

Arches
Canyonlands
Hovenweep
Natural Bridges
UTAH GROUP

SPECIES NUMBERS FOR VERTEBRATES

Compiled by Charlie Schelz / Biologist

	ARCH NP	CANY NP	NABR NM	HOVE NM
MAMMALS	35	40	21	20
BIRDS	182	194	175	74
REPTILES	21	17	18	19
AMPHIBIANS	6	7	7	4
FISH	5	32	0	0

The Confluence

Volume 7 ♦ Number 3 ♦ Fall 2000

The Confluence

wants to be the quarterly journal of Colorado Plateau River Guides, Inc. (CPRG), which is a member of a 501 (c)(3) non-profit organization called Canyon Country Volunteers. CPRG is dedicated to:

Protecting the rivers of the Colorado Plateau
Setting the highest standards for the river profession
Providing the best possible river experience
Celebrating the unique spirit of the river community

Guide Membership is open to anyone who works or has worked the river industry of the Colorado Plateau
General Membership is open to those who love the rivers of the Colorado Plateau

Membership Dues

\$20 per year
\$100 for 6 years
\$195 for life
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needed: articles, oral histories, poetry, stories, and opinions. This journal is composed using Microsoft Publisher. If you use a word processor, we can translate most programs. Otherwise, please send our text typed. Please include useful photos, charts, diagrams and artwork. The really is no deadline, but the beginning of each quarter works best.

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Dave Focardi
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Disclaimer: Opinions belong to the author and are not representation of this organization. Free speech.

CPRG wishes Dave Focardi a strong recovery.

Check out: allaboutivers.com ♠ weather.com

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Information Project Needs Members' Help

August 30, 2000

Colorado Plateau River Guides

At some time now The Bureau of Land Management has expressed a desire to increase the formal information available to passengers on the Westwater section of the Colorado River. As their partner, Canyonlands Natural History Association has begun the process of developing a comprehensive guidebook for Westwater Canyon. Targeted for the more than 15,000 visitors, running Westwater each year, we hope that this guide will become definitive work on the subject.

The guide will be devoted entirely to the Loma to Moab portion of the Colorado River and will include 2,500-odd essays on geology (written by Don Barrs), pre-history (by archeologist Chris Coder), human history from the late 1800's forward (written by Michele Hill) and an essay on natural history by an author who is not yet determined.

It will also include a mile-by-mile strip map that we hope to enrich with abundant notes and illustrations or photos of natural and/or historic features. That is where CPRG comes in. No one knows more about the river than professional river guides do. More than likely, no one cares more about the river canyons than you do. CNHA appeals for your help as information is gathered for this map. What special features, sites, information, rocky or otherwise interesting hydrology, side hikes, stopping places, wildflower patches, wildlife hangouts, rock formations, thrilling or placid stretches of water, favorite sunrise or sunset spots would you like passengers to learn more about?

Our hope is to use your information in twenty-word bites along the margins of the mile-by-mile map, perhaps in "CPRG Info-bite" format. Our essay authors will give us their essays, but we think that your thoughts and experiences will add a special meaning to the readers of the map.

What kind of safety information do you think should be included? This guide will be crafted for passengers, not experienced river runners, per se, nor is it a 'how to' manual.

We want to produce the most usable, enlightening, and inspirational river guide that has ever been done! We want Westwater passengers to realize that, while they may be having an extreme recreation experience, they are doing it in one of the Earth's very unique places. We want them to truly understand and appreciate that Westwater is not a theme park but that it is the real thing. Please help us expand the perceptions of your river to others by submitting your ideas and participating in this project. CNHA will donate \$25.00 to CPRG for each 'info-bite' submitted to us to a maximum of \$500.00. Let's work together to make this project a reality.

Our goal is to collect rough draft materials for this project during the winter of 2000, please submit your ideas to CNHA before December 15th. Please submit materials to CNHA at 3031 S. Hwy 191 Moab or email to l_wallis@cnha.lasal.net.

