



# boatman's quarterly review

the journal of Grand Canyon River Guides, Inc.

volume 7 number 3 summer 1994

Bob Quist

Hepatitis B

The Best and Worst

Hualapai Science

Powell, I Presume

Time

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## Sanderson and Sparks: Where it all Started

*A panel discussion recorded at the GCRG Guide's Training Seminar in Page, Arizona, at the Wilderness River Adventures warehouse. Spring 1992. The moderator is Tim Whitney.*

**Jerry Sanderson:** You caught me off guard. A lot of beautiful people here today. Brings the old river business back. I've been out of it for a number of years, but I still have a great love for that Canyon. I'm planning on getting down there this year.

We started back with my dad [Rod Sanderson]. I guess it all began back in 1947. It started out kind of as a hobby. I was not involved personally, myself, until 1959. Dad made quite a few trips down in the past, with old Dock Marston, and Jimmy Jordan and a bunch of them.

**Whitney:** Willy Taylor.

**Jerry:** Willy Taylor. He's still down there. In fact, I think he's the last person that was authorized that we can. . . . that died, was buried in Grand Canyon. From then on, everybody had to be brought out of the Canyon.

**Whitney:** Last one.

**Jerry:** Last one. Willy was an old bachelor. He never had no heirs, and he had made several trips through the Canyon with Dock Marston and Dad. He had a heart problem. Every trip he'd go down, he'd say, "Dock, if the old ticker gives out, this is where I want to stay. This is my home." Well, one night he didn't wake up. And so they all took a secret ballot vote— there was nine people on that particular trip, and it was like the case of the



Jerry Sanderson

## What is in a Name?

The new name on the front, BQR for short, has elicited quite a few comments—some positive, some not. Here are a few of them. Let us know what you think.

*I did, for one, notice the new name on the recent "the news" a.k.a. B's Quarterly... Once again, the old what's-in-a-name thing. Because I am the boatgal (boatman, guide, bag person) with a few names myself (Nancy, Mack Gidget, Chief, among others) I can understand the change—it's a lot like changing one's underwear (panties, boxers, shorts, drawers, briefs). I suppose some folks change these things when they become old, stinky, dirty, over-used, wrinkled, sticky... some folks like me don't even wear them... what's in a name!*

*So, go for it. Hang those new ideas out in the breeze. My vote for the next issue: "Boatman's Briefs"*

*Don't change the name of your newsletter anymore—makes it hard to find/file at libraries.*

*The "Boatman's Quarterly Review"? Oh please—don't do that to us. Most of us are so removed from the yuppiness the title implies that it is the antithesis of what we represent. I beg you return to the simple, straight forward "The News," or at least open up the suggestion box to the rest of us.*

*When the Board of Directors go on retreat to make decisions for the GCRG without asking for our input, I perceive a certain sense of elitism on your part, and worry on mine.*

*Boatman's Quarterly Review. Perfect. It states precisely what the magazine contains.*

*How about "Canyon Telegraph" for the newsletter?*

*Yuck! Maybe "Downriver News"?*

*... Flotsam Review*

*As always, we are open for suggestions and input. What do you think it should be called?*

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*Thanks to all of you who have written, drawn, photographed, submitted or otherwise contributed material to the bqr. Special thanks to Bob Grusy and Dave Edwards for their drawings.*

## boatman's quarterly review

...is published more or less quarterly by and for Grand Canyon River Guides.

### Grand Canyon River Guides

is a nonprofit organization dedicated to

- \* Protecting the Grand Canyon \*
- \* Setting the highest standards for the river profession \*
- \* Celebrating the unique spirit of the river community \*
- \* Providing the best possible river experience \*

**Guide Membership** is open to anyone who has worked in the river industry.

**General Membership** is open to everyone.

### Membership dues:

\$20	per year
\$100	6 years
\$195	Life
\$277	Benefactor

General Meetings are held each Spring and Fall. Board of Directors Meetings are held the first and third Mondays of each month. All interested members are urged to attend. Call for specifics.

### Officers:

President	Brad Dimock
Vice President	Shane Murphy
Secretary/Treasurer	Jeri Ledbetter
Directors	Martha Clark Bill Leibfried Dirk Pratley Christa Sadler John Toner

Past President	Tom Moody
Founding President	Kenton Grua

Our editorial policy, such as it is: provide an open forum. We need articles, poetry, stories drawings, photos, opinions, suggestions, gripes, etc.

Written submissions should be 1500 words or less and, if at all possible, be sent on a computer disk. PC or MAC format; ASCII files are best but we can translate most programs.

Deadlines for submissions are the 1st of January, April, July and October, more or less. The earlier, the better.

## Elections, the Board and You (and thanks and adios)

One of the comments we got back on a ballot under "worst thing GCRG is doing" was *having votes on uncontested candidates...dubbb.*

Yeah, well, we're a corporation, so we have to. But it's not like we don't want more candidates. The Board has an annual arm-twisting drive just to find enough nominees to fill all the spots. It'd be great, excellent, if we got a few willing nominees from the floor. But without more involvement and willingness to be on the Board, we end up "choosing" the next officers and board. Which makes us particularly vulnerable to the *imbred, elite clique* perception.

But you know, it's not like we go looking for people who agree with us so we can pull off power plays. It's more of a search for someone to help with the workload. We search for folks with ideas, energy and follow-through. And we don't all agree on a lot of things. We argue a lot. Sometimes we get mad and yell. Veins bulge.

What are we for? We are, or should be, the people you elect to analyze and act on a myriad of issues. We should be representing your views and doing something about them. You should nominate and vote for people whose opinions and judgement you trust. Or jump in yourself. And you need to keep telling us what's up. (If big bucks weren't involved, that's what national politics might be about too, but I'd better not get started...)

What's in it for us? Some praise, some criticism, a limited amount of (often imagined) glory, an occasional pizza, and hundreds of hours of hard, often very frustrating, work. And a good feeling that we're trying to do something right for the Canyon.

Why do we do it? It varies. Because it needs to be done. Because someone's got to do it. A feeling of debt to the Canyon, guilt (the ultimate motivator) that my friends are working so hard and I'm slacking, peer group pressure... But mostly it's that good feeling.

So think about what you want from GCRG. Let us know. Or better yet, way better: come help us get it done. We're pretty busy as it is.

Oh yeah—the results. Taking office September 1 are:

President	Shane Murphy
Vice President	Lew Steiger
Board	Bert Jones
	Andre Potoczniak
	Tom Vail

The bylaws are changed so that the vice president, after one year, will become president for one year. That's plenty. Try it if you don't believe me.

So: in 68 days (not that I'm counting) Shane, Lew and the gang will take the reins. I'm ready. It's been a lot of work, at least as much as I feared two years ago, but most definitely worth it. The education was better than a few years in college and it didn't even cost me all that much. A couple years ago I was utterly computer illiterate—computer phobic, actually. I was a slow hunt-and-peck typist. I had never written much. I didn't do well at meetings. I was terrified of people in uniforms. I dreaded responsibility. I didn't know how to delegate. I lacked discipline.

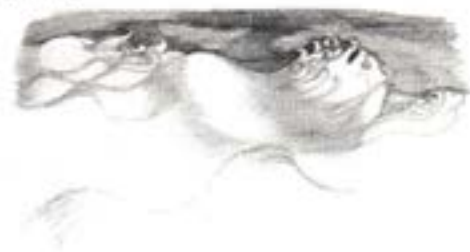
Now as I prepare to hand this off I find that not all that much has changed.

No, really... I haven't mastered many new skills, but I can sit down and talk to the Superintendent without throwing up or crying. I've learned that with the right words to the right people you can actually, sometimes, make pretty big things happen. I can say, "That's a great idea. I think you should take charge of it." I've gotten to work and laugh and shout with some of the most wonderful, amazing people in the business. I can stand up in front of a hundred and some-odd (some very odd) boatmen and tell them stuff. The darndest people come up to me and say we're really doing great things. I've been offered a job in graphic design. I can put thoughts on a page, and I'm touch typing this on a big huge scary computer, will format it on a graphics program tomorrow and delegate it off to press and your mailbox and leave for Alaska on Friday. But I still dread responsibility and lack discipline.

So yeah, It's been a terrific education, and one that I hope a lot of you will take the initiative to cash in on yourselves. And no, it's not like I'm really leaving or anything—I'll still be kicking around like Moody and Kenton—I'll just be, as Tom says, running sweep boat for a while.

Thanks for everything, gang-

Brad Dimock



## Plain Talk

User-days. The only issue. In a world that's getting smaller every day. Just look around. There's commercials everywhere, ferChristakes. Thousands of privates. And everybody wants more. Is there room for us all?

No. Not if the commercials get it their way—or—the privates get it their way. Too many commercials degrade the experience for themselves and everybody else. Privates say that. Too many outfits, too many passengers; Give us room! they say. Commercials say all that about privates, and occasionally more, or worse, or something. Special Needs Populations are saying it about everybody. And science trips have, in the last few years, consumed more user-days than even the largest companies.

Different factions. Saying the same thing, I think. Too many people. Too much fuss and hassle and no place to park. NO place to camp! Too many sunburnt bodies at Deer Creek or peeing into the stream at Havasu or falling or driving or jumping off the rim. Cables and cameras everywhere. Black plastic crosses nailed flat on sand all along the river corridor. When's it gonna end??

People are saying: Get this [fecal matter] outta here. All of it—the commercials and privates and that science stuff gone. Now. Airplane noise and peptic river tides next. After that, put a bunch of sand back where all these things and people use to be and make Grand Canyon and the Colorado River natural, like before. Maybe bring back the Indians, or Stanton, if he's still around.

No way. We are here. Now. The original old-timers aren't in on this one. And we have a problem. Several, actually. The first is sandy beaches and overall resource management. Next comes user-day allocations for river. And trail. And air. Then follows the realization that Grand Canyon needs fixed really good. Forever. Here's the big picture: We need to quit fooling with this thing or, no matter how well intentioned everybody is, we're going to kill it dead the first time.

At the very least we are in the process of reorganizing Grand Canyon to what we think is right. Whatever that means. It does not mean natural; it does not mean before man or, even, before 1963. It means the firepan must be a minimum of 432 square inches with a three-inch lip, freestanding above the sand so as to avoid burnt feet and cancelling the notion that real people once kindled a live fire on this spot. Wilderness attributes. Where is the real thing?

If user-days are the issue, people, en masse, are the problem. But people are also the answer. It was them created this mess. To them it passes. Now we're all in

it together. There are too many of us. Something's got to give.

And that's User-days. Allocations must nest comfortably into resource management policies. You can't have one without the other. But it is more than a "do the people fit" question. I ask: Does the resource fit? Which is more important? People or Place? If the rocks are more important people are less so. Vice versa if the humans win-out. This is one of those times we can't have it both ways. Its Us or Grand Canyon on this one.

At present the answer seems to be going both directions—which is sideways. Everybody who wants to be a part of this thing does not fit. They never will, not all at once. It might be time for park-wide visitor reservations because park-wide use ceilings might be headed our way. Or visitation rights vastly different from what you now know. The GMP calls for more restrictive and specialized uses. Less people all over the place. With access for all. How did we manage to get here?

User-days. Will you surrender? Will you, Outfitter, accept a different launch schedule...a longer trip? Will you, Guide, be ready to work...less? Will you, Private, pay more of that precious dough to get on the river?

Grand Canyon was discovered 454 years ago. And here we are today—Community Four-Fifty-Four. The first party, in September of 1540, didn't amount to much. Things have changed since then. Almost 500 years later the place and people are barely recognizable. Would Cardenas even begin to comprehend? The roads, vehicles, buildings, myriad busses filled with millions of tourists, boats on the river or airplanes in the sky? Picture this: Cardenas passing through the East Entrance Station—NPS would not know what to make of it. Picture yourself doing the same in another 500 years.

Imagine Cardenas solving the user-day problem. For him, it wouldn't be too tough. After taking the gold he'd be gone.

Sometimes its not difficult for me to picture that. The contest for access to Grand Canyon between privates, commercials, and emergent groups of interested others, especially on the river, has got to end. Its time all of us took off the gloves and sat in a big circle around a friendly campfire and got a handle on this thing. We must begin work toward an equitable and flexible [Equiflex?] user-day solution. We need to deal with this thing before it deals with us. And we need to start now.

Shane Murphy



## We've Moved!

**G**rand Canyon River Guides grew up. Yep. Took off its baby clothes and got a real office and an office helper, Roberta Motter (remember her from Marble Canyon, Dories, OARS, etc?). Thanks to Bill Liebfried, we now cohabitate in his space at 9-1/2 East Aspen Street, directly above Choi's Restaurant (now called Downtown Diner) in downtown Flagstaff. Just walk up the stairs and turn right. You can find us behind the first door on your right. You'll see the logo on the door and Roberta working at a computer inside. Well, maybe. Roberta's much needed assistance is part-time so she might not be there. Truth to tell, might not be anybody there. After all, river guides work on rivers, not in offices. The phone/fax number and the mailing address remains the same.

If you'd like to visit, please do. If you want to test drive a Board meeting (and we hope so!) consider bringing a chair. Otherwise, you might end up sitting on the floor. That might get pretty tiring if the stew turns thick and needs a stir every so often. We try to meet the first and third Monday of each month.

If you're interested in writing an article for the Boatman's Quarterly Review, viz: NEWS, do it and bring it along with you or just toss it in the mail. (And please, please, if you possibly can, write it on a computer disk.)

## Wilderness Emergencies Conference

**T**he 9<sup>th</sup> Annual Wilderness Emergencies Conference will be held at Little America in Flagstaff on October 6, 7 & 8. This does not suffice for NPS certification but is acceptable as in-service training for those who need it (EMTs...).

Even if you don't need in-service time, these conferences have very high caliber speakers and are an excellent supplement to your medical expertise.

Contact Gerri Gunn, R.N. (602) 773-2055

**G**ridlock. Imagine that. The infamous concession reform bill that may, or may not, remove the outfitters' *preferential right of renewal* (PROR) to contracts, is tied up in Congress as we go to press. We have urged Congressman Miller, who is sponsoring the problematic House version of the bill, to retain the PROR, and he has indicated he may try to do just that.

With nothing more than a five year contract to look forward to, there would be little incentive to invest in high quality gear or maintain a high caliber crew; more likely, a squeeze-what-you-can-out-of-it-while-you-can mentality would pervade the industry. Meanwhile, the bidding war would drive prices higher and higher. Everyone would stand to lose: The outfitters, the boatmen, the passengers and, most importantly, the Canyon.

We'll keep you posted.

## Fall Meeting

**W**e're planning a big Fall shindig in the Flagstaff area the first weekend of November, the 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>. A combination boatman's rendezvous, GCRG meetings, educational seminar and party. Better plan on showing up.

The rough schedule: Friday night stories, lies and party, Saturday meetings and talks, Saturday night music and party, Sunday AM mini lecture series. We promise we'll get a full schedule to you this time, by first class mail. Let us know if you have any speakers or topics to present.

## Fall Resource Trip

**F**or those of you who haven't been on a Resource trip, isn't it time you signed up? A great way to give something back to the Big Ditch. Departure is tentatively November first. Contact Laurie Lee Staveley or Bill Gloeckler.

