his boat in a tiny eddy behind the boat and began trying to attach a line to the boat. I was standing by Les Fry on shore. Bob yelled that he wanted to attach the rope so we could roll it up-stream, but he could not get the rope in position. I tried to tell Bob how to do it, yelling across the river's roar. Bob shook his head "No." Les said, "It won't work." Bob finally slipped the rope over one end of the canoe and we rolled it off. After that, Rusty Fry, Charles Berry and four other Coastals pulled their boats up to the railroad and dragged them back up the track to the putin at Popular, North Carolina. Bob, his son David, Les and I continued on down the river. Fortunately, it got easier and there were no more problems. When I got home, I crudely sketched the seven steps I used in what I called the "Appomattox Rope Trick" and sent it to Les. He ran with it! Les sketched it in his great style, added script and published it in the January 1972 issue of Coastal Canoeist. He titled it the "Steve Thomas Rope Trick" and he called the page "A Safety Service of the Coastal Canoeists". It was picked up by outfitters (Alpine Outfitters, Blue Ridge Mountain Sports, etc.) and made into posters. It appeared in the Jan/Feb 1977 *American Whitewater, Canoe Magazine*, Bechdel and Ray's 1985 *River Rescue*, and most recently in Laurie Guillion's 1987 *ACA Canoeing and Kayaking Instruction Manual*.

June 24, 1972: The Coastals were running the Doe River in East Tennessee with the

## HOW TO RESCUE A BROACHED CANOE

... also known as "The Steve Thomas Rope Trick"

published as a Safety Service of  COASTAL CANOEISTS

R. Steve Thomas, Jr., of Hopewell, Virginia, is quick to disclaim originating this rescue technique. But Coastal Canoeists who have seen him in action in such an emergency situation must regard him as the system's most experienced practitioner.

Stated simply, it helps the boat roll, dump itself and come up empty, thus avoiding the necessity of lifting any water. The trick is in getting the line in the proper position to do the most good (and the least damage) most easily. The more quickly rescue can be effected the better are the chances of success.



The illustrations below show the boat in various stages of being broached or partially submerged. This condition, however, is effective only if the water in which the boat is broached or partially submerged has force enough to press the rope, however, is effective only if the water is steadily lifting the boat out.

-  1. How to position a line for rolling a broached canoe. (Do not fight; your only problem is get the line under the canoe.)
-  2. It's necessary to get the line in this position, too, according to the level of a thwart, so that it is carried in the whole canoe. (If the boat, however, will, as well as the thwart, then the line will pull.)
-  3. Once the line is in the proper position, the boat is rolling and it is necessary to pull the line down and then it is necessary to pull the line up to the top of the rock or other obstruction. The best place to do this is usually the side of the boat nearest the broaching rock.
-  4. Take the running end of the line and pull it over the top of the canoe and tie it to the broaching rock with two half hitches.
-  5. Pull the running end over the top of the canoe, starting the loop right around the canoe.
-  6. Continue rotating the line around the canoe until the rope is positioned at the bottom.
-  7. When the trick reaches the surface of the upstream side, pull it and let the line securely encircle the running end.
-  8. Pull the running end over the top of the canoe and tie it to the rock.
-  9. The line is to be pulled against the rock with a few feet. When it is the line is to be pulled as far as possible and PULL. The boat will barrel roll and then it's out to the second line from a multiple of two to rock to the end of the canoe must be to the main line, which is secured.

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North Carolina Club. It is a steep (120 feet/mile drop), mean little river and I broached my 15-foot Grumman "Nolichucky". Les and I got to demonstrate to Bob Benner and the Carolinians how the S.T.R.T. works.

April 16, 1994: We in the Coastals don't use the S.T.R.T. much anymore because most whitewater boats have extra floatation, and don't get into hard broaches. However, did get to watch Mark Jones successfully apply the Trick to Bill Hamill's canoe that had broached in Goshen Pass. I did not direct him as John Van Luik says in July CaNews, I just sat and watched, and got a great deal of satisfaction out of seeing someone I had never met doing the Trick. I do occasionally come upon "Pilgrims" without floatation broached in Class II rapids, and I get out and help.