Thank you,
L Wallis
Executive Director

Suggestion: Photocopy your current Colorado River map and jot your 'info-bites' in the margin indicating the approximate river mile of that point of interest. Thank you, too, CPRG

Press Release: New Whitewater Safety Study Completed

By Christopher Smith, Regional Reporter, Salt Lake Tribune, 8/31/00

Apparently whitewater tragedies make good press; after all, most kayaking, rafting, and canoeing accidents are widely reported in local papers and on the evening news. This creates an illusion that the sport is extremely unsafe. Reality, however, paints a different picture of risk.

In fact, a new study by American Whitewater finds that the fatality rate for whitewater recreation is 15 times lower than driving and twice as safe as bicycling. It is also much safer than recreational boating as a whole.

The good news is that the risks of whitewater paddling are quite manageable and are mitigated through training, use of a personal flotation device (PFD), and development of good personal judgment. The drive to the river is probably the most dangerous part of any whitewater trip.

American Whitewater has just completed a five-year study to determine the risk of drowning from whitewater boating. We collected use data from 30 whitewater rivers of various difficulties from across the country. The result: less than 1 fatality per 100,000 whitewater participants. The complete study will be printed in the September/October issue of American Whitewater.

As Jason Robertson, Access Director, observed, "While whitewater drowning are

tragedies of a very personal nature for the victim's family and friends, these accidents, fortunately, are rare. Most Paddlers will never encounter a serious accident at any time in their boating career."

Among whitewater kayakers, who have a higher accident rate compared to canoers and rafters, the fatality rate is only 2.9 per 100,000 participants. When compared to other active outdoor sports, kayaking is safer than scuba diving (3.5) and climbing on rock, snow, or ice (3.2).

7,420,563 whitewater boaters visited the 30 rivers in our 5-year study period between 1994 and 1998. Of these, there were 5,732,683 commercial boaters and 1,687,880 private boaters. During this same period there were 64 whitewater boating fatalities, including 26 commercial passenger deaths and 38 private boater deaths. We calculated that there were 0.86 whitewater fatalities per 100,000 participants, or 2.25 private boater deaths per 100,000 and 0.45 commercial boater deaths per 100,000. The river with the most whitewater fatalities was the Arkansas in Colorado, with 17 drownings over five years.

The overall whitewater fatality rate based on user days would be even lower if we could obtain more accurate data on the number of private boaters. Whereas commercial rafting companies

were required to turn in passenger manifests each season, private use counts were collected by river management agencies via a wide variety of registration systems over different monitoring seasons, and private use counts often included self-guided trips in rented boats as private visitors.

Lee Belknap, Chair of American Whitewater's Safety Committee, observed, "Safety in the sport is related to experience, training, and personal judgment. However, the ONE item that makes the single greatest contribution to personal safety on the water is the use of a life jacket or personal floatation device (PFD)." Although not really a problem among experienced whitewater paddlers or passengers on professionally guided raft trips, American Whitewater has found that improper use of a PFD (including the failure to wear one on the water) is responsible for at least half of all fatalities in both flat and moving water.

Charlie Walbridge, another American Whitewater Safety Committee member and author of many swiftwater safety books, agreed with Belknap, saying, "Life jackets truly save lives. Whether you are kayaking across a lake, floating your canoe on a pond, or rafting the Class V Gauley River, you can cut your chances of drowning in half by properly wearing your PFD."

The Professional Guide

A quick recommendation to guides to document their credentials, anticipate expiration of important required documents and keep a log of your river mileage! A river log can include the put-in, take-out, water level, dates, river, what type of craft you were operating, what crafts were also on your trip, how many people, indicate commercial or private, trainer or trainee and allow for paragraphs describing unordinary events and such. Here is a suggested form that can be copied to help you with keeping records as well as hinting at things to know as a guide in the workplace. A professional will ascertain specific information about an employer, this form may help organize you.

