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The News

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Volume 4 No. 2



Summer 1991

- * Protecting the Grand Canyon *
- * Setting the highest standards for the river profession *
- * Providing the best possible river experience *

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GRCG Archives d. e.

Tom Workman Receives Michael Jacobs Award

At the close of the Spring GCRG meeting Vaughn Short, poet lariat of river running, presented Tom Workman of the National Park Service with the first Michael Jacobs Award. The Jacobs Award is presented annually for outstanding service to the Grand Canyon, in honor of Michael Jacobs, a guide who lost his life in the Canyon last year. This year's award consisted of a plaque and an engraved knife.

For many years Tom has been the Lees Ferry Ranger, and virtually every Grand Canyon guide knows and admires him. He has long exemplified the spirit of sanity, reason and dedication that the Park Service can and should stand for. His helpfulness and good cheer have kept communication, cooperation and river trips moving smoothly. He recieved an overwhelming majority of the votes.

Thanks, Tom.

Now wait just a minute . . .

I know the season's getting started by the smell of talcum and rubber at the ferry. Neoprene freed from the winter prison. Crisp spring mornings. Hot crystalline afternoons. Wildflowers everywhere. It's time to get on the Rio, note the winter changes and get reacquainted. But there's a couple of things I need to say. I'd appreciate if you'd take a moment or two from Canyon reality to listen up. Thanks.



It's too early to hold the funeral...

There's a question that keeps coming up. Maybe you've asked it of yourself. With the dam plugging the canyon upstream and holding all that mud up around Hite, how can we save the beaches? Isn't it only a matter of time before they all end up in Lake Mead? Good question. The answer is no. No.

There are less beaches today than there were in 1963, that's for sure. In fact, there's less than there were in 1983. But that needn't lead to the conclusion that they're gone forever.

The first real beach study, conducted by Howard and Dolan in the late 70's, concluded that there was more sand in the Colorado system than there was before the dam. Where was it? It certainly wasn't on the beaches, it was stored in the main channel, in the scour holes that are sometimes more than 100' feet deep. Ever drop a dutch lid at Ledges and hear it hit bottom?

How can that be? Half of the answer lies in the muddy waters of the the Paria, Little Colorado, and Kanab Creek. Together they still contribute 13% - 15% of the predam sediment to the river. The other half lies in the dam itself, by eliminating the spring floods, the dam reduced the river's ability to move sand. In fact, the sediment transport studies of GCES Phase 1 concluded that "normal" dam operations of the 1960s and 70's actually produce a net gain in sediment within the system. By the time Powell filled in 1980 some sort of balance was being reached. Things were settling down. That is until 1983...

Things changed in 1983. Not just the Crystal hole, or the beach at Buck Farm, or the sandpile at Monument Fold, but in the river bed itself. It is estimated that over 16 million tons of sand was scoured from the river channel during the floods of 1983-85. Again according to GCES Phase 1, it will take 15 to 20 years of present dam operations to replace that loss. Because the river's ability to transport sand increases rapidly as velocity increases, the lower flows are kept, the more sand is saved. Though steady flows store the most sand, some

moderate fluctuations may be okay. The important thing is that, without adding reregulation dams, slurry lines, or completely eliminating peaking power production at Glen Canyon, the sediment resource of Grand Canyon can last forever.

A lot of good it's doing for camp tonight though, since it's on the bottom of the river. What we have to do now is get that sand back up on the beaches and we've got just the system to do it. The Colorado River's been building beaches for 10 million years.

The flip side...

There are two sides to every coin, so they say. They're right, whoever they are, and now we're staring right at the back side.

You heard that it's not really us versus them didn't you? That we're all working together, the Park, outfitters, guides, and privates, to make this the very best place to work, and play. You heard that Bego's 2 year banishment was reduced to a one year suspension of his trip leader privileges. You heard that enforcement of the Park alcohol policy lies with the guides and outfitters. You heard of the combined effort to make Grand Canyon Courtesy a part of every day down there. This is one side of the coin.

Now we do our job. We take folks down, show them the Canyon, tell them about it, keep things safe, and have a good time. But it goes a bit beyond that. We've taken the lead on the river; we're the ones who can make all this high sounding cooperation a reality. I'm saying that it's up to us to use good judgement every day on the river, to stick to the river regulations, take the initiative on courtesy and communication with the privates, generally make things work smoothly.

We have a voice in things on the Rim, we have the ability to make things happen on the river. We are no longer the problem; we are the solution. We set the standards. Let's live up to them. It's simple. The high road gets us there.

Tom Moody

Lee's Fees

Effective May 1, the National Park Service is requiring an entrance fee be collected for all passengers departing downstream from Lee's Ferry. This will be done in either of two ways:

THE VOUCHER SYSTEM - The trip leader or company representative arriving with the passengers will present the Lee's Ferry Ranger with this information: How many passengers are joining at Lee's and at Whitmore, and, of those folks, how many qualify under each category of entry fee? (See box). The outfitter will be billed at the end of each month.

THE CASH SYSTEM - The trip leader or company representative will collect the applicable fees from the clients prior to arrival at Lee's Ferry, put it all in an envelope and turn it over to the NPS at Lee's.

Regretably, the implementation of this Park policy was sprung on the outfitters without enough lead time to incorporate it in to their pricing structure. Consequently, some outfitters have decided it is more expedient to bite the bullet and pay the fees themselves by the voucher system.

Other outfitters feel that it amounts to a significant loss of revenue and have opted for the cash system. ("\$5000 will buy a lot of kumquats." - Ted Hatch)

This puts us in the awkward position of collecting fees that were not in the company literature when the passengers signed up for the trip.

At the GCRG Spring meeting, there was a unanimous outcry against the new policy and its implications, and the Board of Directors was mandated to write a letter of protest to the Park.

The letter, in addition to expressing outrage, requested that the Park wait 1 year until the fees can be incorporated into the trip price and

literature. At the very least we requested a modification suggested by Mark Law whereby each client is given an envelope in which to put whatever fee is applicable and check off his category. This would take the burden of determination and collection of fees out of the hands of the guides.

But the bottom line is this: it's up to us as guides to work with our outfitters to ensure that a smooth and inoffensive method is adopted for each company to implement this unfortunate policy. Our presentation will determine whether or not we start the trip, and our relationship with our clients, on a sour note.

