

SOUTHWEST FOCUS

Waiting List to Lottery - Colorado	4
Times are Changing - Paria River	6
Holy Cows - Westwater Canyon	7
Riparian Restoration - Colorado	8
Pilot Program to Increase Access	9
Navigability - North Umpqua	10
History of Rogue Inflatables	14
Olla Gardens - A Perspective	17
What is Overflow (aufeis)?	18
Leadership Lesson	19
CRMP in Progress - Virgin River	20
RMS Mentoring Program	21



A traditional olla, used at the Soap Creek restoration area. Photo: National Park Service

Soap Creek *Campsite* Restoration

by Kassy Theobald

Soap Creek Camp is a very popular stop in Grand Canyon National Park. It is used daily as a lunch spot or an overnight camp by river users, backpackers, fishermen, and day hikers. Consequently, Soap Creek has a heavy level of human impacts ranging from social trailing to excess tent site development that negatively affect both cultural and natural resources. Grand Canyon National Park staff and partners have been working to address these concerns since the 1990s. However, in the last three years, staff have taken new, creative, and aggressive approaches to address this long standing problem.

What's happening at Soap Creek?

In November 2008, crews created eight new campsites in the more

durable, sandy, post-dam riparian zone, downriver from the typical kitchen area, to attract river users to less sensitive areas. They also obliterated pre-dam (or old) high water zone social trails and tent sites. In 2009, with an effort to engage the commercial river companies in conservation work and improve educational opportunities, the park utilized a long standing relationship with the guiding community to complete this and several other projects. In February 2009, park staff and boatmen from Wilderness River Adventures obliterated another large section of social trails. In November 2009, park staff and boatmen from Tour West installed 65 plants, eight ollas, and 10 traditional berms during the first phase of a major replanting effort on the upper pre-dam high water zone terrace. In November 2010, park staff and boatmen

from Arizona Raft Adventures completed the second phase of the major replanting, installing 265 new plants, 22 ollas, and 36 stand-alone berms. A small unplanted area remains at the site, which will likely remain unplanted until November 2011. These plantings were phased over several years so staff could collect valuable data and determine the best methods for ensuring restoration success along the river corridor.

What is the Pre-Dam High Water Zone?

Most of the impacts found at river camps are located in the pre-dam high water zone. This zone is particularly fragile, as it no longer receives moisture, sand deposits, and nutrients from spring floods due to the regulated water flow of the Colorado River. It commonly hosts

(continued on page 16)

River Management Society

RMS Main Office
Risa Shimoda, Executive Director
PO Box 5750, Takoma Park, MD 20913
Ph / Fax (301) 585-4677
executivedirector@river-management.org
rms@river-management.org

National Officers
Steve Johnson, President
Stillwater, MN (651) 436-1475

Dennis Willis, Vice President
Price, UT (435) 650-0850

Elaine Mayer, Secretary
Ocean View, HI (808) 929-8400

Lee Larson, Treasurer
Sanford, NC (919) 498-1781

Ex-Officio Advisors
Gary G. Marsh
Mountain City, TN (423) 768-3621

Randy Welsh
Ogden, UT (801) 625-5250

Dave Ryan
Missoula, MT (406) 728-4140

Ken Ransford
Basalt, CO (970) 927-1200

RMS Listserv:
rms-members@river-management.org

Web Page Coordinator
Cheston Crowser (406) 273-4747

Pro Deal Coordinator
Scott Springer (541) 490-5289

Merchandise Coordinator
Debbie Johnson (651) 436-1475

Listserv Archive Volunteer
Jennifer MacDonald (541) 822-7234

RMS Journal
Caroline Kurz (406) 549-0514
caroline@river-management.org

RMS is a non-profit professional organization.
All contributions and membership dues are
tax-deductible.

*The mission of RMS is to support
professionals who study, protect, and
manage North America's rivers.*

Editorial Policy: Articles are not edited for
content and may not reflect the position,
endorsement, or mission of RMS. The
purpose of this policy is to encourage the
free exchange of ideas concerning river
management issues in an open forum of
communication and networking among the
RMS membership. Unless indicated, points of
view are those of the author and not RMS.

Executive Director's Eddy

As I pass the six-month mark working
as the Executive Director of the River
Management Society, I really appreciate
the opportunity to serve this awesome
group of professionals...like you! As I
continue to learn the ropes, I will try to
make up for typos or receipts sent twice
with diligence, planning and providing
sound projects that serve you, RMS and
the river management community.

I will be reaching out through the
RMS Journal wearing several hats:
a reporter for on-going programs;
cheerleader for new and revisited
initiatives; siren for innovation; and
shepherd for projects that reinforce our
role as the nation's authority for river
management issues, policy, protocol and
the management side of stewardship.

Donita Cotter, our partner at the
National Wildlife Refuge System describes
river management professionals as "the
ones pulling the weeds," responsible
for the field work and planning that
require unique expertise, experience and
temperament. Beyond that, you possess
specific and unique expertise commenting
on hydropower license applications;
updating or installing permit regulations;
debating issues related to submerged
lands; and developing long term plans to
facilitate visitation by underserved and
special needs populations. If any of these
topics are unfamiliar and you're interested
in learning what your peers do in these
areas, you'll find a wealth of knowledge
by checking the RMS archives, seeking a
mentor (*see Gary Marsh's article on page
21*), and asking questions through the



listserv and at workshops, conferences
and symposia.

You've probably figured out by now
that you are 'us.' RMS has thrived on
volunteers' enthusiasm for professional
enhancement and capacity for sustaining
healthy rivers. While we will fuel
future initiatives through membership
fees, partnerships, private gifts, and
sponsorships, we will continue to drive the
organization with the talents and passion
of volunteers.

Thanks for being a member, for it
is by submitting dues that you grade the
organization's efforts. Don't hesitate to be
in touch with comments or suggestions
about "anything RMS" and if you're
up for helping us build its future. I look
forward to meeting you in person at
some point, perhaps at the Interagency
River Management Workshop and 30th
Annual International Submerged Lands
Management Conference in May! ♦

A handwritten signature in black ink, appearing to read "Risa Shimoda".

Risa Shimoda
RMS Executive Director

From the *President*

There's a little lead time to publishing this Journal and as I sit down to write this I try to think what river people will be doing when they read this issue. You won't be looking at the deep snow I'm seeing out my window (and getting deeper by the hour), but you may well be dealing with the resulting spring flooding—in a fairly big way.

It was a pretty serious winter in much of the eastern two-thirds of the nation and that has obvious implications for our rivers. It also has the moron down the street laughing up his sleeve about the “myth” of global warming.

Never mind the moron, who doesn't quite get the reminder that you should never confuse weather with climate.

But climate scientists made a couple of blunders along the way.

First, they should never have let the politicians in the room. How on earth does a scientific topic like climate change become political anyway?

Second, they should never have let the media call it “global warming.” Our climate is changing—rapidly—but in some places that doesn't mean warmer.

One thing climate change is bringing us in many parts of the country are longer dry spells interspersed with intense storms—exactly what parts of the country have seen this past winter, and last summer as well.

What will this mean for those of us who manage rivers? More frequent dry conditions, interrupted occasionally by flash floods? Reduced snowpack in the mountains, with a resulting shortened boating season?

I know where you can get those questions answered.

Nowhere is our changing climate more obvious than in Alaska. It's exceptionally appropriate that our River Management Workshop this year is in Alaska and that it focuses extensively on climate issues. The workshop runs May 10-13 and will open with special sessions on policy and research surrounding climate change. The workshop is being held jointly this year with the 30th Annual International Submerged Lands Management Conference.

The workshop will occur at the stunning Alyeska Resort in Girdwood, Alaska, about 40 miles southeast of Anchorage on the Turnagain Arm of Cook Inlet. We've worked hard to keep costs down so those of us on limited budgets can attend.

I hope to see many of you there!◆



Steve Johnson
RMS President

Alyeska Resort lobby.



Conflicted about conflicts?

by Steve Johnson

Most RMS members are not aware the Society has been engaged in a running battle for the last couple of years that could significantly affect the make-up of our national board of directors. At this point I'm happy to report that we're winning.

It started as a fairly arcane ethics discussion about seven years ago and focused primarily on federal employees. Since a substantial number of RMS members are federal employees and since that is reflected in the make-up of our national board of directors, it's important.

Let me leave the lawyers outside the door and put this in plain English.

If you're a federal employee, your highest responsibility is to your agency.

If you're on the board of directors of a nonprofit organization, you have a fiduciary responsibility to put the interests of the nonprofit first.

If you're a federal employee and you're on the board of a nonprofit organization, could those two diverging paramount interests be in conflict? Yes, they could. For that reason, there are ethics laws for federal employees that limit their involvement in nonprofits—if they have a business relationship with the federal agency.

So the feds don't care if you're on the governing board of your church, since it doesn't have a business relationship with, say, the Bureau of Land Management. But if you work for BLM and it gives money to, say, the Society for Range Management, is there a conflict if you serve on SRM's board?

In theory, yes. And to a growing number of government lawyers over the last few years, maybe means yes and that means you can't do it. Endless memos have been written, and numerous federal agencies

(continued on page 26)

From Waiting List to Weighted Lottery: A Five Year Perspective

Grand Canyon National Park Noncommercial Permit System

by Linda Jalbert

In 2006, the National Park Service (NPS) began implementation of the long-awaited revised Colorado River Management Plan. This plan, updated after nearly 20 years, includes several important changes for river management in the iconic National Park. The big changes include a shift in allocation of launches for commercial outfitters and noncommercial or private boaters, reduction in maximum daily launches, a six-month no-motors period, and a new noncommercial permit system.

The Former Permit System

As demand for noncommercial boating increased in the 1970s, the NPS implemented a “first-come, first-serve” permit system for a limited number of launches. As the number of noncommercial launch opportunities increased, Grand Canyon river managers established a waiting list

for keeping applicants “in line” for trips in future years. The park’s former Colorado River Management Plan allocated 240 launches to noncommercial boaters (compared to approximately 650 commercial launches). For the first several years under this permit system, the wait to obtain a launch ranged from two to five years. By 2003 when the NPS froze the list, over 8,800 names were on the waiting list, with a potential wait of more than 27 years.

Along with a new permit system, the revised Colorado River Management Plan doubled the number of noncommercial launches year round. Figure 1 compares the number of noncommercial launches from 2006 to 2010. The new launch schedule was implemented in January 2007, allowing a minimum of one launch per day during the winter, and up to two noncommercial launches in spring, summer and fall for a total of 503 noncommercial launches annually.

The New Permit System

During the NEPA process for the Colorado River Management Plan, the NPS received thousands of comments on the permit system. A majority of comments were in favor of eliminating the waiting list and many more suggested major changes including variations on methods used by other federally-managed rivers. Ultimately, the NPS established a Weighted Lottery for the noncommercial river permit system. The Weighted Lottery adopts many of the concepts of lottery systems used for the San Juan River, Main and Middle Fork Salmon Rivers, and others. However, the Grand Canyon lottery includes “preference points” for weighting the lottery. This was devised to give persons who have not been on the Colorado River for awhile, if at all, a better chance of success than those who have been on the river more recently.

Calculating preference points is based on the number of years since you’ve either won or been on a commercial or noncommercial Grand Canyon river trip. If you’ve never been on a trip, or it has been more than five years, you would have five lottery chances. On the other hand, if you were just down the river last year, you have just one point. If it’s been three years since you last went on a noncommercial or commercial river trip through the canyon, you have three points.

Each February a main lottery is held to award launches for the following calendar year. The first weighted lottery was run in 2006 for trips in 2007, and the NPS recently conducted the lottery for 2012 permits. Participating in the lottery requires applicants to have a profile in the system. The NPS maintains a database with profiles of individuals interested in obtaining permits. The database enables the NPS to communicate with applicants, and tracks participation in trips including commercial and noncommercial trips, and calculates number of preference points. If an individual is interested in applying for the lottery, they must apply on line and pay a \$25 application fee. Applicants may

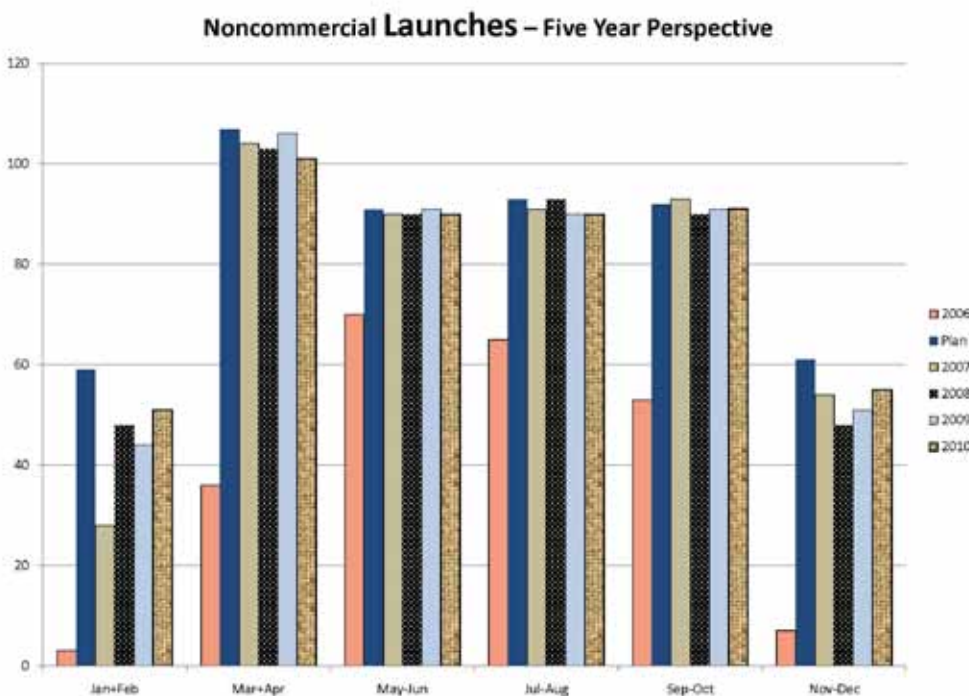


Figure 1: Number of noncommercial launches by year beginning in 2006 which represents the old plan. The column labeled “plan” indicates the number of available launches, other columns (2007-2010) indicate actual launched used.