GUIDE REQUIREMENTS

ITEMS	DATE	DATE	DATE	DATE
Medic Card Filed type/expiration				
CPR Card Filed type/expiration				
Guide License Filed type/expiration				
Driver License Filed state/#/expiration				
DMV Record Filed				
River Log Filed				
Date of Tetanus				
Declination of Hep B signature & date				
Dates of Hepatitis B Shots				
Personal Emergency & Health Info Filed				
River Skills Course				
Exposure Control Plan				
Food Handler Card				
Universal Precautions				
Fingerprint Clearance				
Resume Filed				
Training Checklist Filed				
Winter W-2 Address				
Employee Handbook				
Personnel Policy				
Premises Orientation				
Program Orientation				
PFD, Rigging, dry bags, med kit, tent, sleep unit				
Key				
Vehicle Orientation				

On the Lighter Side

Being a professional guide means maintaining a bunch of skills and certificates, mastering the knowledge of many sciences to impart to your guests, plus stashing a repertoire of entertaining tools, perhaps, a talent like flute playing or telling jokes. Try this monologue; though it is not for everyone, in the right audience, it could be pretty funny. Stolen from an e-mail sent by Sandy Bernstein.

The lineage is finally revealed. Many people are at a loss for a response when someone says, "You don't know Jack Schitt." Now you can intellectually handle the situation.

Jack is the only son of Awe Schitt and O.Schitt. Awe Schitt, the fertilizer magnate, married O.Schitt, the owner of Needeep N.Schitt Inc. In turn, Jack Schitt married Noe Schitt, and the deeply religious couple produced 6 children: Holie Schitt, Fulla Schitt, Giva Schitt, Bull Schitt, and the twins: Deep

Schitt and Dip Schitt. Against her parent's objections, Deep Schitt married Dumb Schitt, a high school drop out.

After being married 15 years, Jack and Noe Schitt divorced. Noe Schitt later married Ted Sherlock and because her kids were living with them, she wanted to keep her previous name. She was then known as Noe Schitt-Sherlock. Dip Schitt married Loda Schitt and they produced a son of nervous disposition, Chicken Schitt. Fulla Schitt and Giva Schitt were inseparable through out childhood and subsequently married the Happens brothers in a dual ceremony. The wedding announcement in the newspaper announced the Schitt-Happens wedding. The Schitt-Happens children were: Dawg, Byrd and Hoarse. Bull Schitt, the prodigal son, left home to tour the world. He recently returned from Italy with his new bride P i s a S c h i t t .

So now when someone sez, "You don't know Jack Schitt", you can correct them.

River Runners Etiquette and Responsibilities

Department of Natural Resources
Colorado State Parks

Know Before You Go

Read the river guidebooks, agency publications and topographical maps before running an unfamiliar section of river. Ask experienced friends, outfitter employees, agency rangers and local law enforcement agencies about unfamiliar runs before you go.

Know the boundaries of the public lands, managed by federal, state and local agencies, and understand that not all publicly owned lands have unlimited access — check with the managing agency for any restrictions.

Respect private property. River Runners should know

which lands are privately owned.

Commercial river guides must understand that criminal trespass subjects the responsible outfitter to the loss of their Outfitter License, at least in Colorado.

Equipment

Every Trip:

Must have a solid human waste carry out system for overnight trips. This system must be adequate for the size of the party and length of the trip. Many day trips may require the same. Reusable, R.V. clean-out compatible toilets are recommended.

Must have a fire pan for overnight trips and a charcoal carry out system, if planning a fire.

Must have adequate storage for and carry out garbage and trash.

Should have first-aid supplies adequate for the party size.

Must comply with all federal, state and local boating regulations that apply to the river segment.

Respect Others

Respect other river runners and private owners space, privacy and solitude while on the river, in camp, on hikes and at the boat ramp.

Group your boats and equipment, leaving room for others at put-ins, take-outs and attraction sites. Expect another party to arrive.