The Logo

It was tough. We got many terrific entries in the logo contest. So many that we had a run-off to avoid getting a Mecham. And the winner is... Joan Carstensen, a graphic designer and boater from Flagstaff. Congratulations, Joan, (pronounced Jo-ann), and thanks from the guides.



Bego, Bombs, And Banishment

A skyburst of outrage exploded at the fall meeting concerning Bego Gerhart's 2-year banishment from the Canyon following a fireworks incident last summer.

The Guides felt that it was not only an extreme punishment for a minor infraction, but a sinister and unacceptable precedent.

Throughout the winter, meetings, calls, and letters were exchanged between the NPS, Bego, Andre Potochnik, and Kenton Grua. The Park proved very open to discussion and by this spring, the banishment was reduced to one year, then commuted from banishment to one year without leading a trip.

ENTRANCE FEE INFORMATION

	# passengers
	Lee's Whit
Individual Paying Passenger (\$4)	— —
Family Fees (\$10)	— —
Children (16 & under)	— —
Golden Ave Passports & Immediate Family	— —
Golden Access & Immediate Family	— —
Golden Eagle & Grand Canyon Passports includes Immediate Family	— —
Approved Waivers	— —
TOTAL Individuals _____ x \$ 4.00 = _____	
TOTAL Families _____ x 10.00 = _____	



Booze news

A great hue and cry went up at the Fall 90 meeting about a proposed amendment to the Management Plan concerning alcohol use in the Grand Canyon. Among the more offensive parts of the proposed policy were a zero tolerance attitude and an implicit ability of the NPS to terminate a guide's career for even a minor alcohol infraction.

GCRG responded vigorously, working with all the outfitters and the NPS urging a more moderate and reasonable policy and leaving the question of future employment to the discretion of the outfitter.

The final policy, printed below, reflects a positive response to the concerns expressed on this issue.

Use of Alcohol and Controlled Substances by Employees While Engaged on River Trips

Every river company must issue a company policy related to the use of alcohol and drugs by employees. Such policy must at a minimum include the following standards:

- a. Any employee assigned duties while transporting clients on the river shall not drink any alcoholic beverage during such transport.
- b. No employees shall operate a boat or serve as a crew member while under the influence of alcohol.
- c. The use of drugs or other controlled substances is prohibited at all times. Legal non-prescription or prescription drugs may be consumed as long as the drug does not cause the individual to be intoxicated.
- d. Consumption of alcohol by company employees upon establishment of a camp must be moderate and to the extent employees can satisfactorily perform their camp duties and provide proper direction and service to the clients in camp.

Nothing above shall limit commercial river companies from establishing or enforcing a more stringent policy.

Pot Shots

Remember the thrill you had the last time you discovered an arrowhead or pot shard while traipsing across the desert? Most of us have seen archaeological artifacts displayed in glass cases in museums. Our experience in museums didn't impress us nearly so much as finding nearly pristine sites in the back country.

People who love the Southwest hope that others will be able to enjoy this kind of thrill long into the future. The national parks are ideal areas in which to ensure that artifacts are left in place for future generations to see and enjoy. Many archaeological sites in other areas of the Southwest have been destroyed by developers and visitors who collect artifacts for themselves or for financial gain. The parks have avoided much of this kind of destruction because of remoteness and because of their mandate for strict land management. This is in contrast to the loose, ineffective and indifferent management of BLM and National Forest lands.

Grand Canyon National Park's mandate is "to preserve and protect" its resources. Unfortunately, because of the reckless actions of a few, Park managers have, at times, felt that the best way "to preserve and protect" the resource is to collect artifacts and store them in cardboard boxes. These managers are concerned that a park visitor might steal, or move, artifacts if they were left in place. The few people who have moved or taken artifacts are screwing things up for all the rest of us, and for our great grandkids.

We who have enjoyed finding nearly pristine sites with artifacts left in place would agree, I think, that these whole sites are the resource, not collections of artifacts sitting in boxes or displayed in museums. Let's be sure that no one from our groups gives the park managers any reason to be paranoid. Let's make sure that archaeological artifacts remain in place.

Our enjoyment of parks will be enhanced if we can develop responsible behavior to ensure that neither the National Park Service, guides nor visitors disturb sites.

Glenn Rink



Spring GCRG Meeting Big Fun

The 1991 Spring Meeting was quite an event, sandwiched between Patty Elwanger's First-Aid-a-thon and the Guides Training Seminar. On Friday afternoon, April 19, over 80 members congregated once again in the warehouse of the ever-gracious folks at Hatchland.

Things began rather tamely with updates on finance, membership and letter-writing; fireworks and alcohol; environmental studies and interim flows and the state of the Grand Canyon Protection Act. (All covered in this issue)

Christa Sadler was nominated for the vacant Secretary/Treasurer spot and nominated for the six Board of Directors seats were: Owen Baynam, Brad Dimock, Fritz Fritzinger, Dave Edwards, Kenton Grua, Les Hibbert, "Hollywood" Helmer, Bob Melville, Jon Stoner and TimWhitney. Elections close June 10.

November 2 was announced as the date for the Fall GCRG Meeting at the GCE warehouse in Kanab and two sets of ballots were cast in the GCRG logo contest.

The tempo picked up as the latest festering boil was lanced in a heated discussion of the Park's new Fee Collection system. Outrage was vented and a motion was passed for the board to send a letter of protest to the Park.

The business portion of the meeting then closed and dinner and beverages were served.

After dinner, amid a bit of clatter and hilarity, the new logo winner was announced. Two huge framed copies of Tom Brownold's photo of Georgie's 80th birthday partiers were presented to both Georgie, the party girl, and Ted Hatch, the perfect party host. More hilarity and a new keg.

Then Vaughn Short took center stage and in a bittersweet presentation awarded the first Michael Jacobs Award to Tom Workman. A standing ovation, another keg and a fine party followed, and it seems like maybe another

keg or two had to be brought in after that.

About four in the morning Tim and Dennis crashed the boom truck into the garage door, but that's another story.