I have received several industrial patents. The inventions belong to my employers (Shell Chemical and Allied Signal) and they have recognized me appropriately. However, the recognition I've received from this un-patentable rope technique is a hundred times as satisfying. The S.T.R.T. is now known in the U.S., Canada, Britain, New Zealand and probably elsewhere. Because my friend Les Fry understood, illustrated and published the technique, the world knows about the S.T.R.T. If Les had not run with the idea, it might still be just a local technique used by Explorer Post 999.

## Reduce Driving Costs

*R. Steve Thomas, Jr.*

The World Supply of crude oil is almost constant but it dips because of disruptions in Nigeria and Iraq and problems with Iran and Venezuela, etc. The World Demand for oil is increasing as China and India develop and use increasing amounts of oil and as world population continues to expand. Prices rise when Demand exceeds Supply! I expect the price of oil and gas will continue to rise. Included in the price we pay for a gallon of gasoline is the Virginia tax of 17.5 cents and the Federal tax of 18.4 cents. This 36 cents per gallon tax will rise as State and Federal legislators "find" ways to pay for increasing highway construction and maintenance needs. So what do we do? We must learn how to conserve fuel and that includes heating oil and gas. The following tips on how to conserve gasoline are gathered from various sources including government, AAA, Consumer Reports and industry sources. Tips 1, 2, 3 & 8 are from a 1991 Shell Oil Co. public service booklet "How to get more miles per gallon." written by Bob Chapman, a Shell Oil veteran. More information can be obtained from [www.fueleconomy.gov](http://www.fueleconomy.gov). Click on "Gas Mileage Tips".

**Drive Less.** Whenever possible use carpools and mass transit. Plan ahead when you have several errands to run. Combine errands and mentally plan the shortest route possible. For trips around the neighborhood, walk or ride a bike. You'll save gas, and as a bonus get some good exercise.

**Reduce Highway Speed.** When traveling at a steady speed, most cars get their best gas mileage at about 40 mph. The CHART below shows Gas Economy (or Efficiency) at various speeds. Reducing highway speed from 75 mph to 55 mph will increase a typical car's gas economy from 20 miles/gallon (mpg) to 30 mpg. (The Federal government lowered the Interstate Speed Limit to 55 mph for this reason during the 1973 gas shortage.) The Gas Cost chart on the previous page shows you will save 5 cents/mile at \$3.00/gallon gas. This requires a new mindset. It will take longer. You will have to get off the Interstates because other drivers will not tolerate you "creeping along" at 55mph. But 55 mph is OK on the "blue" U.S. and State highways. Or drive on the Interstates at a steady 65 mph. It will increase gas economy 5 mpg and save 3 cents/mile at \$3.00/gallon gas.

**Drive Sensibly** Avoid "Jackrabbit" starts and stops. Avoid excessive idling. It gets 0 mpg. If you think you may idle more than 30 seconds when a train passes, or for a burger at the drive through window, turn off your engine. It will save gas. Restarting uses about the same amount of gas as idling 30 seconds. Gentle acceleration cuts waste. Pretend there's a glass of water on the dashboard and you're trying not to spill any of it. The same applies in braking. When you are coming to a stop at an intersection, take your foot off the accelerator and let the car coast in gear. That way the car's momentum instead of extra gas gets you to the intersection. Practice "steady as she goes" driving. Speeding up, slowing down, and speeding again eats away at gas mileage. Whenever possible, position yourself in traffic between clusters of cars so you can keep a steady speed. In bumper to bumper traffic, it's better to inch along than to stop and go all the time. Maintain a steady speed by using cruise control when out on the highway. But don't use it in heavy traffic or when traveling in hilly terrain. Cruise control is less efficient in these conditions.

