

The Oregon Whitewater Association brings private boaters together for the enjoyment of whitewater boating. Our vision is to promote whitewater safety and training for all of our membership in an effort to provide safety awareness and confidence when executing river rescue skills. OWA is the community of choice where fun and river adventures thrive and where people and rivers connect.



In This Issue

<i>Rogue River Trip Report</i>	1
<i>River Tip</i>	2
<i>OWA Contact Info</i>	2
<i>President's Corner</i>	3
<i>Molalla River</i>	6
<i>Recipe of the Month</i>	8
<i>River Safety</i>	9
<i>Holiday Party</i>	13
<i>Wild Rivers Night</i>	15
<i>Knot of the Month</i>	16
<i>Wilderness First Aid</i>	17
<i>OWA Trip Calendar</i>	18

2014 OWA Rogue River Veteran's Day Trip

Submitted by Ann Stephenson

Here's a brief report on this year's Veteran's Day weekend Rogue River trip. We all met at the put-in at Grave Creek Saturday, November 8th in morning to load up boats and have a safety talk. There were thirty participants on this year's trip, with a good mixture of river craft. There were fifteen rafts and catarafts with half a dozen passengers, eight hard shell kayaks and one inflatable kayak. This was a nice ratio of rafts to kayaks for hauling gear and setting safety. We also had a mix of Rogue River "veterans" and others who it was their first time down. The flows were steady and moderately low (around 1400 cfs at Grants Pass over the weekend), making it very manageable.

Continued on page 4

December Club Meeting

The Central Hotel
8608 N Lombard Street,
Portland, OR 97203

**Wednesday,
December 10, 2014
from 6:00-8:30 PM**

Holiday Party and White Elephant Gift Exchange!

Fun for all! Share and listen to river stories and indulge in delicious appetizers. See page 13 for more details!

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River Tip

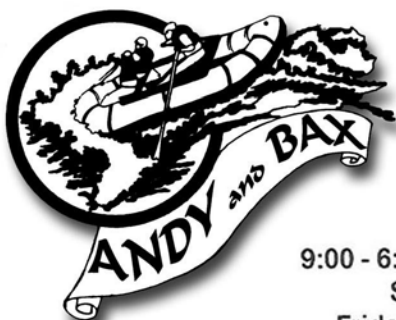
Submitted by Jim Collins

Muddy Water. If you raft a desert river there is a good chance you are going to run into it. How do you eliminate the dirt to do the dishes? Let it settle out, of course. To speed up the settling you can use a flocculant such as alum. Alum is available in the spice department of your grocery store but it is much cheaper from a chemical supply store. It can be sprinkled on the water but the best method is to create a solution and apply it in a liquid form. I use a Nalgene bottle with a small neck and cap. Fill the bottle about 1/3 full with alum then add very hot water and mix. When you get to camp fill a number of 5 gallon buckets and add 1/2 cap full (about one tablespoon) of the mixture and stir the water. By the time dinner is done you should be able to decant the water for dishes. It is also the way to preclear the water before filtering for drinking purposes. This works best if the water is very muddy if only slightly colored it is better to just let it settle. A one quart bottle of the mixture should be more than enough for a multiweek trip for 20.

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OWA in 2015

by Bruce Ripley

Well 2014 is almost in the books but there are a few things that we'll be wrapping up in December. We will be finalizing the election voting at the meeting on the 10th go to our normal location you will be in the wrong place, the meeting will be in St. Johns at the Central Hotel. If you have not voted please do that when you get a chance or vote in person at the meeting.

Once we close the election we will most likely have two new board members, and two other members will have been elected to new 2-year terms. I want to take just a minute to thank both Cat Loke, the training director, and Paul Morin, the secretary for their service and efforts to help make this club what it's become over the last two years. Both Cat and Paul have made significant contributions and the club and I truly appreciate it.

To the new as well as the existing members of the board I also say thanks for your hard work. There are a few of you that know what it takes to run the club but I can tell you that while it's not a full time job it's certainly lots of work. In addition to the board I want all the members who have volunteered this year for any of our myriad of projects/ trips to know that we appreciate your efforts as well and the fact is that **without your efforts** none of things we do would be successful. Sure we can pay instructors, and the board can do some planning, but it's the volunteer energy that makes the club what it is.