Incredible Guides Training Seminar

Rave reviews of this spring's GTS are still pouring in. It went even better than we could have hoped. For four days over a hundred guides attended walks and talks, shows and demonstrations, forums and updates, campfire stories and a beautiful Glen Canyon float. Sessions began at Hatchland and migrated to Marble Canyon Lodge, Lees Ferry, Bitter Springs, Cathedral Wash and Glen Canyon Dam. Topics ranged from red ants to ancient turds; lavas and debris flows to archaic indians; stone tools to park rules; trail work, courtesy, GCES progress, history, interpretation and much more. We camped on the rim behind the old Marble Canyon Lodge and were fed by Chef Dennis Silva Kominsky.

The information was really usable. The comradery- getting to know more of each other- was fantastic. But the high points for most of us were a couple evenings with some old time boaters. Around the campfire on the rim, Vaughn Short read a journal of his first commercial trip as a guide, helping Ken Sleight lead an ill-fated mule packing trip into the Escalante one rainy spring in the early fifties. They got to the river on day six.

The night before, four old Nevills/ Mexican Hat boatmen got together for their first time in over thirty years. Bob Rigg, Tad Nichols, Frank Wright and Johnny Harper regaled us with stories and movies from the fifties and Tad gave a slide show of Glen Canyon that didn't leave a dry eye in the house.

On our last day a lot of us finally got a great answer for when folks ask us, "Did you ever run Glen Canyon?"

" Oh, yeah, I ran it with Bob Rigg and Vaughn Short."

Many, many thanks

Without a tremendous amount of help, the Spring Meeting and the GTS could never have happened. Thanks to all the volunteers who gave so freely of their time- each and every one of the speakers and the GCRG logistics team. Thanks to Continental Sausage and Deli and Daylight Donuts for a price break on food; The Knife Shop for help with the Jacobs Award; and Expeditions, The Summit and Mountain Sports for prizes in the river trivia contest.

Extra special thanks go out to Jane Foster of Marble Canyon Lodge and Ted, Patty and Wally at Hatch for their incredible generosity in having us aboard.

Grand Canyon Courtesy

Grand Canyon River Guides is working with the National Park Service, private boaters and anyone else interested in the preparation of a flier on river etiquette. The idea is that it would go out to all guides, commercial and private.

Here is what we've come up with so far. Read it. Let us know exactly what you think of it. We have already gotten quite a bit of feedback- most of it very positive, some of it bitingly negative. It is important that we get as broad a spectrum of input as possible. Please write us now and/ or plan to attend the Fall GCRG meeting in Kanab, where we will have a forum on courtesy.



The Grand Canyon is a big place. One of the biggest. But there are a few parts of it that can seem mighty small at times. The river corridor in the height of the summer season can seem downright tiny. A whole lot of people trying to be the same place at the same time. The secret to keeping the Canyon grand boils down to just a few things: Communication. Flexibility. Courtesy.

We at Grand Canyon River Guides, (a group of boaters, hikers, fishermen and other Canyon lovers), began working on this flier as one means of encouraging a smooth flow among trips. We hope this will evolve into an increasingly useful tool.

The first thing we agreed on is that we don't want to create more rules. Rules don't bend or adapt, they break. And besides, one of the best parts of the Canyon experience, for everybody, is something that runs in the opposite direction anyway- call it a sense of freedom, maybe, or an expanding of personal dignity. All the rules in the world won't give us more of that stuff. Courtesy, communication and flexibility, on the other hand, will.

In that light we present a few thoughts on river etiquette. It is our hope that this flier will be read by all guides, private and commercial, government and research. It is our further hope that you will all give us input, in order that this effort may evolve.

So here we go .

ATTITUDE

Most folks on any trip, commercial or private, won't be back. Everyone deserves the best trip they can have. Every trip will get something special. Every trip will have to make a few sacrifices.

Intentionally souring the people on one trip towards another group doesn't do anybody any good. It never will.

"Hi, how are you folks doing?", is a far smoother way to open a conversation than, "We're taking Grapevine camp."

SCHEDULES

No one's schedule need be set in stone. There are myriad ways to creatively avoid congestion and have a far better time than you would by stubbornly sticking to a set itinerary. Be flexible.

It's good to know the schedules of those who are in front of you as well as those behind. An awareness of other people's plans can alleviate congestion. Keep talking. Don't make assumptions. Expect surprises.

ATTRACTION SITES

Major Attractions are, by definition, heavily trafficked. It is a given that you may have plenty of company at places such as Little Colorado, Deer Creek, Havasu, etc.

So just enjoy it. If you set up lunch there, try to do it out of the main traffic pattern.

But some spots don't accomodate multiple groups so well. Saddle Canyon, Blacktail or Matkatamiba, for instance. It's thoughtful to stall a bit if another trip is there when you arrive, and perhaps send a runner up to let them know you are on the way. Or change your plans. There are a LOT of nice places in the Canyon. Learn new tricks. Experiment. Remember the Golden Clue.

Communication. Courtesy. Flexibility.

ON THE WATER

Passing. Although the laws of the sea state that unpowered craft have the right of way, we have found that this doesn't really work down here. A typical underpowered motor rig, forced into an eddy in an attempt to pass a rowboat in the center current, may spend considerable time doing so. Pulling into the slower current to allow a faster boat to pass through will lead to a briefer encounter and less bother for all concerned. Imagine an oil tanker trying to maneuver around a sailboat.



In rapids. Different boats have different speeds and capabilities. Spacing and timing when entering rapids are crucial to both fun and safety. If there is a boat in front of you, allow enough lead time.

Most trips, when asked, are willing to wait a few minutes below a major rapid to run safety for those behind. Communicate.

Parking. When tying up at places like Havasu harbor, be aware that other trips will be arriving and leaving. Leave open access. Don't make a spider web. Don't be a line leech.

CAMPING

As beach space erodes, so does our versatility in the Canyon. A few stretches come to mind. The camps between Hance and Phantom Ranch are few, small, and critical to those trips who are making changeovers at Phantom Ranch the next morning. Another highly congested area is between Kanab and Havasu, for those who plan to spend the next day at Havasu. If your schedule doesn't demand that you camp there, don't.

Since camps are diminishing in numbers and size, it only makes sense for small parties to use small camps and leave the larger camps for the larger groups.

When passing a trip late in the day, talk about camps. Deal with it. Don't race.

If you say you're going to camp somewhere, try to.

CONTROVERSIAL ISSUES

There are a few issues that have led to rather heated discussions on the river. There is not always a definitive answer. Let's talk:

Camp snatching. Some folks feel it is essential to send a boat ahead to secure a camp; others find this highly offensive. Things go more smoothly if this practice is avoided. There are usually better ways to get a camp. Communicate.

