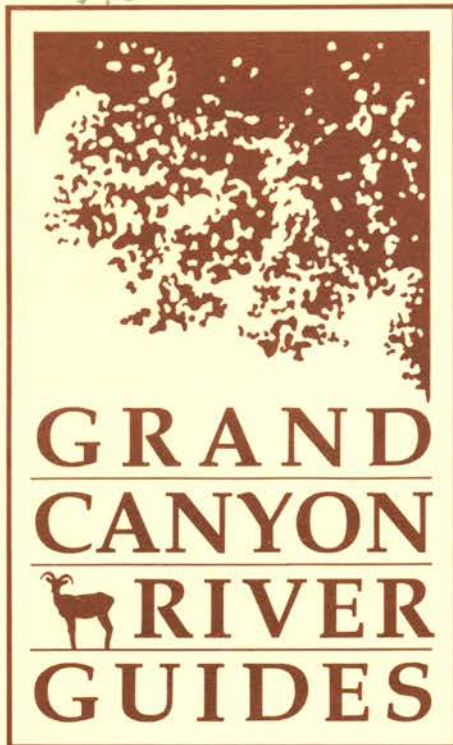


MS 247  
BOX 1  
5:3



## Georgie

1910 - 1992

*From her first float trips with Harry Aleson in the 1940's to her last trip at the helm of her triple rig in the fall of '91, she was unquestionably, uncontestably, The Woman of The River.*

*She was a renegade from the get go. Throughout the 50's and 60's she did it herself and she did it her own way. On through the 70's and 80's. Her folks adored her. She was never mainstream.*

*She was Georgie.*

*Always Georgie.*

*It was the 1990's when the river community finally embraced her for it.*

*Here's to you, Georgie...*

# The News

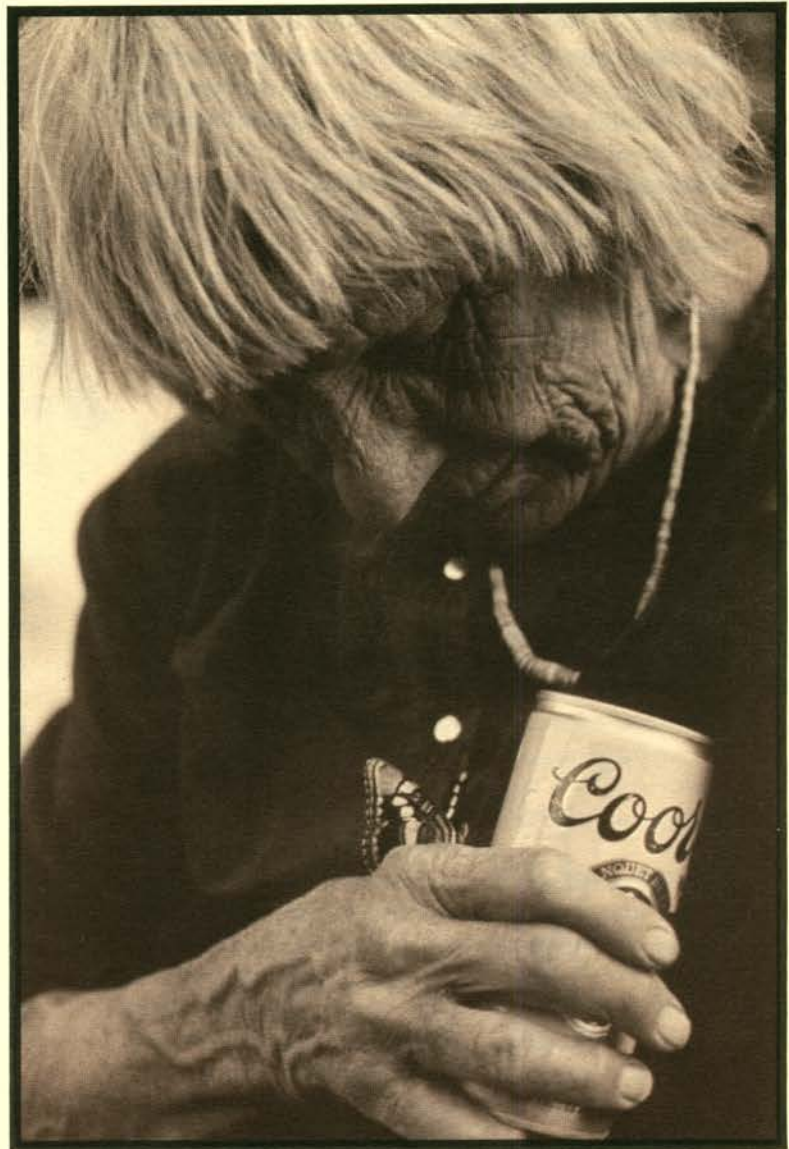
Published by Grand Canyon River Guides, Inc.