If you've been thinking of volunteering, leading a trip, or assisting in a class or event then you should feel free to come talk to one of the board about it, or even come to a board meeting. I think 2014 has been a great year, we've continued to build on our safety courses, and this year between all of them we had over 150 participants learn or refresh their safety, first aid, or river skills. That's a heck of an accomplishment right there. Bundle that with the rest of what we did and I think the club is really heading in the right direction! Thanks OWA!

2015 Safety Program

We've been working hard to get the 2015 safety program in place and we now have dates set for the pool session, river safety class, and the WFA class. Those will all be announced on the web site very soon. There are a few changes coming that we hope will enhance the program even further, and possibly the chance to have a river safety class for our junior boaters!

OWA December Meeting

The next meeting will be at the Central Hotel in St. Johns. The address is on the website and in the newsletter. This will be our annual Christmas party and Holiday gathering so please join us, last year was a great time and this year is shaping up the same way. Among the highlights last year was the "white elephant" exchange and everyone who participated had a great time! So find something to contribute or just bring yourself down and join us!

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Rogue River Trip Report



Rogue Trip Report: Continued from page 1

Most people opted to run the fish ladder at Rainey Falls. This was my first trip rowing a raft in twenty or so trips down the Rogue over the years, so it was interesting to experience the fish ladder in a raft instead of a kayak. One person got hung up at Wildcat for a little while, and my passenger, (my longtime friend Julie), got some experience high siding off a rock there and at Black Bar. We had a little bit of later launch and it took a little while to get through the fish ladder, so we were pushing daylight by the end of the day, despite moving steadily downstream all day. We camped at Horseshoe Bend for the night, a very large gravel bar with room for all. Dinner was served that night by the master chef Russ and his kayaker assistants.

We started off the second day with a hearty breakfast from Steve and headed on downstream. We all regrouped before heading into Mule Creek Canyon. The canyon was generally a lot less stressful in a raft than a kayak, because you don't have to worry as much about getting sucked down in a whirlpool or the coffeepot opening up as you're entering into it. I'd practiced shipping my oars in tight to the boat the day before, so I managed to not smack them into any of the walls in the canyon. I did get sucked into one eddy, but made my way out after a couple attempts. I pulled over to scout Blossom Bar, mostly since I was in a different boat, but also out of habit. I've scouted it every time I've run it, since it can change significantly at different flows. Plus I wanted my friend to see it from that perspective since she'd never seen it before, and it's nice for people to have an idea what they're getting into.

Continued on page 7

RogueTrip Report: Continued from page 4

As we got to the top of the scout, we heard the roar of a cheer. Apparently someone had gotten hung up in the picket fence but got through okay in their boat. We'd missed the excitement, but were able to watch a couple boats go through, which was helpful for me because I think I would have straightened my boat out sooner after the first move than I would have otherwise, and had a very clean run. Again, despite pushing downstream all day, I arrived at camp not too far before dark. I unloaded my boat at the upper end of Tacoma, not realizing there was another group at the main kitchen area, so I did end up pulling into camp after dark after reloading my boat and moving downstream. The other group, some youngpeople from UC Davis, ended up joining us around the campfire for part of the evening. We had another exceptional meal of chili made by Jim and some great blueberry oatmeal the next morning by Bill.

There were several times throughout the trip where I waited to see a boat from our group behind me. In general, it was difficult to keep a group this size together. In hindsight, I would have reminded folks that those were our "intended" campsites but not our only options. If we'd had any major problems either day, it is very possible the group would have gotten split up for the night, since I no longer boat in the dark. I'd also reminded folks before launching to have enough equipment in their own boat in the event they get separated from the main group and kitchen.

Overall, it was a pretty laid back, uneventful trip for me and I enjoyed some good times with friends old and new. I wore my drysuit during the day, but never had to break out my rain gear at camp! A first for me for a November Rogue River trip, which I've done the past eight years. The group was good about providing and carrying group equipment and cooking great meals, which helped make things go very smoothly.

Thank you to the 2014 November Rogue River gang!



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Molalla River

Submitted by Jane Heineman

Since the Clackamas River remains closed for the foreseeable future, there has been some talk amongst fellow boaters looking at different local rivers as alternate options during the winter boating season. The Molalla River is one of them. I have run the Molalla from the top 4 times this year and at least 3 times from the lower run. The water levels for running the Molalla River are much tighter than other rivers like the Clackamas. This river is technical. I wrote this trip report based on my personal experience. I have included a chart describing the major rapids at different water levels, my recommendations on types of boats at different water levels as well as information on put-in/takeout options. As always, rivers change, logs move. You are responsible for your own safety. I just wanted to share some information about this river.