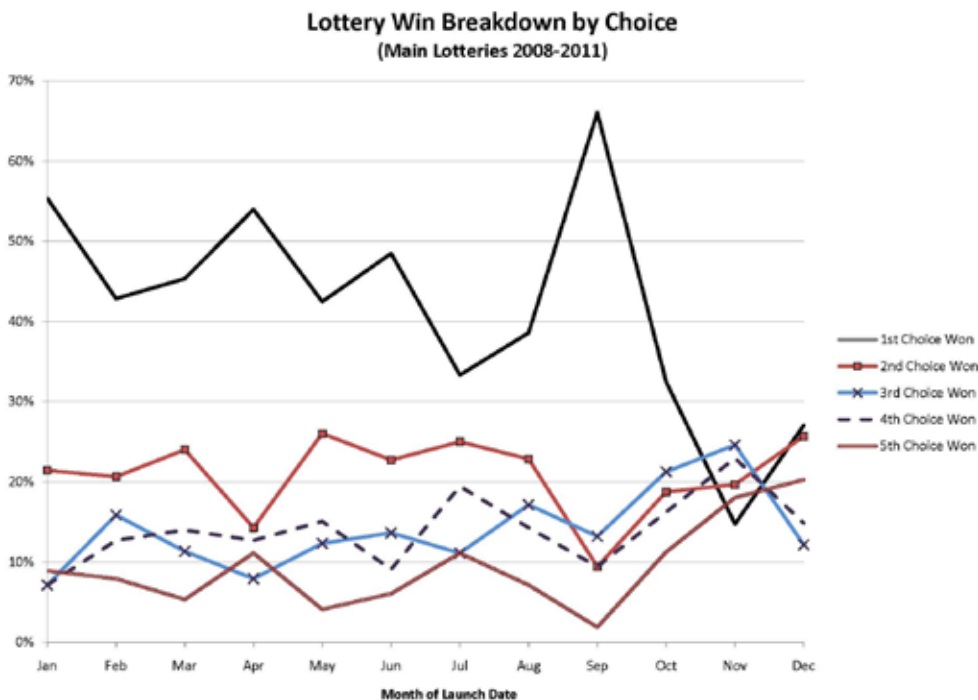


Figure 2: Lottery Win Breakdown by Choice for 2008-2010 lotteries.

select up to five different dates. When an application is picked in the lottery, all 5 dates are checked for availability, awarding the first one if available, if not the second date and so forth. Figure 2 shows the importance of listing up to five dates on a lottery application.

After the lottery is run, successful and unsuccessful applicants are immediately notified. The new lottery system also requires that winners make a commitment to using the awarded launch date with a \$400 deposit. This amount is a portion of the total \$100 per person fee due 90-days prior to the launch.

What happened to the people from the old waitlist system?

While enacting the new system, the NPS has tried to be fair to former waitlist members. As noted above, the old plan allowed 240 permits per year, and around 50 of these were winter dates. People joined the waitlist to be in line to eventually get one of these dates. For the transition, the NPS projected how long it would take for each of the existing waitlist members to reach the top portion of the waitlist and schedule a launch under the old system. Each of the former waiting list members was notified of these findings.

For the first phase of the transition to the new system, the NPS issued 240 launch dates per year from 2007 through

2011 to waitlist members (notice, this is the same number of launch dates as previously released each year through the old system), and made the other 260+ available through the lottery. The waitlist members that did not schedule a trip in this period were given a choice to take a refund or accept extra chances in the lottery with some added assurance. These extra chances are non-transferable and are very much designed to ensure most former waitlist members “win” through the lottery as soon or sooner than they would have under the old system.

The “added assurance” is adaptive management of the permit system to help accommodate the people that had been on the waiting list for years. If any of these individuals do not win or participate on a trip (noncommercial or commercial) as soon or sooner than the predicted time under the old waitlist system, the NPS offered a onetime option to 1) to have their extra chances tripled, or 2) to pre-schedule a trip ahead of the lottery by choosing from a limited number of launch dates.

As of February 2011, about one-third of the former waitlist members remain eligible for adaptive management measures to ensure they are not exceeding their original wait time for a permit. Figure 3 (on page 26) summarizes the status and options taken by former wait list members.

2012: More launches available!

As discussed in a previous section, the number of launches or permits available in the 2007 -2011 Weighted Lottery was limited because 240 were issued to former waitlist members as part of the transition. For 2012, there will be twice as many permits available in the lottery. At the time this article goes to press, the lottery will be completed. It is likely that the majority of permits will be awarded for trips in March through October. The winter months remain the least “popular” months, although chances of obtaining permits in those months are good.

Another feature of the Grand Canyon lottery system is the option to include potential Alternate Trip Leaders or PATLs on lottery applications. The PATL feature allows trips to take place if the permit holder is unable to do the trip; otherwise, the trip cancels. The river permits office also holds secondary lotteries for un-claimed or cancelled launch dates; these are held frequently throughout the year. As in other river permit lotteries, applicants must be familiar with procedures and timelines; this information is found along with statistics and other Frequently Asked Questions on the Grand Canyon National Park website.

Grand Canyon River Permits Manager, Steve Sullivan, is to be applauded for his work on this very complex system. Since the new permit system was implemented, Steve and other NPS staff have received a lot of feedback on the lottery. Most feedback has been positive and some has resulted in minor changes to the procedures to lessen confusion and provide transparency to the public. ♦

To apply for the lottery and maintain a profile: <https://npspermits.us>

For detailed statistics on lotteries: www.nps.gov/grca/planyourvisit/noncommercial-riv-docs.htm

For river trip information: http://www.nps.gov/grca/parkmgmt/riv_mgt.htm

To contact the River Permits Office: GRCA_RIV@nps.gov

Article prepared by Linda Jalbert, NPS Planner from information supplied by Steve Sullivan, NPS River Permits Manager

Times Are *Changing* on the Paria River

by Judy Culver

A combination of virulent weather patterns, the demise of experienced back-country slot canyon hikers and increased dependence on blogs as accurate or professional sources of information has lead to a dramatic change in the types of use in the Paria Canyon, Buckskin Gulch and Wire Pass Canyons. This extensive network of canyons is located in the Paria Canyon-Vermilion Cliffs Wilderness which straddles the Utah and Arizona state borders, contains the longest continuous slot canyon in the U.S. and is co-managed by the Vermilion Cliffs National Monument, Grand Staircase-Escalante National Monument, Kanab Field Office and Glen Canyon National Recreation Area.

Historically, the self gratification of completing a 3-5 day hike from one of the northern trailheads to Lees Ferry through slots canyons and the deep corridors of the lower Paria Canyon after fighting for limited Paria permits, has given way to speed hiking to complete the entire 38 to 55 mile trip in as little as 16 hours. Due to the limited number of permits, another version of trip which became popular in 2009 is a day trip from the Buckskin Gulch or Wire Pass trailheads to White House campground. This day hike involves traversing 21 to 24 miles of slot canyons, deep mud or water pools, log jams and boulder piles and can only be completed by experienced well conditioned hikers.

The increased use of technological advances such as blogging has created a new set of recreation-based challenges in which random, incomplete, seasonal and in many cases incorrect information is posted on the web. Many times those posting blogs do not explain the hazards or experience necessary to complete specific trips. An example of incomplete information is blogs from trail runners or speed hikers who are conditioned to complete 20- to 30-mile hikes in 8-12 hours which then results in leading the unsuspecting and ill-prepared hiker to try the same feat of endurance without expertise. These blogs have not only affected unsuspecting canyon hikers, but have also resulted in damage to road networks, rental vehicles, and the increased use of towing companies



Buckskin flood (October 2006)

as a result of reports on road conditions, which can change daily, to access various trailheads.

Another trend related to blogging that began in late 2008, has resulted in the increased number of extended overnight trips of 5-7 days in the upper canyons. Groups that stay in the slot canyons for extended periods of time lack radio, satellite or other communication capabilities and have limited access to weather forecasts or even in many cases views of the sky to assess flood potential. This new use pattern indicates increased use of the canyons by hikers unfamiliar with the dynamics of slot canyons.

The problems associated with this changing behavior of use and the cumulative effects of these behavioral changes could be seen during the spring and summer of 2010 by the increased number of rescues or delayed arrival of day hikers and backpackers within the permit area. 2010 was a dramatically wet year for the Paria, Wire Pass and Buckskin Gulch canyons. Ironically, many of the flood producing storms in the 56 miles of deep-walled sandstone canyons occurred through localized weather patterns that randomly left other portions of the canyons unaffected by flooding. Typical flood patterns in these canyons are usually the result of heavy

rain or snowfall in the Bryce Canyon area. One such storm produced over 3,000 cfs of water between the Paria River gauge located just above White House Campground and the one located at Lees Ferry just 38 miles downstream.

The 2010 season began innocently in early March with a few small floods typical of the area but quickly became raging flood waters that resulted in repetitive historical flooding. Coyote Wash, the main access drainage to Coyote Buttes North (the Wave), normally dry year-round, flooded three times in one week in early May and continued this pattern until the end of October. These floods resulted in continuously changing canyon conditions in all three canyons that blew out historical log jams, high water campsites, boulders and other features known to locals or regular hikers for more than 20 years.

The mystery of the 2010 season is how the Paria Project area managed to have no serious injuries or deaths as a result of these flash floods. The answer is dumb luck followed by aggressive tactics of data collection and reporting. A brief conversation with Brian McInerney, from the Salt Lake City NOAA office, in March 2010, provided me with insight on what flood data was missing within the project area. This knowledge was put on the back burner as is so much of our wish list is, until I became aware, in late April that this was not going to be a normal season on the Paria River.

Conversations with Brian led to developing an extensive network of flood water data collectors within Utah and Arizona utilizing BLM staff, volunteers, commercial SRP holders, local land owners, ranchers, and most importantly, the willingness of Brian and his staff to receive voice messages, phone calls and e-mails at any hour of the day to report visual observations. Using up to the minute visual observations on flood events in Wire Pass, Buckskin Gulch and the Paria River in combination with the locations of river gauge data, NOAA was able to enhance their flood prediction models for the area which resulted in increased flood

(continued on page 26)

Holy Cows...

by Jennifer Jones

The winter of 2009/2010 was filled with cold and snow. As spring arrived many areas were subjected to more mud than normal, especially the river banks of the Colorado and Green rivers. Cattle ranchers were attempting to track down lost cows and the Moab BLM office began to hear reports of cattle crossing the frozen rivers.

Those that have floated through Westwater Canyon are familiar with the oddities of Cisco, Utah. This section of far eastern Utah is home to the Cisco desert, a barren and sparse spot. To the south the Colorado River cracks this desert and yields to the Dolores triangle, an area that looks verdant.

Although the first private trip of the 2010 year was completed on February 28, it was not until April that both the commercial and private river runners returned to Westwater Canyon with regularity. Near the end of April the Moab BLM office began to receive complaints related to cows. There were about 30 dead cows within Labyrinth Canyon of the Green River and several dead cows in the vicinity of one of the most popular campsites in Westwater Canyon, Little Hole. How could this be? Grazing in a special area?

It was discovered that indeed there was a portion of a grazing allotment within the Westwater Canyon Wilderness Study area (WSA). The permittee had not used that portion of the grazing allotment since 1998, more than twelve years. Given the wet winter, the permittee decided to push the cattle down towards the

river during the early spring. As a result cows got stuck in the mud along the river bank. Numerous private boaters relayed stories of attempting to save the cows and free them from the muddy death trap. The grazing permittee was contacted but alas, three stubborn cows had become stuck and perished in the mud.

Camping in Westwater Canyon is limited to one night and to designated sites that are assigned at the launch ramp. The two campsites located above the first rapid are used by nearly every commercial and private trip for lunch, safety talks or getting dressed for the rapids. Westwater Canyon is within a WSA and that most of the 17-mile permitted river segment is inaccessible to anything but boats and helicopters created some interesting challenges to rectifying the foul smelling situation.