Volume 5 No. 3



Summer 1992

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



Teresa Yates ©

# So long, Georgie

On May 27th a memorial trip for Georgie was launched from the Ferry. From the moment we departed the trip was dedicated to her. At every opportunity we would express a memory or a quote.

Floating together from Boucher to Crystal with leopard flag flying, red shirts worn by crew members and clouds clearing for the sun to shine on the muddy river, we told everyone of Georgie's life story and the characteristics that made her who she was to all of us.

When the flowers appeared upon returning from a quick scout, we knew something very touching was about to happen, to live forever in our hearts.

Hovering above Crystal together... flowers being tossed one by one into the river... scattered at first, then coming together in a trailing fashion into the left side of the tongue... their vibrant colors disappearing into the rapid. All but one red rose which stuck to the back of the boat, only to come off in the running of Crystal.

Whitney and I followed the lead of the flowers and had great runs on the left side, ending our ride with colors swirling around us.

All of us who knew Georgie in varying depths of friendship, from a distance or so close that she rubbed your heart deeply... we will all miss her presence on the river and in our lives. Some of us more than anyone will ever know.

Goodbye Georgie! You were you. Only like you could be. And it's just the way we liked you!

Teresa Yates



"HOW DO YOU WANT YOUR EGGS, SHE SAYS"

this poem was left pinned to Georgie's filing cabinet by her desk...

*Miss me a little but let me go*

*When I come to the end of the road  
and the sun has set for me.  
I want no rites in a gloom filled room,  
Why cry for a soul set free?  
Miss me a little, but not too long,  
and not with your head bowed low.  
Remember the love we once shared,  
miss me but let me go.  
For this is a journey we all must take,  
and each must go alone.  
It's all part of the master's plan,  
a step on the road home.  
When you're lonely and sick of heart  
go to friends we know,  
bury your sorrow in doing good deeds,  
miss me but let me go.*

## Willow Flycatcher

The Cardenas Creek Beach is closed to camping and visitation until further notice, since the discovery of nesting Willow Flycatchers in the marsh. The willow who?

The "Southwestern Willow Flycatcher", (*Empidonax trailii*), is a rather nondescript flycatcher, often categorically referred to as, "one of those little gray birds." The most recognizable feature of this bird is its very distinct song consisting of *fitzbeew-fitzbeew*. A total of five individual birds were located during the 1992 season, of which two breeding pairs were observed in the Cardenas Marsh area. This avian migrant travels from Central America and Mexico, having been reported for numerous years in the upper Grand Canyon where it utilized the available riparian habitat (New High Water Zone) for reproduction. As of recent, however, trends of decreasing occurrence within the Grand Canyon mimics regional and national patterns, warranting concern. This bird is being considered for Federal listing as a threatened and endangered species, joining the growing ranks of other candidate species. To date, the life history and biology of this neotropical migrant remains a mystery.



What does this mean to you? Possibly nothing! Rachel Carson, in "*Silent Spring*" brought to the world's attention the interrelationship of organisms and the dire consequences of bio-toxicity from amplification of pesticides. Now decades past, an old and yet little appreciated problem is detrimentally affecting the survival of songbirds in the United States. Habitat loss and fragmentation is probably one of the greatest dangers facing species throughout the world, even ourselves (i.e. beach erosion). Whether direct or indirect, the alteration of available habitat has resulted in problems for countless avian species. A combination of cowbird parasitism and deforestation may be responsible for the dwindling numbers of southwestern willow flycatchers. Increase in riparian habitat in the Grand Canyon is sure to provide additional refugium for the numerous species including this species, especially during this tumultuous period of *Homo pernicious*.

Mike Yard

## Hello? Washington? Are you there?

The Grand Canyon Protection Act still languishes in Congress. For months now we have been waiting for the final House/Senate bill to come out of committee so it can get passed. But alas, it hasn't. Now the rumor is late August/ early September at the latest. Sure. The worst case scenario would be to have it die unpassed again when Congress adjourns this fall. Ed Norton of Grand Canyon Trust fears it's now or never. So let's write another barrage of letters. Write them today. Ask your passengers to do likewise. It's our last shot. (See page 7 for who to write)

It's also important to stress that it should pass WITHOUT the Senate's non-reimbursability amendment. In case you've forgotten, that amendment would pass the burden of increased power costs, due to protective flows, to the general taxpayer instead of the power user. Why is this bad? Two reasons:

*First*, any bill that adds to federal expenditures is veto bait. Read George's lips.

*Second*, the customers of Glen Canyon power are currently getting that power far below the market price. It is only right that the cost of damages incurred in the production of this cheap power be paid by the customer.

It is interesting to note that WAPA initially estimated this cost to be around \$40 million a year, causing (intentionally?) panic among power consumers and a barrage of protest letters. GCRG, Grand Canyon Trust and others hired David Marcus, an independent number cruncher, who came up with estimates between \$5 and \$10 million a year. WAPA revised their figures to \$24 million.