Double Camping. For many years Grand Canyon had so many beaches that double camping wasn't an issue. Now, as the beaches continue eroding away, it is something that we have to deal with. Some groups are very amenable to this; others are adamantly opposed to it. Realize that there are often camps no matter where you are if you're creative and open to suggestion. But also realize that groups can and do get in a pinch, especially in the Havasu corridors. Double camping should be a last resort. But it happens, so make the best of it when it does. When moving into a camp with another group, be courteous. You are their guests.

Be reasonable. Be flexible. Communicate.

We are all, after all, in the same boat.

A smile and a wave does a lot.

Relax. Enjoy. It is a GRAND Canyon.

A CONTINUUM

Continued input is the key to keeping this flier current, pertinent and useful. Read it. Think about it. Do you have additions? Subtractions? A change in wording?

Frequent revision of this flier seems essential. Please address your comments to:

*Grand Canyon Courtesy
Grand Canyon River Guides
P. O. Box 1934
Flagstaff, AZ 86002*



Interim Flows

The Grand Canyon Protection Act requires that the Secretary of Interior implement interim operating procedures for Glen Canyon Dam to minimize, to the extent reasonably possible, the adverse environmental impacts on Grand Canyon National Park and Glen Canyon National Recreation Area. These operations have been termed "interim flows". Last spring, in an effort to defuse support for the legislation, Secretary Luhan announced his intention to implement these interim flows within 90 days of cessation of research flows. Either way, it looks like we will have interim flows by fall. Now, what will they be and who will decide?

Those questions are now before us. In early April Duncan Patton, the GCES senior scientist, called together a small group of scientists together to make a recommendation for interim flows. In a nutshell:

Minimum flow	5,000 cfs
(only between 7pm & 6am)	
Avg. minimum (24 hr)	8,000 cfs
Maximum flow	20,000 cfs
Maximum fluctuation (24 hrs)	5,000 cfs
Upramp	2,000 cfs/hr
Downramp	1,000 cfs/hr
One time, 6 day beach building flow of 31,000 cfs	

This recommendation has been reviewed and accepted by the GCES scientists. The resource managers from the National Park Service, AZ Game and Fish, and U.S. Fish and Wildlife Service recommendation differs only in raising the minimum flow to 8000 cfs. Western Area Power Administration and the power users have not submitted their recommendations, but should by the time this newsletter reaches you. It's far from over. There is lots of political wrangling to come.

EIS Alternatives

What are the alternatives. That's a good question, and one being asked in the Glen Canyon Dam EIS right now. The Bureau of reclamation EIS team has compiled a list of 10 first draft alternatives. "Draft" should be stressed. There will be a year and a half of tinkering before these are finalized. The final list of alter-

natives will be used to make a decision on future operations of the dam. Public information meetings were held in Salt Lake, Flagstaff, and Phoenix. Although the official input period ended May 3, BuRec has stated it will consider input at any time.

Without getting into a deep discussion of the merits of each one, here is GCRG's position:

- There must be alternatives that include **operational changes only**, no rip wrap, no slurry line, no reregulation dam, no sand pumping.
- Each alternative should be designed to achieve a particular objective, i.e. hydro power, downstream resources, a combination of both.
- Each alternative must address uncontrolled flooding, the most disastrous flow to downstream resources.

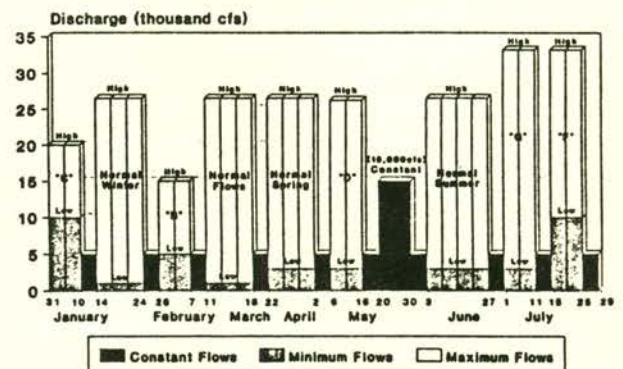
You should be acquainted with these possibilities. For more information write:

Bureau of Reclamation
Colorado River Studies Office
Attn: UC 1512
P.O. Box 11568
Salt Lake City, UT 84147

Wonder what the water's going to be like?

Here's a list of the research flows scheduled for 1991. As of August 1 we return to "normal operations" or begin interim flows (see interim flow article).

GLEN CANYON ENVIRONMENTAL STUDIES
Research Flow Schedule
Calendar Year 1991



Grand Canyon Protection Act

The Grand Canyon Protection Act has been reintroduced in both houses of Congress. Congressman George Miller's bill in the House was passed last week by the Interior committee and sent to the full House. It may come up for vote as early as May 21. In the Senate, Senator John McCain's bill should go before committee review in early June. These bills are moving, it's important to keep them going. Your letters are needed. Write to your:

Congressman _____
U.S. House of Representatives
Washington, D.C. 20515
Senator _____
U. S. Senate
Washington, D.C. 20510

in support of the Grand Canyon Protection Act. Tell them you're concerned about the effects of fluctuating flows and uncontrolled floods on the beaches downstream.

*Many thanks to the many of you
who have already sent letters to Congress,
you're efforts are paying off.*

Letter-writing & Membership Drives

GCRG has two flyers which need to be delivered to YOUR passengers. One urges them to write letters, many letters to their congressmen in support of the Grand Canyon Protection Act. Our best hope for getting it passed is massive amounts of public outcry, and the folks we take down the river this season are most likely to be fired up enough to write.

The second flyer introduces GCRG to your passengers. We would like you to let your folks know who we are and what we're trying to accomplish. If they are interested in joining or simply being on our mailing list, it's a great way to get information about what's going on down there and what we're trying to do about it.

And how, you might ask, will you get these flyers? Here's how. Dick McCallum has offered the Expeditions store, 625 N. Beaver (779-3769) in Flag, as the flyer repository. Sue Billingsley is the person to talk to. But remember, these folks are volunteers. Don't abuse their generosity. Call first, pick up the flyers yourself during business hours.

Some other outfitters have a supply as well. Ask around. The following is a list of boat-

men you can contact in order to get a supply. Given the standard boatman's summer schedule you may not reach the first one you try; be persistent.