I have run the Molalla from 700 – 4000 cfs. I will not run it above 4000 cfs but stronger boaters might be able to safely run it to 6000 cfs. I would highly recommend careful scouting at Papa Bear, Mama Bear, Goldilocks and Porridge Bowl if possible. I scouted the Molalla 11/30/14 at about 4000 cfs to verify some routes since it has been a number of years since I ran it at that level. I drove up the road once at about 10,000 cfs and did not see a viable route through Papa Bear in any type of boat. At lower levels you might want to follow someone familiar to the best routes to avoid / minimize getting stuck.

The gauge for the Molalla River that I use is in Canby. There are many side streams coming in so the flow at the put in can vary several hundred cfs for the same reading in Canby. There is another gauge closer but I have never used it. Soggy Sneakers says to look at it if it has been raining for the last few days – that you might need a higher level if it has not rained for several days. I tend to look more at the temperature and the rain. If it is colder it may be snowing at the higher elevations where the main fork originates. If it has been cold and then warms up then the water is coming down the Three Bears Section. The recommendations below are my best guess for normal readings at Canby.

Scout the Bears as you go upstream.

Water Levels in cfs: 700 - 1000 Boats: Canoe, IK, 12' CAT, Kayaks

Comments: Very technical. Kayakers did not think it was possible to get a CAT down at 700 cfs.

PAPA BEAR - The first section needs to be run / started river right up to about 3200 cfs. The second and third drops are normally run on the far left at very low water. If you do not catch the eddy right behind the last large rock at the end of the first drop you probably will get stuck on rocks as you make your cut from right to left. Left side slightly undercut on one of the drops and it is possible at very low levels to get oar lock wedged in the undercut. Look out for rock in center of shoot. Papa Bear is the second or third place on the river where there is a vertical rock wall on the right.

MAMA BEAR - is 3 parts or 4 if you count the incredible canyon below. It is difficult to identify the first time from above. The river is wide with a turn to the right. The top part is either a cheat on the right or bouncing through large rocks on the left. The top right is a shallow gravel area that extends almost to the boulders on the left side at low water. Your boat angle and location has to be very precise to catch the eddy at the top but then you can slide right down the eddy line. The cheat route is extremely difficult at low water but bouncing through the left side can leave you off balance for the Goal Post. At almost any water level you need to have the left side of your boat within a few inches of the left Goal Post.

Molalla: Continued on page 7

Do not be too concerned about the pour over that you think that you will hit below on right as long as your line is good at the top. At low water if you end up going too far right you can end up sideways on the boulder below – not good. Below the Goal posts the river will tend to take you into the right wall. At almost any water level below 2500 cfs there is a rock that you tend to hit just before you run into the right wall. Hard to see. Another short drop and you are in this incredible canyon that is less than 14' wide. At least I have gotten stuck there in my 14' CAT.

BABY BEAR - The hole in Baby Bear is very sticky at low flows. The wave and hole will slam you into the right wall right at the hole at lower water levels – until the rock below is covered enough to allow a run left of center. Be careful of your oars. I have run over IKs to try to get them out of the hole after 20-30 sec. My 12' CAT has gotten stuck to the point I had to crawl out on the front of the tube to pull the tail out. The last section has changed the last 2 years. In anything bigger than an IK you probably should take the center drop with the hole. The left route will leave you on the rocks at levels below 2000 cfs.

RAPID NAME UNKNOWN - Class 3 drop. Water goes over gravel bar with main channel on far right. Need to do ferry at bottom of gravel bar to avoid large boulder at bottom of drop. Then there is a short pool followed by short drop ending just above an island. Tendency is to go right. At less than 2000 fight the current and go left of island or you will end up on the rocks. Above 2000 either route OK.

Water Levels in cfs: 700 - 2500 or 3000+ Boats: Canoe, IK, 12' CAT, Kayaks

GOLDBLOCKS - This rapid cannot be easily scouted from the road and is hard to identify. River is easy for a ways above the rapid. I look for a wide shallower section with a gentle curve to the left with a very steep hill on the right side. As you come around the curve you see a short rapid on the right a little back from the steep wall. There are 2-4 boulders in the drop forming the first part of this rapid. Once you get into the rapid or just above the rapid you can see that the main river channel moves to the left against a sheer vertical headwall in a few hundred feet. The river splits into 2-3 channels depending on water level. The left and to some extent the center routes always have water in them. The far right route is seldom runnable. At any water level below about 2500 the only viable channel is on the left side of the island. Stay as close to the island as you can. Catch the top of the eddy as it forms next to the island. I have seen boaters lose control or decide to stay in the main wave train and go down the left side of this channel. They may not have time to move right since most of the water is going left at the lower end of the island. That could force the boater into the left headwall where the undercut is. At the lower end of the island the center channel merges with the left channel just above a large boulder. The route I like is to ferry across the center channel above the boulder. It is difficult to get the correct ferry angle to get across the center channel without getting pushed into the boulder below. Most of the boaters that I have run with the last few years have gone to the left of the boulder but BE CAREFUL. The left side / wall is deeply undercut. Make sure you don't hit the left side.

