

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.



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## Rogue River President's Day Trip

*Submitted by Amy Sacquety*

We couldn't have asked for better weather for our President's Day float 2013 of the Rogue. We had blue skies and temperatures in the low sixties during the day. Not once did we have to put up our rain tarps at camp.

The Agness Gage read 4,500 for the first two days and 4,400 on last day.

The trip started by splitting the trip into teams. The first group of ten people launched Friday February 15th from Graves Creek. The next group of 11 launched Saturday, February 16th from Graves Creek by 10:00 am but not before a safety talk. A group of five joined later at camp.

Things got a little exciting when two cat boaters decided to run Rainy Falls next to the Fish Ladder. Both boaters scouted left. The first cat boater dumped out and swam and then self rescued. The second boater completely flipped and was righted downstream with help from the group. It was a quick rescue and the whole group was on our way within 10 to 15 minutes.

*Continued on page 4*

### March Club Meeting Pool Practice Session

**North Clackamas  
 Aquatic Center**  
 7300 SE Harmony Road,  
 Milwaukie, OR 97222

**Wednesday,  
 March 13, 2013  
 from 7:00-9:00 PM**

Pool session to practice knots, flipping boats, throw-bagging and other rescue skills in the water. Please remember to bring your helmet, PFD, throw bag and river shoes. No food is provided at this meeting.

# Contact Information



## Your OWA Officers and Volunteers

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<http://www.OregonWhitewater.org>

## River Tips

Tired of having to re do you bow line as water conditions change or simply because you have unloaded your boat? Use a prussik loop. Tie a prussik knot around you bowline and then clip the loop into a carabiner on your "D" ring. Now you can tighten the line or let out slack without re-tying the the line at the anchor.

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## Sign-up For Training!

by *Bruce Ripley*

OWA Members,

February was a great month, not only did we have a great club trip on the Rogue but we also had several other fun member trips on the Clackamas, Washougal, and Deschutes just to name a few.

Coming up soon we have two great safety clinics. The first will be a "rigging party" where we will get together for a potluck dinner and then talk about different aspects of rigging rope systems. This will be a free form training session so the people who come get to set the agenda, we hope to see you there. The second event will be our annual pool safety session. This is a great opportunity to brush up on some of the skills that you might not use that often such as throwing ropes, tying knots, and flipping boats. Please join us at the Clackamas Aquatic Park.

In April we are planning to put on a weekend event on the North Santiam for new boaters or boaters that just want to work on some basic skills. The agenda is still being developed but it will include things like how to catch eddies in different types of boats, how to upstream and downstream ferry, how to R2, R4, or paddle captain a boat. This is designed to help new and old boaters alike so join us if you want to practice some rusty skills or want to help out.

I really want to thank the new board for stepping up to take over coordinating many of the meetings and events that are going on this year. Remember the board is a volunteer group and managing the workload generated by the club is no small feat! Did you know that our membership currently stands at around 300 and that we have over 450 boaters registered with the club? As important as the board is, so are you! Every time you take one just one small job, or offer to help on just one task, you generate a lot of energy. If you have the time to help our on only one thing this year as a trip leader, event assistant, or in some other capacity I think you'll find it not only rewarding in many different ways.

### *Thinking Safely*

One of the great advantages of boating with other club members is that you know that you have others that you can rely on if you need some help, and they know that they can rely on you. Part of that comes from knowing and boating with each other on a regular basis, and the rest comes from participating in our frequent safety programs. This year we are bringing even more focus to safety with the addition of some new classes and events. Take the time to sign up and learn some new skills or refresh some old ones!

*Don't forget that our next meeting is the pool safety session at the Clackamas Aquatic Park on Wednesday, March 13th, starting at 7:00. We will talk about safety talks at the put-in, some basic river signals and at 7:30 we'll head to the hands-on stations for some practice. We'll be focusing on knots, throw ropes, rope management, and boat re-flipping.*





## Rogue River President's Day Trip (continued from page 1)

All groups joined at Horseshoe Bend to camp where the first group had laid over. It was an exciting night with pirates and prusiks for sale. At some time during the evening a raft was lost down stream. It was assumed that the person used a strap to tie-off and they think the strap slipped under the rock.