We received figures today, from WAPA themselves, on what the interim flows, in effect for the last ten months are really costing: 2.3 million so far, and unlikely to hit \$4 million for the year. That's below the low end of the low estimate, and less than 10% of WAPA's original dire predictions.

Glen Canyon customers, even bearing the *entire* burden of the costs of protecting downstream resources, will continue to pay incredibly low prices. But I digress.

It is essential that The GCPA pass. Without it the EIS has no direction, no punch. Letters to Washington from you and your passengers can make all the difference. See box on page 7 for details. It's important. Thanks.

# Ramblings of a Terminal Boatman

I never meant to make a career of this - I don't think any of us did. But it happens, doesn't it? I've worn a lot of hats in the boat biz in the last twenty years... passenger, swamper, motor boatman, paddler, raft rower, doryman... truck driver, marketer, charterer... private, research, commercial, park, free-lance... Grand Canyon, Utah, Alaska, Chile, Africa... rebel, traditionalist, outlaw, hero, jerk...

Next month I'll have the honor and horror of becoming the president of GCRG. Wow. Eeek. Thanks for the opportunity. I'll do my best to follow in some pretty impressive footsteps.

But what I'd like to talk about here is this career thing so many of us are entangled in, give another twist to On Golden Rapid, rehash some of what Tom, Elena and Charly have said. Specifically, where, if anywhere, are we headed? Can we plan on finishing out in style like Georgie did? Or is it, as I hear some boatmen say, a dead end? Do we have to wake up some day, hang up our oars and propellers and get a *real* job? "G'bye. It was fun."? Is it all or nothing?

Lets look at the problems- they come in two categories:

**The Problem of Staying.** It's many-faceted:

**Burn-out.** In order to make a living for yourself and significant others, you need to work a very full season, making it difficult to maintain the enthusiasm to do a good job. And it's a people business.

**Disability & Firing.** At any moment you could become disabled to the point where you can no longer boat full time. Or at all. And Arizona law says you can be fired at any time for any reason or no reason.

**Insurance & pensions.** Good health insurance and retirement benefits are rare in the river industry and difficult to afford on a boatman's wage.

**Wage Limitations.** You will reach, if you haven't already, a level of skill and expertise where no river company will pay your worth. That's boat biz. After a certain point it will always be a labor of love. Or resentment.

**Self Esteem.** The glory of being a bronze bodied boat god goes only so far. One must always combat that nagging suspicion that you are drifting your life away.

**Family Life.** It's tough to pull off a successful relationship when you're floating down the river half the year.

**And so on...**

Grim, eh? It get's worse. Then there's...

**The Problem of Leaving.** Two parts:

**Unqualification.** What, after twenty years in a boat, are you qualified to do?

**Addiction** There is, as we all know, a serious addiction to the Canyon, the lifestyle, and the community. Though many have made the break, many others have tried and failed, or succeeded only at great emotional expense.

My question is: does it have to be *all or nothing*? Must we stick it out to the bitter end or bail out? I don't think so. Here's why:

There's nothing that adds to a crew like the grizzled old timers with their stories, tradition, heritage and experience. They add a continuity, professionalism and safety margin to a trip that can be gained in no other way.

HOWEVER, there's nothing that detracts from a crew like a grizzled old timer that's completely burned out, lame, resentful and just there for the bucks. You've probably worked with one. Or been one. I confess. I've been there.

But there's a middle ground that some of us have entered: The Part-time, or Occasional Boatman. By throttling down to a half or quarter season, or less, one can recover from the burn-out, begin establishing a secondary (or, eventually, primary) income, put more time into family life and, when you *do* do a trip, have a great time doing it and be a tremendous asset to the trip. And don't ever really quit. Simple concept. Hard to pull off. It will take an effort on everybody's part to make it work. Here's a start:

**Boatmen:** Look ahead and take care of yourselves. Monitor your enthusiasm. If you don't still enjoy showing folks the place, cut back to a point where you do. There are myriad jobs both within and without the industry that you can already do, and countless more you can be training for. Be ready. Life without health insurance or a retirement plan is riskier than ever. Medical care is horrifically expensive and you may live longer than you meant to. Be realistic. You're not invulnerable any more. (We used to be... must be more kryptonite around now). Be proud of your guiding. The fact is we change more lives for the better on our trips than we could in most any other business around. And in so doing we change the world. When the time comes to step back, keep your foot in

the door. There are always young boaters that need to know how to run Horn Creek at 1,000; how to fix a carburetor at night in a rough eddy after a bottle of tequila; and how to cut oranges the *right* way, goddammit. And there'll always be passengers that want to hear about the low water of '77, the high water of '83, and about their trip leader's first trip as a rookie or what it was like to run with Ken Sleight, who ran with Don Harris, who ran with Bert Loper... The profession demands continuity. And face it—you need the Canyon as much as it needs you.