At about 3000, trees and brush change every year, a center or occasionally a right channel opens up. Normally at higher water boaters run the center route and move right at the end to avoid the boulder where the left and center channels merge. Banks on the different channels are low so channels are wider providing better options. Scout!!! Logs have gotten stuck on different boulders at the lower end during high water. Check if someone has run this since the last high water. Sometimes you cannot see the logs until you are almost on them. It is possible to ground your boat at the top of the island although it may take some effort to get it back in the water in the correct channel. At higher levels I would not like to get too close to the left side – there is too much current going left. At higher levels a channel on the right may form – depends on wood. Rivers / rapids change.

PORRIDGE BOWL – do not run into wall. There is a short rapid with good size waves and holes that runs directly into a wall. The eddy on the left side often catches trash when the water is high. I often stop to pick up a little.

RAPID ABOVE GLEN AVON BRIDGE – If you have been there I do not have to explain that the left channel is very rocky even for kayaks. Recommend right channel at levels below 2500 or 3000 – not sure. After my first run, which was in a hard kayak, I have never gone right. Above the island there is a beautiful old log cabin with a stream next to it. Exquisite. The river splits just below. Take the right channel. There is a rock in the middle of the short wave train. You will go over it.

Molalla: Continued on page 11

INGREDIENTS

2 tsp cooking oil

1/2 onion, diced

8 oz smoked chicken sausage, sliced

15 oz can white beans (cannellini or Great Northern), drained

1 bunch kale, chopped (approximately 3 cups)

juice from 1 lemon (optional)

4 c. soup broth (vegetable or chicken)

salt, pepper & red pepper flakes



SAUSAGE KALE SOUP

Submitted by Traci Stenson-Hildner

A hearty soup that is simple to prep when on the river. It's really just a little slicing and heating and can be made even easier if one does the slicing at home first..

4 servings

DIRECTIONS

1. Heat oil in a pot over medium-high heat.
2. Add onion and sauté for approximately 5 minutes, or until it begins to turn translucent.
3. Add sausage slices and continue to cook, stirring occasionally, until sausage begins to brown.
4. Stir in beans, kale and lemon juice (if using). Pour in broth and bring to a simmer. Heat until beans are warmed through and kale just begins to wilt.
5. Season with salt, pepper and red pepper flakes to taste.

Fueling the Fires Within

Submitted by NRS Representative

Cold weather and water present a variety of challenges to boaters who want to extend their season into fall, winter and spring.

Just as important as the right apparel and gear for your safety and protection are proper nutrition and hydration to keep your body fueled and warm. Your body produces heat in three ways: the metabolism of food, shivering and exercise. The “thermostat” that regulates your heating and cooling systems is located in the part of the brain called the hypothalamus. The sensors that feed information to the hypothalamus are located in your skin and body core. Your baseline heat production from the digestion and metabolism of food goes on around the clock with most of the heat being produced by the internal organs in your body core. When you get chilled, the sensors rev up your metabolic rate, as much as doubling it. The “fuel” needed for a quick crank up of heat is glycogen, a form of the carbohydrate glucose, which is stored primarily in the muscles and liver.

When your core temperature drops 23 °F, your thermostat triggers that uncontrolled contraction and relaxation of muscles that we call “shivering.” It can increase your baseline heat production five to seven times. It too depends on your body’s supply of glycogen to fuel this heat production.

The most efficient way your body produces heat is by voluntary exercise, a heating process up to 15 times more abundant than your baseline heat production. Exercise is not only more efficient than shivering; it does useful work – like paddling or rowing, or in a survival situation, building a fire or an emergency shelter. Once again, you need that glycogen fuel to power your exercise activity.