For information on the next Trails Trip, or to sign up, contact:

Laurie Lee Staveley  
Canyon Explorations  
P.O. Box 310  
Flagstaff, AZ 86002  
(602) 774-4559

OR

Bill Gloeckler  
Arizona River Runners  
N. Columbine Blvd.  
Flagstaff, AZ 86004  
(602) 527-0269

# A Selection of Comments on GCRG's Doings

## Best Things

- Trying to defuse volatile situations.
- Watching out for the health/welfare of guides.
- Insightful articles, well written articles and stories, timely associated news items
- Checking into health benefits and retirement for boatmen
- Turning out a high quality newsletter and keeping the interested guiding community informed as to how to be better guides.
- All around you get an A+
- providing info & addresses (in a timely fashion) about mgmt. Issues in GC. Editorial on "Policies" was good
- Helping protect the Canyon Experience like no other organization can.
- Remaining open to all opinions
- Enhancing the sense of connection among guides—old—current—future
- Providing an extremely professional launch pad for what has become a career. Be proud.
- Representing guides' opinions at meetings.
- A forum for the diverse opinions of boatmen
- keeping pressure on DC over downstream flows in Canyon.
- Excellent communication with members who live outside Flagstaff
- Keeping focussed on being professionals, and bringing more communication to the river.
- Running this rag: Existing: Good first aid classes (and cheap too!)
- Not giving out the mailing list
- Growing!
- Raising the ante on what it means to work for the Grand Canyon
- Noise control over the Canyon—keeping river guides unified and aware
- Cards on the table
- The News, which provides a forum for people who share many interests but whose paths may not cross
- Sponsoring the WFA/WFR courses
- Disseminating information intelligently
- Giving us an identity as Grand Canyon River Guides rather than employees of an outfitter
- Being
- Fish pull-outs, yearly rendezvous, oldtimers history
- GTS
- Grand Canyon archives, history of river running
- Organizing our voice and publishing the newsletter! Excellent!
- Incredible political outreach & newsletter
- Asking my opinions!

## Worst Things

- Inviting criticism!
- Not checking into health benefits and retirement for boatmen sooner
- Don't let me forget that the client is king, that without the "peep" (what a horrid word) there would be no GCRG
- Not addressing life after Grand Canyon and where do 20 year veteran river guides go from here? No benefits/retirement, etc!
- Getting too involved in company internal policy.
- Ignoring the need to act as a leverage for better wages & treatment of boatmen by outfitters.
- Sometimes smacks of attempted unionization of guides
- promoting profit sharing plans as enough planning for retirement. How about 401k plans.
- Not paying enough attention to the guides' needs! The industry sucks for a river guide
- A union?
- Forgetting about guides' issues like pay, benefits, health, etc. Is GCRG just another environmental advocacy group?
- As an organization are we aggressive enough? I know this has been discussed in the past.
- Taking on more issues; losing sight of our original mission
- Not standing up for issues that affect the Grand Canyon as a whole. This organization can be a great influence.
- Too involved; lost the back to basics reality.
- Keep your eye on the river—don't branch out too much to some other issue—ie air, crowding on Rim, Fish & Game...
- Newsletter gets a little late sometimes.
- Not enough notice before GTS
- Not referring to guiding as "real jobs" —I don't think it can get any more real. You do it all. Not many can.
- Becoming inbred; brown nosing the Park Service.
- Keep working on a better relationship and mutual respect with the NPS.
- We should have come out against the tides in the EIS
- Not enough of early '60s and '70s history
- Not pushing Grand Canyon NP & NPS to get a new superintendent in place and keep him there.
- Not making enough noise about the new bridge at Marble Canyon before it was too late.
- Need more stories, more info on actual outfitters, more guide talk hints
- No personal vendettas in the newsletter—needs to be both sides of the story. Be more professional—no swear words.
- Not involved enough with concessions mess in congress.
- Supporting the "Preferred Alternative" in the Glen Canyon EIS over the "Best Alternative" of Seasonally Adjusted Steady Flows!!!!
- You guys might be working too hard. Thanks!
- Not expanding their base/membership by appealing to more passengers.
- Making me constantly miss Grand Canyon!

## Things GCRG Should Do

- Continue to bring the sense of wonder back to river trips. Help de-emphasize the food and other distractions on river trips in the Canyon.
- Perhaps become a quasi-union; protection of boatmen (women) in regards to health, wages, working condition (in relation to outfitters-guides) It's political but so is life
- Colorado River Management Plan: How does this affect guides, the Canyon, job security? This could be very important as far as increased private use goes.
- Open up a dialogue with outfitters to provide input into improper personnel decisions.
- Be more innovative with guide members re: planning for the future
- Offer programs to improve river guiding skills
- Do more hands-on projects that help restore the health of the Canyon. Let's face the fact that no matter how careful we are we cause significant impacts on areas that we use.
- Helping concessionaires fight pending bill on bid process.
- Encouraging less policy making with Park Service and Outfitters.
- Quit paternalistic and patronizing attitude toward oldtimers/rookies, motorboatmen/hickoryheads... No more Etiquette Guides
- Courtesy Flier: Eddy Etiquette-- Us privates have been getting slammed by arriving & leaving pontoons at Matkat eddy. Sloppy, discourteous guides have damaged our boats and scratched our dories at Matkat and Havasu.
- Follow Grand Canyon Trust lead in taking more aggressive political stand on the Colorado Plateau/GC.
- Better and more information on the Canyon (flora, fauna, history, arch., geo) in each issue.
- Best AND worst: Interpretive pullouts. Informative but discouraged individual research and encouraged generic teaching. Thanks but no thanks.
- Send info packets on natural/cultural history (Condensed versions)
- Produce video/audio tapes available to members so we can enhance our canyon knowledge. (funding?)
- Help outfitters fight the Park--they are too afraid to deal with them. Stir them up so they can't get on us.
- Working to establish a better image for boatmen
- Giving Brad & Jeri and significant others BIG, enormous, ENORMOUS hugs and pats on the back! Thank you!
- Limit numbers of air tours
- Have more meetings and longer meetings. 1 every 2 days.
- Spend more time on guides' needs (Medical, Retirement, Rights they have, More pay) After all, what is the name of your organization!
- Expand onto other rivers: Salt, Verde, San Juan, Upper Colorado
- Need to take a stronger stance in initiating (or continuing) relationships, dialogues with outfitters about guide treatment (pay, job security, what the hell our jobs are all about, etc.) I'm not talking a union--just helping the guides gain respect for themselves by standing up for ourselves.
- Working on group health care.
- Putting pressure on NPS to provide high quality river rangers.
- We should be testifying at the congressional hearing on the concessionaires meetings.
- Questioning the involvement of outfitters IN GCRG [editors note: Tom Vail and John Vail are not related]
- Much more involvement in the WAPA Power and Dam Operations EIS. It is critical to the Canyon's future.
- Let's help to take guiding in the Canyon to the next level of professionalism. This is the only way the guides will have a chance to earn (\$) what they deserve.
- Let's discuss 800,000 people flying over the G.C.--The future of airspace over the Park, and silence--its value.
- Organize more educational events--speakers and scientists to train us during the fall and winter; not just spring.
- Provide a comprehensive update of regulations and practices...
- Any way to recertify first aid in less than 5 weekdays? Us old farts with kids and real desk jobs who only get 2 - 3 weeks off a year...
- Health Dept. Regs. are unreasonable. Trips are not restaurants. What can GCRG do to address this? This is potentially a very serious problem in the near future. Please help! It will impact all trips. It is dangerous!!!
- We need more written statements from Marleen at County Health. Rumors are rampant!
- Write a grant for environmental education; use \$ for teachers (boatmen?) and scholarships.
- Some outfitters are under represented--can we reach out?
- Making available political postcard packets for people to send in.
- Somehow get guides to go on trips with other guides/companies to get different perspectives, solutions to problems, menus, stories, procedures, etc. in order to enhance quality of experience for passenger.

## GTS River Trip

This is an open letter to all Grand Canyon river guides and outfitters regarding the GTS river Seminar. Come on down!!! I want to encourage you to take advantage of this extraordinary experience. For guides it is an opportunity to spend time with and get to know other members of the river community while hearing in-depth information about the Canyon from men and women who know far more about the Canyon's geology, archaeology, human history, biology, botany, water and desert ecology than we will ever know. For outfitters its a very small investment in your guides that guarantees more professionalism and higher quality trips for clients with resulting positive PR.



high adventure

During the '94 trip which began on March 29th, we got to spend time with "the experts": Larry Stevens (renaissance man and walking/talking/floating resource library), Stan Beus (NAU geologist), Jan Balsam (GCNP archeologist), Bill Liebfried (biologist-fish, eagles), Roy Murray (herpetologist), and Roger Henderson (archaeology-Navajo). We added to and expanded our knowledge of Grand Canyon geology, GCEIS, hydrology, beach studies, fish studies, eagles, native history, habitation and stoneware, flora, fauna, snakes, lizards, biogeography, ecozones, water flow, riparian habitat, and much more. I feel fortunate to have spent nine days with people whose knowledge of the Canyon is so extensive. Their willingness to spend time with us sharing that knowledge is truly a gift.

Beyond improving our interpretative skills to provide a higher quality river experience for our passengers, the GTS River Seminar provides a chance to strengthen our community, to develop greater appreciation for the diversity of skills and backgrounds river guides bring to the Canyon, to develop new friendships, to teach and learn from each other, and to offer a forum for support for issues we all face.

Boats? You name them, we had them. A 33' "S-rig", two 22' snouts (one oar, one motor), two Domars, one paddle boat and one dory. We had old guides and young guides. Guides with one or two years experience, and guides with over twenty years experience. We took hikes that were for educational purposes, and hikes for fun... Did the Nankoweap - Kwagunt loop, went up to the top of Nankoweap Butte and then ran down the steep slope to Kwagunt. Hiked up Lava and over to Basalt. Along the way Jeff Plye discovered an old axe head— perhaps basalt, 15" long and in perfect shape— lying in the soil. What a thrill! We did a sweat on the last night. Talked around the campfire about issues of concern such as taking care of ourselves on and off the river (physically and emotionally), dealing with unexpected changes, like being fired, and ways to support each other more effectively.

I was at first a little uncomfortable about being a passenger. I couldn't take what I'm used to and felt confused about where I would put things each day and what it would be like on the different boats: Welcome to the world of the passenger! I now have more empathy for passengers. One of the greatest benefits was to spend time with people like Roger Henderson, Martha Clark, Art Thevenin, Dave Derosiers, Elena Kirschner, Stacy Woodard and John Hirsch, all of whom volunteered their time to row and motor us downstream. It was great fun rowing Martha's dory and a privilege to observe Roger demonstrating effortless energy on a flawless Hance run. We couldn't have



Stan Beus

done any of it without Tom Vail, a superb trip leader.

So I learned, I developed more appreciation for my fellow guides, enjoyed time in the Canyon, went places I've never been before, met people I hope to see again, and stimulated my desire to continue to work there. I had lots of fun to boot.





Jeff and his axe

One more time, let me urge outfitters to support your crew, your company, your passengers and GCRG by encouraging your guides to attend future GTS events. And let me urge river guides to participate in the land and river seminars. We all win.

Charly Heavenrich

## Science and Our Future

You have to have a pretty long history in the Canyon to remember when there were no science trips. The issue of Glen Canyon Dam made it essential that research be done to answer the many questions over the changes in the river ecosystem. The results of that research will be the basis for determining the future operations of the Dam. GCRG and the guides have voiced strong support throughout the EIS process for a science-based decision on the operation of Glen Canyon Dam.

But a new day lies before us, and a new role for science. With the Glen Canyon EIS Report scheduled to be sent to Secretary Babbitt this fall, science in the Canyon will shift from an emphasis on research to monitoring. The Grand Canyon Protection Act directs that a long-term monitoring program be carried out. Its scope, its content, its size, its cost, will form the next public debate. Those who spend considerable time on the river must be an educated part of that process.

There have been so many and varied trips over the years that they are hard to keep up with. During this period of transition there are lots of questions in each of our minds. What studies are being done? How often do they go down river? Who is the scientist in charge? Will this research continue? With that in mind, GCRG herein publishes the schedule of research trips for this year. Please keep in mind that this schedule is tentative and probably will change substantially.

### Ongoing and Upcoming GCES Trips

1994

(a rough sketch)

April 24-May 14	USGS Sandbar below LCR
May 3-15	Kaibab Paiute Petroglyph
May 7-21	Avifauna Monitoring
May 10-26	USGS Sandbar Sediment
May 12-25	GCES Surveyors GIS
May 16-30	GCES/Hualapai Riparian
May 17-June 3	AGF Native Fish
May 24-June 3	AGF Steady Flow
May 26-June 9	NAU/NPS Vegetation GIS
May 26-June 7	BioWest Hualapai*
May 27-June 1	GCES Par 1
May 28-June 3	GCES Par 2
June 2-16	CPSU Avifauna Monitoring
June 6-14	GCES Surv. Panel Pickup
June 11-15	Hualapai Native Plants*
June 12-25	NAU/NPS Midge
June 16-24	ASU Climate Upstream*
June 26-July 7	ASU Climate Upstream

June 28-July 15	AGF Native Fish
July 12-29	BioWest Endangered Fish
July 14-28	Avifauna Monitoring
July 14-28	USFWS Tributary
July 20-August 3	USGS Box Retrieval
August 1-12	Kaibab Paiute Ethnofauna
August 5-18	ASU Climate
August 5-22	AGF Native Fish
August 11-18	GCES Surveying
August 29-Sept 2	USGS Sandbar (Paria*)
about Sept 10-20	Kaibab Paiute Archaeology
Sept 13-30	AGF Native Fish
Sept 14-30	Avifauna Monitoring
Sept 14-29	USGS Sand Monitoring
Sept 23-Oct 10	NAU/NPS Midge
Sept 26-Oct 8	BioWest Hualapai*
Dec 6-18	BioWest Hualapai*

\* indicates trips which will not be run through or within Grand Canyon National Park boundaries and, therefore, do not require notification to the NPS.

## The EIS Team and the Preferred Alternative

*In the months since the Glen Canyon Dam Draft Environmental Impact Statement was released, the choosing of Modified Low Fluctuating Flows as the "Preferred Alternative" has come under increasing fire. Below, two of the EIS Team writers describe how and why that selection was made.*

The Glen Canyon Dam EIS process has provided an excellent example of the importance of searching out underlying interests in situations requiring conflict resolution.

People are usually willing to state their positions on issues, but they often are less willing or able to state what it is they hope to achieve as a result of their positions—their underlying interests. While statements such as "remove Glen Canyon Dam" or "build a reregulation dam" might be good rallying cries, they are not very useful in resolving conflict. We need to keep asking ourselves and each other "why?" to get at the underlying interests behind stated positions. Such interests may be to recover endangered species, to protect Grand Canyon's natural features for future generations, or to preserve a rural way of life.

Once we understand each other's interests, we can begin the task of finding solutions that meet many interests. It can be easy to come up with solutions that meet only our own interests and then devise arguments about why other interests are not really valid or important. The challenge is to find a solution that satisfies all the varied interests—or at least as many as possible. Most people would agree that if their own interests can be met, then it is perfectly acceptable to meet other's interests as well.

Because some resources are natural while others exist only because of the dam, many resources affected by Glen Canyon Dam operations have conflicting needs. The EIS Team tried to recognize and acknowledge conflicting resource needs and human interests. They formulated realistic alternatives to be as viable as possible and still cover a reasonable range. In recommending a preferred alternative to the cooperating agencies, the Team tried to balance resource needs and human interests to find an alternative that would:

- result in dynamic processes that could be sustained over the long term in the postdam environment, and
- meet as many resource needs as possible—including hydropower.

The EIS Team worked very hard to consider all interests, formulate reasonable alternatives, prepare the

draft EIS, and recommend a preferred alternative that meets most interests and the critical needs of all resources.

Although some have dubbed the interagency, interdisciplinary EIS Team the "EIS Writing Team," producing the draft EIS was much more than a writing exercise and only one component of the contribution made by the Team. The best possible technical specialists were assembled to synthesize and analyze data and make impact predictions using science and their professional experience. The Glen Canyon Environmental Studies (GCES) were the foundation for the EIS and provided essential information on physical, biological, and economic processes and cause and effect relationships between river flows and resources. That information is summarized in chapter III of the EIS. The EIS Team formulated alternatives based on an understanding of these processes and knowledge of dam operations (chapter II). The team's resource specialists analyzed the impacts of each alternative under variable hydrologic conditions using their knowledge of resource linkages and the cause and effect relationships identified by GCES (chapter IV). In some cases, research couldn't provide definite conclusions regarding river flows and resource responses (such as native fish), and they had to obtain information from other sources or use best professional judgment.

Because of their technical expertise and professionalism, the Glen Canyon Dam EIS Team members were extremely effective agency representatives who, despite differing interests, worked together on the issues that confronted them to arrive at workable solutions.