The grazing permittee was contacted and willing to work with the BLM, but what was the best option? I am sure that one of you has been faced with this type of logistical challenge. I called around to our immediate neighbors including NPS, USFS, DWR as well as folks in neighboring states including Idaho and Oregon. After many management discussions, the choice was made to incinerate/burn the remains of the three cows. Fortunately there was plenty of non-native tamarisk that was cut and piled on top of the carcasses to ensure adequate heat and success. In essence we were able to accomplish two objectives with this unique opportunity—removal of a health hazard and an additional unit for fuels reduction. ♦

Tamarisk and carcass reduction efforts at Little Hole camp, Westwater Canyon. Photo: Clark Maughan



Riparian Restoration

In 2009 the Grand Junction Bureau of Land Management (BLM) initiated a new form of riparian restoration along the Colorado River. The BLM Canyon Country District (Monticello and Moab field offices) is following close behind. Based upon the successes demonstrated by the Grand Junction BLM, funding was secured and a raft was purchased with the intent of constructing a specialized tool for treating invasive/noxious species along multiple river systems throughout the Canyon Country District in Southeast Utah. Throughout the winter the frame has been modified and the components pieced together to create a fabulous tool. This specialized raft will be used to treat portions of the following drainages: Colorado, Dolores, San Juan, Green and San Rafael rivers. Many of these river systems are remote and raft access

is the only feasible option for utilizing herbicides as a restoration tool. Treatment success of many of the invasive species is dependent upon follow-up herbicide treatments, which can only be reached by boat.

The Canyon Country District has undertaken weed treatments along riparian systems for five years and has recently “ramped up” its treatments due to the impacts from the tamarisk leaf beetle. The beetle has dramatically affected tamarisk along riparian areas which has presented both challenges and opportunities. Many of these same riparian areas are popular camping and recreation destinations. Treatment implementation has been accelerated due to concerns about the impacted tamarisk. In many locations treatments have been combined to include mechanical, prescribed fire and herbicide application in conjunction with the biological agent. This has allowed the Canyon Country District to be proactive with revegetation efforts along many of the riparian areas. Fortunately, along many of the riparian systems noxious/invasive species such as Russian olive, Russian

knapweed and others currently have limited distribution. This Moab Field Office has found that the only effective treatment for these species is herbicide application. As the tamarisk begins to die off, the management concern is that some of these noxious/invasive species will move

ing a priority.

The Westwater Canyon segment of the Colorado River is located within a Wilderness Study Area, is remote, and is largely unaffected by the impacts of other management activities. In 2009 and 2010 the Moab BLM fuels/fire crew completed three river trips through Westwater Canyon to treat and remove Russian olive and tamarisk within and around the designated campsites. Just over 90 Russian olives were girdled and treated with herbicide while a total of seven acres of tamarisk was removed and treated. Treating the isolated pockets of Russian olive is an attempt to disrupt and prevent a continued seed source and potentially negative effect on downstream treatment success. Concerns over the elevated fire hazard associated with the beetle-impacted tamarisk in designated campsites are be-



Revegetation supplies for the Public Lands Day, September 25, 2010, Westwater Canyon. Photo: Jim Cihlar, W.A.V.E.

into the exposed areas and increase their distribution. The ‘weed raft’ will allow the Canyon Country District the opportunity to be proactive with treatments and to access areas that were previously inaccessible for herbicide treatments. The specialized raft would allow the Canyon Country District to expand treatments in remote areas as well as to complete treatments at high priority sites before noxious/invasive species have an opportunity to establish. By treating these areas early, it would help in the long-term restoration efforts currently underway.

The Fuels program has taken the lead on this project and can utilize its vegetative treatment contracts, agreements with local contractors and trained fire crews to implement all aspects of these projects. The recreation staff has, and will continue to, provide boatmen in support of these endeavors. The specialized raft will increase effectiveness of applied treatments as well as decrease costs in the long-term. There has been a great deal of public support for these efforts and the connection of treatment efforts between agencies is becom-

ing addressed by removal of the tamarisk. A partnership with Canyonlands National Park has been crucial in providing additional camp equipment and boats for these two trips.

In September 2010, a Public Lands Day project was completed in Westwater Canyon. In addition to removing trash brought from high water, a revegetation effort was carried out by Westwater ranger Alvin Halliday who was assisted by individual volunteers and a number of volunteers from the Westwater Association for Volunteer Excellence (WAVE) program. During this project, 100 native plants were loaded into rafts and floated downstream where they were planted at designated campsites. In the spring of 2011 there will be additional trips to treat Russian knapweed and continue the revegetation efforts. This is an ongoing effort that will hopefully result in removing the non-natives from a unique and highly desirable permitted river segment. ♦

For additional information, contact Jennifer Jones: 435-259-2136.

Pilot Program to Increase *Access* on the Colorado River

by Jennifer Jones

Summary

Two new Pilot Programs will be administered on a trial basis during the 2011 and 2012 river seasons. These programs are for the 2011 and 2012 seasons only. The programs are designed to increase access to outdoor recreational opportunities along the Colorado River. The Pilot Program in Westwater Canyon is focused on serving veterans of the American military with service-related disabilities. The Pilot Program along the Cisco to Castle Creek segment is focused on increasing opportunities for adaptive sports groups and/or educational or institutional entities.

Westwater Canyon

This pilot program, and river trips under the pilot program, is limited to the 18 Westwater outfitters. BLM has reserved 4 summer season launches for both the 2011 and 2012 allocation seasons. The 4 unassigned permanent launches reserved each year are the 3rd Wednesday in July, the 3rd Wednesday in August, the 4th Monday in August and the 4th Thursday in August. The BLM will provide up to 200 user days for the program each year in addition to the normal company allocations. The 200 user days would be provided by reserving 75 user days from the small average unused commercial allocation and adding 125 user days from unallocated pool days held by the BLM. Outfitters that are awarded a launch in 2011 are not guaranteed a launch during the 2012 season.

During the 2011 season, the pilot launches will be held for groups serving veterans of the American military with service-related disabilities until 30 days prior to the launch date. If the pilot launches are not awarded within the 30 day window, the launches and user days would revert to the general outfitter pool for distribution by BLM.

During the 2012 season, the pilot launches will be held for groups serving veterans of the American military with service-related disabilities until 90 days prior to the launch date. If the pilot launches are not awarded within the 90 day window, these launches would be made available to groups that serve individuals with disabilities regardless of veteran's status. If the pilot launches are not awarded within 30 days prior to the launch date, the launch and user days would revert to the outfitter pool for distribution by BLM.

How to Apply

Outfitters requesting one of the 4 Pilot Program launches would provide a letter of intent (on letterhead) from the client, which must be an organized non-profit, association, organization or foundation. If more than one application is received for a pilot launch date, the launch will be awarded by a random draw. BLM encourages outfitters to seek a trade for a 4th launch from participating outfitters if the reserved pilot launch dates cannot be matched with the sponsoring organization's schedule. Letters of intent will be reviewed by a working group consisting of members from the Moab BLM and the Utah Guides and Outfitters Association.

For the 2011 season - Outfitters must submit the letter of intent by Monday December 20, 2010 by 4:30 pm. The letter may be sent by email, fax or hard copy.

For the 2012 season - Outfitters must submit the letter of intent by August 1, 2011. The letter may be sent by email, fax or hard copy. The letter of intent may be submitted with the requests for changes to the 2012 commercial calendar.

Incentives and Benefits

Outfitters in Westwater Canyon are currently capable of providing quality experiences in Westwater Canyon for people with disabilities. The pilot program will increase access to outdoor recreational opportunities along the Colorado for veterans with service-related disabilities. Westwater outfitters may develop new partnerships with organizations and associations serving the target groups. Through the pilot program, Westwater outfitters may improve their ability to serve clients and increase the confidence of staff to conduct trips for individuals with disabilities and special needs. The pilot program would provide early priority access to 200 user days each year as an incentive for outfitters to form partnerships with organizations sponsoring trips for the target group of veterans with service-related disabilities.

- In accordance with the Moab Resource Management Plan the Westwater outfitters may choose to count care givers as crew or passengers. Counting care givers as crew would be pre-approved by the Moab Field Office on a case-by-case basis.
- Upon pending approval from the BLM Utah State Director, the \$7.00 special area fee would be waived for the Pilot Program participants, their caregivers, and their immediate family members for the 4 Pilot launches in Westwater Canyon during both the 2011 and 2012 seasons. The fee waiver would help to reduce trip costs and encourage participation in the program.
- Following pending approval of the BLM Utah State Director, the Moab Field Office would temporarily amend the Westwater outfitter stipulations requiring payment of the special area fee for pilot trip participants during the specified Pilot Program launches of the 2011 and 2012 seasons.

Cisco to Castle Creek

In accordance with the 2008 Moab Resource management Plan there will be 22 unallocated commercial permits for the Cisco to Castle Creek segment of the Colorado River. Under the Cisco to Castle Creek Pilot Program the BLM will manage an available unassigned permit to increase access for adaptive sports groups and/or educational or institutional entities. BLM would advertise and accept applications for a series of non-overlapping, short term use permits for predetermined time frames during the 2011 and 2012 seasons. The total number of permits for the Cisco to Castle Creek segment would not exceed 22 at any time. Applications would be evaluated through a competitive process.

(continued on page 26)

“Navigable in *fact*, navigable in *law*?”

A judge decides for Oregon’s North Umpqua River

by Bo Shelby, Doug Whittaker, and Matt Donohue

Near McDonald Ferry on Oregon’s John Day River, a member of the Northwest Steelheaders left his vehicle at the road crossing and walked along the river bank to fish. A riparian landowner noticed and told him that he was trespassing, but the angler claimed he was on public land because he was below the high water line. The landowner called the sheriff, and a local district attorney filed charges that were later dropped. But the angler and the Steelheaders organization sued the State to force a determination on whether the John Day River was “navigable,” with its bed and banks owned by the State and held in trust for public use.

Later that year, a group of rafters on the John Day stopped on a mid-channel island to fish. A riparian landowner told them they were trespassing, which the rafters denied. The confrontation escalated when a friend of the landowner produced a rifle, at which point the rafters decided to move on. No charges were filed, but the rafters later joined the Steelheaders in their lawsuit.

What is “navigability,” and how is it related to these incidents? Navigability is a legal concept, although the word has other meanings related to boats, harbors, and channels. Navigability law was adopted from British common law by the original 13 colonies (and later by other states as they joined the union). Developed in a time before transportation networks were based on vehicle, train, and air travel, these laws were designed to protect travel and trade routes on and along waterways. If a waterway is navigable, the lands of the bed and banks (up to the ordinary high water line) belong to the state. Title to navigable waterways resides with the state from the time of statehood, but navigability of any particular waterway must be demonstrated or “proven” through adjudication. Navigability law applies to tidal estuaries as well as rivers, but the rest of this article focuses on the latter.

Navigability case law has a long and complex history that is beyond the scope of this article (a law review summary can be found in Stevens (1980); reviews from public use advocates can be found from American Whitewater (2007) and the National Organization for Rivers (no date; accessed in 2011)). However, the basic tenet is that a waterway “navigable in fact” is “navigable in law” (The Daniel Ball, 1870), even if the craft is small (State of Alaska v. Ahtna, Inc., 1989).

Navigability can be proved two ways. First, actual use for travel or trade at or around the time of statehood can demonstrate navigability. Examples include use by Native Americans, explorers, settlers, travelers, and traders; this may include travel in historical craft such as canoes, or enterprises such as conducting log drives or transporting goods for trade.

Second, similar activities that occur *after* the time of statehood can be used to demonstrate navigability if they *could have* occurred earlier; the argument here is that the waterway was *susceptible* to those uses at statehood. This requires proof that

the activities actually occurred sometime after statehood, and the condition of the waterway at that time was substantially similar to conditions at statehood (thereby demonstrating that later use could have occurred at the earlier time). Some of these “susceptible” uses may be historical (e.g., an early 1900’s log drive when statehood occurred in the 1800’s), while others may be modern (e.g. recent or potential recreation use, especially commercial use, for fishing or river running).

A Navigability Dispute on the North Umpqua

A recent case on Oregon’s North Umpqua River helps illustrate. The North Umpqua runs approximately 85 miles from its headwaters near Crater Lake to a confluence with the South Umpqua near Roseburg, forming the Umpqua River, which continues 110 miles to the Pacific. The river travels through forest and foothills, with public and private land and a two-lane highway following the river valley.

Two landowners in Idlewyld, a small town about 30 miles east of Roseburg, had problems with trespassing, vandalism, and other depreciative behavior on the river bank behind their homes. Although the details were never clearly specified in court, it appears that confrontations (similar to those on the John Day) led to disputes about land ownership and people’s “right” to be there. The landowners both have deeds specifying that their property extends to the center of the river; they filed a navigability suit against the State to determine ownership of the riverbank.

Information developed for the case covered the entire river, with particular attention to seven miles from Cable Crossing to Colliding Rivers (RM 36 to 29), the segment where the plaintiffs’ properties are located. The specific navigability adjudication, however, applied only to the quarter-mile of river in front of the plaintiffs’ properties. The following describes some of the major issues considered during the trial.

The North Umpqua River

The North Umpqua River has diverse characteristics and recreation features. The *upper segment of the river* (upstream of Cable Crossing) is in a heavily forested, steep-walled canyon, generally surrounded by public land managed by the Forest Service and Bureau of Land Management. The river is steeper (about 30 feet per mile) and has a greater frequency of class III and IV rapids than downstream (especially upstream of Steamboat Creek). There are multiple public access points, and several facilitate boating. The highest-use areas of the upper river are in a 34 mile designated Wild and Scenic River reach, famed for steelhead fishing, whitewater boating, and hiking (along the 17-mile North Umpqua Trail).

The *lower segment* (downstream of Colliding Rivers) is less heavily forested and in a more gentle valley. This area was historically more hospitable to settlement, and as a result there are

several small communities and considerably more private land. The river gradient is less than 10 feet per mile and there are few class III rapids. Access points occur where there is public land, usually in county parks with boat ramps and picnic areas.