Cold weather itself doesn’t increase your body’s need for more food calories. However, some cold induced conditions necessitate more fuel intake. It takes a surprising amount of heat energy to warm the air you breathe in during activity in the cold. Heavier, more restrictive clothing causes you to burn more calories. And as mentioned earlier, shivering and exercise draw down your glycogen reserves. Much of the research on calorie need in cold weather has been done by the military. Their studies show that soldiers operating in cold conditions require up to 40% more food calories than in temperate conditions.

Surprisingly, dehydration is all too common in cold weather. Cold temperatures interfere with the proper metabolism of food and reduce your appetite. Cold weather impairs the shivering response and leads to lethargy and low energy levels. Cold also reduces your urge to drink fluids. We often avoid drinking because increased clothing layers make it more difficult to pee. Dry winter air pulls a lot of water out of our body. As we breathe, water humidifies the air going into our lungs and is then exhaled (hence, “seeing your breath”).

Another form of fluid loss in cold weather is “cold induced diuresis.” When you get cold, your heat regulatory system constricts blood vessels in your extremities to protect the body core from heat loss. With this shrinkage of volume of the vascular system, the signal goes to the brain that there’s more blood than the body needs. The brain tells your kidneys that they need to get rid of some water. This explains your needing to pee more often when out in the cold.

River Safety: Continued on page 11

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River Safety: Continued from page 9

So, you can see the importance of good nutrition and hydration to keep your body in the most efficient and comfortable condition for high performance in cold weather. Here are some dos and don'ts to help you stay warm and safe; so you can get the maximum enjoyment during cold season boating:

- Do eat nutritious highcarbohydrate foods prior to boating or other exercise in cold weather. High carb intake one to four hours before exercise will restore liver glycogen. To get glycogen to the muscles, the carbs need to be eaten several hours earlier.
- Do continue to eat snacks high in carbohydrates throughout the day. There are numerous energy bars, gels, and granola bars on the market. Dried fruit, trail mix, crackers, and cookies are good sources. Choose sources high in complex carbohydrates and low in simple sugars for a steadier supply of energy. Simple sugars provide a quick spike in energy, with a corresponding dip or crash.
- Do drink lots of fluids during the day. Drink small amounts often. Drinking a large volume in a short amount of time is more than your body can absorb, so most of it just passes out through the kidneys. Some sources say consume at least 5 ounces every 20 minutes. As long as you're eating a wellbalanced diet, plain water is sufficient. During prolonged heavy outdoor exercise you may want to supplement an electrolyte/ carbohydrate replacement sports beverage.
- Do try to consume warm foods and beverages when out in the cold. Your body has to use energy to warm cold food and drinks, creating a chilling effect. Warm stuff is also a great psychological morale booster.
- Do moderate your caffeine consumption. Caffeine is a diuretic; it draws water out of your system. Hot cocoa is a great winter drink, as well as hot cider and soup.
- Do replenish your energy supplies at the end of a day's boating. Take in some good carbohydrates and a bit of protein within two hours of hitting the beach. Eating some food before you go to bed will help you stay warm when you're curled up in your sleeping bag.
- Don't practice any restrictive diets during times when you'll be spending significant times outdoors. You need to keep your body supplied with lots of good fuel for coldweather comfort.
- Don't consume excessive alcohol when out in the cold. It may feel like it "warms" you up, but it actually causes your peripheral blood vessels to dilate, bringing more blood to your body's surface and radiating your heat out into the cold.
- Don't adopt a highfat diet right before going on a boating trip. Yes, it works for the Eskimo and other northern natives, but it takes at least a couple of months for your body's metabolism to adapt to the diet and give you the glycogen fuel you need for those winter conditions.

Modern layering, insulating and technical outer garments have opened up the entire year for boating and enjoying the great outdoors. Dress right, eat well, drink often and enjoy some great cold weather boating!

Molalla: Continued from page 7

Water Levels in cfs: 1000 - 1800 Boats: Kayaks, Canoe, IK, 12' - 14' CAT, Small Rafts

At the lower end of this water level and even the upper end there are spots where if you do not know the correct channel you can get stuck.

Water Levels in cfs: 2000 and up Boats: 14' Rafts

PAPA BEAR – See description above. Still need to run right at top until about 3200 but the middle channel on the second drop becomes viable at higher water. Still can go left but will not be forced against left side. Still some submerged rocks on the move from right to left between first section and second section.

MAMA BEAR – Cheat route at top becomes easier and more desirable from my viewpoint. Still want to be close to the left Goal Post. Wave just above Goal Post can shift you more than you think.