*Tim Randle and Mary Voita*

*Tim Randle was the NEPA Manager/EIS Team Leader during the majority of the time that the draft EIS was being developed and produced. Mary Voita was the lead Technical Writer-Editor of the project.*

## Avoiding the Next Trainwreck

Few who have been involved with efforts to change operations at Glen Canyon Dam over the last decade will argue that it was the most efficient process. In a lot of ways it could be described as a trainwreck between opposing sides. Thousands of hours and thousands of dollars were spent by all sides, countless meetings held at each step of the process, countless mailings made by all parties. A lot of time and energy simply went into posturing for the cameras. Whether or not you're happy with the outcome (and I think few are completely happy) one can't help but wonder if there wasn't a better way to address and decide the issue.

There are really two classes of questions that have to be answered: specific and general. The operations of Glen Canyon Dam is a specific question. But in order to answer it several basic, more fundamental, general questions present themselves. In the process we as a region and a nation had to determine our priorities for the Colorado River and for Grand Canyon National Park. We asked (and never completely resolved) how subsidized water and power fit into the future of our rural west. We asked what are "appropriate" uses for our public resources. We asked who should be at the decision table. We asked what part science should play in the decision making process. And, most importantly, we asked what we would like the Colorado River to "look" like in the future.

There will be lots more specific conflicts ahead. And each specific question will mean diving into the same general questions all over again. Despite our optimistic hope that we can work real hard for the next year or two, straighten things out, and then kick back and enjoy, it is not to be. In fact I have come to realize that there are very few real victories. The specific victories simply nudge the pendulum on general questions over a notch or two. How can we get out of this cycle? Perhaps we should spend some more time on the general questions.

One such attempt is now being made on the Colorado Plateau. Loosely labeled the Colorado Plateau Forum, its mission is to "increase communication, understanding and education among the people, communities, and other constituencies to achieve a healthy economy and environment on the Colorado

Plateau". For practical purposes, it is an attempt to create a new process (labeled consensus but that word could use some definition) that will address our "general questions". There is presently an organizing committee made up of members of power, water, recreation, environmental, community, and government agency interests. But the forum needs to be much larger than that; to be effective it must include all who care about the future of the Colorado Plateau. To meet that objective the group plans to hold a two day symposium in Moab, Utah in February of 1995. This meeting will present alternative conflict resolution techniques and discuss the future organization and direction of the Forum.

Consensus does not appeal to some individuals and organizations. Many feel that participation usurps the right to their beliefs, that they have to give in to find middle ground. And that is understandably threatening. Middle ground should not be the goal, instead efforts should find new ground. The process must not be about concession but cooperation.

Each effort at a consensus process is unique, determined by the participants themselves. But such a process will not, and cannot, remove each participant's responsibility to its constituency or legal mandate. Federal and state agencies cannot abdicate their legal responsibilities, the environmental, water, and power interests cannot ignore their constituencies, nor can community officials disregard the wishes of their citizens. Participation in a consensus process should in no way limit ones participation in other, more traditional, decision-making processes. Specific questions may be better addressed in more traditional and confrontational processes, but these trainwrecks can be minimized by sitting down together and addressing our general questions through communication, education, and understanding.

Grand Canyon River Guides is committed to the success of the Forum. We encourage all others with interests on the Plateau to make the same commitment.

Tom Moody



# The Noise Letter

## Coming Soon to a Boat Near You—We Hope!

**O**n a trip last year, I had a fellow say something like "I'm sure glad I got to take the trip this way." Not being sure what he meant by "this way," I asked. His response surprised me. What he said was, "I mean on a motor boat. I understand that in a few years, they aren't going to allow motors anymore and I don't think I want to go in one of those little boats." Today I wonder if he may have been closer to right than I knew at the time.

When I first came to Grand Canyon in 1980, there was real tension between the motor and our guides. Sometimes I'd drive past a row trip and the boatman wouldn't even look at me, let alone say "Hi." At the time, being new to Grand Canyon and all, I just went along with it. But I never understood why things had to be that way. Since then I've heard more and more about the "motor versus row issue" of the late seventies. Now I'm starting to see how things got out of hand. I'm also taking a look at what's coming next.

Today we are in the middle of another issue that has everybody talking—Overflights of the Grand Canyon. This is one of those issues that has two very opposing sides with no real simple answer. But the issue isn't overflights; no one wants to deprive people from seeing the Grand Canyon. The issue is noise. One of the key things for all to remember, be it from the river or in the air, is that we work in the largest echo chamber in the world.

The next "noise issue" will be the upcoming River Management Plan and the wilderness designation for the whole Park. Both due to be on paper by 1996. That's coming real fast, maybe a little too fast for some of us. The primary season is here for '94—which means it's almost over. Then it'll be '95 and, boom, '96 will be here before we know it.

That means its time to get our engines in order to start making a real effort to reduce motor noise. It can be done, and river guides need to take the lead on this one. It's the right thing to do for our piece of mind, for our way of life, for Grand Canyon, and for providing the best possible river experience. So let's get on with it.

After the season, GCRG will host the first, and hopefully, only Grand Canyon Noise Conference. Stay tuned on the when and where. The idea will be to bring people, boats and motors together to exchange ideas and see what's really working. We'd also like to do some noise level testing and document our improvements.

This "Noise letter" is not a how-to manual on noise reduction, but more intended to get us thinking about noise, or better yet, less noise. It covers some of the very basics of noise itself, but more importantly goes over some of the things that have been done that seem to work. If it does its job, it will generate some new thinking on the subject and some new ideas.

### WHAT IS NOISE?

Before we can talk about noise reduction we need to talk a little about noise itself. The rumble you hear from a motor rig is, for the most part, a result of the vibrations (or sound waves) generated by the engine. Some of the vibrations emanate directly from the engine as noise, while some of it is transmitted to the boat frame. The frame can act just like a big speaker, converting vibrations into sound.

The problem is, the noise radiated from the overall rig is very complex. For instance, the noise coming directly from the engine is a mixture of sounds from different sources such as the reed valves, piston slap, carburetor intake, bearings, the exhaust housing doing its thing and the prop turning. Each brand of engine has its own type and volume of sound due to different design parameters. Therefore, the noise coming from the boat varies with different engines and is effected by boat design and mounting systems.

If you want to confuse things even more just ask, "How do you measure noise?" Their are two significant factors in describing noise: volume and tone. Volume is measured on a logarithmic scale called decibels (dba).

Cutting the sound in half drops the noise level by 3 dba. For example: a reduction from 96 to 93 dba is a 50% reduction and 93 to 90 is 50% of the remaining noise. Distance also affects the sound level because it drops very quickly. Doubling the distance from the noise source drops the noise level by 6 dba, resulting in one-fourth the noise.

The tone of the noise, or harshness, is also a factor in the irritation level. Certain frequencies and tones are more annoying than others which makes measuring noise very subjective.

What does all that really mean? Well, one engine, whether tuned properly or not, may sound quieter on one boat than another because of the frequency of the vibration and the resulting tone of the noise. It also means that since you can't really control the frequency or tone, we need to manage the vibration, the shake, rattle and roll made by the engine.

### SO WHAT WORKS?

Although we'll never erase vibrations completely, we do have several ways to cut it to a minimum. One is to absorb it with something like rubber, foam, fancy

laminates or other space-age materials. Another is to tighten or stiffen things so they will not vibrate at a frequency that generates noise that bothers people.

A great deal of the noise is generated under the engine cover. So if we can keep it from getting out we're headed in the right direction. One approach is to line the inside of the engine cover with an inch of foam that has a thin sheet of lead laminated in the middle of it. This seems to work well. In one test, the foam resulted in a 4 dbA reduction, which is slightly more than half. A further step is to cover the engine with some sort of sound absorbing material, in this case a closed-cell foam.

Additional improvements can be made by wrapping some closed-cell foam around the driveshaft housing between the engine base and the lower unit where all the gears are. This helps absorb noise emanating from the exhaust tube—but be aware that this could cause overheating in some engines.

### MOUNTING SYSTEMS

Most engines are mounted on a "jackass" used to lift the engine up out of the water when a collision with a rock seems imminent. This is where "Vibration Management" really begins. For starters, the jackass should be rattle free—when you shake it without an engine on it, it shouldn't make any noise. If it rattles, fix it. This can normally be done with some good quality spring washers on the pivot bars or a spot weld or two on those things that don't need to move.

Next, take that old piece of waterlogged wood off the back and replace it with a 3/4-inch thick piece of gas resistant 60 or 70 durometer rubber which will absorb some of the vibrations before they get to the frame. Then, when you mount the jackass to the frame, use an old piece of boat rubber between the frame and the jackass. Even if you don't use a jackass, the rubber will help bunches.

### FRAMES

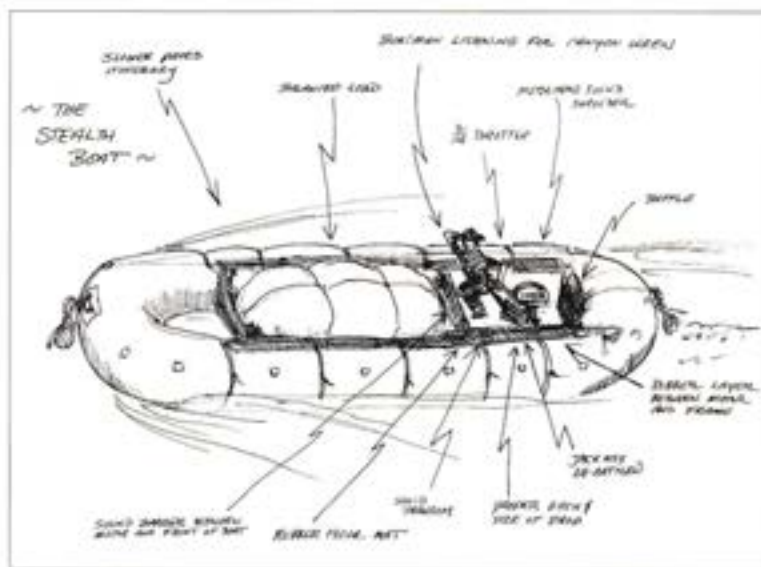
After that, the frame has to be stiff. The transom needs to be solid and should have good-sized gussets connecting it to the side of the frame. Do it right—really bolt the thing down. Check it occasionally while you're on the water. Then put a 1/2-inch thick rubber stress mat (like the ones used in restaurants) or some astroturf on the floor. Even an old Persian rug that your mom wants to throw away might work. A mat helps absorb vibration from the floor of the frame, and the boatman will love it since it will put some spring back into his/her step. Face it: a rug on the floor is comfy.

### BOAT DESIGN

Boat design is also a big factor in the noise level produced by a boat. Not so much for the people on the

boat, but more for the people you pass. Big rafts with open stern designs do not have anything to block the racket thrown aft of the boat. Depending on the design, a piece of old boat rubber hung vertically behind the engine will help. The more enclosed it is, the less noise will escape. Makes sense, right?

Boats with enclosed sterns can gain even more absorption by hanging a piece of rubber inside the tube from the water line to the top of the tube. This will not only absorb some of the exhaust noise, but it acts as a splash guard, keeping water from nailing you in the back. Try it. You'll appreciate it first thing in the morning.



### BOAT BALANCE

Boat balance and proper loading can contribute to the noise factor as well. If the boat is so overloaded up front that the bow is "plowing" through the water, it takes more power to push the boat. More power means more RPMs which equals more noise. Too much weight in the stern has the same effect and translates into more drag. A well balanced boat is also easier to drive and uses less gas.

### PROPS

The prop is important too. Regardless of the sound treatment in any installation, the easiest way to reduce the noise is to reduce the RPMs. Full throttle cruising in flat water may not only be hard on the engine, it burns more fuel and creates more noise. Running at 3/4 throttle dramatically improves everything with very little loss of speed. The right size and pitched prop will not only improve torque but will keep the engine in the proper RPM range.

Once its damaged, change it. A bent prop wobbles and multiplies all those vibrations we're trying to quiet. But its even worse than that. A trashed prop, or one that is mismatched to the job, will quickly rattle a working engine into spare parts.

#### HIGH TECH

Several people have asked about the new state-of-art Electronic Noise Cancellation technology. Unfortunately, it's not something that can help us yet. It is being used on some cars, but the noise levels and physical properties of big boats are a long reach from the current technology—and well beyond any of our budgets.

#### LOW TECH

With all the rubber, foam, gussets, and spring washers, we still need to ensure that there is a direct link between the hand on the throttle and the brain that operates the hand. It just takes a little sensitivity to reduce the noise as you pass other boaters. In the overall scheme of things, backing off the throttle a tad can only improve the Canyon experience for everyone down there, hikers and river people alike. If you have to run full throttle all day just to make the schedule—maybe the schedule needs some work as well.

There are other things that can and have been done to reduce noise levels, which brings us to the next step. While we're out there motoring around, let's think about the racket we're making. Try some things. See if they work. Let's talk to each other and share ideas on what works and what doesn't. Let's make some noise about it!

I want to thank Lindley Smith, Senior Manager of Technology for OMC (Johnson & Evinrude), for his help on this subject over the last year or so. His interest comes not only from his knowledge of the subject, but also from his love for Grand Canyon.

This is a subject we have been batting around for a long time. Round and round we have gone on it. We don't have the luxury of just talking anymore—the River Management Plan is coming at us fast. It's time to act now.

Tom Vail

## Hualapai Research

The Hualapai Tribe is continuing on its course toward managing its own resources. The Hualapai Department of Natural Resources (HDNR; formerly Wildlife Management) has expanded. It now encompasses several branches including; agriculture, water resources, cultural resources, wildlife (including fisheries and parks), forestry, and environmental services (EIS's, EA's, etc.). The HDNR is headed by a director with each branch

having its own program manager. This new reorganization should provide more efficient coordination with government agencies, tribal interests, and the guiding community.

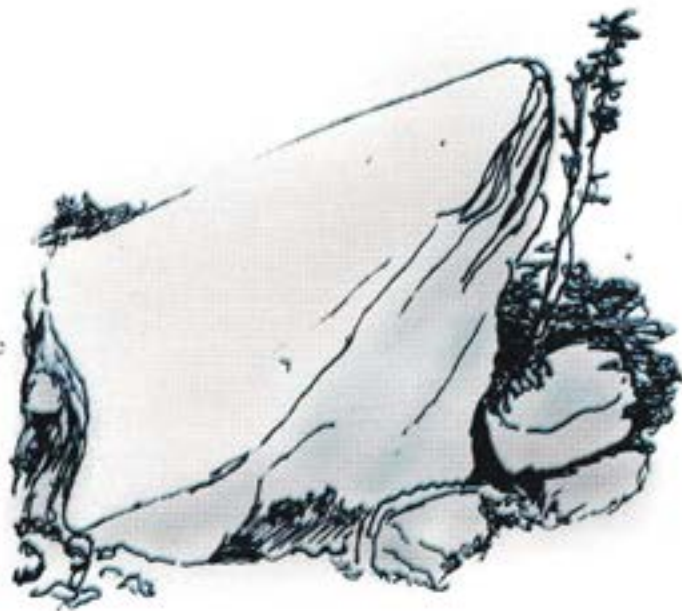
HDNR is currently coordinating several research and monitoring projects in the fields of fisheries, riparian ecology, cultural resources and recreation. These projects are focused along the Colorado River from the Hualapai boundary near National Canyon downstream to near

Emery Falls. Some trips begin at National Canyon and some at Diamond Creek. Most are supported by OARS, Inc. which deadheads to Havasu where the scientists hike in. Others launch at Diamond Creek and may be supported by Hualapais. As with all past science trips, they are trying to be low profile and would be happy to provide your trip with an impromptu lecture about their work.

As we have seen during the GCES research in the upper Canyon, cooperation and communication are essential between scientists and guides. The Lower Gorge can get pretty small and prime camping beaches few and far between, especially when the lake is high around popular sites like Spencer Creek. So be prepared and talk to the researchers about campsite plans.