Dan Dierker 774-HASH
Dave Edwards 779-1966
Christa Sadler 774-8436
Tim Whitney 526-4575
Drifter Smith 774-8137
Jon Stoner 527-0269
Jeri Ledbetter, Andre or Brad 774-8853



Swelling Membership

It's been quite a year; membership has increased over 10% per month since last spring. We currently have over 325 guide members and more than 200 general members.

Many thanks to Bob Melville and the other guides who generated quite a few new members last season. If you're interested in knowing how many of YOUR passengers become members, put your name on the business reply card of the membership flyers you hand out and I'll try to let you know.

As we grow, our financial reports are becoming more lengthy and it's rather dry reading. If you would like a copy of the monthly and quarterly reports, write me and I'll send you copies. Our books are always open.

Please try to remember to keep me posted as to your whereabouts. I have the darnedest time keeping track of some of you, and bouncing mail is SO VERY wasteful. Also, if you are receiving two copies by mistake, let me know and I'll fix it.

And remember, you don't need to wait for a reminder from me to send in your renewal! Thanks for your help.

- Jeri Ledbetter

No, thank you, Jeri!

All of GCRG would like to extend our endless gratitude for the countless hours Jeri Ledbetter, our membership secretary, has spent at the computer making GCRG actually function. It takes a lot more than story telling and arm waving to keep five hundred-odd (very odd) boaters on track. You're the best.

Glory Days a boatman's story

It was 1972, a three boat trip for Whitewater Expeditions. Bill Gloeckler was TL. He was twenty-three at the time and it was maybe the tenth trip he ever did. The other boatmen, way junior in experience, were Bruce Winter and Bart Henderson. Bart was free-lancing that year and had just met the others. This is his story. He told it to a bunch of us at Vermillion Cliffs a couple of years ago and we laughed so hard we cried.

The mission seemed simple enough: run in empty to Phantom on the first day, then pick up forty-five passengers at 9 AM on the morning of the second day. Deposit everybody at Diamond Creek early on day five, then take the boats back around that same night, rig the next morning, and start another trip.

They got to the warehouse crack of dawn on day one and to their surprise the food wasn't packed. That set them back an hour or two. They finished rigging at the Ferry about noon, still only a couple of hours behind schedule, but then none of the motors would start. None of 'em. They carried three per boat, but all of those were mismatched. They'd been given thirty's, thirty-five's, forty's.

Gloeckler grinned and said a few swear words. He tinkered around, they cannibalized what they had, and finally left the Ferry late in the afternoon with one working motor for each boat.

They ran the Twenties in the pitch dark and tied up in the rocks below 25-Mile Rapid, pretty scared.

Gloeckler rubbed his hands together and drew a big breath. "Well, we've had a hard day boys, but I think the worst of this trip's behind us," he said. "Let's cook some steaks."

They lit a Coleman lantern and rustled some wood, got a little fire going up in the rocks. Then they had to have some steak sauce too, so Bruce took the lantern and went down to find it. He crossed 'em up on the rocks, though, and fell just as he got to the river.

The lantern exploded.

A huge ball of flame erupted next to the upstream boat, then everything went black. Up on shore their eyes were all adjusted to the light and after the fireball nobody saw anything but spots. "Bruce!" Gloeckler yelled. "Are you okay!?"

No answer but the hiss of the shattered

lantern. That and the swift rush of current sweeping along the shoreline and stacking into the boats, running under a half acre of rubber.

They groped their way down to the upstream side. Really, it was too dark to move. "Uh-oh," Gloeckler said. "He's under the boats."

"He's dead," the swamper moaned. "He's history." The swamper's name was Joe Greeno, and this was his second trip ever.

Thirty yards downstream they heard choking and spluttering, then a cry. "I'm okay!" Bruce yelled.

"Whew," Gloeckler said. "Thank God."

For a moment there was silence.

"No I'm not!" Bruce yelled. "I'm NOT okay!"

They got a flashlight and checked him out. He had a twelve-inch gash, from knee to ankle, and the blood was pumping forth in great spurts. Gloeckler sucked a little air through his teeth and squinted at Bart. "We'll have to sew him up," he said. "Better get some whiskey."

They didn't have any sutures in the first aid kit, so Bart got some cotton thread and a straight needle out of the patch kit instead, and Greeno brought the whiskey. Gloeckler's dad was a surgeon and they figured that qualified him to do the job. Bruce didn't want any whiskey though, so Gloeckler drank some and then Bart had some too, then Gloeckler poured a healthy shot on Bruce's leg and stitched it up.

Next day they promoted Greeno to boatman and moved Bruce up to Coach. Greeno did pretty good until they got to Hance but he dinged his motor there so they had to stop and cannibalize a couple more of the dead spares. They arrived at Phantom Ranch around four in the afternoon.

The people weren't there. They went to the Ranger station and summoned a chopper to evacuate Bruce, then Gloeckler called Henry Falany, the owner of the company.

"You boys just sit tight," Henry said. "Hear? Don't you leave without 'em."

So they begged the ranger and finally he acquiesced and let them stay the night at Phantom. Bruce got evacuated, and the others went to bed.

Just before he went to sleep, Bart had a thought. "Maybe they won't come," he said out loud. "Please God, don't let them come."

The ranger woke 'em at midnight, there was an urgent call for Whitewater. Gloeckler came

back shaking his head. "We should have cut the lines and floated away," he said. "When we had the chance."

The people came down the trail that night, all forty-five of them in the darkness. So next morning there was nothing to do but go. They had a hundred and fifty miles to make in three days, and as long as they didn't hike anything or let the people have too many pit stops, Bart figured, they just might make it.

Gloeckler took a good boat and the second best motor, which was kind of a clunker. He gave Greeno the worst boat and the worst motor, and he told Greeno to stay right close and just follow him. To Bart he gave a good boat and the fastest motor of all. "Okay, buddy," Gloeckler told Bart, "You just hang back and pick up the pieces."