Please be particularly considerate of fishermen, respect their need for space and quiet. River runners, regardless of how careful, can ruin a fishing experience, particularly on small to moderately sized rivers. Try to group when passing a fisherman, avoid splashing paddles and oars and avoid their eddy or general quadrant of the river.

Avoid lunches at attraction sites or at least move off to the side of the trailhead or boat ramp.

Yield on the river where appropriate. If other parties are going faster, allow their boats to pass. If you are going faster than the party in front of you, be sure your boats are grouped together before passing. Avoid extensive, unnecessary contacts with other parties while floating.

Abstain from water fights with other parties.

Radios, tapes and CD s should be turned off within earshot of other river parties and landowners. Using headsets is appropriate in section of river that have extensive contact with others.

Noise and loud partying is inconsiderate within earshot of another group.

Always be discrete when changing; nudity is inappropriate in a public setting.

Explosives, firearms and fireworks ruin the solitude of a river trip and present a safety hazard.

When encountering other parties on the same schedule communicate regarding planned lunch, attraction and camp stops.

If your party is small consider smaller camps, leaving larger, more impacted camps for large groups when the canyon is busy.

Respect private property.

River Runners should know which lands are privately owned.

Resource Protection

River runners must agree that river corridors contain extraordinary archaeological, scenic and biological values. River runners tread lightly when traveling rivers and endeavor to leave no trace of their river journey.

All garbage is hauled out. All food scraps are removed to avoid skunks, flies, ants, mice and other pests from congregating. Cigarette butts, twist ties, string off fabrics, dental floss, candy wrappers and other small traces are to be meticulously disposed of.

Liquid waste such as leftover beer, pop, juices, coffee and so on must be deposited in the river current.

Solids from dishwater, soups, coffee, and so on should be strained and hauled out. Grease from cooking should be hauled out. (Or burned in grease bombs. Ha! Ha!)

All campfires should be contained in a fire pan. When practical, fires should be built near the river, away from vegetation. The use of

driftwood, charcoal and wood brought from home is appropriate; the use of standing timber is unacceptable. When breaking camp there should be no trace of the fire, all charcoal is hauled out, excess firewood is scattered and unnatural wood (milled, sawed, etc.) is removed. In very arid time frame fires may be restricted or banned altogether, check with local land agencies or the county Sheriff's Department before planning a campfire on a river journey.

River runners carry and use toilet systems. All solid human waste is removed from river corridors. There are only two places to urinate in the river canyons. One is in the river; the other is far away from any camp or tent site. Urinating in gravels and sands are best, then organic soils. Urinating in wet sand, silt or shallow water with no current, after the river has peaked and receded, causes algae to flourish.

Tread lightly on land by using low impact hiking; stay on main trails and avoid fragile

soils. Be sensitive to trampling native plants and grasses and refrain from picking wildflowers. Pets should be restrained around wildlife.

Treat archeological sites with respect. They are sacred places to Native Americans. Petroglyphs and pictographs are not to be touched. Ruins should not be entered, sat on or touched. Potsherds and arrowheads are to remain in place. Report violations to authorities. Historic structures, such as cabins and other buildings should be entered with care and all tools and artifacts are to remain in place.

Leave natural objects where they are found. Leaving fossils and petrified wood for future generations is the right thing to do.

In some areas river runners must follow specific rules designed to protect natural and cultural resource values. Ask agency offices and visitor centers if any special rules apply to the river you plan to run.



Photo by:
Sandy Bernstein

Fort Uncompahgre

Fort Uncompahgre was established as a fur trading post around 1828 by Antoine Robidoux near the present site of Delta, Colorado. The fort has come to life again as a city funded living history museum that is located at the entrance to the Confluence Park complex.

Antoine was born in St. Louis, Missouri, in 1794 and was a member of one of the most influential families in the history of the west. As a young man Antoine became involved in the fur trade. He became a citizen of Mexico — a prerequisite to obtaining a trading license — by marrying Carmel Benevedes, the adopted daughter of the Mexican governor at the time.