BABY BEAR – Aim for the center of the drop. At higher water can go a little further left. Depends on how much water going over rock below.

Water Levels in cfs: 2500 - 3200 Boats: Kayaks, Canoe, IK, 12'-14'CAT, 14' Rafts, 16' Rafts? Never thought about 16' rafts on this river. Probably OK at 2500.

PAPA BEAR – See descriptions above. Submerged rocks between first and second drops under water. Waves larger.

MAMA BEAR – See descriptions above. Cheat route at top definitely a good idea. More current going to right above top drop so be careful not to get stuck on rocks forming cheat route. Goal Posts easier than it looks. More water going down the far right side providing more of a cushion against wall toward end of Mama Bear and at higher water a clean route down.

BABY BEAR– See descriptions above. Run left of center on main drop. At this water level there is a cheat route on the far right that should have enough water for a CAT or Raft. Cheat route has shallow point at top and bottom. Shallowest point at top. Easy to pull over to scout cheat route for wood. Cheat route probably viable for kayak down to about 1500 but I would not recommend it for rafts or CATs at under 2500 min. Easy to get stuck at entrance to cheat route on other side of island.

Water Levels in cfs: 3200 - 4000 and 4000 - 6000 Boats: Kayaks, Canoe, IK, CATs, Rafts (Boater's Decision)

At 3200 pushy but not hard. Actually made many of rapids easier. When I ran it at 4000, it was pushy to the point I did not feel in total control. I did not have any problems but recovery would have been difficult. For those of you that know me and my old dog Hope, I ran it with Hope at 3200 but at 4000 I left her in the truck. Too dangerous for her.

PAPA BEAR – At 3500 cfs either right or left side of the first drop should be runnable. One year there was a log on the right side of the first drop and we ran left at about 3500 cfs. It looked like a lateral wave was starting to develop on the right side at the bottom of the first drop at over 4000. The second and third drops develop large waves with water pushing left and forming large hole on left at higher water. At higher levels very powerful waves develop forcing boats into 2 large holes about 50 ft apart in the center. At 10,000 the holes were ripping up logs – going into first hole and sometimes surfacing in lower hole.

MAMA BEAR– Cheat route on right. Right of right Goal Post, move slightly left and then right. Follow clear channel. I am not sure at what levels this route disappears but did not see it as an option at 10,000 cfs.

UNNAMED RAPID – I call it the Slalom Course at lower water. Short distance below Mama Bear. Can scout it from the road. Not sure what it does at high water but my guess would be to run right side.

BABY BEAR – At 4000 cfs it looked runnable on the normal route. Cheat route on right should be OK. At higher water not sure what happens to normal route. Brush along cheat route which could cause hazard at higher water on that route. Scouting recommended.

PORRIDGE BOWL – At 4000 cfs it looked runnable on the center route. At higher water would be more concerned. Banks on both sides rise quickly so would probably have to stay in normal channel. The normal channel ends quickly on a vertical wall. Should be able to move to right if wave coming off wall and eddy line on right side do not form an interesting run.

Molalla: Continued on page 14

OWA HOLIDAY PARTY

WEDNESDAY, DECEMBER 10th @ 6:00 pm

at The Central Hotel

8608 N Lombard Street
Portland, OR 97203

[Google Maps link to The Central Hotel](#)

Bring your best river story and join us for our annual holiday party!

This is a social event and there will be no program speaker. In addition to river stories, there will also be an optional white elephant gift exchange hosted by Brenda Bunce. We will provide hearty appetizers. If you plan on having dinner, you can always order off the menu. Check out The Central Hotel's website www.centralhotelstjohns.com for menu options.

Here's the appetizer lineup: Flautas with braised chicken, potatoes and cotija cheese wrapped in a tortilla and friend (served with fresh pico de gallo and Mexican crema). Thai pork meatball with cilantro and peanut sauce. Mini turkey Bon Mi's with pickled slaw and spicy aioli. Veggie platter with a mix of fresh, marinated & grilled veggies, hummus and pita. Bruschetta with fresh mozzarella, balsamic olive oil.