So off they went, rrrrr, balls to the wall. Somehow they made it through intact until they got to Crystal. Naturally they didn't stop to look, there was really no time for that, but then again there was Greeno, never run the river before and uh-oh, there he went, straight off Adolph into the big hole, CaaarASH! Forty-five degrees. The boat contorted wildly, people tumbled every which way, and then it plowed straight over the rock island. Greeno crouched in the cockpit with a death grip on the throttle, still motoring away.... rrrrrrBAM! rrrrrrBOOM! rrrrrrCRUNCH! Bart could see the motor jump every time it hit. The boat hung here, spun there, finally it floated off somehow and Bart caught them down below, they were just drifting.

Well, that motor was destroyed and about four sections of the boat were completely flat, hanging dead underneath the frame. The thing about Henry's boats, though, and those aircraft carrier decks was... you could lose a few sections anyway and still keep going.

Gloeckler came over and studied the situation. "No problem," he said. "We'll patch her tonight. We just gotta make another engine work now and we're doin' fine." So Gloeckler got in there, they took a lower unit off this one, stole a carburetor from that one... finally they made one work.

They camped somewhere not all that far

down, and cooked dinner in the dark. It started to rain.

It rained all night.

They took off the next morning, it was still raining. The river became a chocolate brown swirl, and water streamed off the cliff faces. They ran all day long and the rain never let up for a second. The people were in shock by then, they were starting to look and act like prisoners of war.

They went full throttle all the way. The only thing they were thinking of by that time was escape. They made it down to just above Lava and here came a plane, circling. It was Henry himself. "Diamond Creek's washed out boys," he said. "You're gonna haveta make it on down there to Pierce's Ferry with these people." Henry was sweating bullets over his next trip, was the deal. He had to have Gloeckler there to lead it and at least one of those same boats too.

They forged on. But somewhere around Parashont Wash Greeno dinged another engine. And this time it wasn't quite so simple to get a new one going. Plus, that boat of his was losing air all over the place. In fact it was sinking.

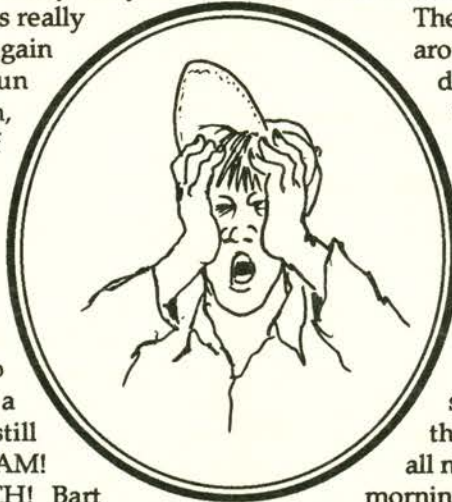
But there they were, and it was getting late. They had to reach Lake Mead that night, before it got too dark to see anymore. Once they hit the lake they could just motor all night and be to Pierce's by morning easy. Heh.

"Damn," Gloeckler said. "I sure hate to do this Bart, but I'm gonna have to take your engine" (the fast one) "and break for the Lake empty. I hate like hell to do it to you buddy, but you're gonna have to take Greeno and lead him out of here with these people. It's the only way."

Bart squinted at Gloeckler. "Okay Bill," he said. "You're the trip leader. I'll give 'er my best shot."

So they loaded about thirty-five on Bart, maybe ten on Greeno. Gloeckler got the good engine, and Bart took Gloeckler's old clunker.

rrrr, Gloeckler escaped. The last thing Bart saw, Gloeckler turned and looked back at him with an all-knowing little shrug and just the briefest wave imaginable, he was genuinely apologetic. Then he was gone, vanished into



the sunset.

So Bart and Greeno forged on too, they were chugging along and they got to a simple place, just a split around an island but the water was really low, and rrrrrCRASH! another motor bit the dust.

Well, they tied Greeno alongside, it was nearly dark by then. Bart had forty-five people and two boats on one old clunker motor and no more spares. All he asked for was a camp, any camp at all would do.

He got hung up once, then again. He couldn't miss the islands because full throttle at that point was just barely faster than drifting. By that time, of course, the people had turned to drink. They'd ceased to care. They were standing up and yelling obscenities at the rain, swaying to a beat all their own. Bart couldn't even see over the top of them anymore.

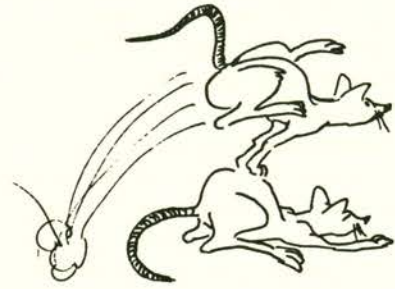
Bart rounded a corner and there was Gloeckler tied up in an eddy.

Bart caught the eddy, barely, and eased the flotilla over to him. "I couldn't do it," Gloeckler groaned. he was shaking his head. "I wanted to, damnit. I tried to. But I couldn't make myself do it."

The next day they had a double-rig become two singles in 205, with the motorless boat getting stuck in the little eddy on the right minus a boatman (and only carrying just a few passengers), to where Bart had to go back up the left eddy and ferry across to save them. And it kept raining of course. They left Greeno's boat at Diamond Creek and Henry had to make a new plan for his other trip and finally they got to the lake, just one day late. Then Pierce's was washed out too and they had to go on to South Cove and finally it was the end. Everybody lived happily ever after.

It's hard to say why we laughed so hard when Bart told it at Vermilion or why it made us feel so good... most likely it was that Gloeckler couldn't leave or something, or remembering that particular time, or how tough and resilient you are at that age even if you are dumb too.

Lew Steiger



Jumping Mice

This fall, two pilot trips will be run in order to help the Park Service determine if any changes in the CRMP or Outfitters Requirements are necessary to make the river more "accessible". Also to develop criteria and information for the Outfitters who are interested in becoming "accessible." Also to have some fun.

The first trip will be a 12-day motor for young adults with cancer. At present one big boat and two motored snouts (with oars) or 2 big boats are planned. The date is September 13.

The second trip is set for September 28 for the physically disabled. It's a 16-day oar/paddle trip. Probably 6 boats plus one or two "baggage" boats.

We're looking for guides who either have experience with special population or would like to learn. They must be Grand Canyon certified. The trip fees have been dramatically reduced, and thereby trip costs are being held to a bare minimum. AZRA, in the spirit of service, has consented to run the trip at no profit. In fact, they're probably going to end up losing a bit due to development costs, etc. The user days are being donated from Park Service administrative days for the pilot trips. (By the way, there is no attempt nor any desire on anyone's part to increase user days in the park.) Sooooo. . . the upshot is that pay to guides will also be dramatically reduced. Basically the equivalent of AZRA's baggage wage. Of course, if you'd like, you can donate even that back to the trip (and thereby reduce the participant's fees even more)!!!