Antoine established Fort Uncompahgre a short distance from the confluence of the Uncompahgre and Blue, or Eagle Trail, (now Gunnison) rivers. Little has been written about Fort Uncompahgre, but the one brief description of the post states that Fort Uncompahgre consists of a few log buildings enclosed in a quadrangle of pickets.

OPEN: March — mid-December, Tuesday — Saturday, 10 a.m. to 4 p.m. & June-August, Tuesday — Saturday, 10 a.m. to 5 p.m. Fee. More Information: 970-874-8349; 530 Gunnison River Drive, Delta, CO 81416. See Robidoux inscription pictured in Belknap map.

Delta, Colorado

From a brochure depicting Fort Uncompahgre

Furs were brought to the fort and traded for goods that had been brought in from both the United States and Mexico. There are also references to Indian slaves being traded at the post.

The fort remained in operation until September 1844, when most of the occupants were killed in an attack by the Ute Indians.

When you visit Fort Uncompahgre today you will be greeted by interpreters clothed in appropriate period attire. You will be given a hands-on guided tour through the past where every aspect is maintained as authentically as possible. You will see the trade room where Indians and trappers exchanged furs for guns, knives, beads and other prized trade goods. You will experience the Hide Room where stacks of deer hides and packs of beaver pelts were stored. You will visit the living quarters, the adobe forge, La Cocina (the kitchen) and the horno (adobe oven). You will also see Churro Sheep, the oldest and rarest breed in North America.

Colorado State Parks Colorado River Accesses

Colorado State Parks surrounding Grand Junction integrate a trail system which links these parks which will be described herein. Funding for facilities came from the Colorado Lottery, afterwards, it is up to Park management to make the park earn it s keep .

East of Grand Junction proper out of Clifton is Corn Lake. This park is to be found off of 32 Road. In the acquisitions plan Corn Lake was the first park to be installed in this series of parks and trails from Island Acres to Loma. Corn Lake has a ramp to access the Colorado River.

Not far downstream the efforts of the Colorado State Parks and the U.S. Bureau of Reclamation joined to purchase wetlands consumed during the Grand Valley Salinity Control period. (Someone take an interest. Write about this period). This park primarily focuses on protection of habitat and has little development of facilities.

Connected Lakes was once worked for gravel pits. It is now set-up for fishing, picnicking, walking and does have another Colorado River launch site.

The newest State Park addition, is just off the Fruita exit. The ramp design is interesting. The incline parallels the Colorado River aimed downstream. The ramp empties into an engineered eddy. It is hoped the varying water levels will not erode this ramp, plus provide a consistent access in many water levels.

The State Park Ranger wants to be clear that any vehicles remaining on the premises a series of days must have day use passes for each day the vehicle remains parked in the park.

Uranium Mining History of Canyonlands

By Dusty Simmons

Uranium and Potash Mining of Canyonlands

The Canyonlands region of the Colorado Plateau has often been referred to as the land of, "Standing Rocks". For centuries, humans have been trying to inhabit and make a living in this desert. Ancient cultures of the Fremont and Anasazi did succeed in living here for a period of time, but they eventually moved on. Modern day tribes such as the Navajo and Ute also succeeded in living among these towering rocks. The first white men into the area were probably Spanish explorers. Father Dominguez and Father Escalante passed through here in 1776. The next wave of white explorers came a half-century later. The U.S. government sent explorers: Gunnison, Simpson, Macomb and Fremont to find a route through this desert wilderness. They did not stay long. The late 1800s saw a movement of people into the area such as: John Wesley Powell, and his exploration of the rivers, Mormon settlement of Utah and their infiltration of the south by land. The late nineteenth century also witnessed the beginning of the mining era. It began with small-scale placer mining for gold and found uranium. Although many placer mines remained functioning until recently, the emphasis was always on uranium and vanadium. The oil and potash development of today began in the middle of this century.