There also may be times when HDNR personnel will be taking surveys for their recreation studies. Please cooperate. This information will be used to formulate future management plans and conserve the Lower Gorge resources.

Bill Leibfried



## Air Tour Rebuttal: An Open Letter



**Arches Helicopters**  
P.O. Box 296  
Moab, Utah 84532  
(801)259-4637

Jeri Ledbetter  
Secretary-Treasurer GRCG  
Flagstaff, AZ 86002

Jeri,

**I**t has come to my attention that you are writing articles in your magazine called the boatman's quarterly review concerning a discussion you and I had last year. At that time you showed up at my door and asked if you could talk to me, being a river guide and fellow pilot. At that time you did not tell me you were interviewing me. Well in your [unclear]"quote" in the Spring 1994 issue you have your notes a little wrong. I told you the FAA said I could fly one inch above the ground as long as I didn't hit anything. I did not say I did do this. It would be a little hard to accumulate over 11,500 flight hours, of which 10,875 flight hours are pilot in command of a helicopter and still be around flying, if I were so inclined to fly this way. My average flying altitude above ground level is 300' to 500' doing scenic tours over BLM Public Use lands. That is not over National Parks, National Rec. Areas, wilderness, wildlife refuges, National Monuments, Primitive Area's, etc that are charted. In reference to non-charted wilderness study areas, I have taken upon my self to contact the BLM and they have given the locations of these and I have them plotted on my local maps. In these I have been asked by the BLM, there is no request on these areas by the FAA, to remain 500' AGL. I do this when I am flying in those unless I have Gov't agency people on board requesting I get lower. In reference to the FAA request of 2000' AGL over National Parks, Rec. Areas, monuments, wilderness and primitive areas, I do as the flight rules state in that I maintain 2000' above surface within 2000' laterally of my flight route which is about 1 football field longer than a 1/3 mile or better yet a little less than 7 football fields on either side of my aircraft. So I have set myself a little rule in these areas. If I see that I'am a 1/2 mile or more laterally and 2000' above the surface, I am doing what is requested. As for locally, I do not fly in Arches National Park and have a verbal agreement with them that I won't conduct tours their. I think if you check with them you'll see I do not hover next to their Arches. In reference to Arches located on BLM, State, public use lands with no restrictions, I do hover so people can get pictures, how close I get depends on if there are people on the ground, the wind and the weather for that day, etc, any consideration a safe operating pilot would use in determining the most common sense flying. I think if you were to come back to Moab and check with BLM, Forest Service, National Parks, Game department officials, etc. you would see your appx. 20 minute discussion with me last year is probably a little bit bias on your part. I have flown the Moab area since 1983 when anything was allowed til now when we as pilots must show some amount of user-friendly flying. I am working with various individuals and groups to create as little nuisance as possible while conducting scenic tours and have given those that asked, maps of my routes so that their people could be taken else where if they did not want the helicopter noise to effect there outdoor experience. I hope you have a good season and also this clears up some doubts you and your readers, if you print this, may have about Arches Helicopters here in Moab, Utah.

Sincerely,  
John Ruhl

*I did, in fact, tell Mr. Ruhl that I was researching the air tour industry, that I was on the Board of GRCG, & mentioned The News. Also, I took very careful notes during our conversation. The point I made in the article was that the FAA's requests of a 2000 foot ceiling over designated sensitive areas is not taken seriously.*

*Any efforts which pilots make to reduce their noise impacts on the ground are greatly appreciated.*

*Jeri*

## An Unsolicited Commentary

I am a recently enrolled member of Grand Canyon River Guides. I apparently qualified for a "guide" membership due to a decade or so as a guide, trip leader, area manager and general river person for an outfitter in the bad old days before an engineering degree in sewage disposal was the primary requirement for employment in the "industry". (I realize this is a pressing issue as the outfitters continue to run a medium sized urban population through the Canyon yearly, but I have been impressed that "poop" seems to take up 1/3 of every issue. Freud would probably have something to say about this.)

In short, I'm an old codger from the "\$20-a-day-on-the-river-all-the-peanut butter-you-can-eat-after-the-dudes-polish-off-the-dinner" days. When the "your job is so much fun you should be paying me" doctrine by the outfitters was *de rigueur*. When we ranked after illegal migrant farm workers in economic exploitation, and you had to love the life "cause you sure couldn't make a living".

I retired quite a while back from commercial running to private trips and personal evolution, partly as there was little hope of a living in it and I had an impasse with the impact "the industry" was having on the places we loved.

Regarding current discussions of continuing education and a possible "accreditation" for guides, I sympathize with the desire for some consistency - setting the highest standard, etc. - and that this might provide more leverage on the outfitters for greater respect, economic and otherwise. Also, things have changed a lot over the years and as the regulations and guidelines become tighter each year in an attempt to mitigate the impact and damage from sustained peak commercial use and comply with new demands, it's important to have consistency, both to secure the confidence of the park service and for your own integrity as caretakers of an embattled resource.

Opportunities for guides new and old to expand their knowledge and share their experiences are good, whether informally by firelight, at river side, or in seminars presided over by professional academics. It is positive to aspire to provide the best possible experience for the public. You are, to some extent, educators, or at least facilitators, to an educational experience provided by the canyons and rivers we love. Ongoing education is to be encouraged.



It is also past time that you had some respect and economic recognition from the outfitters for your professional commitment that, for most, goes beyond "the job." River running is for many of you a way of life—a calling—and most efforts to secure respect for that are long overdue. (Not a new issue—decades old, actually.) For those of you who are relatively new to the life and full of the vigor and enthusiasm of youth, who regard this as a career choice and the old timers who paid their dues a long time ago and made sacrifices to sustain a commitment over years, it's time that your professional aspect be rewarded.

In the old days, if you weren't a college student on a summer lark, to be a professional river guide was for many to live a life that was half gypsy, half bandit. A lot of us lived in tipi's, trucks or caves, squeaking by till the season started; or we pioneered new rivers in exotic climes on shoe string budgets. (Rivers that have since become mainstays of the international river industry.) It is reasonable that some of you might actually wish to be able to afford to live in houses, raise families and have health plans and some of the rewards of committing yourselves to a professional pursuit in an industry that has become a multimillion dollar proposition—as much as many outfitters don't like to admit it. Obviously, establishing professional credibility is one of the issues at hand here.

I might note that contrary to a subtle attitude I detected in your newsletter, while there was a great deal of variety in the people and approach in the boom years of interest in river running, many of us (and you) were serious professionals 20 and more years ago. We just were not respected as such. In the old days people who had a commitment and a love for the life (see also: Had to; no money in it) tended to educate themselves and expand their knowledge—from bull sessions with oldtimers at put-ins, reading and research, other sources, in order to "set the highest standard" ... "the best possible experience". For ourselves, as well as for the clients. This is what made a good guide, and I trust it still does.

It was an informal process, as individualized as the people drawn to the life. We didn't all know the same things, and not everybody was a great storyteller or told the story the same way, and not everybody could play the guitar. We were all learning from each other and the river. It's part of what made a river experience unique. Unique people.



When I first worked in the Salmon country in the early '70's, I used to sneak out of camp after dinner and trot downriver to the camps of the old style hunting and fishing guides who were raised on the rivers of Idaho. They courteously overlooked my bohemian appearance and welcomed me to their campfires. Sitting at their knees, so to speak, I heard a lot of great stories and learned things about the history, geology and flora and fauna of those mountains that I never did get from the many books I read so that I could set "the highest standard" in my work... I had the same experience in the canyon country—by firelight, as such things were meant to be passed on, the way we teach for the most part on river expeditions.

Regarding credentials, I consider some of the teachers I had in my youth. No disrespect intended to them, many were serious country folks and may or may not have been able to read, at least at college level. I guess that means that they might not be able to pass your test. (Whose Test?) ... "The Test"...

One of your members recently noted he'd been on some abysmal trips led by "PHD" (piled higher and deeper) trip leaders. I'm afraid I side with him. I will not say great guides are born, not made. They evolve, according to their natures, and hopefully they are still individuals because the most important element to a high quality commercial river experience is the quality of the guides.

There will never be a park service endorsed and approved, guide's association stamped and required college course, mandatory test or credential that of itself produces a high quality river guide.

What I remember is: river guides were a varied tribe—crimson-necked, born with Coconino hued water in their veins, lapsed Sierra Clubbers, idealistic whipper-snappers with egos to match, old timers with a pre-cambrian wisdom in their eyes and a sardonic grin on their faces, eco-freaks of varied disciplines, academics in pursuit of a thesis who ended up following a muse, Vietnam vets in quest of some peace and wide open silence to get the ringing out of their ears and restore some of their faith in God's Creation, if not God and country, militant feminists with biceps of steel, dutiful country wives with same, the mild-mannered and clean-cut, the ill-mannered and shaggy, bullslingers and Buddhists, Yogi's and yahoos, Masons, Mormons and Monkeywrenchers, and as many variations as there are colors in a sunset over the Colorado Plateau.

An interesting group to try to... certify. Motor-riggers, oar powered purists, paddle optionals, outward bounders and inward and onward, new agers, middle agers, from-another-agers.

Many of you took a running leap over the Rim into Canyon life partly to put a little distance between you

and Big Brother. You may still have a vote on how far Big Brother is behind you. For now. And as Seldom Seen said: "we're just talkin..." For now.

It's your way of life, folks. Don't hesitate to defend it... I don't want to suggest that any efforts toward greater organization or a "credential" for river guides is aimed at creating a master race of "Vunderkind", politically correct river guides—homogenized, pasteurized, certified. At least I hope not. But there is a very dangerous current here and I suggest you navigate it carefully. One of the surest ways to kill something is to quantify, qualify and regulate it... Give it a diploma and "certify" it...

The Grand Canyon and the many rivers we love do not, to my knowledge, have credentials or need them. They just are who they are. This is true of most of the exceptional river guides I had the pleasure of running with over the years as well.

We don't need no stinkin' badges...

Yours for the evolution,

*Dr. H.U. Heneli, Phd.  
Maui Lolo Wildlife Preserve  
Hualalai, Hawaii*

## A Lawyer In The House?

**W**e hope so. We've got a problem. We are currently a 501c6 corporation. That means we're nonprofit, but donations to us are not tax deductible, nor do we qualify for most grants; what we need for that is a 501c3 classification.

But since some of our political and member benefit activities disqualify GCRG for 501c3 status, we want to set up a separate fund for qualifying activities (education, oral history, conservation) that could accept tax deductible donations and grants. The problem is that it takes a tax lawyer, and they're quite pricey.

Thing is, we put in megahours of hard work looking after Grand Canyon's well being. And we do it for gratis, for free. There's not a dime in it for any of us. It's the love of the place that fuels us and keeps us slaving away. We do it for the place, not for us.

We're hoping there's a tax lawyer in our membership with similar ideals, one willing to lend the time to give us what we give Grand Canyon. If you're interested we'd like to talk with you. We need to get this boat on the water.

If this job description fits you, please give us a call. We'll refuse no reasonable offer.

## Time and the River Flowing of long days, long trips, and naps in the afternoon

**T**ime and the River Flowing; it's a fine book. If you haven't read it, you should. It was written by Francious Leydet after joining Martin Litton and Pat Reilly on a trip through the Canyon the year the gates at Glen Canyon closed. The book celebrates the timelessness of the Grand Canyon in a beautiful mix of words and pictures. It was one of the first books I owned when I first fell into river running. The paperback edition, the only one I could afford, fit perfectly in an ammo can, something I think was more than coincidence. I dragged my copy down every trip, rereading chapters to myself and my passengers, until the pictures were a smear and the words unintelligible.

I first was drawn to the pictures, beautiful images I still hold as the epitome of the Canyon. One in particular that sticks in my mind was the view downriver from Nankoweap. The scene was tranquil, evening light streaming across the water, the Canyon walls glowing, reflecting in the muddy river. Time stood still. As I moved beyond the visual to the prose I was caught up in the author's magical view of the Canyon. He set it on a pedestal, unique and special in the whole world. From the magnificence of its distant vistas to the delicacy of a monkeyflower bloom I was captivated by the Canyon and in awe. I still am. The place was timeless. It still is.

The one thing that seems to be more and more in short supply these days is time. It sometimes seems as if time is our enemy as we chase our busy schedules each day. As the old saying goes "The hurrieder I go, the behinder I get." Our recreation magazines are filled with advertisements to "get away from it all," to relax and take some time, to step out of our normal rat race. Instead we head for a Caribbean resort or ocean cruise only to find ourselves caught in a multitude of activities offered; snorkeling, hiking, dancing, skiing, parasailing, shopping until we arrive back home more exhausted than when we left. Despite our proclaimed longing for more time and simpler pleasures, we seem unable to bring ourselves to really slow down. We seem to be on a runaway rollercoaster, crying for help but unable to get off. Time is something the Grand Canyon has been always blessed with. But it's an asset not fully utilized.

Things have changed in the Canyon. Up until 1949 a total of less than 100 had journeyed down the river. In 1970 a little less than 10,000 people went down. More than 22,000 made the trip in 1993. Twenty five years ago it was unusual for passengers to

leave or join their trip and they did so only at Phantom Ranch. Last year more than three quarters of commercial visitors left or joined their trip mid way. As a result, each visitor now spends an average of only 5.6 days on their visit. These trends exist for a variety of reasons but the result is obvious: more people are packed into a finite space. It's crowded. It's a concern for the National Park, the guides, the outfitters, and their passengers. The Park has instituted a monitoring program and established management limits on visitor contacts. Outfitters and private boaters struggle with the unavailability of launch dates. Guides face the reality of a dozen or more boats at popular attraction sites. As the number of passengers increase the ability for each visitor to experience the timeless peace and tranquility of the Canyon decreases.

It's a problem that mirrors the congestion on the South Rim. But it's a problem that can be at least partially solved by the outfitters and guides who have provided quality visitor experiences for over 25 years. In fact it may be possible to address these problems and strengthen the outfitting industry.

Without a doubt Grand Canyon is unique. We all know that. What we've got to recognize as a river industry is that it's not Lava Falls that makes the Canyon unique, nor its depth, nor the fact that it's a National Park. These attributes can be found elsewhere. What we have all to ourselves is 270 miles of roadless river; the longest stretch of roadless river in the continental U.S.

And what does that mean? That two hundred and seventy miles translates into time, lots of time. We, the guides and outfitters, have an opportunity to solve this problem by trumpeting our unique resource of time. We can sell time rather than trips. We can lower congestion by promoting longer trips. Many companies already do this: lengthening trips, limiting changeovers. But we can do even more.

It's not necessary to mandate three week trips or eliminate motors. Simply increasing the average trip length by one day (to 8 days for motors and to 14 days for oars) will result in a 10% decrease in the number of trips. I suggest that we achieve this goal by voluntarily limiting motor trips to 30 miles per day and oar trips to 20 miles per day on the average. Ten percent may not sound like much but it could have a major impact on the River. It would free up 60 launch dates in the height of the season. It means 60 fewer trips at Deer Creek, at Havasu, or competing for Grapevine Camp throughout the season. Perhaps most importantly it would give guides the opportunity to be more flexible

on the river and avoid conflicts with other trips. We can make an analogy to a freeway. There's a point where a small increase in traffic load begins to really slow down the system and where a small reduction can make a big difference.

It will take some combined effort. There is a prevailing public psychology which says, "why take 8 days if you can do it in 5?" We're caught in a descending spiral by allowing the value of Grand Canyon to be measured in miles instead of days. The end becomes more important than the means. We take more and more people down the river but each experiences less.

Perhaps this is a waste of our unique resource. We'll have to advertise our resource of time. We have to tell people that the extra day or two is worth it, all of us, guides and outfitters alike. But we have help in the Canyon itself. Nothing on earth is linked as closely to time in peoples minds as Grand Canyon.