**Tire Pressure & Wheel Alignment** Drive with properly inflated tires. Every pound/square inch (psi) that your tires are under inflated loses 2 percent of your gas mileage. Tires under inflated 3 psi decrease your gas mileage about 2 miles/gallon and can increase your gas cost 2 cents/mile. Walk around your car each time you get gas and look to see if any tire is under inflated. Look on the inside of the driver's side door for a sticker that lists proper tire pressure. Check each tire once a month with a hand gage and inflate if needed. Incorrect wheel alignment will increase road resistance and waste gas. Have your technician check your car's alignment and adjust if needed.

**Loads and Drag** Travel light. An extra hundred pounds of weight in the car, trunk or pickup truck bed can cut mileage by 2 percent. Unload that bag of sand you put in for winter traction or the big box of heavy tools you don't normally use. The wind drag created by items on a roof rack can cut gas mileage by 5 percent. If possible remove items

from the roof rack and put them inside the car. The drag on an empty roof rack can cut mileage by 1 percent.

**Cut Back on AC** The air conditioner reduces gas mileage about 10 percent. However, traveling at highway speed with the AC off and the windows full open causes enough wind drag to also reduce gas mileage 10 percent. You could "crack" the windows with the AC off at highway speed and save some gas. You do save gas at lower speeds in town with the AC off and the windows partly down.

**Under the Hood Checks & Maintenance** Keep Gas and Maintenance records!

**a.** Change the oil and oil filter as recommended by the manufacturer. Ford says each 5000 miles. GM says each 7500 miles. (Others are higher.) Change more often if most of your driving is short range, in town driving. Use a good multigrade oil as recommended by the car's manufacturer. Select an energy conserving oil. Look for an EC II imprint in the American Petroleum Institute symbol on the motor oil container. An EC II rating indicates a 2.7 percent gas mileage improvement over a single grade oil.

**b.** Check under the hood each 5000 miles or more often in extreme driving conditions. Check all fluid levels. Check the belts and hoses. You can sometimes tell when those belts and fluids are not good when they smell. Are the belts cracked and hard? Are they pliable? Do they feel tight enough? Are there any fluid leaks? Do the hoses and clamps look OK?

**c.** Clean or change the Air Filter every 10,000 miles or more often in dusty regions. Replacing a dirty air filter can improve mileage up to 10%.

**d.** Tune up the engine every 20,000 miles or as recommended by the manufacturer. Change the spark plugs. Clean the fuel injectors. Check other recommended items. A tune up can improve mileage from 5 to 20 percent. A faulty oxygen sensor can decrease gas mileage up to 40 percent. How do you know when you need a tune up? If you keep gas and mileage records, a gradual or sudden drop in gas economy (miles/gallon) should warn you to check the engine. Don't let the timing belt replacement point sneak up on you.

**e.** Brakes don't save fuel but are an important safety device. Check the brake fluid often. Look for drips under your car. Brake pads should be inspected every 20,000 miles.

**Don't worry, be happy!** (A final word from Bob Chapman of Shell Oil.) You're in no shape to be behind the wheel if you're in a bad mood or downright angry. You're likely to take it out on the accelerator and fellow travelers. Not only can that be wasteful, but it isn't safe. Don't go for a drive to vent your anger. Go for a walk instead.

## The Cost of Driving at Rising Gas Prices

*R. Steve Thomas, Jr.*

This article will show how to get the real cost of driving a vehicle and suggest how to reduce the cost.

**FIXED COSTS** - You pay these even if your car seldom moves! They include: Depreciation, the purchase cost of the car including interest, (I depreciate the cost over 100,000 miles.), Insurance and Taxes (State & City Tags, Personal Property Tax).

**VARIABLE COSTS** - These are the Out of Pocket costs you pay for each mile you drive! Maintenance (tires, batteries, oil, service, minor & major repairs). Total the repairs for several years and divide by the miles driven. Older cars have higher maintenance costs!

Gasoline cost varies with price and your car's Efficiency (miles/gallon). Calculate the miles/gallon by adding the miles driven on 5 tank fills of gas and dividing the miles by the gallons used. Enter the TABLE below at your car's Efficiency - miles /gallon and go to the column with the current price of gas. This gives your gas cost in cents/mile.