The next morning was cold with icy boats. The pirates from the night before were a little a slow at launching that morning. All were off the beach a little after ten. The missing boat was a found within a mile-and-a-half of camp, intact and upright.

Blossom was uneventful.

We made second night camp (Tacoma) by early afternoon. The pirates had retired from the night before; it was a quiet evening. The next morning had a bit of drizzle. Most people were out of camp by nine-ish.

We made the take out (Foster Bar) by 10:30. It was a great trip.





## *Obituary*

Baby skunk, age 1, of Tacoma Bar, Oregon, passed away on the morning of Monday February 18th, the victim of an apparent accidental drowning in the hand wash station.

Services were immediately held on Monday morning after the body was found and all attempts to resuscitate were unsuccessful. Sandy Alcantara presided over the ceremonies and the baby skunk was buried in the family cemetery where undoubtedly many other brothers and sisters are also interred. Due to the need to break down camp and pack the kitchen no further visitation was held and no further services are planned.

Baby skunk was born on or around Tacoma Bar sometime last year. Certainly loved by his mother and father the baby skunk learned how to play on the bank, frolic in the woods, and raid rafter and hiker camps for food at night. Baby skunk was also actively involved in playing with his brothers and sisters, and learned how to hide from his natural enemies including owls, foxes, coyotes, hawks, bobcats, eagles, and on rare occasions bears and minks!

Unfortunately this focus on playing and frolicking came at a price, baby skunk was so busy that he could not make time for the OWA SRT class or pool practice and sadly did not have the necessary skills to escape the hand wash station on that fateful morning. We are sure his family would encourage those with less hectic schedules to sign up for these great classes!

# High Water Safety Guidelines



## High Water Safety Guidelines

By Bill McGinnis



Lochsa River, Idaho  
© Mike Hood

High water can dramatically change our rivers, and requires that we redouble our ongoing emphasis on safety:

Even if you are familiar with a run at lower flows, before taking clients on high flows new to you, consider “retraining” on the high flows with one or more practice runs.

Holes and lines which are runnable at moderate flows may become too dangerous, while new safer routes—sometimes along the sides, sometimes down the middle—often open up.

Re-emphasize the basics: Keep your boat right side up and keep your people in the boat. Give extra thorough safety talks and in-boat training. Because mishaps and the resultant pandemonium

can occur any time, including the instant you leave the put-in eddy, take extra time right at put-in to provide super thorough in-boat trainings—teach people how to: paddle well, stay in the boat, dig through holes, avoid entanglement (keep lines coiled, etc.), and, if swimming, avoid and cope with holes and strainers.

Keys to keeping people in the boat: Teach them how to sit and how to brace their feet. And teach, practice and use the “lean in”, the “lean in, get down”, and when necessary the “hold on, lean in, get down” commands. At the very least, teach and use the “lean in” call before hitting holes and big waves—especially sideways!

Err on the side of caution. Look far ahead and start super early to miss obstacles—which come at you much, much faster in high water. To keep swims short, tighten boat spacing—often down to two to five boat lengths. With this tight boat spacing, emphasize that swimmers should immediately swim as fast as they can to the nearest right-side-up boat.

During extreme high water, to prevent swimmers from getting away downstream, maintain a downstream safety net by placing either the strongest crews and guides (possibly with oar/paddle rigs) or dedicated safety boats (16-foot safety cats and kayaks) in the lead positions.

High water rigging and gear: Rig a flip line across the bottom of your boat. Rig grab lines around the perimeter or at least along the straight sides of your boat. Dress yourself and your crew for a swim. Wear a brightly colored high-float life jacket with 22 lbs or more of buoyancy. **Continued on page 8**



Crashing through Lochsa Falls, ID  
© Mike Hood



## RIVER TIP

*Homemade Fire Starter  
Submitted by Tom Hanson*

Take a bunch of cotton balls (100% cotton), coat them in Vaseline and put them in an empty sealed container like a pill bottle. At camp remove one Vaseline ball, spread the fibers apart and ignite it under some dry tinder or fine materials to start your campfire. If you spread the fibers apart they do a great job, the Vaseline causes them to burn a little like a candle. In wet conditions, revert to the old favorite of using a road flare.