It's taken two years of effort to get to this point, and I'm really excited. Jack Davis (Park Superintendent) is our greatest advocate, and has sort of taken this project on as his "pet".

Basically, I've seen a need for a long time to provide greater access in the Canyon for Spécial Populations. Rafting is the perfect medium for those who can't just pick up a pack and take off. When you consider the effects of prolonged medical treatment and/or home stay, and the lack of self-esteem, image, motivation, and all that attendant stuff that illness or debilitation can cause, you can see the need for a good dose of Canyon.

If you're interested, please send me a letter and resume as soon as possible. I'm hoping for a good response, and I promise that everyone will hear back. Interviews will be held sometime mid-season. If you want more information call or write and I'll be happy to oblige.

Jeff Aronson, director Jumping Mouse Camp
215 N. Bonito, Flagstaff Arizona 86001
(602) 774-9608

Recycling: Too Much Bother?

Recycling takes effort; is it worth it? The easier the better, right? But, is easier really better when it comes to the environment?... It leads to pollution, depleted resources and over-filled landfills. Environmental costs caused by a polluted environment can affect us all. So, in the long run, making the extra effort to recycle is really worth it.

DID YOU KNOW...

- The U.S. throws away enough aluminum each year to rebuild our commercial air fleet four times, enough steel to literally rebuild Manhattan, and enough wood and paper to heat 5 million homes for 200 years.
- Recycling aluminum takes 95% less energy than starting from ore.
- The energy saved from recycling just one glass bottle will light a 100-watt bulb for four hours. By recycling glass rather than making it from raw materials, we reduce air pollution by 20% and water pollution by 50%.
- Every ton of steel (tin cans) that is recycled saves 2500 pounds of iron ore, 100 pounds of coal, and 40 pounds of limestone.
- All recycling reduces air and water pollution, and requires less energy.

Recycling on the river will show we care about our environment and natural resources. We hope you care enough to make that extra effort.

Kris Campatelli

Bio Bio Action Committee Update

The International Finance Corporation (IFC) of the World Bank did not accept ENDESA's first attempt at an environmental impact report. ENDESA continues to move ahead on construction, hoping that full financing will come through. ENDESA has constructed a road from Santa Barbara to the Pangué Dam site and has put up power lines to the construction area. They have spent \$8-10 million, only a fraction of the \$400-600 million which will be required to complete the project. Current scheduling calls for construction of employee housing to begin in November and completion of the diversion tunnel by Spring of 1993.

World Bank has not made a formal decision yet on financing. Write them and demand a full environmental assessment:

International Finance Corporation
World Bank
1818 H. Street, NW
Washington, D.C. 20433
phone (202) 477-1234
fax (202) 334-8713

The Bio Bio Coaliton, a Chilean group based in Santiago, will be opening a full time office in May. By July, they plan to go public with the issue. Very few Chileans actually know of ENDESA's plans, but all signs are that once the public does know of the problem there will be a massive outcry on behalf of the people and the environment of the region.

Funds are needed to keep up the fight. All donations received will be used directly for the operation of the office in Santiago. Funding in the US will be handled by the International Rivers Network, (IRN), a project of Tides Foundation, so all donations are fully tax-deductable.

Checks can be made payable to the Tides Foundation: Bio-Bio Defense Fund. Mail to:
International Rivers Network
301 Broadway, Suite B
San Francisco, California 94133
Phone (415) 986-4694



Before



After

A Boatman's Prayer

Dear Lord, here on this river bank
Before we launch today,
Please, listen for a moment
To what a boatman has to say.

Now I don't claim to be a saint.
And my soul's not lily white.
Sometimes I yield to temptation.
Sometimes I drink too much at night.

Down here I'm not an angel,
Don't even want to talk about the town
With all its woes and pitfalls
And the things that get you down.

So I'm really in no position
To ask for much from you,
But if You could see the way,
Please, try and hear me through.

Life down here's a pleasure
And there's beauty everywhere.
So I'm really not complaining
In my humble little prayer.

The thing I'm trying to get across,
In my stumblin', bumblin' way,
Is a boatman, he's not really bad,
No matter what they say.

But a boatman's life's not easy,
Although I'm not trying to alibi.
There's no turning back up the river,
It's no use to even try.

Whatever lies before you-
You've got to see it through.
You can't stop halfway
And back off and start anew.

It's just things aren't as easy
As they look to those outside.
It's more than jumping in a boat
And going for a ride.

Now, I'm not too worried
About what's down the way,
'Cause I've done this many times before
When I didn't even pray.

Oh! I don't take it lightly!
I've always got to know,
There's an old lion roarin'
In the river down below.

But we'll make it through the rapids-
There'll be no problem there.
That's not the reason
For me to say this prayer.

The reason I'm a talkin',
And it's easy for me to say,
Just, please, don't view us boatmen
In the ordinary way.

I love this world You made us,
And I love the rivers too.
I like the things that are simple,
And I like the work I do.

But could You sort of look the other way
And a few small things forgive?
For it's a little different,
This kind of life I live.

I have no other neighbors watching
To see what I do each day,
So it's a little easier
To stray off the narrow way.

Now I have no church to go to.
They just aren't built down here.
But I see Your walls and canyons,
And I feel You very near.

Now, I'm standing here a rattlin',
I've talked for quite a spell.
I still can't seem to get across
what I'm trying to tell.

It's, "Just please try to overlook
Some of the things I do.
I may not be like your other children,
But I feel very close to You."

Amen

Vaughn Short



Midnight Riders

Bio / West, an environmental consulting firm, is studying the humpback chub as part of the Glen Canyon Environmental Studies under contract from the Bureau of Reclamation. A team of biologists will be camped near the Little Colorado for about 10 days each month. A second team will sample the Inner Gorge and lower reaches on alternating months. To facilitate sampling efforts, there will be layover days near tributaries and biologists in motorized sportboats will be setting nets, electrofishing and radio-tracking at night, by use of spotlights, as well as during the day. Night work is necessary because fish are more active and catch rates are higher. The nets are 100 feet long and will be tied from the river bank. They are weighted to rest on the river bottom and the end is marked with a white buoy. Care will be taken to set the nets away from normal boat traffic, but we ask guides not to approach the nets, even in row boats. Biologists will exercise care and discretion in ensuring that their activities have minimal impact with the recreational users of the Canyon.