6:00 - 7:30 Social Time (appetizers @ 6:15)

7:30 - 8:30 Adventures from 2014 (misc presentations) & White Elephant Gift Exchange

How to play the White Elephant Gift Exchange Game:

- 1) If you'd like to participate, bring an inexpensive gift to the party. Bring something laying around the house or garage that is funky, weird, cheesy or funny. It can also be utilitarian or rafting/camping related. If there is absolutely nothing you can part with in your house, then purchase under \$15.00. *Whether you bring a "hot" desirable gift or a funny "dud", both varieties make this game fun.
- 2) All gifts should be wrapped with no outside markings. You shouldn't know who the gifts are from or what they are. All gifts will be placed in a pile on one table in the room.
- 3) Participants will draw a number that will determine when they will take their turn.
- 4) Number 1 goes first, picks and unwraps a gift.
- 5) Number 2 can pick another gift or "steal" an unwrapped gift. When a player is trying to decide what to take, you should hold up your gift if its still eligible to be stolen (hiding gifts is not allowed). If an unwrapped gift is "stolen" the person it is stolen from can then "steal" or pick a wrapped gift.
- 6) A gift cannot be "stolen" more than twice. So whoever steals it second gets the gift.
- 7) A gift cannot be immediately stolen back by the person it was stolen from.

8:30 - 9:00 Clean-up

RSVP to Skip Currier at VicePresident-Events@oregonwhitewater.org. We would like to give Brent and Risa a headcount. It sure will make their life easier!

*Parking is available along the street and (after 6:00 p.m.) in the US Bank parking lot across the street.
Children and members under the age of 21 are welcome in the back event room until 10:00 p.m.*

Put In / Take Out Name Description / Location

1 Feyrer Park Feyrer Park: Across the road from the main park there is a boat ramp that can make take out easy. Unfortunately the caretaker for the park decided that since drift boaters are not boating right now that he can keep the gate to the boat ramp area locked. Another boater, Marcus Fant plans to protest this action to Clackamas County next week. May have to get others to write letters.

2 Day Use Area Put-In: Head up river from Feyrer Park. From the Y where you turn right and the small store is located go about 2 miles. The road parallels the river. Just before the road starts to gradually rise and houses are between you and the river there is a public access. The river is very close to the river. There is some parking along the road. Look high 10'? on the trees to see the signs. If you get to the Glen Avon Bridge you have gone too far.

Day Use Area Take-Out: Identification of Day Use Area From River - You can identify the Day Use Area from the river by watching for the Marlboro sign. The take out is just below – about 100'.

3 Glen Avon Bridge Put-In: Do not cross the bridge. Travel up stream from the Glen Avon Bridge about 0.2 miles. When putting in by myself, I back the trailer to the drop off so that the wheels are just a few inches from the edge. Tie rope to the trailer and push CAT off the back with a little force. If you pick your spot right the boat will land in the water. I tie myself off to the trailer with a cam strap that allows me about 6' of slack and start down. That way I cannot fall more than 6' at a time – have only gone 2' so far. When I get to the end of the cam strap and get my balance I add on another strap – 5'. That will get me down to the water and my boat. Parking is very limited! There is a drive way or road just upstream from the put in where you can turn your rig around. It is almost impossible to turn a truck and trailer around right at the put in.

Glen Avon Bridge Take Out: Glen Avon Bridge take out at base of rapid after Goldilocks & Porridge Bowl. I do not recommend this take out unless you are in a kayak, fit, strong and under 30. For us old farts there is a much easier take out at the day use area about 2 miles down stream. The Glen Avon Bridge does work as a put in for the lower run.

4 Goldilocks Scout: A little less than 2 miles up from the Glen Avon Bridge there is a place where you can see Goldilocks after a short hike. If you can see the river from the road you have gone a little too far. It is difficult to describe. Need someone that knows the river and where to stop to point it out the first time. Place we stopped was not really a pull out when the ground is soft.

5 Between Glen Avon Bridge and Baby Bear: There are numerous places, including the new camp sites where it is possible to put in between Glen Avon Bridge and Baby Bear but all are above Goldilocks.

6 Baby Bear: It is easy to identify Baby Bear. Just look for a huge pull out on both sides of the road and an out house on the other side of the road from the river. From the river, there is a high block wall and you can see the out house from the river. It is possible to put in just below Baby Bear. The Forest Service is trying to re-vegetate an area where people frequently camped next to the river.

7 Between Baby Bear & Mama Bear: There is at least 1 place where there is a pull off and fairly easy to get boat to river. Pathway is narrow with berry bushes on both sides but the berry bushes are not tough enough to hurt a raft.

8 Mama Bear: Parking is a problem when scouting Mama Bear. You can see the narrow canyon from the road. Go upstream around a corner a little ways. There is a small turn out on the side of the road. It is an area prone to rock slides so there may be rocks to be careful of in the turn out. Pull up far enough so that other cars can stop when they see you. On the other side of the road is an excellent view of the Goal Posts.