**Outfitters:** Take the best care of your boatmen that you can. Acknowledge their worth and importance in the product you sell. When the time comes for them to fade back a bit, let them know they're wanted and welcome back. And follow through. And you new outfitters—be aware of the boatmen you displace when you buy a company and put on a new crew. A company is more than a permit and some rubber. Take care of those folks. They're your best investment.

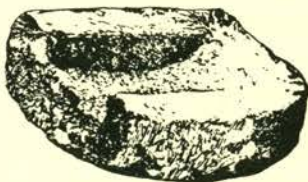
And make sure *you* do a few trips now and then—you need to stay in touch with your crew, the business and the Canyon.

**The Park Service:** Be careful not to regulate the part time boatman out of the picture. Up in Utah the regulation of 9 trips within the last 5 years has knocked out a slew of great old boatmen. They took some time out and now can't afford the "training" time to get recertified. They should be running trips. The proposed new wilderness first aid requirement may have a similar effect down here: with a \$250 - \$500 tuition, a full week's time and the fact that it will be offered infrequently in few locations, a lot of occasional and out-of state boatmen will be excluded.

Perhaps the basic boatman could suffice with something like the Responding to Emergencies course, available cheaper, quicker and in far more localities. Trip Leader status, which most full time boatmen strive to maintain, could have the higher stakes, and pay, involved with more intensive training.

The river industry is not static, nor are we. As it evolves we must all adapt to keep it healthy. It's in the best interests of the boatmen, the outfitter, the passenger, the Park Service and the Canyon.

Brad Dimock



## If It Ain't Broke, Don't Fix It

I wasn't going to go into specifics but I guess what really got me was the new regulation that prohibits solar showers to be used above the high water line. And the second regulation that directs each guide to inform customers of the first regulation. These are especially puzzling because I hadn't heard this was a problem. In fact, this was the first I had heard of it at all. And it struck me that, if this was a concern, it would have been just as effective to discuss it with the guides than to create two more regulations to enforce. Why don't we talk about these things?

Yes, we've got problems. We're busy with beaches washing away, 200 folks at Havasu, and whether or not the Humpback Chub will see the turn of the century. And not least of all we're concerned that the Canyon be taken care of and that visitors have a quality experience. This is our job and we love it. We're a bit fanatical about it, we take a great deal of pride in it, and we're damned obnoxious about it some times. And believe me it's not the regulations and enforcement that makes us that way. It's dedication and love for the place, the same qualities necessary to give a quality visitor experience. The increased emphasis on regulation divides the guides and Park and threatens the visitor experience.

The key is cooperation, not regulation. The current shift from effective resource management to the creation and enforcement of more regulations is neglecting the resource and destroying the cooperation between guides and Park Service. The river community, commercial and private, is the solution, not the problem. Work with them, discuss potential concerns and potential problems. Each year the Park has spent less money on resource management on the river and more on law enforcement. We need *some* regulations, certainly, guidelines that help us achieve our goals. But we should pride ourselves by achieving those goals with the fewest number of regulations, not the greatest. It's time to turn that around and focus on taking care of beaches and trails and, most of all, visitors.

More law enforcement is not what we need on the Colorado River. We need a team effort between the Park and the river industry. In September GCRG and the outfitters will meet to discuss issues and concerns that face our community. This is a perfect opportunity for the Park to present concerns before the river community. I encourage them to do so.

Tom Moody

## View From Above

Susan just lost her job, her 40th birthday looms ahead, and life in Indianapolis is looking bleak. Now seems the perfect time for a much deserved vacation, and she has always wanted to see the Grand Canyon. She resurrects her dusty backpack she hasn't touched since the sixties, buys a new pair of awkward hiking boots and, waving farewell to her bemused husband and children, she departs for the South Rim.

Craving solitude and contemplation, she chooses the more remote Hermit Trail. As she begins her descent into the Canyon, her feet already hurt and her pack feels heavier than it ever did in the sixties; she is destined for adventure.

Joe has always wanted to see the Canyon too, but chooses an air tour rather than Susan's route. He climbs aboard a helicopter and takes off for probably the most spectacular ride of his life. As air tour companies are not currently considered concessioners, they are not subject to use limitations and no percentage of his fare will go to the Park. The helicopter carrying him is among the loudest technology has to offer and is allowed to fly 1000 feet lower than any fixed wing aircraft. Joe is suitably impressed by the magnificent scene below as the helicopter thunders across the Canyon, and completely oblivious to tiny Susan hiking below.