**EXAMPLE** - A 2006 Toyota Camry costs \$24,000. It has an estimated maintenance cost of \$400/year and gets 32 miles/gallon. It will be depreciated at \$24,000/100,000 miles or 24 cents per mile. A 1985 Volvo Wagon is fully depreciated (It has over 100,000 miles). It has a maintenance cost of \$1000/year and gets 22 miles/gallon. Each car drives 10,000 miles/year and gas costs \$3.00/gallon!

Fixed Costs	2006 Camry Cents/mile	1985 Volvo Cents/mile
Depreciation	\$24M/100,000 = 24	= 0
Insurance	\$414/10,000 = 4.1	\$142/10,000 = 1.4
Taxes	\$65/10,000 = <u>0.7</u>	\$52/10,000 = <u>0.5</u>
Total Fixed Costs (cents/mile) = 29		= 2

Variable Costs		
Maintenance	\$400/10,000 = 4	\$1000/10,000 = 10
Gas @ \$3.00/gallon (from Table)	= <u>9</u>	= <u>14</u>
Total Variable Costs (cents/mile) = 13		= 24

So the Camry costs 42 cents/mile to drive but the Variable Cost is only 13 cents/mile! The Volvo costs 26 cents/mile to drive with a Variable Cost of 24 cents/mile!

### GAS COST - cents per mile Gas Price per Gallon

Gasoline Efficiency miles / gallon	\$2.00	\$2.20	\$2.40	\$2.60	\$2.80	\$3.00	\$3.20	\$3.40	\$3.60	\$3.80	\$4.00
10	20	22	24	26	28	30	32	34	36	38	40
15	13	15	16	17	19	20	21	22	24	25	27
18	11	12	13	14	16	17	18	19	20	21	22
20	10	11	12	13	14	15	16	17	18	19	20
22	9	10	11	12	13	14	15	16	17	18	19
24	8	9	10	11	12	13	14	15	16	17	18
27	8	8	9	10	11	12	13	14	15	16	17
28	8	8	9	10	11	12	13	14	15	16	17
28	7	8	9	9	10	11	12	13	14	15	16
30	7	7	8	9	9	10	11	12	13	14	15
32	6	7	8	8	9	9	10	11	12	13	14
34	6	6	7	8	8	9	9	10	11	12	13
34	6	6	7	8	8	9	9	10	11	12	13
36	6	6	7	7	8	8	9	9	10	11	12
38	5	6	6	7	7	8	8	9	9	10	11
40	5	6	6	7	7	8	8	9	9	10	11

# Coastals *Au Naturel*

## *Don's 2006 Ice Cream Run*

What a day! The Coastals' annual Shenandoah Ice Cream Float is like the old Country Time Lemonade commercial – relaxing, perfect weather, great company, smiles all around – a simpler time! This year was no exception. This trip is not about whitewater, dangerous unplanned swims, risks, or adventure. We stop and swim on this trip because it feels good or because it's time for a water fight. It's about adults, kids, families, and even dogs.

As always, the turnout was great. We had 24 paddlers in 20 boats. Somehow, even in the middle of a hot, dry summer, the weather cooled enough to make it slightly chilly in the morning, but plenty warm for ice cream afterwards. Water levels had been down all spring and early summer, but the rains came in late June and the South Fork was perfect for our trip. We put in at Newport around 10:00, cruised for several miles to a nice gravel beach for lunch, then reached the takeout at White House by 2:30. There's nothing like dessert to top a good trip, so the Coastals Convoy headed to the soft-serve stand in Shenandoah, where all capped off a great day with ice cream.

Keep your early July open for Coastals' 2007 Ice Cream Float! Participating: Andy Gallagher, Bob Tudor, Monica LeBlanc, Scott & Carol Wiggins & Kate & Rusty, Ginny Newton, Martha James, Barb Franko, Mike & Ellen Smith, Andy Lee, Joey DiMeglio, Jann Ross, Terry Pratt, Barb Franko, Richard & Janice Burke, Dave, Patsy & Emily Forrer, Darryl & Lori Beck, Brian DuToi, Don & Donna Kain.