As part of the chub study a temporary remote telemetry station has been installed near the Little Colorado River. This station monitors and records fish movements; please excuse this temporary imposition.

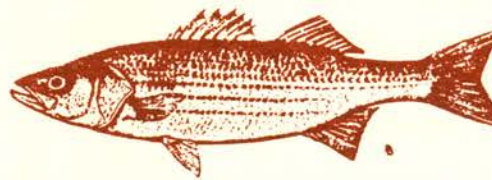
Bio / West is asking the assistance of all guides in the Canyon to explain the operations and objectives of our study to their clients. This is especially important when passengers ask about our night work and uprunning in sportboats. Although research activities in the Canyon may be a distraction for some, ultimately the results of these and other studies will help preserve its natural resources and beauty for all. **We would be happy to explain our study to your trips on the water; feel free to stop in anytime and ask questions.** For additional information, please contact Rich Valdez (801) 752-4202) or me at (602) 779-3422.

Bill Leibfried

Striped Bass (Morone Saxatilis)

The invasion of Striped Bass up the Colorado River and into the Canyon has become a concern to fisheries managers. Currently little is known of the size of their population or the extent of their range. If an angler on one of your river trips catches one it would be very helpful if it were reported to our office. Specifically, we would like to know the sex, date, and specific location of capture, as well as the weight and total length if measuring devices are available.

Morone saxatilis (Walbaum)



Striped Bass are identified from other Colorado River fish by their pronounced dark stripes running lengthwise down their body. Total length is measured from the tip of their snout to the tip of their tail. Sex can be determined by looking inside the abdominal cavity. Ripe females will have a noticeable eggmass. Males will have two small white tubes running lengthwise inside their stomach cavity, one on either side of their midline.

If you have information about the capture of these fish please call the Glen Canyon Environmental Studies Office at (602) 527-7363. Any information is valuable to us. Thank you for your help.



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CANYON WALL

Red gold brown black
Etched upon your face, lines
As of a very old wise woman.
Sketched upon your face, pictures
Of an ancient timeless story.

Touch the lines, feel the colours
Listen to the silence of the Canyon.
Listen, can you hear the pounding of the waves?
Can you feel the rising of the waters
Pulsing with the life of old timed-shadowed seas?

Touch the lines, see the colours fade and shift
Listen, can you hear the gentle rustle
As the ferns sway gently in the breeze?
Can you feel the footsteps of the ancient giant
creatures
Plodding through the mist-enshrouded marshes?

Look closer, see the time-work petroglyph etched
into the rock
Listen, can you hear the voices,
Whispers of the ones who came before?
Smell the scent of woodsmoke in the air,
Campfires of a thousand years gone by?

Touch the rock, feel the earth caress your feet.
Listen, can you hear the pulse of your own lifeblood
As it echoes in the voice of the canyon?
Can you see the trace of your own footsteps
As they fade into the colours and lines?

Red gold brown black
Pages of a story that has no beginning
And has no end.

Pat Garber



The Kaibab Piute Tribe kills waste dump plans.

The tribal council voted to end negotiations with Waste Tech Services Inc. of Golden Colorado about an incinerator that planned to burn 50,000 tons of sludge from points nation wide each year. The ashes were to be dumped on 150 acres of the small reservation on Arizona's northern border. The process required 150 gallons of water a minute and was in close proximity to Pipe Spring National Monument.

It's great to see that some folks still have ethical priorities. A big attaboy for the tribe!

not a Trivial Quiz

Richard Quartaloli made up a dandy 100 question river history test for the GTS. Guaranteed to rack the best brain, great review, excellent conversation on the boat, good way to learn more than you ever thought possible. To get a copy of the test (and the answers too) send a self addressed, stamped (75¢) business envelope to:

Richard Quartaroli
Grand Canon Book Search
P.O. Box G
Flagstaff, AZ 86002-0958

Still some Georgie's photos...

We still have 8 copies of the group photo of Georgie's party. These are 16" x 20", cost is a measly \$16 if you pick it up, \$18 if we send it out. Order one with the form on the next page now.

Ad Department

To offset printing costs, we need you too. Ad space is \$50 a quarter page... cheap.
Send copy to P.O. Box 1934 Flagstaff, AZ 86002

Next Newsletter

We need all kinds of stuff for the newsletter. Like: news, fiction, poetry, opinions, artwork, cartoons, gossip, humor. Everybody's invited and we don't mean maybe. So come on now, send it in.

1991 T-shirt Design by Renny Russell

This year's striking t-shirt design is by Renny Russell, a fine arts watercolor painter, author and river guide. He is co-author of On The Loose and is currently working on a childrens book. He lives near Questa, NM with his wife Martha Clark, who is the coolest.



We still have a good supply of shirts available with this three color design. The short sleeve GCRG shirt is printed on the front only. The special long sleeve Guides Training Seminar shirt is printed on both sides, with the GTS ensignia on the left breast.

You can order them with the form below or get them directly from Dave Edwards (if you can catch him at home in Flagstaff), and save the postage. Call him at 779-1966.

Act now and you too can look, act and feel as cool as this here dude-ette.



cut here

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_____ last year's petroglyph panel t-shirts at \$10 (+ \$3 shipping) Sizes M, L, X _____

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- * Protecting the Grand Canyon.
- * Setting the highest standards for the river profession.
- * Providing the best possible river experience.

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Dear Eddy . . .

What do *you* think about it? -About what??
About anything!
Courtesy in the Canyon! Beach erosion!
Artifacts! You name it! We want it. Write:
Letters to the Editor
GCRG
P.O. Box 1934
Flagstaff, AZ 86002

GCRG Fall Meeting

Don't snooze.
The GCRG Fall General meeting will be on Saturday, November 2, 1991 at the Grand Canyon Expeditions warehouse in Kanab, UT

Be there or be square.

Next Newsletter

We need all kinds of stuff for the spring newsletter. Like: news, fiction, poetry, opinions, artwork, cartoons, gossip, humor. Everybody's invited and we don't mean maybe. So come on now, send it in.



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