It can simultaneously strengthen the river industry. It's become an accepted fact that the reason trips keep getting shorter and more sliced up with changeovers is simply the combination of the user-day system and human greed. The theory goes that you can charge more for shorter trips, so shorter trips make more money. But this cannot be completely true because expenses increase as well. Shorter trips mean booking more passengers which increases office costs, shorter trips mean more trips and more put-in and take-out costs. In fact, if the cost per day stayed the same, longer trips could produce greater profits. It's true that people request shorter trips, that it's easier to sell a three day than a three week trip. But that doesn't make it an appropriate use of the resource. Many visitors would rather only spend three hours; some 200,000 do so in scenic flights. We don't allow that on the river. Service businesses must keep in mind the customer's desires and we've done a very good job of that. But we've got a greater responsibility.

There are at least two good reasons for encouraging longer trips for our clients, one short-term and one long. In the short run, longer trips can go a

long way toward lowering the impacts of running into other parties along the river. They can make scheduling easier. They lower office costs. But there is another view. From a business standpoint it makes sense to emphasize your unique qualities. The fact that the Colorado through Grand Canyon is the longest roadless stretch of river should be recognized and taken advantage of. Breaking trips into three and four day segments puts us in the same category as the many competing rivers in this country. Only we can offer



# time...

where does it go?  
we americans have more ways to save time than  
ever before.  
and yet we have less time than ever.  
could it be we've lost touch?

time.  
it took two billion years to lay the groundwork  
and another ten million to carve grand canyon.

take more time than you can spare.  
spend it here  
on the longest stretch of roadless river around.  
get back in touch with it all.  
relax, feel the place.  
take your time.

grand canyon guides and outfitters

photo Dugald Bremner



time...

on your vacation  
do you want to go as fast as you can,  
pack in as many things as will fit,  
bop till you drop  
and go back to work  
more frazzled than when you left?

wouldn't you rather spend a little extra time in one place,  
get to know it, feel it.  
grand canyon has a couple billion years worth of time on display.

take your time.  
spend it here.  
come home relaxed and energized  
with a new perspective on  
time

grand canyon guides and outfitters

photo Dave Edwards

more than a week of river without a road. They cannot. Today the economy is good and river trips are selling out a year in advance. History shows us this will not always be the case. A wise long-term strategy is to separate our trips from all others, to focus on our unique resources to better weather any future downturn. This is Grand Canyon.

We're the ultimate "get away from it all" industry. We have an advantage over the resorts and cruise ships; we don't have a lot of other activities to compete with in the Canyon. The activities we do have tend to be unorganized and individual like sitting by the river in quiet contemplation or an evening stroll up a quiet side canyon. We live in a separate world, away from radio and television and even last names. We have to entertain ourselves. We eat together, sleep together, and enjoy daily adventures together in a world removed from the rim. We have an opportunity to give people something they have trouble giving themselves. Time.

I spent several pleasurable years running the river for Dick McCallum. Brian Dierker was my friend and the usual trip leader. We got going early every morning in order to get the most out of each day. And we made the most of every trip. But often, in the early afternoon with the lunch put away on the boats and customers ready to don lifejackets, Brian would tell everyone to relax and we'd take a half hour nap. No one who has ever tried to keep up with Brian on a hike would argue that he is lazy. But he forced everyone to take a little time out. Is there anything so luxurious and decadent as taking a nap? When was the last time you took one? Things such as naps are not a part of our normal schedule. But, come to think about it, it's the perfect thing to do on vacation.

Tom Moody

## Mormon Tea

**Family:** Gnetaceae **Genus:** *Ephedra*

**Common names:** Mormon Tea, Brigham Tea, Cowboy Tea, Whorehouse Tea, Squaw Tea, Canyon Tea

**Indian names:** Tuttumpin (Paiute), Tutupivi (Kawaiisu)

**Distribution:** All of the southwestern United States and Mexico. Found in deserts and on dry mountain sides.

**Description:** a branched broomlike shrub growing up to 4 feet tall, with slender, jointed stems. The leaves are reduced to scales and grow in opposite pairs or whorls of three and are fused for half their length. Male and female flowers, blooming in March and April, are borne on separate plants in cone-like structures. They are followed by small brown to black seeds.

### Indians

The Indians prepared *Ephedra* as a tea for stomach and bowel disorders, for colds, fever, and headache. The dried and powdered twigs were used in poultices for burns and ointments for sores. One tribe made a decoction of the entire plant and drank it to help stop bleeding.

### Pioneers

Early Mormon settlers, who abstained from regular tea and coffee, drank the beverage made from this plant. A handful of green or dry stems and leaves were placed in boiling water for each cup of tea desired. It was removed from the fire and allowed to steep for twenty minutes or more. To bring out the full flavor, a spoon of sugar or some strawberry jam was added depending on individual taste.

Other white settlers used a very strong tea of the plant for the treatment of syphilis and other venereal disease, and as a tonic. It was standard fare in the waiting rooms of whorehouses in early Nevada and California. It was said to have been introduced by a Jack Mormon who frequented Katie's Place in Elko, Nevada during the mining rush of the last century.

Although not as potent as the commercial relatives in China and India, the southwestern species contains enough ephedrine-related alkaloid ingredients to make it functional. The drug ephedrine is a stimulant to the sympathetic nerves and has an effect on the body similar to adrenaline. It has a pronounced diuretic and decongestant effect and was used wherever urinary tract problems occurred.

The dark brown resinous scales contain at least a third tannin and made an excellent external hemostatic.

The small, hard, brown seeds were ground and used as a bitter meal or added to bread dough to flavor it.

Wes Larsen

## Quotes

In time, ownership of property will probably carry with it certain obligations, over and above the obligation to pay the tax and keep the mortgage going. There are signs that this is coming, and I think it should come. Today if a landowner feels the urge, he can put a steam shovel into his hillside pasture and disembowel it. He can set his plow against the contours and let his wealth run down into the brook and into the sea. He can sell his topsoil off by the load and make a gravel pit of a hayfield. For all the interference he will get from the community, he can dig through to China, exploiting as he goes. With an axe in his hand, he can annihilate the woods, leaving brush piles and stumps. He can build any sort of building he chooses on his land in the shape of a square or an octagon or a milk bottle. Except in zoned areas he can erect any sort of sign. Nobody can tell him where to head in—it is his land and this is a free country. Yet people are beginning to suspect that the greatest freedom is not achieved by sheer irresponsibility.

The earth is common ground and we are all overlords, whether we hold title or not; gradually the idea is taking form that the land must be held in safekeeping, that one generation is to some extent responsible to the next, and that it is contrary to the public good to allow an individual, merely because of his whims or ambitions, to destroy almost beyond repair any part of the soil or water or even the view.

E. B. White *One Man's Meat* 1950

The boatmen appeared to lead an easy and contented life, and we thought that we should prefer their employment ourselves to many professions which are much more sought after. They suggested how few circumstances are necessary to the well-being and serenity of man, how indifferent all employments are, and that any may seem noble and poetic in the eyes of men, if pursued with sufficient buoyancy and freedom... One can hardly imagine a more healthful employment, and one more favorable to contemplation and the observation... They were a sort of fabulous rivermen to us. It was unconceivable by what sort of meditation any mere landsman could hold communication with them.

Henry David Thoreau,  
*A Week on the Concord and Merrimack Rivers*

## Major Powell, I Presume...

John Wesley Powell has been an inspiration for generations of river runners, but a most remarkable story Powell's influence seems to have been missed by historians.

A few years ago I visited Shiloh National Military Park in Tennessee, and the park historian gave me an hour-by-hour account of Powell's fateful day at the Battle of Shiloh. The historian corrected several mistakes in the usual accounts. For instance, Powell biographies state he was wounded by a bullet, but it was actually cannonball shrapnel. Even the park's battlefield marker showing the position of Powell's artillery battery was misplaced.

In the visitor center a display mentioned people who fought at Shiloh and then went on to become famous. They included a President of the United States, two writers, and a river runner. But the famous river runner was not John Wesley Powell. Actually, the display didn't mention anything about this individual being a river runner. Today hardly anyone knows of his accomplishment as a river runner—what we remember of him is that long ago somewhere in Africa he uttered four words: "Dr. Livingstone, I presume..."

Henry Morton Stanley was the first person to descent the Congo River, an ordeal that makes Powell's journey look mellow. Starting in 1874, just a few years after Powell's explorations, Stanley's expedition took two and a half years, two years of which were required just to reach the put-in. With hundreds of native helpers Stanley trekked a thousand miles through jungles and deserts lugging a 40-foot boat cut into sections. Dozens of men died from disease and many more died in attacks by native warriors. Stanley retaliated by looting and burning villages. As his native helpers deserted, he had them recaptured and locked in slave chains. When Stanley finally started his nearly 2000-mile descent of the Congo he only had 100 men left, most of them in

canoes stolen from natives. For the next 1,000 miles Stanley

and his remaining men fought off ambushes and fleets of huge war canoes.

The rapids, too, were deadly. Stanley soon came to a series of cataracts and rapids stretching for fifty miles, which today is still known as Stanley Falls. At each cataract or unrunnable

rapid Stanley's men had to drag their heavy, fifty-foot long canoes out of the water and cut a portage trail through the jungle slopes. To get around one two-mile long rapid Stanley cut a road over a 1,500 foot mountain, for which his men named him Bula Matari, "the rockbreaker." Where possible, Stanley used thick vines to line his boats. In another gorge of rough cataracts

150 miles long, it took thirty-seven days to progress thirty-

four miles—with the loss of three

canoes. When they got within fifty miles of their destination, they abandoned their boats and walked out of the jungle to civilization—where Stanley learned his fiance had married someone else fifteen months before.

Like Powell, Stanley started out knowing little about river running and cautiously learned how to run rapids. And, like Powell, Stanley's men were near starvation when they stole food from the natives.

I found it an unlikely coincidence that two of the world's most difficult whitewater rivers would be run at virtually the same time by men who had fought in the same battle. It occurred to me that maybe it wasn't a coincidence, so later I investigated how the lives of Powell and Stanley fit together.

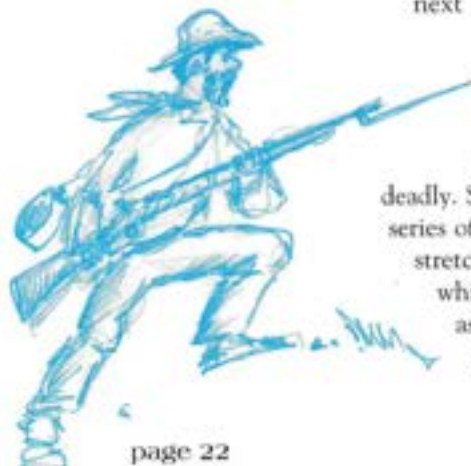
In July of 1869 newspapers across America reported the death of one John Wesley Powell who was attempting the first descent of the Colorado River. This was the first time most people had heard of the expedition. Powell's wife declared these reports to be unreliable. Shortly later Powell emerged triumphant from Grand Canyon. A few weeks after that Henry Stanley, now a

reporter for the New York Herald, met with his editor to discuss the fate of another river explorer also reported dead:

English missionary David Livingstone had set-out to discover the source of the Nile and hadn't been heard from for many months. Stanley determined to track him down. Two years later, while Powell was in the midst of his second expedition, Stanley walked into an African village and shook Livingstone's hand. Two years after that, he ran the Congo.

As I looked into records of the Battle of Shiloh, another connection between Powell and Stanley emerged.

Shiloh has been called the Western Gettysburg, for there the western Confederate armies made their last great offensive against the north. Powell was an ardent abolitionist, enlisted in the Union Army, and became



the commander of an artillery unit. On the morning of April 6, 1862, Powell's unit was camped at the rear of Grant's army along the Tennessee River. With the Confederate's surprise attack, Powell rushed to a section of the front that would become known as the Hornet's Nest for its bloody intensity of fighting. While Union forces elsewhere repeatedly fell back, only the Union stand at the Hornet's Nest prevented a disaster that would have destroyed Grant's army and lost the war. As artillery was critical to the Union stand at the Hornet's Nest and Powell was one of the few artillery commanders there, he played a pivotal role in the battle. The Union fought off one Confederate charge after another. Powell's unit moved westward several times as the focus of attacks shifted. At four in the afternoon Powell was in a meadow behind a peach orchard, protecting the crumbling Union flank, when he was wounded.

Henry Stanley, who would later butcher his way across Africa and help establish the brutal Belgian rule of the Congo and who couldn't understand why whites would fight for "half savage Niggers," was a Confederate private at Shiloh.

By matching the activities of Stanley's Company E of the Sixth Arkansas Infantry to Powell's movements, I determined that not only was Stanley at the Hornet's Nest, but that he twice charged Powell's exact position. Early in the day Stanley charged Powell's

position at Duncan Field, where he was knocked backwards by a blow in the stomach, only to find a bullet-sized dent in his belt buckle. At 2:30 in the afternoon Stanley, as part of a charge of the First Brigade of the Third Army Corps led by Colonel R. G. Shaver, focused on Powell's position in the woods. In his autobiography Stanley recalls he was charging through the trees when "...suddenly the world seemed bursting into fragments... How the cannon bellowed and their shells plunged and bounded, and flew with screeching hisses over us! Their sharp rending explosions and hurtling fragments made us shrink and cower..." These cannon shells were almost certainly John Wesley Powell's. In terror, Henry Morton Stanley turned and fled.

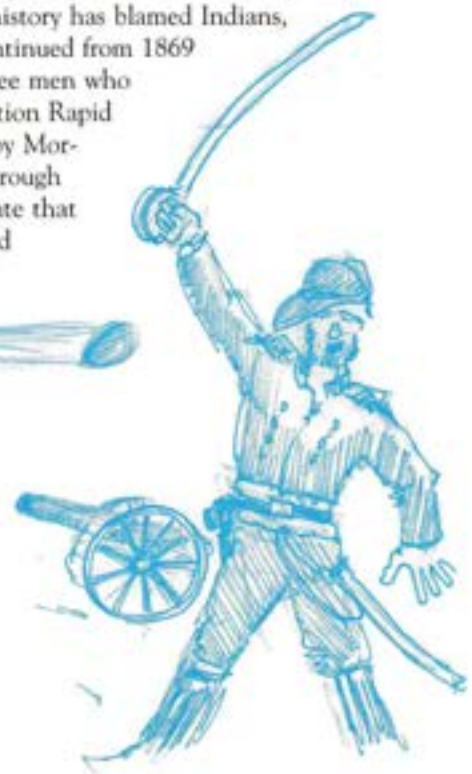
In his several books Stanley makes no mention of Powell. In fact, he credits his editor with initiating the search for Livingstone. But a recent biography of Stanley disagrees, saying it was entirely Stanley's idea, that his editor was indifferent to it, and that to insure future newspaper sponsorship for his Congo and other adventures, Stanley gave his editor credit. To me it seems no wild coincidence that Stanley conceived his search for Livingstone at the moment of Powell's death and reemergence. Even the vaguest newspaper mention

of Powell's day at Shiloh would have made Stanley realize that one of those faces he saw at the Hornet's Nest could have been Powell's. The sight an infantryman dreaded most was that of the enemy artillery commander's right arm being raised and lowered, which triggered a volley of cannonballs. Powell's arm had been struck while giving the command to fire. To the proud Stanley, it must have made an impression that even with only one arm, the man who had sent him fleeing in terror and disgrace could still outmatch his greatest fantasies of glory. I believe that Powell's triumph was a very personal and powerful motivator in Stanley's transformation from a newspaperman into a wilderness river runner.

There is one further, and haunting, echo of Shiloh's guns in Powell's story. The commander of Confederate forces at Shiloh was General Albert Sydney Johnston. Johnston's death in the first hours of battle doomed the Confederates to chaos and defeat. Four years before, following the Mountain Meadows Massacre, Johnston led a Federal expedition against the Mormons, which the Mormons bitterly resented. With the start of the Civil War the Mormons were

left alone for years. In isolated southern Utah the first Federal troops locals saw after the war may have been three men wandering into a remote town with the preposterous story that they had journeyed by boat through the Grand Canyon. It may have seemed more likely they were spies. Though history has blamed Indians, the suspicion has continued from 1869 to today that the three men who left Powell at Separation Rapid were actually killed by Mormons. If so, it was through incredible twists of fate that General Johnston and Henry M Stanley enacted their revenge against John Wesley Powell.