The *middle segment* (Cable Crossing to Colliding Rivers, where the navigability case was centered) is different. Most of the water is class I-II, but it includes three larger rapids Deadline Falls (Class V-VI), Upper Narrows, and Lower Narrows (both are Class IV-V). There are public accesses above and below all three rapids, but none are designed for trailer use and the public access at The Narrows is a foot trail. Going downstream from The Narrows past the plaintiffs' properties, there is no public access until you reach Lone Rock, where there is a "slide" ramp designed for putting in drift boats rather than taking them out.

Historical Uses

Testimony by historians (Stephen Beckham for the State and Kevin Hatfield for the plaintiffs) showed that Indian tribes inhabited the North Umpqua watershed at the time of Oregon's statehood (1859). They utilized boats in their daily lives, and dugout canoes hewn from cedar logs were the traditional craft. Indians appear to have used such boats at a fishing site below Deadline Falls, and so they probably also traveled on the river and transported fish in these boats. There was also evidence that Indians transported explorers and settlers along the river, and that settlers acquired Indian canoes for their own use.

After the time of statehood, a lumber mill was active at two different locations downstream of the plaintiffs' properties, although there is some dispute about the exact dates when it moved from one location to the other. Logging occurred upstream of the plaintiffs' properties, and before roads were built into the upper river, logs were occasionally skidded to the river and floated past the plaintiffs' properties to the mill.

Similarity of the River at Statehood and Post-Statehood

Hydrologist testimony (Peter Klingeman for the State and David Leonard for the plaintiffs) showed there had been few substantial changes in the flow regime of the river since statehood. Hydroelectric projects have been built in the headwaters, but there is no substantial storage or out-of-basin diversion, and flows are essentially "re-regulated" back to a near-natural regime from the upper river through the disputed reach.

These experts also testified that the character of the river's channel is similar now to what it was at statehood. Some historical evidence suggested logging entrepreneurs acquired permits and financing for blasting to improve the channel for log drives, although experts disputed whether this actually occurred or if it altered the channel at The Narrows, just above the plaintiffs' properties. In any case, the plaintiffs' expert could not find physical evidence of blasting, and admitted it was unlikely to have substantially changed the river's channel shape.

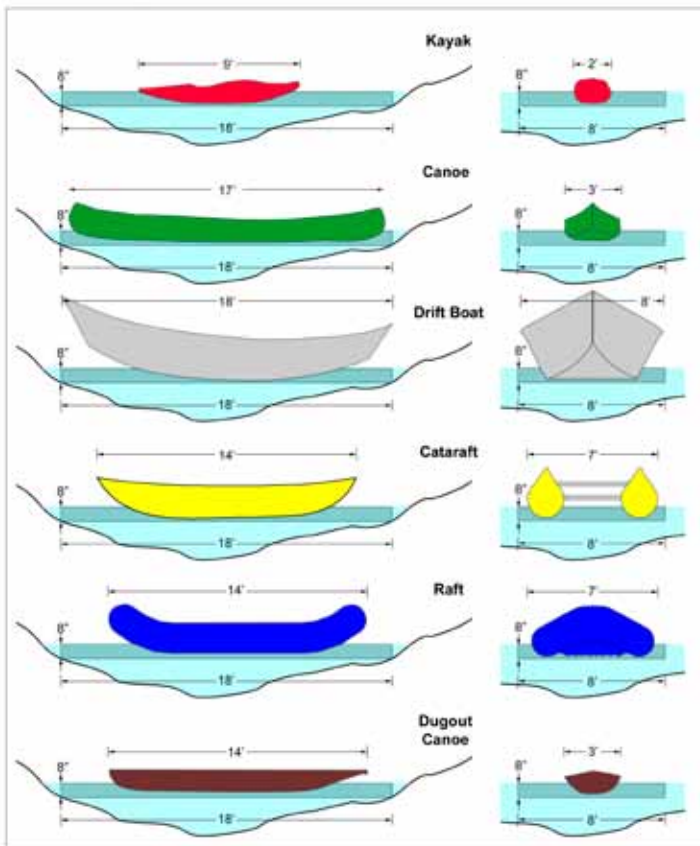


At Class V-VI Deadline Falls, researchers spent 10 minutes lining/portaging a cataraft and kayak. Consistent with precedent, the judge ruled that portages or other similar difficulties did not make the North Umpqua non-navigable. Photos courtesy of: Kathy Shelby

Modern Use for Recreation

Experts for the State (Bo Shelby and Doug Whittaker; the plaintiffs did not provide recreation experts) developed information about recreation use, flow needs for different craft, and percent of the year with boatable flows. Information sources included hydropower relicensing studies; agency use data; guidebooks; web pages; interviews with agency staff, guides, and other experienced North Umpqua users; and fieldwork at several flows. Major conclusions included:

- The North Umpqua from Boulder Flat to the confluence provides several recreation opportunities, including commercial and non-commercial boating. The river can be boated throughout the year, although use is lower at some times and places. There are further distinctions between whitewater, scenic, and boat-based fishing trips. The whitewater rapids, access points, scenery, and fishing regulations affect the ways boaters use specific segments.
- Recreation boating use is substantial, with agency-reported counts of over 5,000 boaters per year on the designated Wild and Scenic River alone (BLM and USFS, 2010). Use on the *lower and middle segments*, although less well-documented, adds to this total. This constitutes commerce in the form of an outfitting industry (for those who use the services of a guide) and contributions to the local economy (for guided and unguided users).
- The river has been used by a variety of craft for several different types of trips. The most common craft are rafts, driftboats, and kayaks, which generally require 4 to 8 inches of channel depth to "float freely" (although this may vary by loads). Combined with information about boat length and width, we developed a schematic drawing (see graphic) showing how these dimensions and "clear channel" needs for modern craft are similar to those for dugout canoes used at the time of statehood.



Modern recreation craft in common use on the North Umpqua have “clear channel needs” similar to those of traditional craft (dugout canoes) used at the time of statehood (1859). Historical uses and more modern “susceptible” uses help prove navigability.

- The difficulty of running or portaging Deadline Falls, Upper Narrows, and Lower Narrows rapids, combined with the lack of formal public boating access, may discourage but does not preclude scenic boating in the **middle segment** (location of the plaintiffs’ properties). The Narrows Wayside (a county park just upstream of their properties) offers a launching point for those willing to carry or drag a boat to the river; it takes a few minutes to walk the trails to the water’s edge.
- There has been commercial recreational boating use in the vicinity of the plaintiffs’ properties on the **middle segment**. Within a quarter-mile upstream there are commercial lodging and rental properties in Idleyld that overlook the pools below Lower Narrows rapid. Some guests from these properties take boats (included with the rental) across the river to fish or swim. A commercial outfitter has offered scenic float trips from a lodge about a half mile downstream from the plaintiff’s properties; this put-in choice appeared to be based on logistical considerations (the lodge itself, a shorter trail to the river, and a beach to stage from) rather than river characteristics (which are similar). Several fishing guides also offer driftboat fishing trips on this segment, starting from a launch a few miles downstream of the plaintiffs’ properties.
- A flow-recreation study for hydroelectric relicensing in the 1990s showed the **upper segment** is boatable between 600 and 3,000 cfs at the Copeland Creek USGS gage (Shelby et al., 1998). Those flows occur about 96% of the days over the period of record.
- Fieldwork conducted for this case demonstrated that the **middle segment** was boatable between 1,100 cfs and 2,200

cfs at the Idleyld USGS gage, although boaters sometimes choose to portage or line rather than run Deadline Falls, Upper Narrows, or Lower Narrows. Field observations and interviews further suggested that the boatable flow range on the upper river (600 to 3,000 cfs at the Copeland Creek gage) would apply to this middle segment (its channel dimensions and gradient were similar).

- Guidebook information indicated the **lower segment** (from Colliding Rivers to the confluence) is boatable between 1,000 and 10,000 cfs at the Winchester gage. Boaters can take trips at lower and higher flows, but this conservative estimate provides boatable flows about 78% of the days over the period of record.

During fieldwork we portaged, lined or ran all the major rapids, showing the court the ease with which this could be done. We also documented trip lengths and access on trails. Combined with photographs of river character and recreation use, these “first person narratives” proved helpful in a trial with a marked shortage of clear information about what the river looks like and how people use it. Field reconnaissance included boating multiple flows in the days just before the trial, providing timely opportunities to say, “I was there a few days ago, and I saw...”

Court Rulings and Implications

Judge Randall Garrison ruled from the bench at the end of the trial, noting he was ready to decide and so an immediate ruling would better-serve all parties. In his rulings on the law, he relied on findings in previous John Day and Chetco River cases that a river is navigable if “at the time of statehood, it was used or susceptible of being used in its ordinary and natural condition as a highway for commerce, over which trade and travel is or may be conducted in the customary modes of trade and travel on water.” He also noted that “susceptibility can be demonstrated through evidence of post-statehood use...so long as those post-statehood uses can be conducted utilizing modes of travel that are similar to those customarily used at the time of statehood.”

In his rulings of fact, the Judge Garrison found the river was navigable. He cited the State’s expert regarding pre-statehood use by Indians traveling to and transporting fish from an annual salmon fishery near Deadline Falls. He also noted that post-statehood susceptible uses were demonstrated by log drives and commercial guided recreation, and that channel and flow characteristics of the river had not been substantially modified.

The decision noted that current recreational use (even if it was a small amount) provided support for navigability: “While the majority of recreational use on the river occurs either upstream or downstream of the plaintiffs’ properties, some recreation use does occur in the vicinity...” He further agreed with the State’s experts that “clear channel needs” for modern craft were similar to those for dugout canoes, and obstacles such as difficult rapids did not prevent navigability (“a portage does not impact the river’s ability to be used” for commerce). Finally, even if recent commercial recreation trips had not specifically passed in front of the plaintiffs’ properties (they started just downstream), flow and channel characteristics are such that they could have started at The Narrows (above the plaintiffs’ properties) if there were adequate public access to the river (e.g., a launch).

Implications

The State of Oregon has prevailed in three navigability cases

in the past 15 years (on the Chetco, John Day, and North Umpqua Rivers). Historical uses at the time of statehood have been persuasive to the courts (although the John Day had less such evidence in part due to conflicts with Indians and subsequent closure of the area to settlers). Post-statehood susceptible uses (such as commercially guided fishing or whitewater boating) have also been persuasive so long as (1) the river has the same general flow characteristics as at statehood, and (2) current watercraft are similar (have the same approximate channel requirements as those used at statehood).

The courts appear to be taking a broad view, *considering together as a whole* historical uses plus post-statehood activities such as log drives, commercial river running, and guided fishing. This means it's important to assemble the full range of information about historical uses and "criterion craft;" current uses and channel needs for modern craft; and the river's physical characteristics and hydrology.

Interesting questions remain about which "pieces" sway a judge to declare a river navigable. Answers to these questions may reveal a tension between navigability as a "past-oriented" vs. "future-oriented" concept. They also are unlikely to be directly addressed in any single case, so it may remain hard to discern which information matters more. For example:

- Is regional canoe use by Indians sufficient, or must historians document use on a specific river or segment?
- Does a single log drive constitute commerce? What if it only occurred at a historically high flow?
- How often does a river need to be boatable? Does two percent of the time "equal" a one-week log drive?
- How small can a historical "criterion craft" be? What about one-person canoes or kayaks?
- Is guided recreation use necessary, or can do-it-yourself use constitute trade and travel because boaters sometimes rent boats, pay for shuttles, or purchase supplies to conduct their trips?

An angler watches rafters run Lower Narrows. The bed and banks of navigable rivers are owned by the state, allowing access below ordinary high water for recreation such as boating and fishing.



- Does guided recreation have to occur on the segment in question, or is nearby use sufficient if river characteristics are similar? Do the put-in and take-out choices of the commercial guide determine what river segments are navigable?
- How does one account for potential future use? Before the 1960s few whitewater rivers had commercial boating; would these rivers have been considered non-navigable if adjudicated prior to the advent of the whitewater industry?
- Are navigability decisions final? What if a river declared non-navigable sees new uses that clearly constitute "travel and trade?"

The Oregon rulings generally remain focused on short segments. The exception was the John Day, where the judge required the State to respond to the Steelheaders' request for clarification of land ownership for a 174-mile segment. But the North Umpqua ruling applies only to a quarter-mile in front of the plaintiffs' properties (even though State experts testified about 69 miles from Boulder Flat to the confluence). While we think it is unlikely that other North Umpqua landowners would try to adjudicate this issue, there is nothing in this ruling to prevent them from doing so.

Making navigability determinations "one property at a time" is inefficient. But the State of Oregon has been reluctant to assert navigability on all the rivers that might ultimately be declared navigable. Oregon law authorizes the State Land Board to declare waterways navigable (and therefore owned by the state), but does not allow the board to initiate a navigability proceeding (other entities must request it). The State Land Board and Department of State Lands also lack the statutory authority to systematically identify waterways for navigability study.

In Oregon this may not matter so much to recreation users, who do not depend solely on navigability status for public use rights. A separate floatage law provides access rights through a "floatage easement" held by the State in trust for the public. But in other states that situation is often different.

While the North Umpqua and John Day navigability cases were decided in state court, navigability determinations are governed by federal law and, as in the McKenzie and Chetco River cases, can be decided by federal courts. A situation could arise where either landowners or river users perceive one forum to be more sympathetic to their position, but this does not appear to be a current concern in Oregon, where there is congruence between state and federal interpretations of navigability law.