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**High Water Safety Guidelines (continued from page 6)**



Digging in on the Wenatchee River, WA

Remember that with high flows the banks are often lined with strainers, and stopping may require spotting a large eddy far downstream and starting early to develop momentum into it. Above all, do not be complacent or laid back. Realize that high water increases the risks for all rivers, including class III. Know and practice these high water safety guidelines. Be alert. Really, thoroughly prepare yourself and your crews for the increased risks and heightened pandemonium that high water can trigger. With your fellow and sister guides, talk about, think about and practice rescue scenarios, including ways to rescue swimmers and other boats without getting your own boat into trouble! Realize that in some scenarios you may have to be very active—for example, if there is trouble upstream, some guides may need to hustle fast up the bank to provide help in a hurry, while others stay with, communicate with and divert, entertain and reassure all of the downstream clients. Of course, if there is a serious injury, we must provide care all the way to the hospital or until the patient is turned over to trained medical professionals.

Another big thing: As much as possible, even as you emphasize safety, remember to have and inspire good humor and fun, and focus on the positive. Even if a secret (to the clients) part of you feels gripped with fear, also cultivate and stay in touch with—and give voice to—other genuine parts of yourself: Parts which might be excited, intensely alive, energized, deeply appreciative of life itself, thankful for your crew, calm, awe-struck by the sheer beauty of the canyon, etc.

Ultimately, it is essential that each trip leader set a tone of Safety First, and make sure that all of the guides on each trip create a safe and enjoyable experience for the guests. If a guide is not providing a safe, enjoyable experience for his or her guests, the trip leader should speak with the particular guide and also inform the area manager or company owner.



Rescue Training on the Potlatch River, ID  
© Brian Chaffin



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OREGON WHITEWATER ASSOCIATION  
 SWIFTWATER RESCUE TRAINING  
 April 6-7, 2013  
 Dodge Park, Sandy Oregon



**Registration will open March 4<sup>th</sup> on the OWA website under Rescue**

## Welcome to the OWA/eNRG Swiftwater Rescue Class.

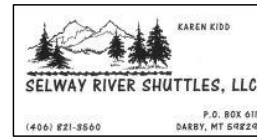
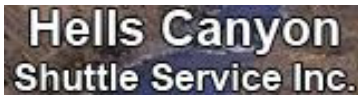
Meeting Times & Location:

**Time:** Saturday April 6th & Sunday April 7th, 8:00 am  
**Cost:** \$60.00  
**Location:** Dodge Park, 10947 SE Lusted Road, Sandy OR, 97055  
**Map:** [Google Maps: Dodge Park](#)  
**Lunch:** Provided by Quiznos  
**Field Location:** The plan for the day is to practice a variety of in/out of water drills. We will be in the water and the water temp is in the low 40's so please be prepared (See List Below). In the event that the water is too high then we will have to move to an alternate location or we will change the in water drills.  
**End:** We will plan on ending the day at 5:00 pm. If you would like to stay and work on skills practice you are certainly welcome to.  
**Transportation:** You are responsible to get to and from the class and the field locations on your own.

**Equipment:** Helmet, Life Jacket, Dry Suit, Boots, Gloves, Throw Bag, and Other rescue gear you may want to use

**Sharpe's will be provided to help mark equipment but if you mark your equipment prior to arrival it's less likely to get lost in the pile. Without proper marking some equipment is impossible to tell apart.**

Lastly thank you to our sponsors for supporting this event, please remember them the next time you need river gear or shuttles



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# Wilson River Trip Report



## THINK SKINNY FOR THE WILSON by Tom Riggs

Sometimes the River Gods cooperate other times they sit back and snicker. For the January 26th run down the Wilson they were toying with us as the gage at Tillamook did not want to creep above 5.0 ft. The bottom end for this run is 4.5 ft and I know that several of the 30 boaters who joined this 17 mile adventure might argue that our flow of 4.9 ft was a tad on the thin side. Nevertheless it was time for many of us to get a river fix and let nature scrape the barnacles off the bottom and sides of our rafts as we rearranged the gravel bed and banks of the Wilson with our rubber and plastic boats.

About a dozen people met at the Log Cabin Restaurant for breakfast at 8am before meeting the rest of the boaters at 9am at Jones Creek Day Use Area just beyond Lee's Camp on the North side of the river. Since this run takes about 5 hours to complete at low water it would have been better to

rendezvous at 8 am to gain that precious hour of daylight we were chasing at the end of the trip.