Don Lago



## Do You Want To B Hep?

Hepatitis B is caused by a virus that infects the liver. It is highly contagious during the four to six weeks before the symptoms of the disease appear and for a short time afterwards. In the United States, ten percent of all persons with hepatitis B develop some form of chronic liver disease. Common sources of hepatitis B infection are needle punctures from acupuncture, tattooing, injections of drugs and vampires. Hepatitis B is a lifetime affair. Once you are infected the symptoms manifest themselves, you usually recover but you are forever a carrier of the virus. No more blood donating for you.

If you are an international traveling sort of a person it might be a good idea to eliminate the possibility of getting hep B. A boatman doing river duties in Grand Canyon, however, is not at high risk from performing those duties. But if the clientele on your trips are predominantly acupuncturists, junkies or vampires, or have a lot of tattoos... you might think about some protection, or, changing companies.

An inoculation series is available through the Public Health Department or your physician—the cost is the same. One hundred fifty dollars and no cents is what you are going to be paying. The group rate is not an option.

The inoculation sequence is a series of three shots. One month after the first shot the second is administered and then the final shot is to be given six months after the first shot. The Public Health Department will

keep control of the series if you opt for their services. Your personal physician will probably let you take the series and can provide you with an explanatory letter so you can have some other health care personnel give you the subsequent shots. If you are in a foreign place you might want to carry sterile disposable syringes for this purpose.

Dan Dierker



## Sanderson and Sparks

(continued from page 1)

black and the white marble. They said, "If we come up with one white marble, we'll take him out." They were all turned black, and they all voted to leave him there, and so that's where Willy Taylor is today. I think that was back in '56, if I'm not mistaken. It's been a while.

I didn't even get involved until I was . . . I came up to Page, we had a little boy about two years old—that was old Hoss. He had a problem breathing over in Southern Cal. So the doc says, "Get that kid over in Page and get him some dry country." So we brought him up here and in about three days it just all cleared up. The doc said, "Hey, get out of here, go to Page, and raise the kid." So we did. I come up here and I eventually got in a thing called the Bureau Ranger in those days. Dog catcher and all that stuff. That goes back a while. That's when we first began building the dam.

But Dad was involved with the Bureau of Reclamation many years before. He had a crew that went down into the Marble Canyon dam site area. I got a lot of old 35mm slides that show the whole operation, where they run that cable down into the Canyon and how they brought those big old rafts, tied them together in a barge, put a diamond drilling rig on the top and went in on a big flood stage. Naturally, in those days before the dam, you get down... Well, up to 128,000 second feet, which they had in 1957. They had a little bit more water in 1958. It broke the barge loose, and naturally it went to the side and was buried. But as you all know, it's been taken out of the Canyon.

All of you have seen the old Bill Belknap river book, the guide book? Well, there's a picture in there that shows the old boat, Bert Loper's boat, where he drowned. My dad had a camp about 200 yards downstream—that's when they was working on that Marble Canyon dam site area. He had a crew in there, and they'd go in for ten days, then they'd come out of the Canyon for four. And they worked a "ten and four" type thing for a year-and-a-half. And it was during that time when Bert drowned. They never found him, but his boat washed up there, and Dad and his crew drug that boat up under that mesquite tree and tied it up. That was quite a complete boat back in the old days. As is most anything down in the Canyon, you know, as more people get touching it and whatnot, things go. But that was just a little bit of history down there.

I was fortunate, I was down there where I saw the



whole thing—I can't remember what color it was. I think it was a light green or something in those days. It had been there a number of years before I saw it. But it was quite compact—I mean, everything was there.

**Whitney:** Tell about bringing the Chinaman in from Flagstaff.

**Jerry:** My daddy went to Flagstaff, he was trying to find a cook that would come down in the Canyon and cook for him. He got this one guy that was a cook, but he also had a drinking problem. But he figured, "Well, we get him in the Canyon, he isn't going to be drinking." And the guy says, "How do we get down there?" Dad says, "Well, we have this cableway." He said, "You've got what?" "It's a big bucket on it. We'll put you in the bucket and we'll just let you down." And Dad bought him a bottle of whiskey, got him feeling pretty good, and told him what a great guy he was. He said, "I'll take it." (audience chuckles) In those days that cableway from the top of the Outer Rim, it goes down and it went down to the Lower Gorge. And then that's when you got off and then they had another cableway that went from the Outer Gorge right down to the river. That was a steep one. And it went across the river. And they had this barrel on the thing, and this guy had this big compressor and a pulley and all this, and he just let him down. He could also freewheel it—just kick the brake off and let it go, and it'd get pretty exciting. (audience chuckles) The guy got down there and he looked over down that Lower Gorge and "Nah," he said, "I quit." (audience laughs) So Dad broke out another jug of booze, they sat down and had a party. "Yeah, I'll try her."

Well, we had this young kid there running this compressor. He got him in this barrel, and he was hanging on, and he said, "Cut her loose and let me down." He started down, and he just kicked the brake off. That thing come wheeling down there, and just the smoke was a-going. Although he knew just when to put the brake on, so it didn't hit the wall. (audience laughs) This cook was sober when he hit the bottom! (audience laughs) He said, "You ain't taking me out of here! I'm gonna walk out!" (audience laughs)

But you can see remnants of it, the cable is still hanging down—there's one strand of it. The strand that you see is the cable that you could pull up and down. You didn't see the main cable—that was taken out. At that time, it was one of the longest single-strand cables ever erected in the world. It started from the Outer Rim and went down. That was the long one. It took them quite a while to put that in.

**Whitney:** How did Rod get in the business?

**Jerry:** Okay, when Dad was down in the Canyon working on that dam site project, Joan Staveley—is she here?

**voice in the crowd:** No, she's not.

**June Sanderson:** Did she leave?

**voice in the crowd:** Yeah, she snuck in, she snuck out.

**Jerry:** Well, you've heard of the old cataract boats.

Norm Nevills come down, and he stopped in and he'd spend a day or two with Dad at his campsite. In those days it was quite flexible. He had one of the boats he just had a boatman in. He said, "Rod, why don't you take some annual leave, jump in the boat and make a trip with me?" So my dad did. That's where it all started. He said, "Man, this is crazy! I gotta do this more!"

...The old days of river running were a lot different than today. In those days we didn't have many regulations.

**June:** None.

**Jerry:** If we wanted to build a fire on the beach, we'd just go out and tear out some wood (chuckles) and just build a big fire and have fun. Well, it wasn't too long before we realized that the Grand Canyon has a real fragile environment. And we found out we'd better start taking care of it. Thank you very much (aside about beer)...

**June:** Wait a minute, I have to interject here, okay?

**Jerry:** Jump in!

**June:** You guys think that. . . (to Jerry) And don't go away, because you've got to tell the rest of the story. And by the way, I'm June Sanderson, I'm Jerry Sanderson's ex. He sold me to Del Webb, and they sold me to ARA. I'm up for grabs! (audience laughs) Okay? If the price is right, call me.

Okay, when we first started. . .

**Jerry:** How much of that have you been drinking?

**June:** Enough to say "I'm up for grabs!"

When we first started running rivers, there were absolutely no Park Service regulations, no franchise fees, no anything. We went to Salt Lake to a meeting, we invited one Park Service person to meet with us over there. And then we told him what we were going to do. This is how it happened in those days. You didn't have to have a million dollars in those days to buy out another outfitter: You simply said, "Okay, I think I'm going to run the river." The Bureau of Reclamation wanted to send down some congressmen from California to view



Rod Sanderson  
photo: Bill Belknap

Marble Canyon dam site, which meant they wanted to go on a free vacation. So they came to Jerry and his brother and said, "Okay, if we get you some pontoons and some wetbags and some ammo cans, will you take these guys down the river?" "Okay, we'll do it." So when we got back off this trip, we had pontoons, and we had some wetbags and all this kind of stuff, in our back yard. We lived here in Page on Date Street, and we said, "Well, what do you think? Should we run the river?" "I don't know, I've never been down there." So we had this little office in the storeroom of my house. He wouldn't let me have any heat out there at all, so I put my name in with the National Park Service, and said, "Okay, we're going to run rivers." Our first river trip we ran ten-day, twelve-day river trips. Ninety-nine dollars. (uproarious audience laughter)

**Jerry:** You'd go broke!

**June:** We did everything. We went to the South Rim and picked them up, brought them back to Page, put their wetbags in the room, had food in the room, did all this kind of stuff. But in three years, we went from a completely un. . .

**Jerry:** It was \$225.

**June:** No it was not! (audience laughs) It was ninety-

nine dollars. That was the second year. This man is older than I am, he's senile! (audience laughs)

**Jerry:** Older, alright.

**June:** Anyway, what I'm saying is, that in those days, there were no Park Service regulations, there was no franchise fee. There was nothing! You just simply put your name in with the Park Service at the South Rim and said, "I want to run a river." Seven outfitters in the Grand Canyon.

**Jerry:** Shut her down for a minute.

**June:** I'm shutting it down for a minute. Go!

**Jerry:** In 1966, it cost us seventy-five dollars. We went through three areas: Glen Canyon National Recreation Area, the National Park—Grand Canyon—and Lake Mead National Recreation Area. It cost us twenty-five dollars a year for each one of those areas that we went through. So basically, our permit cost us seventy-five dollars a year.

**June:** Right.

**Jerry:** You could run as many trips as you wanted. It was fun.

**voice in the crowd:** Tell the (shuttle!) story.

**Jerry:** No, we don't have enough time. (uproarious audience laughter) There's some boatmen out here used to work for me. They could tell you some hell stories!

**June:** Right.

**Jerry:** But it would take up most of the evening. (several talking at once) Get McCallum. Get Dick out here. That guy's got some great stories.

**June:** Okay, one thing—and I have some stories too—he's going to talk, but I've got some stories about Tony too.

One thing I would like to say, I've been in this thirty-some odd years, dealing with outfitters, National Park, all this kind of stuff. It's the greatest bunch of people in the whole wide world. I look out here tonight, looked out here the last two or three days or whatever, and these guys and gals out here, I mean, there's a lot of them that are younger than my kids that have run rivers. And what I have heard from all of you, from people, about all of you, I should say, you are the future of the Grand Canyon, and I'm very proud to look out here and see what has happened for the last thirty, forty years, since I started out when there was nothing at all happening in the Grand Canyon. When we first started, we didn't really say, "Oh, we're going to save the Grand Canyon." We were going to run the Grand Canyon. Okay? But you guys have come along, and you're not only going to run the Grand Canyon and take people through the Grand Canyon, but you are also going to save the Grand Canyon for the future generations, way down the line. And I'm very proud of each and every one of



June Sanderson

you. Really and truly. (applause)

**Jerry:** I am too.

**June:** And now, Tony Sparks.

**Tony Sparks:** Don't go away, because there's another story that you have to tell.

**Whitney:** Get Tony to talk about when it came down. . . . The governor of New Mexico? Is that how you found out about it? Who took you to Lee's Ferry first?

**Jerry:** You tell yours, and I'll tell mine.

**Tony:** Then you're going to straighten it out?

**Jerry:** No, I'll just smile.

**Whitney:** Who brought you to the Ferry first?

**Tony:** In 1966, my uncle, who had been governor of New Mexico, had the concession down at Lee's Ferry, and wanted to sell it to us. At that time we were living in Long Beach, California, and we owned a parts house, which I had grown up in. I'd been doing it all my life, since I was twelve years old, working in the parts house. So he said, "Go out and look at it." We said, "We don't want to move to Arizona. What the hell are we going to do in Arizona!" He talked us into moving out here. We came out and looked at it, and decided to take over the concession. In 1967 is when we bought it, and moved to Arizona the beginning of 1968. Ended up starting in—we were going to run strictly a motel/store/service station/boat rentals, this kind of stuff, that we had down at the Ferry years ago, and that's all we were going to do. We weren't going to run river trips. We were going to sell to all the outfitters. Well once I got down there and realized that Ted Hatch would drive his trucks all the way to Vernal, Utah, to buy groceries, instead of buying them from me (audience laughs), I said, "This isn't going to work!" (audience laughs) So we ended up deciding to get in the river business. Now, June's got a story about this—I'll straighten her out every now and then—and Jerry, how we got started in the river business.

We'd run one trip. I built a frame. When I got there, there was one 33-foot boat left in what we bought from the concession. It was an old cotton boat. We turned around, rigged it out, Ron Smith came by, watching me, while I was welding up the frame, putting it together, and he says, "Boy, that looks like it's going to work great!" Well, unbeknownst to me (chuckles), the guy that ran it the very first trip we went down, stood in water about ten inches deep, because when we loaded the boat, I didn't realize at that time all the weight, everything else, ten inches of water. John Cooley—I don't know whether any of you guys even know Cool Cat.

**June:** Cool Cat Cooley.

**Tony:** But he ran the boat downriver, liked to froze to

death. It was September, the first trip we ever ran. The farthest we were going at that time was the Little Colorado. We didn't go any further—that was my trip. Three days to the Little Colorado. We were going to helicopter all the boats out, all the equipment got helicoptered out at that point. That's all the further I was going to run—let these other guys take the long trips—I could sell these for \$295, is what I sold a three-day trip for.

**June:** Big money!

**Tony:** These guys were selling eight-day trips for \$295 in those days. I said, "I can make more money at \$295 on a three-day trip, helicoptering everybody out, and get rich on this thing!" (audience laughs) Well, believe me, that isn't the way it worked out! (more laughter)

**June:** Sure it could! It was free!

**Tony:** After the first trip, I came back. . . . (to June) Go ahead, pick it up.

**June:** Okay, he comes down to the office, we're down on Vista Avenue, down where. . . .

**Tony:** Where the church is now.

**June:** Well, he walks in and says, "I've got this river trip coming up. I've got this deal with. . . ."

**Tony:** Look Magazine.

**June:** Look Magazine. "Got these guys coming in. . . ."

**Tony:** They came into Lee's Ferry, and they said, "When could you run another trip?" We didn't know the guy was the publisher for Look. And he also had the photographer with him. He said, "When could you run another trip?" I told him, "NO problem."

**June:** "Any time!"

**Tony:** NOoo problem. We'd just come off the other one, two days before. It was a disaster. "No problem, we'll run anytime you want to go." So he turns around and says, "How about"—he called us back and said—"next week." That's when I came up with these guys.

**June:** He said, "Fine, I'll take you." He walks in the office down there he says, "June, I'll tell you what: I'm going to go into the river business. All I need. . . . I need a couple of things from you, just a few things. All I need. . . . I need a boat" (audience groans) "I need a unit [Sanderson frame], I need an ice chest, the whole bit, you know, two boats. I need your menu, I need your packout list, I need a pilot, I need two crew. Outside that, I'm all set."

**Tony:** What I had was passengers! (laughter)

**June:** I said, "No sweat, Honey! We'll get it for you."

**Tony:** That's exactly what they told me. I walked in that office and they both looked at me, and they said, "Hey, instead of trying to revamp your old frame, let me give you my equipment."

**June:** Our boats.

**Tony:** We painted out Sanderson's name on the side of it, we put "Fort Lee Company" on it. And if it had not been for these two—without a hesitation, never charged me a dime, "Free. Come get it. You've got it." June went with us on that trip, and Gene Kerner.

**June:** Gene Kerner and Cool Cat Cooley.

**Tony:** They sent Cool Cat down, and we ran that very first. . . . It never came out in Look—Look went bankrupt about six months later! (uproarious audience laughter)

**June:** And so did Sandersons! I mean, you know. . . . But anyway, he goes, "Okay, get all this stuff together. Okay, come on down to the Ferry." I go down there, I'm going, "Oh, holy shit!" I mean, nothing's together. I look over and I said, "Well, your passengers, did you give them a clothing list? Did you give them this [and that]?" "No sweat, June. Don't sweat it." So I'm standing down there, Gene and I are standing down there, we're looking at this rig that is like, "Oh my God, it's not put together right!" I look over, and here comes these dudes headed toward the boat. Now we're talking about boots, these suede boots—suede! Suede jackets with fringe hanging off the back of them, Levis. . . . I mean, we're in October. Now, as each and every one of you know, the least amount of clothes you have on in the Grand Canyon, the warmer you're going to be, right? Okay. So I say. . . . (laughs) "Am I going to take care of you!" Right? Okay, where's my scissors? Two days out, or a day out, I've got all their \$200 pants cut off up to here, I've got their suede jackets in the hatch, you know, and the whole bit, and we're all playing spoons. "Da-da, da-da, da-da, da-da." We're jumping around the beds, because it's October, and we're freezing our ass off, and thank God, in those days, we could build bonfires and sleep by them, or it would have been a disaster. And then we get. . . . I had never gone out the Little Colorado.