Susan, however, is definitely aware of Joe's presence. This is not the first, nor will it be the last aircraft to fly directly over her head today. They may, in fact, pass by every couple of minutes. As many as 1000 flights a day crowd the Canyon's corridors during the peak season. The incessant drone of aircraft robs her of the pure silence when the only sounds she would otherwise hear would be the thumping of her throbbing feet on the trail, the song of the Canyon Wren or the occasional cry of a falcon.

• • •

There are many ways to view and appreciate the Canyon. Every visitor can't hike down the trails and there seems to be a huge and growing demand for aerial views of the Park; the flight is a truly remarkable experience. Over 700,000 people took scenic flights over the Canyon last year alone. There is room for all types of visitation, but it calls for careful study and compromise.

In 1987 Congress, recognizing "natural quiet" as one of Grand Canyon's most valuable natural resources, passed the National Park Overflights Act. Article 3 of the Act called for prohibition of flights below the rim as well as designation of flight-free zones to

"provide substantial restoration of the natural quiet."

The FAA issued new regulations in June of 1988, setting aside four flight corridors surrounded by "flight-free" zones which cover 45% of the Park. There was to be a 2-year study period, whereupon the Department of the Interior would report to Congress about the effectiveness of the new regulations. Four years have passed and these reports

have yet to be submitted; meanwhile the air tour operators are steadily increasing in size and clout. The Grand Canyon airport at Tusayan is undergoing extensive expansion, and the air tour industry is expected to double in the next decade.

A US Senate field hearing on Aircraft Management in Grand Canyon was held in Flagstaff on July 7th. Offering testimony were representatives from the NPS, the air tour industry, private pilots, and environmental organizations including the Grand Canyon Trust.

One key question: has the Overflights Act in fact established its goal, was addressed in the testimony of Superintendent Bob Chandler. According to preliminary studies, he said, noise from aircraft can still be heard in all four flight-free zones and that the 1987 regulations have not restored "natural quiet" to the Canyon.

*"The Grand Canyon does not exist for anyone's financial benefit. No one has the right to make any money off our nation's treasures without, at the same time, fulfilling the obligation of protecting those national treasures. When it comes to a choice between the interests of our park system and those who profit from it, without a doubt, the interests of the land must come first."*

—Arizona Senator John McCain  
1987 testimony in support of the  
National Parks Overflight Act

Representatives from the air tour industry offered varying testimony. Elling Halvorson of Papillon Grand Canyon Helicopters urged that the corridors be widened, comparing their current size to a two-lane highway. As the corridors are already three miles wide and the converging traffic is separated by 1000 vertical feet, this analogy hardly seems appropriate. Halvorson went on to say that since "Shinumo Flight Free Zone has very few backpackers, maybe less than two a day on an annual basis, I would recommend that the Shinumo Flight Free Zone be eliminated, or in any event, scaled down, to provide better safety and separation of aircraft and a more equitable distribution of area between the visitor groups to the Grand Canyon. Other testimony from the air tour industry was more moderate, such as that of Alan Steven, President of Scenic Airlines. His company has moved to quieter, larger aircraft, carrying more people with less noise impact.

Speaking for the Grand Canyon Trust, Roger Clark offered three recommendations:

1. **USE LIMITS.** Limits have been set for nearly every form of human activity in Grand Canyon National Park, yet air tours have remained free of such restrictions. The number of flights will continue to rise until something is done to change the trend. As we have learned with the boating industry, it is infinitely simpler to increase use than to reduce it. Limits should be set before the traffic gets completely out of hand.

2. **NOISE ABATEMENT.** Recent technological advances have produced some extremely quiet aircraft. In addition to producing less noise, a twin engine Otter can carry three times the number of passengers as a Bell helicopter or a single engine Cessna, therefore requiring 1/3 as many trips, resulting in much lower impact. Alan Steven has suggested offering incentives such as preferred routes and altitudes to companies who switch to quieter aircraft.

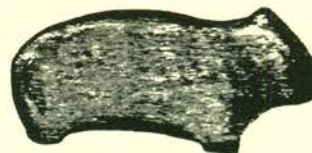
3. **CONCESSIONS.** The Concessions Policy Act of 1965 stated that "services within those areas should be provided only under carefully controlled safeguards against unregulated and indiscriminate use, so that heavy visitation will not unduly impair these values..." Further, concession activities must be "consistent to the highest practicable degree with the preservation and conservation of the areas." Because the NPS has never exerted jurisdiction in airspace above park boundaries, Superintendent Bob Chandler states that he is not authorized to regulate

air tour companies as concessioners. It's a matter of interpretation that would be worth pursuing.

• • •

Susan finally found respite from the aircraft as she soaked her blistered feet in the tailwaves of Hermit Rapids. Joe lost his shirt in Las Vegas that night.

*Jeri Ledbetter*



Write letters now.  
It's important.