Word got out that this run would be well suited for paddle boats and atypical of most OWA trips we had five rafts with paddle crews if you want to call Jim Gizzi and Bruce Ripley a crew. The other paddle crews were captained by Rick Carman, Matt Saucy, Michelle Dorfi, Tom Boyd, and Tom Riggs. Of course there were cat boaters including Linda Slattery, Cary Solberg, Ernest and Patty Hughes, and Paul Reavley who made the trip from Bellingham and had his frame lashed to two IKs as pontoons. The oar rafts were piloted by Tom Benke and Chris Paine with Doug and Nancy Smith braving the cold in IKs. There were a couple of kayakers in the mix in case any sharks came up from the Pacific and we needed bait.

Several of us began the shuttle while those left at Jones Camp rigged boats and carried them down to and near the water. The shuttlers consolidated vehicles at our take out just past the Hwy 6 bridge near milepost 7 and picked up the McKirdys and Dave Audet who would each compliment a paddle crew. Those leaving vehicles scrambled to pay the \$3 parking fee and piled into three rigs for the scout on the return to Jones Creek. Since The Narrows is not visible from the road we would have to play that one by ear, but we did slow down and look at the rapid downstream from Jordan Creek and figured we could bump over the rocks there. We also piled out of the cars at Mile Post 20 to look for a log in the river that the Tillamook State Forest Ranger had warned about. The log and the two upstream islands could easily be skirted was our report to the flotilla as we gave the safety talk at Jones Creek.

At low flows the Wilson is not pushy and we did not seem to bunch up much as we launched at 11:45. The Riggs and Carman paddle crews rediscovered how cumbersome a democracy can be when trying to navigate the boats. All I can say is that Saucy and Dorfi and their paddle boat crews were a bunch of apple polishers as they obviously learned from the other paddle boats' mistakes. Never mind that they often were in the lead and did not see our water follies. The oar powered craft all made navigating the headwalls as easy as it should be. It is good to be king.

Some of the channels in the first two miles were bony or very near the bank which can catch an oar if a boatwoman was unaware. I am sure that Doug and Nancy Smith in their IKs were thinking they made the right choice in boats for the run. Farther downstream the river entered one of several short gorges where several practiced their back ferry, attack strokes, high sides, and girlie screams as we plied our way around, into and over obstructions. After passing several feeder streams we regrouped just past the footbridge to make sure all were present and accounted for. We were only missing 5 which meant 83 percent were there. Hey, a passing grade, let's move on!

The question kept coming up "How far 'till The Narrows?" The answer came about 2 hours into the trip. The marker is a small house size rock jutting into the gorge. This lets you know The Narrows is about 14 furlongs downstream. (1/3 mile in my book). The plan for The Narrows is to get some skinny boats through with a throw line. They land on the right bank and toss a tow line to any boat that gets stuck in the 6 ft wide slot. **Continued on page 13**