Findings of navigability may have different implications in different states. In many states navigability focuses on private vs. public ownership, and a navigable finding generally increases public benefits by guaranteeing access rights or protecting riparian resources (e.g., by limiting gravel extraction or mining). In other states the focus may be on state vs. federal ownership (e.g., for rivers on NPS, USFS, USFWS, or BLM lands), which may juxtapose conflicting ideas about river management. For example, the State of Alaska has sometimes allowed mining on rivers in federal conservation units (e.g., the Forty Mile National

(continued on page 20)

Gone - A short story of B. A. Hanten: His Fair and Respected Rogue Inflatables

by Herm Hoops

Over the forty five years of river running, I saved everything, from catalogs to notes I'd taken. A few years ago, thumbing through the catalogs, I came across one of the first catalogs for Rogue Rafts. I had already researched and archived a story on the Swanson Boat Oar Company of Albion, Pennsylvania, and thought that maybe I should write an article on the history of the Rogue boats.

Rogue Inflatables were designed by a commercial outfitter for whitewater use. Bernard Albert Hanten (or B.A. as he was called) and his good friend and long time river guide, Jerry Briggs, began designing, using and selling their boats in 1968. Both ends of the raft were raked up like fishing dories. In big and heavy water Rogue boats were very stable, owing to unusually large tubes and width for their time.(2) "The reason we got into the business of making inflatable river boats was simple. We owned a fishing lodge on the Rogue River, and took fishing trips in dories.

We decided to start outfitting inflatable boat trips because they carried a larger load."(4)

"By the mid-1960's surplus boats were getting harder to find," and Hanten was not pleased with the boats being produced. B.A. went to West Virginia's Rubber Fabricators and gave them drawings of a boat with a rake on both ends, and made of rip stop nylon. Outfitters liked the boats and bought them. "Jerry Briggs and I decided to order more boats... at that time commercial outfitters were our only customers."(4)

The boats were made with of orange material. "When Rubber Fabricators sold out to B.F. Goodrich, Goodrich accepted our order but would only furnish black material." Goodrich was hard to deal with, "our orders were small, and they were big,," so B.A. contacted Mitsubishi in Japan. They introduced him to the 'Toyo Rubber Company who could supply material and had a fabricating company."(4)

"About that time Jerry Briggs was

building a lot of wooden dories, and did not think we wanted to go into Japanese built boats." So B.A. continued on with the inflatable boat business alone. "My first order with the Japanese material and fabrication was 1972, and was for the Rogue Model with 20" tubes and removable thwarts.(4)

In 1973 they began using Hypalon on the tube material to protect it from wear, abrasion and ultra violet rays. The coating was over a nylon fabric and neoprene on the inside of the tubes. In 1975 the boats were redesigned and they added a two-ply section to the main tube. The tube material was wrapped to provide three layers over the most vulnerable part of the boat, with a gusset applied to the inside of the floor and tube, and the boats were produced in Japan.(1)

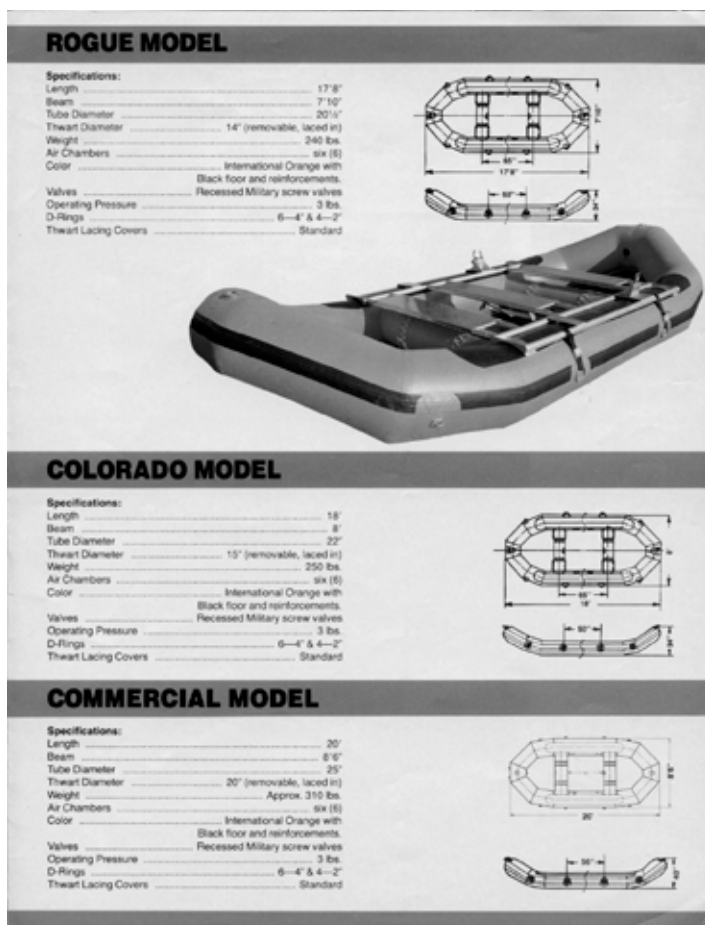
"Commercial outfitters liked the boats, but the increasing private customer base did not like the heavy weight." Because Rogue started with outfitters they stayed with the heavy material, but made some smaller models to cater to the private market.(4) Rogue boats were heavy, with most models hovering around 200 pounds designed specifically for whitewater river running.

By May 1986, Rogue began producing self bailing models. They had been working on their self bailing concept for over a year, modifying their prototype design three times. Their newsletter from that year illuminates their solid dedication to conventional boats: "For those boaters who are really running class 5 water, and genuinely do not have an opportunity to bail, they are very important, and by far the best type of equipment. For the other 95% of us, who are considering this type of boat, because they don't like to bail, or because it is the newest thing, I would suggest you weigh it carefully."(4,6) The company's brochure points out the difficulties of field patching inflatable floors, the additional expense of an inflatable floor, the difficulty in tracking, and requiring a different approach in running rapids. (6)

The 1986 sales leaflet also addressed the growing animosity between private

*Rigged 30-year old Rogue (18') Colorado Model at Havasu, Grand Canyon (2006). Photo: David Osterbrink
This is a photo you might want to enjoy in color (wow!) on the RMS website.*





Hanten passed away on May 10, 2008 (8) and had someone not contacted him the story of Rogue boats, save a few people who worked closely with B.A., would have been lost forever.

In the process it occurred to me that many people were writing the story of famous river runners, but those who made equipment and supported the river running community were being passed by. I am now documenting many of the companies, especially the early ones and unique ones, who had an impact on rivers by designing craft to take people through the canyons safely. If we fail to document the contributions of the full spectrum of the river community we will lose that original color, anguish, success and information forever. Their story, the story told by them, will become someone else's words.

As I complete my project the photos, digitized catalogs, posters, correspondence, and other aspects of that segment of river history will be preserved in the University of Utah's and Northern Arizona University's special River Collections. I am not finished with the article on B.A. Hanten's Rogue Boats, but if you are interested in a more complete story, references, or have something to add, please contact me (hoops@ubtanet.com).

Look around your river community, look deeply. Stories abound, not just of river runners, but of shuttle drivers, retailers, repair people, and others... even those we might consider enemies of river running, river management and preservation. Document their stories, because someday, long after the horizon we see has passed, their stories may be important pieces of the river puzzle. ♦

"Mother Earth will swallow me, lay your body down"

This Heaven, by Crosby, Stills, Nash & Young

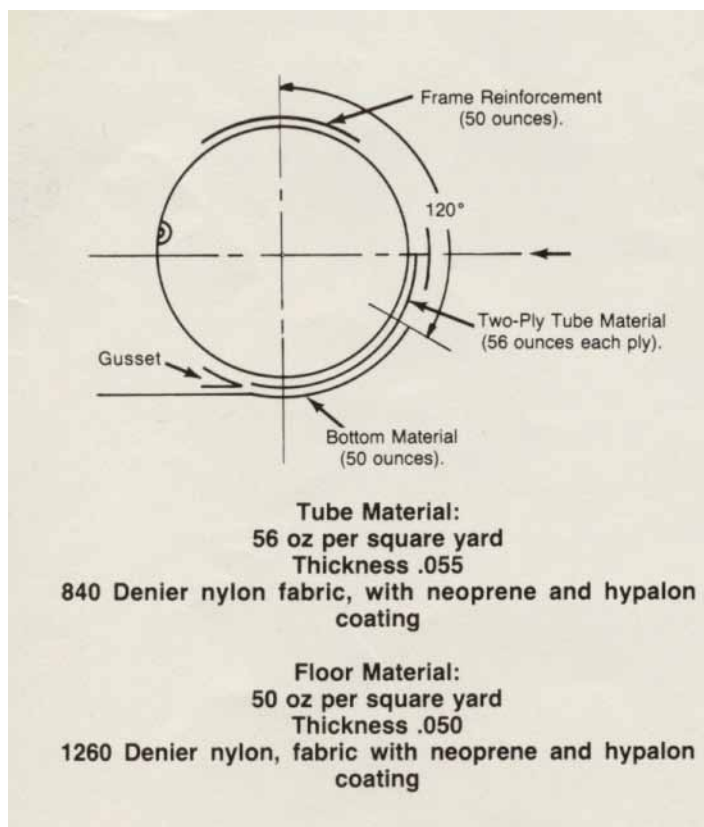
and commercial boaters - one of the first such educational or moral thoughts in sales literature. Their solution to the "problem" was to ask boaters to unite and lobby agencies to raise capacity on permitted river segments. In conclusion the author wrote: "In this day and age, we simply cannot insist on the conditions that Jim Bridger had."

B.A. Hanten commercially outfitted for over forty years. They sold about 100 boats a year in the 1970's and 80's. By the early 90's competition was intense from new manufacturers, "and for me the bloom was off the rose." (4) B.A. Hanten had a lot of other irons in the fire with the lodge and outfitting business, "so I decided to quit and liquidate Rogue Inflatables in 1991. When I sold the outfitting business in 2006 I was still using the Rogue Model." (4)

"Our boats are still out there and I see them now and then. The biggest problem with our boats was they simply lasted too long. That was always a problem with sales as I heard a lot of: I think my boats will last another year or two, which turned out to be another 8-10 years! We had a good reputation in the quality of our boats and the fairness of our dealings." (3,4,5,9, 10,11)

And, that is the epitaph of those big, beautiful, orange boats: They were built solidly by a man who knew and loved rivers. He designed his boats with knowledge, experience... and love. And, he sold them honestly and fairly.

In 2006, I got in touch with B.A. and we corresponded for several months. He told me that he had recently burned just about all of his records, but his memory was good. I received several two-page, hand written letters from B.A. providing detailed information about his company and the boats he made. B.A.





A portion of the Soap Creek restoration area, prior to major planting, November 2008.



The same portion of the Soap Creek restoration area, following major planting, November 2010.

mesquite, catclaw acacia, and netleaf hackberry, among many other stunning desert species. You also will find healthy and diverse communities of biological soil crusts growing in un-impacted areas. This zone is attractive to people to explore because it is usually elevated above river level, offering expansive views. It is also flat and has sparse vegetation, which is appealing to people for hiking or setting up a tent. Unfortunately, this zone is very susceptible to human impacts and is also

difficult to repair. For example, plantings required to eliminate extensive social trails and tent pads can be extremely difficult to establish due to low water availability. Damage to soil crusts in this zone can take decades to recover. Damage to roots from soil erosion and compaction can be irreversible.

What will you see at the site?

River users will see some interesting and exciting things at Soap Creek. Park

crews are experimenting with a method of irrigation which has been used for many centuries, called “olla gardening.” With this method, modern, unglazed, commercially produced clay pots are buried up to their narrow necks and filled with water. Crews then plant native vegetation immediately around the pots. Because the pots slowly release water into the soil through the porous clay wall, the plants benefit from the availability of water over an extended time period. In November of 2010, crews installed a different form of olla in order to determine whether or not it could be more cost effective and efficient to maintain than the ollas in the original planting. Several new native species have also been added to the planting to gain a deeper understanding of water requirements for establishing those particular species in the field. Biologists and other park staff members have been continually monitoring the plants and pots since November of 2009, and will do so until the plants are fully established. As the plants become established, park staff will continue to plant the disturbed areas of the upper terrace until the site is completely restored. Ultimately, park staff hope to perfect the methods tested at Soap Creek to successfully carry out other restoration projects throughout the park.

The olla gardening and restoration at Soap Creek is part of the park’s continuing implementation of the Colorado River Management Plan (CRMP). Monitoring and mitigation of human impacts to the park’s natural and cultural resources are essential components of the CRMP. These impacts include social trailing, vegetation damage, trail damage, illegal fires, trash accumulation, and others.

What have we learned so far?

While it’s still too early to make definitive judgments about all aspects of the experiment, park staff have gained some insight into required watering frequency, species success, and modifications to traditional watering techniques. For example, as a new technique, ollas were combined with traditional berms around certain plant species that had higher mortality rates in the original planting. The berms and ollas were combined in order to capture both the manual monthly filling of the ollas as well as natural rain events. In addition, after park crews spread locally collected duff and litter across the site as mulch, a significant number of native species

sprouted on the site. This confirmed what was thought to be the dual advantage of using duff and litter as a mulch source to promote moisture retention and erosion prevention, but also confirmed that local duff and litter still contains a viable native seed source and is not completely dominated by nonnative species.

How will this project affect river users?