*regarding Aircraft Management—  
comments should be addressed to :*

Superintendent Robert Chandler  
Grand Canyon National Park  
P.O.Box 129  
Grand Canyon, AZ 86023

Senator John McCain  
111 SROB  
Constitution & Delaware Ave. NE  
Washington, DC 20510

*regarding the Grand Canyon Protection Act  
comments should be sent to:*

Senator Bennett Johnston, chairman  
Senate Energy and Natural Resources Committee  
136 Hart Office Building  
Washington DC 20510-1802

Senator Bill Bradley, chairman  
Senate Water and Power Committee  
731 Hart Office Building  
Washington DC 20510-3001

Thank these fellows for their efforts in pushing the GCPA. Remind them they committed last September to pass this bill. Ask them to cut it loose from the encumbering omnibus water bill and pass it now.

## Words From Fred

*We got a nice letter from Fred Burke the other day. He said we could print some of it...*

These are some rambling Thoughts from an old river runner.

I wish GCRG had started 20 years ago. By now we would have had health insurance, retirement plans, etc.

No company is better than the boatmen he employs. But they must be furnished with the basic perks of modern day employees: Health insurance, retirement, a living wage, decent quarters between trips-

Guides and owners must work together to keep a viable river running activity in the Canyon.

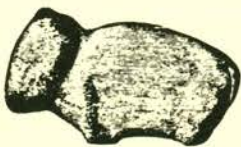
Health: Be sure to use SPF 50 sunscreen, or higher if they start making it- take it from me, you won't be young forever. If you ignore this warning, the doctors will be cutting on your nose, ears, neck, arms and your ass if you put it in the sun much.

If the Canyon is going to be saved for future river runners the Park Service must keep an open mind and work with the boatmen and owners rather than be so wrapped up in law enforcement on the river and in the office. Most of the improvements in the Canyon protection have come about by working together. The Park Service did not do it by itself.

In my humble opinion the biggest problem is not the water flows but the perception by the public of too many people and the difficulty of finding good campsites. The solutions to these could be improved by the NPS and owners working together.

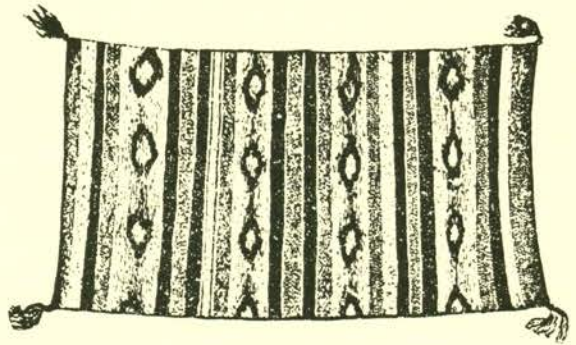
Instead of bitching about no campsites, try to find new ones; change your pattern of running. Hang on like a bat if you have to- some of the best fun has been had on weird campsites.

These ideas may not be worth a damn but it's a start and if something is not changed a way of life suffers. If you can't see trouble on the horizon, you're blind.



*Fred Burke*

Former Operator  
in the Grand Canyon



## Whuddya think?

Last issue we asked for 25 words on  
**Helicopters at Whitmore**

Helicopters don't belong in the Grand Canyon except for emergencies. I'd like to see them disappear. I was amazed when we saw one at Whitmore on our '89 trip.

*Mary Lou Miller*

Variety is the spice of life. I love a slow day after Lava and a dawn takeout. I'd hate to fly out at Whitmore, but I'd hate to hike out at Phantom, too. But for some, they're perfect endings.

*Eddie Crawford*

Historically, they have been there. I didn't say they belong there- or that I like them there. I said they have been there. User days, anyone?

*Shane Murphy*

In the defacto wilderness, for the convenience of the visitor or management, the use of motors for the convenience and speed of the trip is indefensible.

*Nels Niemi*

15,900', Broad Peak, Pakistan

For next time:

## Bat Towers- Monument or Litter?

(In 6 years, the bat mining towers will officially become "historically significant" and the NPS will be responsible for protecting and maintaining those on the right bank.)

Send your 25 words to Whuddya think  
c/o GCRG  
(Extra points for the best guano joke)





**Georgie**

## Courtesy— an Update

It's a dark and stormy day. Ominous. A private trip flips a boat in Hance, then gets thrashed in Sock. Late afternoon a motor rig blows by them and nabs Grapevine. Tired, wet, cold, and a little scared the privates pull in behind and ask to share the camp. "No way", the boatman says. "This here is ours. You guys'll haveta go on down."

Same trip, a few days later, the privates camp below another commercial outfit. Hunkering at the water's edge to strain their dishwater, they're stunned to see a flaming watermelon boat drift merrily by.

A motor rig pulls in at Deer Creek. Charter trip from Sioux Falls, South Dakota, full of little old ladies and Rotarians but a naked private trip is there too, acting as if the motor rig doesn't exist, smoking funny cigarettes off the back of the boat, refusing to put their clothes on. On the motor rig, the ladies' heads go this way, then that, searching for something (anything) safe to look at.