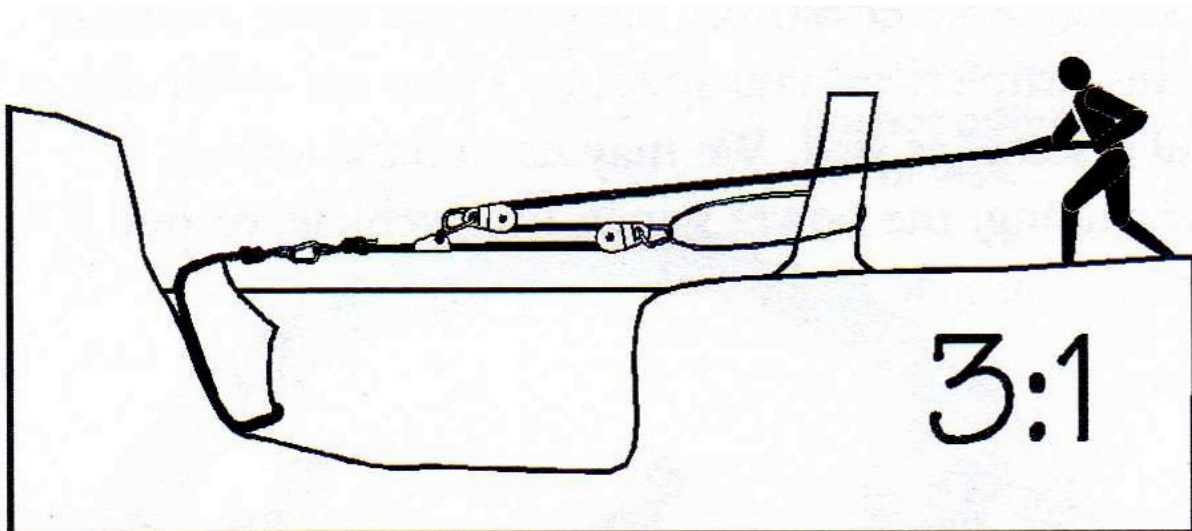


## March Safety Tip

### Haul System: — 3:1 Mechanical Advantage

Requires:    Static rope: Yes  
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              Prussic cords: Yes, 1  
              Anchor rope or strap: Yes, 1  
              Carabiners: Yes, 2 or 3

(Next month: *The 6:1, version 1, haul system*)



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### Overview

- Used to join 2 ends of webbing together to make a loop
- Start by tying a basic overhand knot
- Finish by retracing the not in the opposite direction
- Ends must be on opposite side of the knot to be correct
- Be sure to leave a long tail on each side of the knot in case it slips, or tie it off with overhand knots on each side



Normally tied with 1 piece of webbing, 2 were used here for illustration purposes

[Click for Step by step directions](#)

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Steve K 2012

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## Wilson River Trip Report (continued from page 10)

The actual Narrows is preceded 60 yards (3 furlongs and a rod) by a false Narrows. This area gets rather turbulent at high water but the slot becomes less of an issue. Most boats squeezed through The Narrows except for Slattery and Solberg in their cats and Riggs and Carman in their paddle boats. Linda did some hip thrusts to bump her boat through (where did you learn that move Linda?). Carman decided to deflate his paddle boat a bit to get the necessary squeeze from the juice. Solberg was wedged pretty tight in his 7 ft wide boat and had to "low side" with tow assist to pass through. The Riggs crew followed Solberg's example and did the tippy action on the low side also. Dorfi and Saucy had the right size boat and paddled through with nary a scratch. We won't even talk about the kayaks and IKs.

Shortly after The Narrows we stopped on river left for mossy rock lunch site. It was slick as I saw at least two people go splat. This is where you need your helmets "them rocks are hard Bubba". It was here that the true colors of the IK became evident as Nancy Smith was cold and swapped into the Riggs paddle boat in place of Dave Audet. I thought it poor form that Dave only warned her two times what she was getting into. It reminded me of the Christians being thrown to the lions.

A thirty minute stop for lunch is about all you can afford this time of year given the short days and the cooling drizzle. Actually it did rain but maybe only about 30 minutes out of the day and as long as you could keep active warmth was not an issue unless of course you were our videographer Cameron McKirdy who was in rain gear but no wet suit or drysuit. Check out his video of the trip at [SurvivalBros.com](http://SurvivalBros.com).

Shortly after lunch we bumped down a rocky section and passed under the first HWY 6 bridge and the river became more of a drift as evidenced by the steeleheaders in their aluminum craft. There are two wooden slide launch ramps for fishermen which could suffice as a takeout for a smaller group. Bring manpower to haul out if you go that route.

The US Navy does not allow brothers to serve on the same craft and I think I know why. It's not the fear that a single family will lose too much of their progeny but more that one may try to kill the other as Kyle displayed when he pushed Brian overboard above a small rapid. Begrudgingly Kyle did assist in the retrieval but I think it was more to recover the paddle than his sibling. Brian must have hit his head on a rock while in the water, because two minutes after being pulled into the boat he decided to make like a salmon and jump back in. I guess he wanted to get his money's worth out of the wetsuit.

There was one more class II drop under a private bridge where the river passes between two large rock formations and this was straightforward. After this we all checked our watches and looked at the darkening sky and were wondering if night rafting was all it was cracked up to be. Everyone picked of their rowing and paddling pace and the gorge gave way to more open terrain as we passed under the second Highway bridge which marked the takeout. We had 23 out of 30 at last count and that is 76%; still a passing grade.