9 Put In Above Mama Bear: Just a short distance up the road from Mama Bear there is a fair size turn out with parking for several vehicles. There is a steep path down to the river. Not an ideal put in but can be done. This put in does avoid 3 of the rockiest spots on the river.

10 Papa Bear Scout: It is possible to see the top section of Papa Bear from the road. Look for the vertical rock face on river right with a route right next to them rock wall and large boulders about 20' from the rock wall. It is harder to see the second and third segments of the rapid below.

11 Put In Above Turner Bridge: Cross the Turner Bridge and go upstream a very short distance. There is an out house just past the bridge so stop if necessary. The put in is similar to the one at the Glen Avon Bridge except more parking and the path down is not as steep. Disadvantage is when you push your boat off the trailer it does not land in the water. Not a bad put in.

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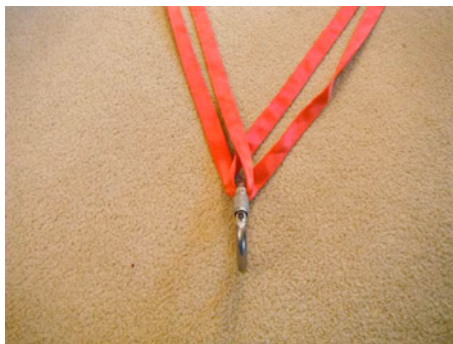
Steve Kasper



Step 1: Tie webbing between 2 anchor points, and pull a second bit out toward you



Step 2: put a 1/2 turn in the inside loop



Step 3: Clip a carabineer into the loop you just created and the outside loop. It is now ready to anchor your load.

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Upcoming Trips

Submitted by Pat Barry,
Trip Editor



Please go to the OWA website for additional details on each trip, [CLICK HERE](#)
Or go to <http://oregonwhitewater.org/calendar/trip-calendar>

1.1 Thurs	Sandy River	II/III	Val Shaull	val.shaull@frontier.com	503-805-8991
2.14-16 Sat-Mon	Rogue River	III/IV	Steve Oslund	stevilone@gmail.com	503-709-7661
3.21-23 Sat-Mon	Lower Deschutes Spring Break Float	II/III	Scott Ogren	scott@scottogren.com	503-267-9785
4.11 Sat	Deschutes River Tax Relief Float	III/IV	Bill Goss	zanng@msn.com	503-757-4659
4.24-26 Fri-Sun	Lower N. Umpqua	II/III	Brenda Bunce	brenda.bunce@gmail.com	360-931-4224
5.8-10 Fri-Sun	Grande Ronde	III	Eric & Candace Ball	balle@pocketinet.com	509-529-6134
5.9-10 Sat-Sun	Lower Cispus	II/III	Tina and Eric Myren	TNEMYREN@gmail.com	
5.21-25 Thur-Mon	John Day River	II/III	Dave Graf	dmgraf55@centurytel.net	
5.29-31 Fri-Sun	Upper N. Umpqua	III/IV	Walt Bamaan	wbamaan@wmni.net	
6.19-21 Fri-Sun	Lower Deschutes Women's Trip	II/III	Carol Beatty	caroldon1@comcast.net	503-816-6172

PAST OWA RAFTING TRIPS

11.9-11 Sat-Mon	Rogue River	III/IV	Ann Stephenson	astephensn@hotmail.com	360-771-5288
9.13-14 Sat-Sun	Tieton River	II/III+	David Elliott	dce@dcell.com	
9.13-15 Sat-Mon	Hell's Canyon	III/IV	Mike Moses	mtymo_@hotmail.com	509-240-4220
9.20 Sat	Santiam Fall Colors Float	II/III	Matt Saucy	sawdusty9@yahoo.com	971-241-5396
6.26-29 Fri-Sun	McKenzie River	III	Brenda Bunce	brenda.bunce@gmail.com	360-931-4224
6.13-15 Fri-Sun	Lower Deschutes Women's Trip	II/III	Carol Beatty	caroldon1@comcast.net	503-816-6172
6.7 Sat	Klickitat River	II/III+	Doug Smith	Doug@davidsmithmapping.com	503-232-5285
5.30-6.1 Fri-Sun	Upper N. Umpqua	III/IV	Walt Bamaan	wbamaan@wmni.net	
5.22-26 Thu-Mon	Grande Ronde	III/IV	Dave Graf	dmgraf55@centurytel.net	



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