All river users will still be able to stop for lunch or camp overnight at Soap Creek. The olla gardening planting project is on the upper terrace above what is typically used as the kitchen area of the camp. Eventually, the impacted and denuded area of the upper terrace will be completely restored with native vegetation. This large site in the pre-dam high water zone contributes to extensive social trailing and associated damage to native vegetation throughout the entire upper terrace at Soap Creek. Because new campsites were created in the durable, sandy riparian zone near the river, the number of high quality and available camping areas at Soap Creek has not changed.

How can river users be involved?

River users are crucial to the success of the restoration at Soap Creek. Park staff ask that river users contribute to the success of this project by being good stewards. Taking the time to look at the olla experiment site, but not disturbing the pots or the new plants, is a great educational opportunity for both guided and private trips. Instead of using the upper terrace to camp, river users can locate tents low, close to the river, using one of the newly established camp sites. Learning to recognize both the pre- and post-dam zones, and using that knowledge as the group travels down river is also crucial to minimizing impacts to the entire river corridor. Keeping the main camp and tents in the post-dam riparian zone at all camps will minimize overall impacts. River users should also take note of other areas that have been impacted, taking care to avoid creating new impacts. If river users find damage, have questions, or suggestions, they should contact park staff. And as always, river users should continue to stay on trails, Leave No Trace, and have a good adventure. ♦

For more information on the CRMP, email GRCA_CRMP@nps.gov or visit the park's river management website at http://www.nps.gov/grca/parkmgmt/riv_mgt.htm.

The Olla Gardens at Soap Creek— Another *Perspective*

by Greg Trainor

In May 2010, the Southwest Chapter of the River Management Society was hosted by the staff of Grand Canyon National Park for the annual Spring Float. The trip reviewed and discussed the Glen Canyon Dam Adaptive Management Plan (AMP) (RMS Journal, Fall 2010). Part of the AMP are a series of multi-year studies in riparian vegetation control, cultural resources monitoring, endangered species recovery, sedimentation and stream geomorphology, and human visitation impact on Grand Canyon National Park. The studies are managed by the Grand Canyon Monitoring and Research Center.

A very unique aspect of the AMP is the restoration of riparian vegetation in areas heavily impacted by human visitation. The National Park Service began an aggressive restoration project at Soap Creek Camp. A multi-year restoration effort is anticipated using olla gardening, pronounced “oy-ya”, a centuries-old method of irrigation (*see cover article*).

The description of the olla garden is provided as juxtaposition against the hugely complex set of interests attempting to be balanced by the Glen Canyon Adaptive Management Plan. The most recent issue of River Report, published by the Water Education Foundation, discusses these complex issues and most specifically the issue of power production at Glen Canyon Dam. Glen Canyon's generators produce 1.3 million kilowatts of electricity and provide power to 5.8 million residential, commercial and agricultural customers. More power production means cheaper electricity for utilities, but more revenue for Reclamation to pay for the federal government's investment in Upper Basin water development. More (or less) water released for power affects flow regimes for endangered species, water temperature, sedimentation within the Canyon, beach restoration, and the quality of recreational experiences by the public. Finally, in this period of water shortage, the draw-downs of both Lakes Powell and Mead have the upper and lower basins eyeing how shortages will be managed between the two reservoirs and whether 1922 intrabasin Compact obligations will be called to account.

Standing at Soap Creek and looking at the olla garden, with its dozen buried clay pots, has me reflecting on the issues. What is to be learned from this experiment? Is it just an esoteric exercise of a quaint, long-lost practice of desert peoples who once inhabited the Canyon environs? Would the conservation principles practiced here ever affect the 5.8 million customers demanding power or the 30 million people in the Colorado River Basin whose water is supplied by the river? Or, is the olla garden a warning, cleverly engineered, to tell us that it is not entirely inconceivable that we might, someday, depend not on the eight massive turbine generators at Glen Canyon, but the clay pots at Soap Creek. ♦

*“...Look on my works, ye Mighty, and despair!”
Nothing beside remains. Round the decay
Of that colossal wreck, boundless and bare
The lone and level sands stretch far away.”*

Ozymandias, Percy Bysshe Shelley

Overflow

by Courtney Cooper

January in Alaska is like a winter wonderland. Being from New Jersey, I had never experienced such an immense world of white where the cold seemed to suck the air right out of your lungs and even the rivers froze over. The rivers become transportation routes similar to roads, which opens a lot of back country that otherwise is not accessible in warmer parts of the year. I had to, of course, participate in dog mushing, a popular pastime that many Alaskans take part in. What a thrill it was to be pulled on a sled by eight ecstatic dogs through a tangle of snow-covered spruce and alders. We then hit a small river frozen over and my instincts told me not to cross it but I followed my uncle and trusted his judgment. I was nervous when I saw some water on top of the ice and was surprised when the ice didn't break through. "Overflow" my uncle had called it. After that he pointed out various rivers that were frozen or frozen with water on top and I decided to do a little research. Overflow, also known as *aufeis*, occurs when the surface of streams, lakes and rivers freeze and the ground water that is still underneath builds up so much pressure that it breaks through and overflows onto the surface of the ice. The word *aufeis*, a German word, literally means "ice on top" because this water that overflows quickly becomes the next layer of ice (that is of course if it is cold enough, which in an

Alaskan winter is not even a question). I became increasingly curious about *aufeis* and the lack of information I was finding on the web so I called a retired hydrologist from BLM. He explained what overflow was, why some was brown and some was blue, and the science behind it all.

Many people wonder why certain (overflow or rivers) freeze brown and why some freeze blue. The best answer found to that question is iron. The water that flows on top of the ice originated from subsurface flow (groundwater). It is high in ferrous iron, iron that is dissolved in water, due to low oxygen. When water overflows on top of the ice, the oxygen

in the air converts it to ferric iron, which is insoluble. When the water freezes, it retains that rust iron color. *Aufeis* that is blue occurs on rivers that form thick layers of ice throughout the winter. The blue color is derived because of certain optical properties that the ice has. The short blue wavelengths of light are not absorbed by the ice and are instead transmitted through the ice and scattered, thus giving the ice a blue hue. The thicker the ice is, the more that blue color appears. ♦

Courtney Cooper is a Student Conservation Assistant working in Alaska. You may wish to view photos in color on the RMS website.

The blue aufeis is the Sag River, (North Slope) Alaska



The brown aufeis is the Fortymile River, (Interior) Alaska



Lessons of Leadership

**“When it’s raining,
sometimes it’s best to get out of the rain.”**

by Greg Trainor

I was in the boat on a dark, gray morning. Torrents of rain were hitting my back as I hunched over the stern of the raft, tying gear down. The water was running down my back, into my shorts, down my legs and into my wool socks. I had never been so wet or so cold. I glanced over my shoulders, up the beach to the kitchen and the thought crossed my mind, “I’d like to get the hell out of here.” But we had two more days and I didn’t want to disappoint the group. At camp, under a blue tarp trying to keep the water out of the scrambled eggs, the crew was looking down to the river and having a similar conversation. “We’ve never been so wet. We’d like to get out of here. We’ve got two more days before the take out. But we don’t want to disappoint Greg.”

As I walked back to the kitchen, my sister-in-law was headed to the river toward me. We met at the fire pan, last night’s charcoal floating in a soup of gray water. “What do you think, Greg?” she asked.

“I don’t know, what do you think?” I replied, thinking of how I was going to tell her about what I really wanted to do. Turn tail and run, surrender, tarnish my image, capitulate.

“Let’s get out of here,” she said.

“Okay,” I sighed, in mock resignation. (You’ve all been there. You know what I mean.)

What followed was a flurry of tearing down the kitchen, rolling up soaked tents and bedrolls, tucking the kids inside the boats under tarps, and pushing off for two days of river in a long day of rowing.

We were never so happy, having made the decision and the day developed into a special experience of rain, wind, food (lots of food!), and camaraderie. It was us against the elements! Something out of the rounding-the-Horn scene from the movie *Moby Dick*.

I have often thought of that time. And applied the lesson: It’s okay to get out of the rain. Sometimes it’s best to get out of the rain. Had we stayed on the river, we would have spent two additional nights in wet gear, cold and miserable with a lingering memory of discomfort and an aversion to any more spring raft trips. Instead, we had an experience that we always talk about, laughing.

Like the decision to “get out of the rain,” there are times in our lives when it is best to give up, pack up, turn tail, run, and capitulate. These times may come from events born of disappointment or dissatisfaction and to remain leaves us in a hole of frustration and unhappiness. Or, in the alternative, events

April snow storm on the Smith River, Montana



born of a realization that unless one moves and makes a change, new opportunities may not be explored, personal growth not tested and achieved, a chance for new ideas ignored.

To get out of the rain does take “boldness.” It is not easy. From one of Goethe’s couplets: “Whatever you can do, or dream you can...begin it. Boldness has genius, power and magic in it.”◆

“Lessons Learned...”

This recurring column features insight, advice, or day-to-day “nuts and bolts” lessons on leadership, management, communications, public relations, technical problems—virtually all manner of situations encountered by RMS members and readers.

We’ve all learned something on the river, fighting fires, managing recreational conflicts, conducting emergency extrications, dealing with invasive weeds and exotics, managing the public, and so forth. We want to hear your stories and learn from what you have learned!

Send electronic submittals (1,000 words) to:
RMS Member, Greg Trainor
ptrainor7@msn.com
(tel) 970-244-1564



Parunuweap Canyon on East Fork of Virgin River. Photo: NPS

CRMP for Virgin River

by Tracy Atkins

The Omnibus Public Land Management Act of 2009, signed by President Obama (Public Law 111-11), designated approximately 165.5 miles of the Virgin River (UT) and tributaries of the Virgin River across federal land within Zion National Park and adjacent Bureau of Land Management Wilderness as part of the National Wild and Scenic River System. The National Park Service (NPS) and the Bureau of Land Management (BLM) are collaborating to prepare a Comprehensive River Management Plan (CRMP) for the protection of the river values, development of lands and facilities, user capacities, and other management practices necessary or desirable to achieve the purposes of the Act. The designation includes 39 river segments and/or tributaries within NPS and BLM lands, including the major segments: North Fork Virgin River above the Temple of Sinawava (wild segments), North Fork Virgin River below Temple of Sinawava (recreational segments, wild segments), East Fork of the Virgin River (wild segments), North Creek (wild segments, scenic segments), La Verkin Creek (wild segments), and Taylor Creek (wild, scenic segments).

Currently the river values statements including outstandingly remarkable values (ORV), water quality and free-flow condition have been developed through a workshop held in June 2010 which included NPS, BLM and staffs from the Utah Governor's Office, Five County Association of Governments and the Town of Springdale. The statements built on the supporting work in the Wild and Scenic River Evaluation – Eligibility, Classification and Suitability Report which was completed as part of the 2001 Zion General Management Plan and the Summary of Eligibility and Tentative Classification and the Wild and Scenic River Suitability Overview which were completed as part of the St. George Field Office Resource Management Plan in 1999. In October, 2010, public meetings were held in Salt Lake City, Springdale and St. George, Utah on the river values. In addition, over 60 public comments have been received on the river values and are currently being reviewed.

The next step in the CRMP is alternatives development, which is planned for spring and summer 2011. ♦

(*Navigability, from page 13*)

Wild and Scenic River, Moose Creek in Denali National Park); if those rivers were determined non-navigable and therefore federally-owned, mining might be substantially reduced. Navigability does not necessarily protect a river's access or resources; that depends on the management actions of the agency that ends up owning the lands.

Finally, river professionals may ask, ***"Is my river navigable?"*** Unless it has been formally adjudicated you don't know, although assembling the kinds of information described here can help predict the answer. Even then, a court may have to decide. A river professional may also ask, ***"Will it make a difference if my river is navigable?"*** If the land along the river is already in public ownership, navigability may not affect public access or use, but that answer is also complicated and depends on the state and the exact nature of land ownership, management, and use. The most commonly quoted navigability concept, "Navigable in fact, navigable in law," belies the complexity of these issues. ♦

References and suggestions for further reading

American Whitewater. 2007. Navigability toolkit. Accessible in 2011: www.americanwhitewater.org/content/Wiki/access:start.

Beckham, S. D. 2009. North Umpqua River – A history of its navigable uses and potentials as a "common carrier" waterway. Report for Oregon Department of Justice.

BLM and USFS. 2009. Monitoring report for North Umpqua Wild and Scenic River. <http://www.blm.gov/or/resources/recreation/files/brochures/09MonitoringRpt.pdf>

The Daniel Ball. 1870. 77 U.S. 10 Wall. 557 557 (1870). US Supreme Court, on appeal from the Circuit Court. Summary available at <http://supreme.justia.com/us/77/557/case.html>

Klingeman, P. 2010. North Umpqua River – Hydrologic analysis. North Umpqua River hydrologic analysis of current and historical streamflow conditions and associated navigability potential. Report to Oregon Department of Justice.

National Organization for River Sports (NORS). No date. Public Ownership of Rivers in the United States. Accessible at: <http://www.nationalrivers.org/us-law-public.htm>

Oregon Department of State Lands. 2010. Navigability brochure that outlines public information about state navigability law and its implications for recreation users. <http://www.oregon.gov/OSMB/access/docs/NavigabilityBrochure.pdf>

Shelby, B. and Whittaker, D. 2010. Boating use on the North Umpqua River, OR. Report for Oregon Department of Justice.

Shelby, B., Whittaker, D., & Roppe, J. 1998. Controlled flow studies for recreation: A case study of Oregon's North Umpqua River. *Rivers*, 6(4), 259-268.