An NPS chopper hovers over twenty kayakers in the inner gorge and calls out over a megaphone for the crook to come out with his hands up. A kayaker has launched on the wrong day. Soon he'll be taken away in handcuffs.

The mouth of Havasu is a sea of rubber. 200 plus up there today and ten of them are researchers on holiday, in two big motor rigs, both parked right there in the mouth along with everybody else.

The Colorado River Management Plan Constituency Panel is deep into Round Two of the Courtesy Flyer these days. And the debate goes on. The old version wasn't quite perfect. There were some objections. Like, how does it solve any of the above situations? It doesn't really say that much specifically about any of that stuff. And every now and then the old version struck private boaters as a case of the commercial sector telling them what to do ("Get out of the way when we come through... and don't take any of the big camps, either. Dadburn it.") The fact that GCRG had the final edit and our name was on the end product didn't help matters either. So we've done away with those things and the Constituency Panel is working on a new version and things are coming along, kind of, but we're in a debate now over how much the thing should say, and who, exactly, should the audience be? Who gets to dot the i's and cross the t's? The main question is: one

document or two? A short introductory pamphlet, followed by a longer, more detailed one? Or just a shorty and quit while we're ahead?

So far the process has been extremely enjoyable and rewarding (How does AzRA do it? How do they run those paddle boats time after time?) Who knows? Maybe we're headed in the right direction. Time will tell, and we'll keep you posted.

*Lew Steiger*

The latest version of the Courtesy Flyer is printed on the following pages. Please read it.

**Pay attention to it— it speaks to all of us.**

If you've got input on direction or content, i.e.:

One flyer or two?

Vague or detailed?

What *about* drugs and nudity, anyhow?

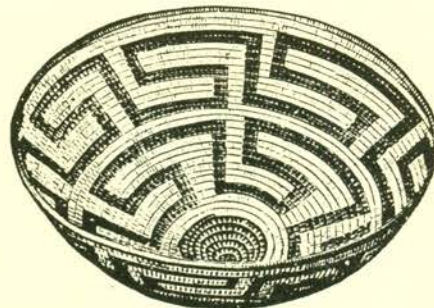
To be distributed to boatmen only, or to all boatmen *and* passengers?

Should there be recourse if someone disobeys?

Should these become regulations?

Any other ideas, pertinent topics...

send them to Lew Steiger, c/o GCRG, and he will convey them to the Constituency Panel. It's important that we have ample input from all quarters. We're all in the same boat.



## Seen Anything Down There?

The folks at Glen Canyon Environmental Studies are asking our help in keeping track of the creatures and beaches in the Canyon. They have placed questionnaires for you to fill out each trip in the drawer of the green box at the launch ramp. Go ahead and pick a few up when you launch, fill them out when you see things, and send them in. Thanks.

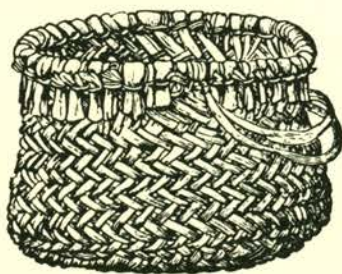
# Grand Canyon Courtesy

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. Common Sense. Courtesy.

This flyer has been developed by a group of private and commercial boaters, hikers, fishermen and other Canyon lovers in cooperation with the National Park Service, as a means of encouraging positive encounters among river users. It is being made available to all guides: commercial and private, government and research. We hope to receive ongoing input from everyone in order that it may evolve into an increasingly useful tool.

Creating more rules, most of us agreed, was not the answer. We each have a personal responsibility for our own behavior and safety in the Canyon. Rules can'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- 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, can.

It is in that light that we present a few thoughts on river etiquette. . .



## ATTITUDE

By and large, what goes around, comes around.

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 toward 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.

Inquire about the schedules of those you meet and volunteer information that may affect them. 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 accommodate 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.

## ON THE WATER

**Passing.** The laws of the sea state that unpowered craft have the right of way. However, 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. If you can manage it safely, pulling into slightly slower current to allow a faster boat to pass will lead to a briefer encounter and less bother for all concerned.

**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. Don't crowd them; safety comes first.

Most trips, when asked, are willing to wait a few minutes below a major rapid to run safety for those behind. Don't be shy. Ask for help if you need it.

**Parking.** When tying up at places like Havasu or Deer Creek, be aware that other trips will be arriving and leaving. Leave open access. Don't make a

spider web. Don't depend on another boat's bowline. If you're running a motor rig, don't park in the mouth of Havasu on a busy day unless you absolutely have to. You can park below, rowers can't.

### 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, the most gracious and sensible way to go is for the smallest parties to use smaller camps and leave the larger camps for the larger groups.