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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>

3.23-25 Sat-Mon	<a href="#">Lower Deschutes</a>	II/III	Scott Ogren	<a href="mailto:scott@scottogren.com">scott@scottogren.com</a>	503-267-9785
4.20 Sat	<a href="#">Deschutes River</a>	III/IV	Bill Goss	<a href="mailto:zanng@msn.com">zanng@msn.com</a>	503-757-4659
4.20-26 Sat-Fri	<a href="#">2013 Owyhee River</a>	III/IV	Jeff Nicholson Dave Graf	<a href="mailto:jeffwnicholson@mac.com">jeffwnicholson@mac.com</a> <a href="mailto:dmgraf55@centurytel.net">dmgraf55@centurytel.net</a>	503-308-2010 503-543-5743
4.26-28 Fri-Sun	<a href="#">Lower N. Umpqua</a>	II/III	Brenda Bunce	<a href="mailto:Brenda.bunce@gmail.com">Brenda.bunce@gmail.com</a>	360-931-4224
5.2-5 Thu-Sun	<a href="#">South Fork Owyhee</a>	III/IV	Jerry Smith	<a href="mailto:crossfox21@gmail.com">crossfox21@gmail.com</a>	541-429-1580
5.3-5 Fri-Mon	<a href="#">John Day River</a>	II/III	Eric and Candace Ball	<a href="mailto:balle@pocketinet.com">balle@pocketinet.com</a>	509-525-6134
5.10-12 Fri-Sun	<a href="#">Grande Ronde River</a>	III/IV	Eric and Candace Ball	<a href="mailto:balle@pocketinet.com">balle@pocketinet.com</a>	509-525-6134
5.17-20 Fri-Mon	<a href="#">Rogue River Lodge Trip</a>	III/IV	Van McKay	<a href="mailto:vanm1@aol.com">vanm1@aol.com</a>	360-737-3148
5.25-26 Sat-Sun	<a href="#">Lochsa River</a>	IV/V	Steve Herring	<a href="mailto:steve@raftalot.com">steve@raftalot.com</a>	
5.31-6.1 Fri-Mon	<a href="#">Upper North Umpqua</a>	III/IV	Bill Goss	<a href="mailto:zanng@msn.com">zanng@msn.com</a>	503-757-465
6.8 Sat	<a href="#">Klickitat River</a>	III/III+	Doug Smith	<a href="mailto:Doug@davidsmithmapping.com">Doug@davidsmithmapping.com</a>	503-232-5285
6.14-16 Fri-Sun	<a href="#">Lower Deschutes Annual Women's Trip</a>	II/III	Carol Beatty	<a href="mailto:caroldon1@comcast.net">caroldon1@comcast.net</a>	503-816-6172
6.27-30 Thu-Sun	<a href="#">McKenzie River</a>	III	Brenda Bunce	<a href="mailto:Brenda.bunce@gmail.com">Brenda.bunce@gmail.com</a>	360-931-4224
7.4-6 Thu-Sun	<a href="#">Lower Salmon River</a>	III/IV	Eric and Candace Ball	<a href="mailto:balle@pocketinet.com">balle@pocketinet.com</a>	509-525-6134
9.14-16 Fri-Sun	<a href="#">Hell's Canyon (Snake River)</a>	III/IV	Mike Moses	<a href="mailto:mtymo_@hotmail.com">mtymo_@hotmail.com</a>	509-240-4220

Upcoming Trips Continued on Page 15



UPCOMING TRIPS CONTINUED FROM PAGE 14

11.9-11 Sat-Mon	<a href="#">Rogue River</a>	III/IV	Scott Ogren	<a href="mailto:scott@scottogren.com">scott@scottogren.com</a>	503-267-9785
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PAST OWA RAFTING TRIPS

2.16-18 Sat-Mon	<a href="#">Rogue River</a>	III/IV	Scott Ogren	<a href="mailto:scott@scottogren.com">scott@scottogren.com</a>	503-267-9785
1.26 Sat	<a href="#">Wilson River</a>	III	Tom Riggs	<a href="mailto:trriggs@ashland.com">trriggs@ashland.com</a>	503-647-0690
1.1 Tues	<a href="#">Sandy River</a>	II/III	Val Schaul	<a href="mailto:val.schaul@verizon.net">val.schaul@verizon.net</a>	503-805-8991



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