**Tony:** Well, nobody had. . .

**June:** . . . in a helicopter. I mean, I'd never taken units out. We get to Little C, you're de-rigging the boats, okay. Okay, we're going to take these out. I'm going like, "Holy shit!" I mean, these units are swwwiiiiinnngggg, you know. What about the downdraft? Oh my God! But I was young, I didn't care. Now, a downdraft, I will not fly, much less run the helicopter! But this was an awesome thing in October, an awesome thing for him.

But in those days, all you had to do, to start a river company, was go to another river company and say, "I've decided I want to run the river." Okay? Now, you look around and you say, "I wish I had

bought a river company in 1960, because there's no way I could afford one now."

**Jerry:** One thing I want to bring out: They keep bringing up this John Cooley, or they call him "Three C," Cool Cat Cooley. I took him down as a swamper the first time he'd ever been through the Canyon. To show you what kind of a guy he was, his next trip, he had his own boat! (audience laughs)

**June:** In those days, everybody had their own boat.

**Jerry:** We had this two-boat run, and we got down to Bedrock, I said, "John, you take her first." (huge audience laughter) He made it right, but he got caught in that great big eddy. He was in this thirty-three-foot boat, and the motor is humming, it's cavitating, he's just going round and round. And he told everybody, "If you guys want to get a picture of the next boat coming through, you'd better get it now," he says— "I can't hold this thing in here much longer!" (uproarious audience laughter) Totally out of control!

**June:** And cameras came out, and "click, click, click, click, click." And they didn't get anything!

**Tony:** This all, all of a sudden, starts flashing back. But it reminds me of the first trip we ran downriver. After we did that trip with June, the next year we decided we're going to be in business. So now we put out brochures, we do all that stuff, build up some frames, and now I'm looking for a boatman. And Clair Quist comes into the Ferry. (audience groans) And he says, "I don't know anybody for sure, but maybe I can get my brother." I don't know how many of you guys know Bob Quist. (uproarious audience response) He says, "I think I can get my brother Bob to come down and run a trip." I said, "Has he ever been in the Grand?" He says, "No, but he knows how to run a boat." We put Bob on a boat, he takes off, and we tell him, "Stop at the Little Colorado. Don't go past the Little Colorado. That's as far as our trips are going. Bob, the biggest canyon coming in on your left-hand side is the Little Colorado. Stop there." Bob gets down there, finally, pulls in, and he stops. Later on, I can remember Bob coming back to me, when Western boatmen started coming in, some of the guys that Jack Curry was running, that hadn't had but, I don't know, six trips, eight trips down the Canyon. He said, "These damn guys don't know what they're doing!" I said, "Bob, do you remember the first trip you took? with no trips in the Grand Canyon at all?" And Bob, the very first one he ever ran was a commercial trip, in the Grand Canyon. And that's how technical it was with the Park Service in those days.

**June:** Right. (audience laughs) It was not technical.  
**Whitney:** How many trips did you run down to Little Colorado?

**Tony:** We ran them down there for about three years, and hauled them out. And then I started running a three-day and a six-day. I'd trade people. Everybody would go out at the Little Colorado, and the new ones would come in. And we had a couple of really close calls with the helicopters, and I finally said, "Hey, guys, we're going to kill somebody down here. You know, the boatmen, the people, or whatever..." I said, "Let's quit this." And that's when I ended up just running eight-day trips, canceled out that Little Colorado. The guys that came in those days were all Vietnam pilots, and these guys thought they could fly anywhere until they got in the Grand Canyon. And believe me, every one of these hotshot pilots, when they got in the Grand Canyon where the confluence comes together there, with the wind swirling around—I can remember the guys saying, "Where's the pad?" And I'd say, "It's right down over there." And he'd say, "You've got to be shitting me!" (audience laughs) Every one of them said the same thing! They'd come in around this way, they'd circle around that way. The wind would be blowing one way. By the time they came around the other way, the wind was blowing the other direction. I mean, it scared them to death!

**Whitney:** You built that pad?

**Tony:** Yeah, I built the pad. We spent three days down there.

**June:** It's like all those times with Tony—we were based in Page, and all the other outfitters coming through: Ted Hatch, Ron Smith—you know, like everybody...it was like one great big thing, because we were down on Vista, everybody came in, "I forgot a motor, I forgot a motor handle, I forgot bungee, I forgot this, I forgot that, Can you do this for me?" And in those days, it was just all one great big conglomeration. It took every single outfitter—seven or twelve or whatever we happened to be at the time—to get trips off the Grand Canyon. And we just all simply worked together. This is the same thing that we do today. And I want each and every one of you here tonight to know that as Wilderness River Adventures, formerly Sanderson/Fort Lee, whatever it takes, if you ever come to Page, Arizona, you need anything at all to get your trips on the river, no matter what it is, don't hesitate one second to call me and ask for anything, because I am a river runner.

**Jerry:** You got a whole boat and a rig? (audience laughs, whistles, and applauds)

(continued page 32 ... but you might want to read the Bob Quist story first)

## Bob Quist

*We hate to interrupt a good story but there's another version of this tale you need to hear... (from a panel discussion at the GCRG Fall Meeting 1993, held at Ken Sleight's Pack Creek Ranch in Moab, Utah. Bob wasn't going to tell this one at first but Brad, who'd heard it before, coaxed it out of him)*



Bob Quist

**Bob Quist:** My first trip with Tony Sparks was in 1969. He had offered me a job that I couldn't pass up. I mean it was so much money that it was unbelievable.

**Brad Dimock:** So much money... how much money was "so much"?

**Ken Sleight:** More than I was paying him.

**Bob Quist:** Way more. (laughing) It was fifty bucks a day. But you've gotta understand that Grand Canyon boatmen were few and far between. Hatch had the lock on Grand Canyon boatmen. You know there were outfitters that did it. But at the same time the outfitters were the boatmen.

Tony was into the "triple thrill" trip. From Lee's Ferry to the Little Colorado, helicopter ride out, and then you got to look at some Indian ruins on the drive. Of course this was on the rez. You got into it from Cedar Ridge and so you can imagine... I mean if you've never been in that country, that's another world. That ain't the same world as we live in.

**Brad Dimock:** That's the third thrill.

**Bob Quist:** Yeah. The third thrill. So we got old Woody to build a frame that we could—we were going to helicopter everything out at the Little Colorado, the whole schmeer. The boats...every-

thing. So Tony and I went down there and we built this pad. And the deal was, it was on the Indian rez so the Park Service couldn't mess with us. But the Park Service insisted that the pad and the helicopter and everything else was three hundred feet above the historic high water line, which was the Park Service claim to the land, and the Indians were claiming halfway out to the middle of the river as I remember, and it was a big battle royal... so we go down there...

**Tom Moody:** But it didn't seem odd to you to have to carry a '33 [700 lbs. of rubber, alone] up three hundred feet above the river?

**Bob Quist:** Well, Tom... fifty bucks a day. (group laughter) I was driving a tanker truck in Salt Lake at the time for about \$2.35 an hour. You know, delivering oil fuel. I mean it was like "HUH? Yeah, you bet." Clair was down at Lee's Ferry rigging out a trip earlier for, I think Don Harris. Or maybe for Cross. And Tony tried to hire Clair. Clair said "Naaah, I don't think.. (laughs), for fifty bucks a day... I don't believe..."

**voice in the crowd:** But here's my sucker brother!

**Bob Quist:** (laughing) "—But I've got a brother in Salt Lake who is an old time river runner. Been running trips with Ken Sleight for a thousand years. And he'll... he'd work for fifty bucks a day." (huge crowd laughter) So we go down there we carve this—I don't know if you've seen that pad down there—(crowd answers "yes") we carve that sucker out, we drilled some bolts into the Tapeats Sandstone and we put up this big L-frame winch thing. With the whole idea that we could extend this far enough over to the beach and literally de-rig everything and pick it up and take it up to the pad and hook it onto the helicopters.

So Tony hires Sandy Nevills' husband Woody to weld these frames together, and he gets the tubular square steel, the hardest carbon steel he could buy and he says "build us this frame". And I show up on the scene early in the spring and this guy is gas welding this moly-carbon steel together. And I—"God, I don't know a lot about welding. But are you really sure this is the way to do this?" (laughter) "NO problem. NONE whatsoever." (more laughter) So we build this frame that's about ten, twelve foot long and then do the old Sanderson rig with a tube down the middle and a tube on either side. And no gussets on the frame whatsoever. Just this straight frame. And, and I told Tony... I was very honest with him about this, I says—

**Dan Dierker:** This sucks?

**Bob Quist:** I says "Tony... I've been running rivers all my life but I don't know a f@% thing about Grand

Canyon." (huge laughter) "I hate to tell you this, but I followed John Cross down through here a couple years ago, and I've been on a trip with Ken... I can't really remember anything." (laughter, Bob shakes his head and grins) "NO problem."

So I take off on this trip, with this boat. Customers, we've got paying customers. We've got a reporter from Phoenix. Probably eight customers. Liquor to order. Everything was first class. And, God, we make it down to Soap and I'm feeling pretty proud. (big laughter) We dive off into Soap and I'm just having a good old time, because I kind of vaguely remembered Soap, and there wasn't anything, you know, just some big waves down there. And halfway—the middle of the rapid—two of the arms that are supporting this frame just break. Literally break off. The whole basket sinks down into the river. Rips, as it goes down, it rips a four foot hole in the back of the boat. And I'm standing in water up to here (indicates his chest). And I'm going "Oh chit, man." And here my running motor is totally, completely under water. My spare is under water. And I don't have a clue. (laughter) I know we're in trouble, but other than that... So I get, finally at some point go swimming for the motor that's on the transom, because I'm thinking if we hit anything going backwards and that motor is still on that transom it's really going to hurt. And I manage to get that off. Meanwhile we wing through the next two little rapids. Whole time everything is totally out of control. Nothing to do. Finally we hit a little back eddy and somebody, one of the passengers as I remember it, swims to shore with the bowline. And, god, then we proceed to start repairing the damage. Drying the motor out. Getting the frame built back up and doing one thing or another.

**Dennis Silva:** So in those days you brought oxyacetylene along? (laughter)

**Bob Quist:** There was lots of driftwood. You'd be amazed at what you could do with driftwood and just a little imagination. We managed to—I think we camped that night somewhere above House Rock. And I didn't know where the hell I was. I had that old Buckethead Jones scroll map... We put her back together somewhat. Next morning I dive right into the hole in House Rock and bust the whole @#% thing again. Major repair. I got three days to get to the Little Colorado. This is morning two. And I remember... You know somehow or another I had confused Unkar with Nankoweap. I'd gotten Nankoweap somehow screwed up with Unkar, and I remember walking the whole length of it [Nankoweap], to scout the rapid. I mean I was totally... the whole trip was... and this guy, the

reporter on the trip, he was pissed. He was on my case like stink on... 'cause he'd figured out that I didn't have a clue. And this other guy, who was one of the paying customers, he thought I walked on water. "Oh god, if it wasn't for you we were going die down there." This is—we're talking mid-June and not another boat on the river. That was 1969, so you can see how much it's changed down there.

So we finally get to the Little Colorado and by then I am so flaked out, spaced out, screwed up, I don't know whether I'm coming or going. I actually make the turn and start (huge laughter) down into the rapid. And old Dave [the swamper] was the one who says "Hey there's the pad up there!! Remember!! We built that!!"

I turn the boat around and actually motor it back out, and get it back up to the beach, and we're standing there just going "Oh my God," you know. "It's finally over." And the helicopter comes in and this is where Marv [Jensen, the old head of the river unit, who is present] enters the story. The helicopter comes in, lands at the pad—we're going "Oh man, we're saved." And the first person I see get out is this Ranger. He comes down and he says "I'm here to assure that you helicopter this thing out at the three hundred foot high water mark."

I guess the last of the story is the last thing we'd hooked up... I don't think it was the boat, I think it was the basket. But we had it heavily loaded, and we'd hooked it up to our big winch thing and we're sitting there cranking on this winch... and the whole #@% thing rips out of the sandstone and comes crashing down the hill. (laughs) And missed my head by that far, that part I remember... (crowd laughs) Tony is sitting there going, cause he flew in with the helicopter and he's "What are we going do now?" And I'm looking up at the Ranger sitting there, he's going "Three hundred feet." (More crowd laughter)

**Marv Jensen:** My kind of guy.

**Bob Quist:** I mean it's just... there's no way. There's no way! I finally go up and we talk to this guy for... I mean forty-five minutes, and I says "Just look at that boat! WE CAN'T TAKE THAT BOAT THROUGH THE CANYON! I mean, it's obvious. (Bob shrugs, big crowd laugh) He finally says, "Well okay you can helicopter it off the beach. But don't you let anybody else know that I gave you permission to do this."

And we helicoptered everything off the beach, got back to Lee's Ferry and I'm going "Oh man, I don't know if I really want to be in this profession anymore..."

**Clifford Rayle:** You have to know that the mortality

rate on the helicopter pilots at Phantom was only about five months... no joke.

**Marv Jensen:** Well that was on the pipeline. Yeah, they lost a number of helicopter pilots on the pipeline.

**Bob Quist:** And the whole time that pipeline was being rebuilt it was great times for the boatmen, because Phantom Ranch was really a wide-open concern at the time.

**Tom Moody:** Social spot.

**Bob Quist:** Yeah. You could bum over and grab a chopper ride up on top regularly if you knew the right people... But it was so damn much fun trying to put this thing together, and then going "Holy #@#! Did we screw up!" And nobody... everybody was experimenting. Everybody was trying something new. Everybody was...

**Clifford Rayle:** Testing new equipment.

**Bob Quist:** Testing new things. And plus the fact... there again, you talk about involvement of the customers. Ninety-five percent of the customers were very involved. (laughs) "We're de-rigging today!"

I mean it was such an adventure because there was nobody doing anything like that. You know, there was nobody down there.

Lew Steiger



Grand Canyon River Guides

'94 T-shirt design

## Sanderson and Sparks (continued from page 29)

...I don't want to take up much more of your time, folks. I want you to all have a good time.

**June:** Thank you. (audience applauds and whistles, dog barks his approval too)

**Whitney:** Tony's got a couple more stories. . . .

**Tony:** I do!!

**Whitney:** At least! But one that came to mind was, you all know the *Brandy Joe*, the boat in the Lower Canyon that picks up trips—tell 'em that *Brandy Joe* story.

**Tony:** The *Brandy Joe*, when Ron Smith first built that boat, Dean Waterman has since added about eight foot, ten foot, to it—whatever he put in the middle of it. But Ron Smith built that boat. He brought it down to Lee's Ferry one day. It was November, I think is when it was. He brought the boat down there, and he had two brand-new, 115-horse Mercs on the back of it. And he said, "Come go. . . ." There was nobody at the Ferry.

During the summertime—this is another story—

during the summertime, everybody would come in there, and they'd be hauling cases of beer and cases of pop. People used to come up to me and they'd say, "You've got to be making a fortune here!" But they didn't realize it only lasted for about an hour-and-a-half. The boats were gone downriver, and the rest of the day there wouldn't be a soul come into the place.