State of Alaska vs. Ahtna, Inc. 1989. Also known as the "Gulkana Decision." 891 F.2d 1401. 1991 A.M.C. 303, 20 Env'tl. L. Rep. 20,745. United States Court of Appeals, Ninth Circuit. A summary can be found at <http://openjurist.org/891/f2d/1401/state-of-alaska-v-ahtna-inc>.

Stevens, J. 1980. The Public Trust: A sovereign's ancient prerogative becomes the people's environmental right – in The Public Trust Doctrine in Natural Resources Law and Management: A Symposium. *UC Davis Law Review*, Vol. 14, Issue 2.

Bo Shelby is a professor at Oregon State University. Doug Whittaker is a researcher and planner with Confluence Research. Matt Donahue is an Assistant Attorney General with the Oregon Department of Justice Trial Division.

RMS Mentoring

by Gary G. Marsh

How many people did you depend on today, this month, or this past year? You would not even be reading this if the postal service had not delivered your issue of the RMS Journal.

Many of us were brought up to be independent. We were taught to be our own person, pull ourselves up by our own bootstraps, lean on no one, "Do what you believe is right and ignore others," never depend on anyone, etc. I propose having a total independent spirit or attitude never pleases anyone. The last two lines of William Ernest Henly's poem, *Invictus*, said: "I am the master of my fate: I am the captain of my soul." Who is he kidding? Somewhere we took our first step, rode our first bicycle, had our first teacher, drove our first car, worked at a first job and had a first boss. Did we do any of these without help, without instruction, without a mentor? Every heartbeat is a gift and we were created for dependence on others.

You and I are continuing to be dependent, to learn and improve as professionals. Even though we think we have mastered certain river subjects or aspects, there are many more we haven't a clue. Whether generalist or specialist, it is a natural thing to discuss and teach each other. Throughout my career and life I can point to mentors who have instructed, guided, chastised, challenged, and helped me understand rivers and many aspects related to them. Many of you are mentors without even knowing it.

In May, 2008, the RMS presented a draft mentoring policy at its biennial symposium in Portland, Maine. A few members signed up and were eager to support young river professionals as mentors. We never followed up on this, but now have updated the proposal and posted it on the RMS website at <http://www.river-management.org/mentoring> and welcome your comments, suggestions, and ongoing or additional mentor and mentee volunteers. *We would appreciate this information prior to April 15, 2011.* Please send all comments and your willingness to participate to Risa Shimoda, RMS Executive Director. Feedback will be used to develop a pilot program to test these concepts.

Many river management organizations are facing the loss of retiring skilled professionals having institutional memories and expertise developed over many years. Mentoring can be a powerful workforce planning and effective leadership development tool to enhance staff recruitment and retention; develop knowledge, skills and understanding; and increase staff commitment to an organization and profession. The personality match between the mentor and mentee is one of the most important factors in the success of the relationship. Aspects include:

- Learning what qualities and skills a mentor must possess, as well as the ones to avoid

- Assessing emotional intelligence to determine an employee's viability as a mentee candidate
- How long a mentoring relationship should last
- Learn how mentoring can turn around leadership failures
- How to identify the managers and leaders who are great candidates for being a mentor
- What questions to ask the person requesting mentoring

Types of mentoring:

- *Skills* - individual is matched with a subject matter expert in a particular river management area to enhance their skills;
- *Career* - help employees plan and develop their river management career along desired paths;
- *New hire* - an introduction to a new river management job and job site;
- *Certification and re-certification* - to assist employees in qualifying for accreditations/certifications; and,
- *Networking or team-mentoring* - employees share expertise and skills; allows access to alternate mentors if scheduling problems occurred or if the area of interest is outside a mentor's specialization or focus.

RMS defines mentoring as having the following characteristics:

- Deliberate, conscious, voluntary relationship;
- Occurs between an experienced, employed, or retiree (the mentor) and one or more other persons (the mentee);
- Takes place between members of an organization, corporation, or association, but may occur between organization staff and individuals external to or temporarily associated with their organization;
- Not defined by direct, hierarchical, or supervisory chain-of-command;
- Takes place through one-to-one, small group, or by electronic/telecommunication interaction;
- Focuses on interpersonal support, guidance, mutual exchange, sharing of wisdom, coaching, or role modeling;
- Supported by the organization, agency, or institution in several ways, including explicitly acknowledging the program by supervisors or administrators, or re-aligning organization mission/vision statements and related objectives;
- Provides benefits to the profession by developing an individual's skill set;
- Provides benefit to all parties in terms of personal growth, career development, goal achievement, and other areas; and,
- Provides benefits to the management of river resources through continuity and preservation of history and institutional knowledge.

If you are already participating in an informal or formal mentor relationship, please let Risa know. We also encourage you to share your experiences in the RMS Journal. After all, old dogs can learn new tricks from young or new employees. ♦

Southwest by Bunny Sterin

The national River Management Society display has been staffed by RMS members at several major events in the Southwest Chapter. In December, the display was set up at the America Outdoors convention in Salt Lake City. Thank you to Risa Shimoda, Scott Boyer and Gary Marsh who came to Utah to watch over the booth and make new connections with many of the outfitters and businesses. For those of you who are outfitters or manage recreation permits, this annual conference is a wonderful opportunity to network with your fellow professionals and discuss current issues with land managers. One session I attended discussed risk management in the outdoor industry, with a focus on how to minimize risks for outfitters and administrators of adventure sport and recreational activities. After a tragic off highway vehicle accident in California, it was a good reminder that all of us, whether administrators or outfitters, need to periodically reassess our own risk management plans and keep staff training up-to-date.

The display was also set up at the recent meeting of Utah Guides and Outfitters and Colorado River Outfitters Association in Grand Junction, Colorado, where Greg Trainor and Jennifer Jones represented RMS. I would like to thank them too for their participation with our booth.

Arkansas Headwaters Recreation Area staff are busy planning this summer's annual **River Ranger Rendezvous** which will be held in Salida, Colorado, from August 9-11. The Arkansas Headwaters Recreation Area is recognized as one of the nation's most popular locations for whitewater rafting and kayaking on the Arkansas River—the most commercially rafted river in the United States. This is a great opportunity to learn about the complexities of managing a very busy river system with multiple stretches of varying degrees of white water as well as popular fishing sites. If you are interested in helping to plan this event, contact Rob White (rob.white@state.co.us).

We are still hoping to hold a spring and/or fall float trip. If you are interested in sponsoring a trip, please contact me as soon as possible. This is a great opportunity to get expert opinions with management issues on the river you manage. Also, be on the look out for information about upcoming Southwest Chapter elections. Getting involved as a chapter officer is fun and educational, so I hope you will give it consideration. ♦

Update - Mineral Bottom Road

The Mineral Bottom road is renowned as a steep and interesting road that provides a main access to the Green River. Many use the road as a take-out for river trips through Labyrinth Canyon, as well as a put-in for Stillwater Canyon and the confluence with the Colorado River. In addition the road is very popular with mountain bikers and jeepers that travel the scenic White Rim trail through Canyonlands National Park and BLM lands. On August 19, 2010, a significant rain event resulted in a massive wash out of the Mineral Bottom road, effectively closing it to all private and commercial traffic. Amazingly no injuries resulted from the dramatic rise in the Green River and rain event, however, many individuals were impacted and forced to change their trip plans. Several vehicles were stuck at the base of the Mineral Bottom road and several river trips chose to end their trip at Spring Canyon (the only other possible take-out and a somewhat challenging road). River runners were contacted in camps and notified of the situation by way of a local interagency helicopter staffed with BLM and National Park personnel. There were several individuals who requested helicopter support to end their trip and two trips were assisted out the Spring Canyon road by Grand County Emergency Medical Services personnel.

In response to the lack of access to a popular recreation corridor, the Moab BLM completed an economic study that determined the loss of the road could cost the Grand County, Utah, economy 4.9 million in direct and indirect sales and 87 jobs. The Moab BLM, Grand County, National Park Service and State of Utah combined their efforts to address the concerns and were able to apply for and secure funds because the loss of the Mineral Bottom road was deemed to be an economic emergency.

The reconstruction of the Mineral Bottom road began in December 2010 and is well underway. Good progress is being made, despite the winter weather. The construction work is being performed by Moab-based contractor, KSUE Corporation. The project is being funded and managed by a special section of the Federal Highways Administration (FHWA) that is dedicated to performing emergency repairs of roads on federal lands. The project objective is to restore the road to its pre-disaster condition and reopen the road to travel as quickly as possible. The project will not be making any significant changes to the road in terms of alignment, width, grade, or surfacing. At this time, it appears the construction work can be accomplished within the budget available and reopening of the road is anticipated in late spring/early summer 2011. Official press releases and updates on completion time frame will be issued by Grand County as further information becomes available. ♦

(For more information, contact Jennifer Jones, Moab BLM, at: jljones@blm.gov)

RMS Chapters

Southeast by Mary Crockett

I am tired of being cold! I have found myself saying this many times this winter. It is my hope that spring will come soon as I cannot wait until those 70 degree days lead me to jump in my canoe and travel down my favorite rivers. This spring also finds many of us fighting for our programs, jobs and budgets with our respective state assemblies and congressional delegates as this recession continues to hit environmental and conservation programs hard.

A bright beacon to light up our future and give us all something to look forward to attending is the RMS/RiverLink Joint 2012 Symposium. This event will take place in the beer capital of the nation, Asheville, North Carolina. Please take this time to mark on your future 2012 calendar the week of May 21-24, 2012. Our host facility will be the Renaissance Asheville Hotel.

We will be relying on our SE Chapter members and other interested RMS members to volunteer for one of our various committees that will help shape and organize the symposium. If you are interested in helping, please contact a SE RMS Chapter officer. We'll reach out again with more details and specific committee assignments later this year. ♦

Welcome - New Members

Associate

Corrina Chase, Coordinator,
Salmon-Drift Creek Watershed Council, OR
Todd Hoffman, ID
Leah Maulucci, CA
Alex Van Vechten, CA

Student

Scott Ogletree, Graduate Student, Clemson University, SC
Zachary Cole, Graduate Student, University of Florida, FL
Patti Rittenhouse, University of Montana (B.S.)
Molly Sutton, UT

Professional

Christine Clapp, Fish Biologist,
Department of Fish and Wildlife, OR
Bart Mihailovich, Spokane Riverkeeper, WA
Amy Lind, Wildlife Biologist, USDA Forest Service, CA
Patrick McGinnis, Water Resource Team Leader,
The Horinko Group, IL
Abbey Welsh, Environmental Technician, StanTec, UT
Peter Grubb, Owner, ROW Adventures, ID
Gerald "Jay" Milot, Owner,
Caribou Springs Watershed Solutions, ME
Craig Johnson, Fisheries Biologist,
Bureau of Land Management, ID

Midwest by Peter Hark

Spring in Minnesota is here. Birds are moving through, water is melting, and it time dust off your paddle for the spring Midwest Chapter Workshop and Float. Where: Ozark National Scenic Riverways, Jacks Fork River, April 15 to 17th. This trip will have limited space. If you are interested please contact Stuart Schneider at stuart_schneider@nps.gov or (402) 376-1901 x105 to hold a spot. More details will be e-mailed to you via the chapter newsletter. ♦

Needed State River Stewards



Are you a passionate paddler of your state's streams?

Are you a people person?

Can you commit to helping ensure the future of RMS?

The Midwest Chapter needs volunteers to serve as State Stewards to recruit river managers and concerned river users to the River Management Society, communicate with agencies, paddling clubs and river organizations, and organize local field trips and events.

Please contact Peter Hark (peter.hark@state.mn.us) to learn more about our State Steward program, or volunteer if you're interested in helping out.

An Ode to Mr. Marsh

It was back in 1981
(Or maybe the middle ages)
That the MarshMan went to Washington
To rattle some BLM cages

He started as a forester
As one who would cut trees
He ended as a river man
Keeping the rivers free

Rivers became his passion
His intensity made him quiver
Woe be unto anyone
Who messed with BLM rivers

The Wild & Scenic Rivers Act
Became his favorite tool
On matters of law and politics
He didn't suffer fools

He always thought that river people
Were a cut above the rest
To aid their quest to be the best
He helped found RMS

His contributions to the board
Are truly legendary
His compilation of officers quotes
Bordered on being scary

He always thought the only way
To get to know a river
Was to float the waters smooth and rough
And let the stream deliver

The Marsh Man to the promised land
In kayak duckie or raft
It lifted his spirits and soothed his soul
Though he couldn't tell fore from aft

He had his favorite streams of course
Mostly in the west
At drumming up reasons to visit the field
He ranked among the best

He always came with trinkets
Openers, croakies and pins
He loved giving out handfuls of stuff
With that great big Marsh Man grin

He was happiest on the water
No matter what the creek
Challenging frothing whitewater
Really made him tick

Snowhole had his number
He never made it through
Upright as was his goal
Upside down would do

He loved the Rogue, the Colorado
The Kenai and Forty Mile
The American, the Snake, and Upper Missouri
Each mile made him smile

He challenged the Gauley and paddled the New
He fell in love with the Canyon
He's a river guy and he floats them all
With something approaching abandon

But now he is retiring
To the hills of Tennessee
He may not live on a river
But his heart will always be

Floating down the river of time
Loving the life he chose
Leaving a legacy of free-flowing rivers
Wherever his kayak goes

So thank the guy called Mr. Marsh
For all the things he's done
To keep the rivers flowing free
Into the setting sun

*Thanks for everything, Mr. Marsh,
LuVerne Grussing*



Gary Marsh (aka Sugar Daddy) lounging on the river. Photo: Michael Crane

The logo for the River Management Society features a stylized, hand-drawn wavy line above the text "River Management Society".