When passing a trip late in the day, talk about camps. Don't race. Deal with it. Try flipping a coin if you reach an impasse.

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

**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 alternative camps if you're creative and open to suggestion. But also realize that groups can and do get in a pinch, especially in the corridors above Phantom and Havasu. Be generous. Safety always takes priority over the camp experience, and no one has the right to turn another party away.

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.

### A CONTINUUM

Ultimately each of us is responsible for our own behavior and safety in the Canyon. But we can work together as well. We are all, after all, in the same boat when you get right down to it.

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?

Please write...

(address to be decided on.  
c/o GCRG will get it there for now)

## We Need You

We've received some great poems, stories and letters. Keep sending stuff. We'll keep printing it. We need black and white artwork, too. We can always use help putting the News together- we'll be doing a big one the week after the Fall Meeting. Come learn to use the big new computer with us!

## Financial Statement

GRAND CANYON RIVER GUIDES  
Fiscal Year 7/1/91-6/30/92

Beginning Balance		4,063.92
Income		
Advertising	\$ 550.00	
Dues-General	6200.00	
Dues-Guides	6903.50	
Contributions	2910.00	
First Aid/CPR	2825.00	
Interest	73.70	
	-----	
Net Income		19,462.20
Sales		
Sales	6766.50	
Cost of Goods Sold	(2363.32)	
Net Sales		4,403.18
Expenses		
Contributions	590.00	
Equipment	4983.43	
First Aid/CPR	2255.00	
Legal/Accounting	10.00	
Meeting Expense	859.19	
Michael Jacobs Award	281.70	
Office Expenses	1555.19	
Phone	1105.35	
Postage	3718.80	
Printing	4761.80	
Adjustments	174.55	
Travel Expenses	1119.19	
	-----	
Total Expenses		(21,414.20)
Loan to GTS		( 698.46)
Ending Cash		6,019.06



## Election Results

The ballots are counted and the results are as follows:  
The bylaws have been amended as proposed.

On September 1, the following will take office:

<i>President</i>	Brad Dimock
<i>Vice President</i>	Teresa Yates
<i>Directors</i>	Shane Murphy Dirk Pratley John Toner

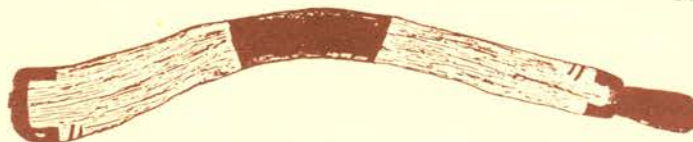
'Til then, the officers are as follows:

<i>President</i>	† Tom Moody
<i>Vice President</i>	† Dan Dierker
<i>Sec/Treasurer</i>	† Christa Sadler
<i>Directors</i>	† Kenton Grua † Bob Melville † Lew Steiger Fritz Dave Edwards Tim Whitney
<i>Membership Director</i>	Jeri Ledbetter
<i>Office Staff</i>	Cynta deNarvaez

† stepping down September 1

## Insurance

We've been talking to Buster Quist from Alliance for Affordable Health Care, (affordable health care? isn't that an oxymoron?) They're a not-for-profit organization that lobbies in Washington and puts together big groups to insure. They have a gargantuan group rate that any or all of us can get in on. Buster will also work with outfitters to set up programs whereby employees can have their premiums deducted *before* their paycheck so that the employee and the boss both pay less taxes. Though the rates aren't shockingly low, there are some pretty good features. Buster will be coming to the GCRG Fall meeting to make a presentation and answer questions. Bring any other interesting or affordable policies you may have come across (or have), and we can compare.



## Coming Events

October 30 - November 1

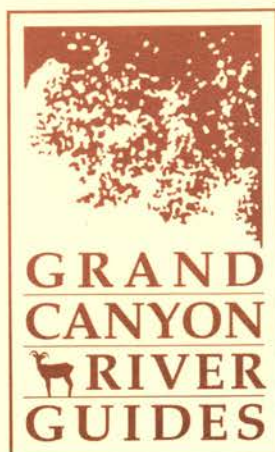
### Halloween Fall GCRG meeting

At the Can Ex Ranch in Flagstaff. Assemble for movies talks and camping Friday night. Meetings and more talks Saturday. Big Party Saturday night. Costumes and undead music. Recovery and escape on Sunday. You'll receive a map and rough agenda in October. Don't Miss it.

### November 5-7 Seventh Annual Wilderness Emergencies Conference Sedona, Arizona

Although you can't get your new first aid certification here, it's a really educational event. Call or write:

Sharon Harbeck, R.N.  
P.O.Box 1268  
Flagstaff, AZ 86002  
(602)773-2055



P.O. Box 1934  
Flagstaff, AZ 86002  
phone or fax:  
(602) 773-1075

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