So this is October or November—I think it was November. Ron comes in with the boat, we get a six-pack of beer, and he says, "Come go with me. We're going to run it upriver. We're going to break these engines in." Brand new engines. So we run upriver, we drink the six-pack, we come back to the Ferry, and he says "Why don't we get some more beer?" (audience laughs) So I don't know whether we got a couple of six-packs, a case, whatever it was. We ran back up. He says, "Let's go downriver a little ways." Now that's—totally illegal. We could not go past the Paria with a power boat, or motorized regular hard-hull. We started off downriver, we run down through the Paria, run through Cathedral. We get down to the head of Badger (audience laughs) and we're sitting there. Ron turns the boat around, and we're just idling, and he says, "You know, I'll bet ya... we can get that thing through and back up." (uproarious audience laughter) I'm talking two six-packs, maybe three now, and I said, "I KNOW we can!" (redoubled audience laughter) We turn around, we start down through the rapid, which is no problem. Ran down through it, turned around and made a couple of loops below, Ron starts back up, and to this day I know he did it wrong—I could have done a better job. (audience laughs) He turns around, starts back upriver, and he gets that big black rock in the middle of Badger that you all know. Sheers off both the lower units: one completely is gone, the other one is busted. But it did work—it worked long enough that we could get the boat to shore. Tore a hole in the bottom of the *Brandy Joe*, it's leaking, floorboards are starting to get wet. We power over to the shore, we turn around, and we said, "Now what the hell are we going to do?" (audience chuckles) Two of us are down there, we hike out Jackass, turn around, go up, call the shop, get Joe Baker, he turns around, brings some more lower units, we hike back in, they bring a boat back down, stop at the head of Badger, repair the units, get them back together again, Ron takes them out to test them, by himself. He's going to run the boat around, just to see if it runs. He decides he's going to make an upriver run now. He sheers both of them off this time! (audience laughs) We had patched the hole—we had to tear all the floorboards out to patch that hole. He tears both



Tony Sparks



lower units off, now he's got to paddle ashore. He does make it over to shore, we turned around and we hiked back out again. (audience chuckles) Now this isn't a day, this is a period of probably a week. (audience laughs) I can remember Sheila saying at the time. . . She says "Ronnnn..."

**voice from crowd:** How many six packs? (audience laughs)

**Tony:** And it snowed on us! (audience laughs) That's why I remember it was November, it was snowing on us when we were down there working on it. Ron turns around and puts two jet units—buys those jet adapters for the outboards. We had to raise the transom up—that's why it took a week to do all this—raised the transom up, put the jet units on, he gets Bob Smith out of North Fork, flies him down to put him in the boat to run it back upriver. (audience laughs) Ron had all the fun he could stand! And Sheila said, "You know, Ron. . . ." In those days, they were really close together.

**June:** Yeah.

**Tony:** But after that. . . . Like I said, it took eight to ten days. We didn't even want the Park Service to know we were down there. We weren't allowed. Both of us got concessions, and we don't want the Park Service to know that we're down there, because we're going to be in trouble. But anyway. . . It did come out. (audience applauds)

**Whitney:** Jerry, would you come back out here for a minute? We haven't even scratched the surface with you.

**June:** Come here.

**Whitney:** I mean, there's got to be a few landmarks. Tell us about your first trip.

**June:** Tell about the first trip you made with Tunney, with the wives and the whole bit, when we first started. You gotta tell that story.

**Jerry:** Years ago (chuckles), as time went, the Bureau of Reclamation thought these power dams in Grand Canyon were going to be a big thing, you know. You've heard about the old Marble Canyon dam site, and Bridge Canyon dam site and all. After Eisenhower had already authorized Glen Canyon, soon after that they was doing some research on putting a big high dam at Bridge Canyon. Boy I'm glad that baby didn't go in! That would have backed water up a lot of miles within the Park.

But anyway, there was a lot of congressmen in Washington on the Interior Committee. They wanted to get down in the Canyon and see for themselves. And so I took Gene—that wasn't Gene, that was his dad (chuckles), he was that boxer—but it was his son who was a congressman out of California. He's a nice guy. We run him down the Canyon, and had quite some experiences down

there. Those were the days that I was still learning. (slight chuckles from audience) I was going to camp at the head of Hance, but when I was half-way through the rapid I realized I'd really screwed up. (audience laughs uproariously) I said, "Folks, we're going to be in Phantom a day early!" (audience laughs) That was just one of my problems. That was a fun trip, but I was a real rookie in those days.

Prior to that, I'd go down the Canyon with my dad. Well, he was leading the trip down and I was just one of his boatmen. I didn't know what rapid was around the bend, I just did what my dad told me to do. Well, when he passed away, all of a sudden I said, "Well, the river running is over." It was kind of like this was my dad's canyon. I said, "I'm not going to run any river trips." But that phone just kept ringing, and it just kept ringing. "Jerry, we gotta do one more." The next thing I had them old power boats [16 foot aluminum] backed up in my garage up there, a little carport, and I was working all winter on them—those days when I was a cop, getting paid. I said, "I think we can get another run out of them." Anyway, that's how it started out: with family, and then friends, and friends of friends. Pretty soon we got to the point and I said, "You know, I think a guy could make a buck down here." But you couldn't do it in them power boats, because I'd take three people per boat and I had three boats. We had to have gas packed in to Phantom Ranch by mule. We had to have gas packed in at Whitmore. Bundys were great at that. Even in those days I was paying about \$1.20 a gallon. (audience chuckles) I felt, "Gosh, if I can break even, we had a heck of a time."

**Whitney:** Was that old Chet Bundy?

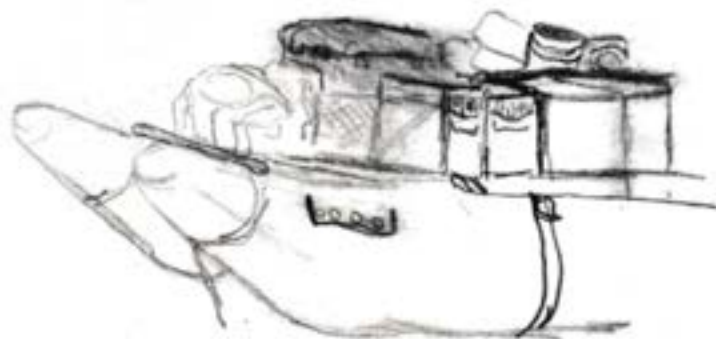
**June:** Yeah, Chet Bundy.

**Jerry:** Yeah. It was in—1965 was the last year that we run the power boats. They got to the point, and I said, "Well it's 1966, we got to go to the baloneys and we can take more people." But the most important thing is, we can take everything with us through that Canyon. I didn't have to have any outside help coming in. It got to the point where we decided the only thing we're going to leave down there is just footprints in the sand. And I think that's about what it is today, and that's how it should be.

**June:** I don't know how many of you remember, or how many of you ran the Grand Canyon when. . . . back in the days when Phantom Ranch—they did not have mule restrictions. Your people went out, it cost you twenty-five dollars per mule to get your people out of the Canyon. And you could actually negotiate with the seven or twelve other outfitters down there. You bought,

you'd say, a lot of twenty-five mules, or whatever, and if you didn't use them, you could sell them to another outfitter. But you'd pull into Phantom Ranch, and you could actually camp on the beach right there. And then we had it set up to where we had dinner at the ranch for all of our people, which gave our guys a night off. And the crew would all go up and help do dinner at the ranch. Everybody stayed there. I mean, all the people stayed there, but we all were able to camp out on the beach, because there just were not that many people in the Canyon back in those days. You could actually do that. Our people camped on the beach, we didn't have to have cabins, we didn't have to have anything, so we could go in there, spend the night, have dinner, our people got to eat, our crew got to eat, our people either got to hike out early in the morning, or take the mules out early in the morning...

...One thing I did want to say: There's another outfitter who is not here tonight, but he has some representatives over here, Bill Diamond. Bill Diamond worked for us at Sanderson River Expeditions way back when, and as everybody knows, they have their own river company now, which is fantastic, like every river company in the Grand Canyon, as far as I'm concerned is fantastic down there. But way back when we first started and Bill was running for us as a pilot still, he convinced Pat, his wife, to go down. Now, we had a trip going out that was all congressmen: there was Morris Udall, there was Roger C.B. Morton, there was a whole bunch of them that said, "Holy Mother of God!" when you went over Lava and all this kind of stuff—made up all these stories as far as the river goes and decided they were not going to dam up the Grand Canyon. But we were down there on this trip with the congressmen—this was the first trip that Pat Diamond had ever gone down with us. And we get down to the beach one night—and of course in those days Sandersons did every single thing for their people: we took all the plates, we set up everybody's camp, we cooked their dinner, we washed their dishes, we did everything, everything. The only thing we didn't do was go back East and bring them out here. We went to the South Rim



and got them, brought them here, took them back to the South Rim, every single thing in the whole wide world. But we were down there, and it was a fast trip: it was a six-day trip to Whitmore, helicopters coming in. It was a bad trip. Helicopters came in with newspapers for these congressmen, with messages, and all this kind of stuff—ice, and the whole bit. In those days you could actually go into the Canyon with helicopters at any time—especially if it was a congressional trip. And Pat who had never been down the river—and like I said, it was a six-day trip to Whitmore, it was a fast trip still. And we get down there, we're on the beach one night, and we're trying to get dinner, it's late, we got the generator running, we got the lights set up on the poles and the whole bit, and Patty is looking at Bill and she says, (laughs) "You sorry son-of-a-bitch! You knew what it was like and you brought me anyway!" (audience laughs uproariously)

I'm through talking, I'm going to have a beer. Thank you very much. (audience applauds)

**Jerry:** I'll tell you just a quick little story about Cool Cat Cooley.

**June:** He's got to get the last word in.

**Jerry:** Years ago, the South Rim, they were having water problems, running out of water. And so they were trying to run a big water main down from the North Rim, going to the Grand Canyon. I'm sure most of you all know about it, where it goes up the wall and everything. Halverson Construction out of Washington got the contract. They had a lot of these chopper pilots coming in. And Cool Cat, we got down to Phantom, we had to lay over a night because we had a changeover, and he got to know one of these chopper pilots. And he said (chuckles), "When you come back down, could you bring me a jug of Jack Daniels?" He said, "Sure!" So he paid him and a few hours later, here come the chopper and Cool Cat got his jug of Jack Daniels in a brown paper bag. And back in the old days, they had a swimming pool there at Phantom.

**June:** Nice.

**Jerry:** It was all rocked up and used to be kind of nice, but the Health Department said, "That's not healthy. Fill it in." Well before that, they had a little water fountain out there, and old Cool Cat, he stuck that jug under his arm, and it was pretty hot. He just leaned over and he was getting a drink. As he did, J.D. just slid out of that paper bag, right on the concrete, and just exploded. (audience groans) One of them mule skinnners walked by and he took his hat off and asked, "Was it full?" (audience laughs uproariously) Cool Cat played like he didn't even hear him. Picked it up, and he just walked off.

Lew Steiger

## Discounts to Members

A few area businesses like to show their support for GCRG by offering discounts to members. Here are the ones we're aware of:

**Expeditions** 779-3769  
625 N. Beaver St. Flagstaff  
Boating Gear  
10% off merchandise to members

**Cliff Dwellers Lodge** 355-2228  
Cliff Dwellers AZ  
10 % off meals to members

**Teva Sport Sandals** 779-5938  
N. Beaver St. Flagstaff  
Approx 1/2 price to boatman members  
Pro-deals upon approval (approx 1/4 price)  
Ask about our winter new products testing program- ask for Adam Druckman

**Dr. Jim Marzolf, DDS** 779-2393  
1419 N. Beaver Street  
Flagstaff, AZ  
10% of dental work to boatman members

**Dr. Mark Falcon, Chiropractor** 779-2742  
1515 N. 4th, Suite C, Flagstaff  
Complimentary consultation and \$20 first session

**Sunrise Leather, Paul Harris** (800)-999-2575  
15% off Birkenstock sandals. Call for catalog.

Businesses offering discounts to licensed guides:

Marble Canyon Lodge  
Vermillion Cliffs Lodge  
The Edge (Flagstaff)  
Aspen Sports (Flagstaff)

## Public Announcements

I'm the recipient of a NEH Humanities Fellowship to study the experiences of the "First One Hundred" through Grand Canyon. I'm searching for journals, transcripts, tapes, photos. Please respond to: Tom Byrne, 223 Riverview Drive, Durango, CO 81301; (303) 385-1493; FAX (303) 385 1493.

Scott Davis' CEIBA Adventures has moved to Flagstaff. You can reach him now at P. O. Box 2274, Flagstaff, AZ 86003. (602) 527-0171 Fax 527-8127

## T-Shirts

This is the pocket design on the T-shirt! Turn to page 31 to see the shirt's back panel. Order below.



## Care to join us?

If you're not a member yet and would like to be, get with the program! Your membership dues help fund many of the worthwhile projects we are pursuing. And you get our lovely journal to boot. Do it today.

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## Andrew

I made the mistake of wandering downtown the other day and found the rumor mill nearing meltdown. **Drug dogs at Lees Ferry!** Several men and a drug dog were on the ramp yesterday! People were searched! Boats were boarded... No, boats weren't boarded... It was real low key... It was a bad scene—everyone was real uncomfortable... No one was searched... It was a surprise to the Lees Ferry rangers...

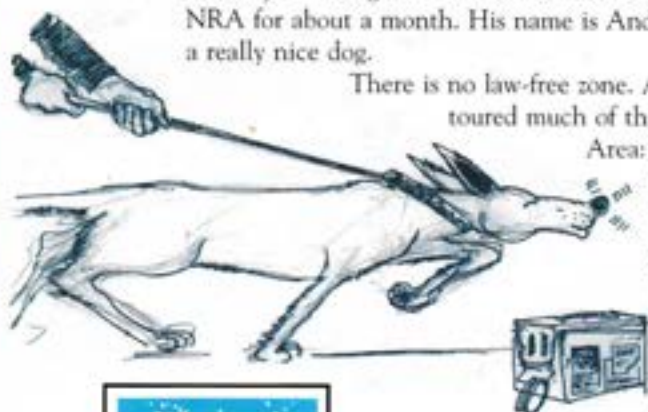
I spent the rest of the day on the phone. Toward evening I got a call back from Tommy Lee, Chief Ranger for Glen Canyon National Recreation Area. She filled me in on the nature of the June 13 operation.

Yes, there was a drug dog on the ramp yesterday. He arrived with his handler and personnel from Glen Canyon and the Coconino Sheriff's Department. It was low key. Everyone was very polite. No one was searched and no boats were boarded, although most of the boatmen welcomed them.

No, Grand Canyon National Park personnel were not informed prior to the operation, nor were Glen Canyon personnel. In security operations such as this, only those who need to know are informed.

No, there is not a perceived drug problem at Lees Ferry. It was not directed at the boatmen or the river industry. The dog has been on loan to Glen Canyon NRA for about a month. His name is Andrew and he's a really nice dog.

There is no law-free zone. Andrew has toured much of the Recreation Area: federal buildings, concessionaires, employee



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dorms, and so on. Glen Canyon hopes to acquire a permanent dog and handler in the future.

No, there was not "probable cause" for a search. None is needed to have a drug dog in the area. However, had Andrew "alerted", that would have been probable cause for a search.

And yes, we might expect to see Andrew again on an irregular basis.

Stories differ on how well the operation was received, from very positive to very negative, and on Andrew's other visits in the area this year. But is that really the point?

One of the greatest values Grand Canyon has to offer us is a perspective on the human condition, through total immersion in this stunningly natural area. It illuminates the striking contrast between the craziness and paranoia of modern city life, and the simplicity and richness of living under the stars. Isn't this a place where we should be trying to focus on the resource rather than importing inner city enforcement techniques? Would a walk-through metal detector on the ramp be any more inappropriate or absurd?

The Park Service is one of the most destitute branches of a nearly bankrupt government. Officials in both Grand Canyon and Glen Canyon have told me there is not a perception of a drug problem on the river or at Lees Ferry. So, really, isn't there a higher priority for the considerable funds being used for Operation Andrew?

With the many major problems we have to deal with on a shrinking microbudget, let's not devote our time and monies to searching for, or creating, new problems. Let's put our highest priority back on protecting the resource and helping people enjoy and understand it. Let's put *Park and Service* back in the National Park Service.

Brad Dimock

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