River Management Society

2010 Financial Report

Assets:		
Bank Accounts	34,600	
Savings Account	102,000	
Executive Director Fund	37,000	
Receivables Due on Contracts	18,000	
Total Assets:		\$191,600
Liabilities:		
Contracts	76,600	
Accounts Payable	0	
Other Liabilities	7,000	
Total Liabilities:		\$83,600
Equity:	108,000	
Total Liabilities and Equity:		\$191,600
2009 Income:		
CFC	2,300	
Contract Receipts	**147,500	
Membership Income	17,400	
Merchandise Sales	8,600	
Charitable Contributions	4,700	
Registration Fees	143,000	
Miscellaneous Income	*39,500	
Total Gross Income:		\$363,000
2009 Expenses:		
Personnel Costs	35,300	
Bank Charges	7,300	
Newsletter	7,200	
Office Rent	4,100	
Accounting	1,200	
Graphic Design	2,600	
Website/Internet	2,600	
Merchandise	3,200	
Postage	2,200	
Printing	11,100	
Telephone	1,500	
Office Supplies	4,200	
Contract Labor	14,100	
Awards	4,300	
Chapter Admin Expenses	14,700	
2010 RMS Symposium	*95,000	
Contract Pass Through	11,400	
Miscellaneous Expenses	23,800	
Total Expenses:		<u>\$245,800</u>
Total Net Income		\$117,200

**The 2010 RMS Symposium shows both income and expenses.*

*** Represents several outstanding contracts that were completed.*

Prepared by Lee Larson, RMS Treasurer

(Conflicted, from page 3)

have told their employees they have to withdraw from the boards of nonprofits that have any relationship to their agency.

But wait a second. If the River Management Society, the Society for Range Management and dozens of other professional societies exist largely to enhance the professional development of those federal employees, how can that be a conflict? When the agency and organization have compatible missions and the nonprofit organization exists to make federal employees better able to do their jobs, what's the problem?

There isn't a problem, and that's the point. But it's taken us awhile to get there, and we lost some valuable board members along the way.

The good news is that the Department of the Interior recently adopted a Scientific Integrity Policy that acknowledges the benefits of full participation in professional and scholarly societies. There is now a process in place to obtain agency approval to serve on boards like the River Management Society.

This didn't happen overnight. RMS was one of 14 national organizations that joined together to move this issue through the Department of the Interior. There were lots of meetings, lots of conversations, and your Executive Director, Risa Shimoda, worked as hard as anyone at getting this done. We can feel good about this accomplishment, although it was invisible to most RMS members.

And it's happened just in time: RMS will elect new national officers this summer, and the way is now clear for federal employees to serve as candidates. Board service is a great experience and I hope you'll give it some thought. ♦

(Grand Canyon, from page 5)

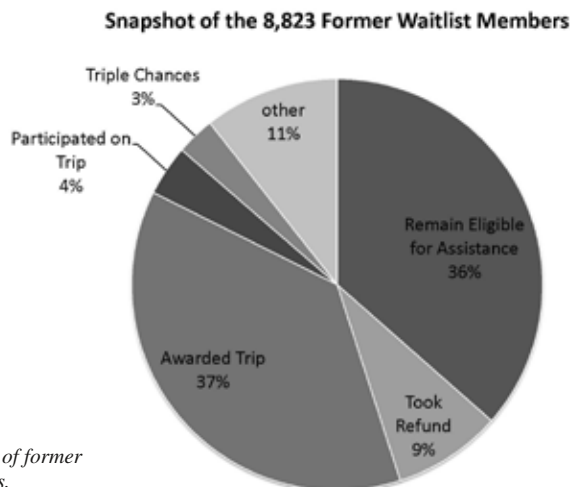


Figure 3: Status of former waitlist members.

(Pilot Program, from page 9)

Participating entities would be required to meet all boating safety, insurance, and resource protection stipulations under the Pilot Program. No renewal rights or status in excess of the short duration would be recognized under this Pilot Program for participating entities.

How to Apply

For use taking place during the 2011 and 2012 seasons, criteria would be jointly developed by a working group consisting of members from the Moab BLM Field Office and the Utah Guides and Outfitters Association. The same working group would review applications and award the short term use permits. Applications for use under the program must be received by the Moab Field Office by the second Monday in February for each program year. Applications may be sent by email, fax or hard copy.

Benefits

The Cisco to Castle Creek segment is highly suitable for special population trips due relatively lower trip cost and a good combination of scenery, difficulty, logistics, and access to assistance. Adoption of the Pilot Program would increase opportunities for public access. Several adaptive sports groups, educational non-profit and institutional entities who operate river programs for their groups/ students contact the Moab Field Office each year requesting authorization to conduct river trips on the Cisco to Castle Creek segment of the Colorado River. If adaptive sports groups, educational non-profit or institutional entities are awarded use through this Pilot Program they would be required to meet all boating safety, insurance, and resource protection stipulations. ♦

(Paria, from page 6)

watches and warnings. These increased warnings allowed the BLM to decrease the number of hikers in the canyons during flood events by placing warning messages on information boards, answering machines, with Law Enforcement agencies and in some cases making direct contact with permit holders.

All of these efforts still resulted in an increased number of Search and Rescues (SARS) or delayed arrivals at the trailheads. These SARS or delayed arrivals were the direct result of the changing use patterns in the canyons. Extended stays in the upper slot canyons prevented access to updated weather information including flood watches and warnings which gave a lead time of as much as 24 hours and as little as a few hours. Extended stays in the slot canyons also prevented the backpackers from visually seeing the local weather over their heads as the view of the sky can be limited to nonexistent in most of the upper canyons. Combine that with the lack of proper gear, local maps or even the Paria Hiker Guide in many cases, led groups to take risks that could have resulted in death. During a flood event, one group managed to locate the hazardous Middle Route exit which is 6.5 miles downstream of Wire Pass. Rather than hike out to Highway 89 on top of the plateau in the morning, the party re-entered Buckskin Gulch which was still actively flooding and swam upstream to the Wire Pass trailhead more than 8.3 miles upstream over logs jams and other flood debris. Multiple other parties were diverted by flood waters and forced to travel upstream to an unplanned trailhead or hike from the Middle Route exit to highway 89 to be rescued.

I am sure you have all dealt with a caller who read a blog that contradicts your website or local expertise of the area. On-line information, trailhead brochures, signs and interpretive panels, and even visitor centers located at the trailhead, seem to have no effect on discouraging these types of user. This leads to the question of what can we do as managers or recreation staff to counteract blogs, trail reports or inaccurate guide books? What other types of technology will create resource issues where there were none? It will take an innovative person to look outside the box and develop a method to defeat or mitigate technological advances that harm the resource or lead to dangerous behavior. ♦

Chapter Officers

ALASKA

Melissa Blair, President
National Parks Conservation Association
750 W 2nd Ave, Ste 205, Anchorage AK 99501
tel (907) 277-6722
mblair@npca.org

Dave Griffin, Vice President
Alaska Dept of Natural Resources
550 West 7th Ave, Anchorage AK 99501
tel (907) 269-8546 / fax (907) 269-8913
david.griffin@alaska.gov

Jennifer Reed, Secretary
U.S. Fish & Wildlife Service
101 12th Ave, Rm 236, Fairbanks AK 99701
tel (907) 455-1835 / fax (907) 456-0428
jennifer_reed@fws.gov

Bill Overbaugh, Treasurer
Bureau of Land Management
222 W 7th Ave #13, Anchorage AK 99513
tel (907) 271-5508 / fax (907) 271-5479
bill_overbaugh@blm.gov

PACIFIC

Keith Brown, Vice President
Forest Service
631 Coyote St, Nevada City CA 95959
tel (530) 478-6210
kmbrown@fs.fed.us

Scott Springer, Secretary
Bureau of Reclamation
2800 Cottage Way, Ste E2711, Sacramento CA
tel (916) 978-5206
sspringer@mp.usbr.gov

NORTHWEST

Charlie Sperry, President
Montana Fish, Wildlife & Parks
PO Box 200701, Helena MT 59620
tel (406) 444-3888 / fax (406) 444-4952
csperry@mt.gov

Lynette Ripley, Vice President
Bureau of Land Management
3050 NE 3rd St, Prineville OR 97754
tel (541) 416-6781 / fax (541) 416-6798
lripley@or.blm.gov

Monica Zimmerman, Secretary
Bureau of Land Management
1405 Hollipark Dr, Idaho Falls ID 83401
tel (208) 524-7543 / fax (208) 524-7505
monica_zimmerman@blm.gov

Jeremy Harris, Treasurer
Forest Service
304 Slate Creek Rd, White Bird ID 83554
tel (208) 839-2109
jharris@fs.fed.gov

NORTHEAST

Hal Hallett, Treasurer
Bureau of Land Management
302 LS, 1849 C St NW
Washington DC 20240
tel (202) 912-7252 / fax (202) 912-7362
hal_hallett@blm.gov

Liz Lacy, Secretary
National Park Service
100 E River Rd, Pleasant Valley CT 06063
tel (860) 379-0282
liz_lacy@nps.gov

SOUTHWEST

Bunny Sterin, President
Bureau of Land Management
400 W 200 S, Ste 500, Salt Lake City UT 84101
tel (970) 724-3025 / fax (970) 724-9590
berrnice_sterin@blm.gov

Greg Trainor, Secretary
City of Grand Junction, Public Works & Utilities
250 N 5th St, Grand Junction CO 81501
tel (970) 244-1564 / fax (970) 256-4022
gregt@gjcity.org

Jennifer Jones, Treasurer
Bureau of Land Management
82 E Dogwood, Moab UT 84532
tel (435) 259-2136 / fax (435) 259-2158
jjones@blm.gov

SOUTHEAST

Mary Crockett, President
South Carolina Dept of Natural Resources
PO Box 167, Columbia SC 29202
tel (803) 734-9111 / fax (803) 734-9200
crockettm@dnr.sc.gov

Stephen Hendricks, Vice President
Forest Service
PO Box 2750, Asheville NC 28802
tel (828) 257-4873 / fax (828) 259-0567
shendricks@fs.fed.us

Glen Bishop, Secretary
Arkansas Tech University
Dept of Parks and Recreation
Williamson Hall, Russellville AR 72801
tel (479) 964-3228 / fax (479) 968-0600
glen.bishop@atu.edu

Bill Marshall, Treasurer
South Carolina Dept of Natural Resources
PO Box 167, Columbia SC 29202
tel (803) 734-9096 / fax (803) 734-9200
marshallb@dnr.sc.gov

MIDWEST

Peter Hark, President
Minnesota Dept of Natural Resources
500 Lafayette Rd, St Paul MN 55155
tel (651) 259-5618 / fax (651) 297-5475
peter.hark@dnr.state.mn.us

Randy Thoreson, Vice President
National Park Service
111 E Kellogg Blvd, St Paul MN 55101
tel (651) 290-3004 / fax (651) 290-3815
randy_thoreson@nps.gov

Stuart Schneider, Secretary
National Park Service
PO Box 319, Valentine NE 69201
tel (402) 376-1901 / fax (402) 376-1949
stuart_schneider@nps.gov

Hector Santiago, Treasurer
National Park Service
601 Riverfront Dr, Omaha NE 68102
tel (402) 661-1848 / fax (402) 661-1849
hector_santiago@nps.gov

CRMS

Michael Greco, President
Max Finkelstein, Secretary-Treasurer
c/o CRMS, 6333 Fortune Dr, Ottawa, Ontario
Canada K1C 2A4
tel (613) 824-0410
greco_crms@yahoo.com

To Join RMS

Name _____

Home Address _____

City _____

State _____ Zip _____

Home Phone _____

Organization _____

Office _____

Work Address _____

City _____

State _____ Zip _____

Work Phone _____

Fax _____

Email _____

Job Title _____

Duties/interests _____

Rivers you manage _____

Membership Category (please check one)

- ☐ Professional \$50/yr (\$200 for 5 years)
☐ Associate \$30/yr
☐ Organization \$120/yr (government/corporate)
☐ Organization \$60/yr (NGO/non-profit)
☐ Student \$25/yr
☐ Lifetime \$500 (for individuals only)

Who referred you to RMS? _____

Make checks payable to "RMS"

RMS also accepts VISA or Mastercard:

Card #:

Exp date:

Amount:

Send this form, with payment, to:

RMS, P.O. Box 5750, Takoma Park, MD 20913-5750

(301) 585-4677 • rms@river-management.org

Trans CanEAUda is a cross Canada canoe expedition and project being undertaken by eight friends. Departing from Ottawa in May 2011, they will paddle and portage some 7000 kilometers in an attempt to reach Inuvik, NWT, and the waters of the Beaufort Sea. A concern for the world's degrading natural environments, particularly water environments, is motivating this group.

Learn more: <http://transcaneaudaen.wordpress.com/home/>

River Management Society

RMS, P.O. Box 5750, Takoma Park MD 20913

Non-Profit Org.
US Postage
PAID
TM



Next RMS Journal Deadline (featuring the Northwest Chapter): Submissions are due May 1, 2011.



2011 River Management Workshop &
30th International Submerged Lands
Management Conference

Sponsored by the U.S. Fish and Wildlife Service
(with help from a host of partners)

May 9-13, 2011
Alyeska Resort in Girdwood, Alaska

Register Today!
www.river-management.org