*Launching on a very cool 59-degree July Morning*



*Our four-legged friends are welcome on Don's Trip*



*Chowing Down*



*Getting wet is part of the trip*



*Don's finishing touch*

Got a Picture of Coastals *Au Naturel*? Send it to the Editor. You'll see it here.

## Cruise Schedule

*Ken Dubel*

**The rules are few, but very important:** Coastals trips are intended primarily for club members. However, visitors are invited to check us out! Paddling can be quite dangerous. All trip participants assume full responsibility for their own safety. The coordinator only organizes the trip. Paddlers must self-rate themselves for these trips. Difficulty ratings are intended as a rough guide and are subject to error. You are expected to research an unfamiliar river yourself. Please don't just "show up". Please don't bring unexpected guests. Please don't endanger yourself and the group by paddling a trip that you are not prepared for.

<b>Dates</b>	<b>River</b>	<b>Rate</b>	<b>Coordinator</b>	<b>Contact</b>
9/30, 10/1	Bill Gordon's 30th annual lower Youghioghenny trip (PA, and note trip is earlier this year)	I/A	Bill Gordon	
9/30, 10/1	Car camper, Maury River, Alone Mills to E. Lexington, E. Lexington to Buena Vista	N/I	Andy Lee	
9/30, 10/1	Ocoee / Cheoah (TN / NC)	A	Dave Kessmann	
10/7, 8	Russell Fork Rendezvous (upper section, SW VA / KY border)	I	David Bernard	
10/7, 8	Gear in boat camper, no critters please, James at Balcony Falls (Buena Vista)	N/I	Doug Jessee	
10/14, 15	Cacapon River, route 50 to route 127 (West of Winchester)	N/I	Larry Gross	
10/15	Rolling instruction, Manchester YMCA, \$40, (Richmond)	All	Greg Velzy	
10/21, 22	Quarterly meeting, South Fork Shenandoah Newport to Luray	N, all	Ken Dubel	
10/28, 29	Middle Gauley (WV)	I/A	Dave Kessmann	
10/29	Sunday only Nottoway River, Cutbank to Purdy (S of Richmond)	I	Doug Jessee	
10/28, 29	Pine Barnes (NJ)	N	Ed Gertler	
11/4, 5	Tohickon Creek (PA)	I	Tom Wood	
11/4, 5	Maury River below Rockbridge Baths (Lexington)	N/I	Andy Lee	
11/11, 12	One of the Anna's or dealer's choice (Richmond area)	I	Gretchen Cornell	
11/12	Rolling instruction, Manchester YMCA, \$40, (Richmond)	All	Greg Velzy	
11/18, 19, 20	Gear in boat camper in North Carolina	I	Tom McCloud	
11/25, 26	Harpers Ferry area Shendandoah Staircase (MD, VA, WV)	N/I	Ken Dubel	
11/26	Sunday only Nottoway River, Cutbank to Purdy (S of Richmond)	I	Doug Jessee	
12/10	Rolling instruction, Manchester YMCA, \$40, (Richmond)	All	Greg Velzy	
12/17	Sunday only Roanoke River Gaston to Weldon (Southern VA to NC)	I	Doug Jessee	
12/29, 30, 31, 1/1	Chattooga IV (GA)	A	Dave Kessmann	
1/13, 14	Annual club classic camper, Nottoway River (Southern VA)	I	Doug Jessee	

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*For many years and again on 10/21, Tom McCloud treats Coastals to a superb dinner at the Annual Meeting*

**Chuck Berkey**  
**Membership Chair**  
**Coastal CaNEWS**  
**505 Winterberry Drive**  
**Fredericksburg, VA 22405-2060**

**Annual Meeting**  
**Saturday, October 21**  
**See Page 2 for Details**

**Dated Material: Please Expedite!**