- I. First discoveries of the element uranium in the United States.
 - A. In 1879 the Talbot brothers from Paradox Valley Colorado, found a fissure vein carrying an odd material. They assumed it to be silver. They sent a sample to the American Smelting Company at Leadville, Colorado where it was determined it was not silver. The brothers ignored it and moved on.
 - B. In 1898 Tom Dolan found the same vein and sent a sample to the Smithsonian Institute in Washington, D.C. It was high-grade uranium.
 1. A claim was made at Roc Creek in Sinbad Valley, Colorado. This claim became the famous Rajah mine that produced thousands of tons of very high-grade ore.
 2. The ore was sent by mule to Paradox, then by wagon to Placerville where it was loaded on narrow gauge track and sent to Montrose. In Montrose it was loaded on standard gauge and sent east, then to France.
 3. The Roc Creek uranium was carnotite, a yellow earthy ore, (Named carnotite by Madame Curie in 1920, after A. Carnot, a French mine inspector).
 4. Carnotite is found in blanket veins or pockets. The Roc Creek fissure vein turned out to be an odd geological blanket vein.
 - C. March 9, 1898 Frank Silvey and Tom Francis alone with Young Howard Balsley staked several claims for uranium in the McIntyre Canyon District in the Paradox Valley. They became pioneers in the discovery of this rare mineral.
 - D. In 1898, Madame Marie Curie a Polish physicist and chemist, with her husband discovered the element radium in uranium.
 1. They sent two French chemists to the Paradox area. They built the first uranium concentrating plant in the world on the banks of the Dolores River at Camp Snyder. She visited the plant in 1899.
 2. The plant was concentrating mainly carnotite ore, which occurs in the Salt Wash member of the Morrison formation, which also carries uranium, vanadium, and radium.
 3. Madame Curie visited the U.S. again in 1922. She was given one gram of radium, which retailed at \$120,000 by certain members of Congress.
 - E. The first ore discovered in Moab was grub staked by Al Rogers and Howard Balsley between 1910 and 1912. It was found right before the turnoff to the M-4 ranch (now Pack-Creek) on Poverty Flats. The claim was called Blue Goose, and the ore was shipped directly to Madame Curie's laboratory in Paris.
 - F. The second largest find was Yellow Circle, property in upper Cane Springs.

1. In 1915, Charles Snell while working for Howard at Blue Goose had a dream about a block of sandstone with a yellow circle on it marking the location of a rich uranium strike. He told Howard about his dream. Howard believed Charles to be sincere so he grub staked with him for a few weeks. And said Go find it .
2. Ten days later Charles came in with tears yelling, I found it . He had staked 5 claims in both of their names. Twenty claims were staked overall at Yellow Circle.
3. The workers of this property had some troubled times in the bad winters, such as 1918 when Moab had a minimum of three feet of snow on the ground for 3 weeks.
4. Several tons of good ore came from the Yellow Circle; more than a million dollars worth by 1950.
5. Howard sold most of the shares before the big boom of 1953, but he held on to _ interest in the Property. He had the rock with the yellow circle moved to his house in town and in 1978 he donated it to the Dan O Laurie Museum.

G. 1934, Vitro Manufacturing Company of Pittsburgh, PA came to Moab looking for a uranium supplier.

1. Vitro was set up by two German immigrants for the purpose of supplying ceramic colors from mineral pigments for pottery and glass factories all over the world.
 - a. They made 26 different shades of reds, greens, browns and yellows from the ore. They also infused vanadium red cake in the ceramic colors.
 - b. Vitro extracted the vanadium and found a market for vanadic acid in the steel mills of Pittsburgh.
 - c. Vitro also recovered radium and radium salts which were shipped to Philadelphia to a Czechoslovakian scientist who inserted it into cancerous tissues. The radium was shipped in a lead cask by truck, the railroad and post office refused to handle it.
2. Howard signs a contract to supply all of their ore. This began a mini-boom in the area.
3. The ore was guaranteed to run a minimum of 1.50% of uranium oxide and a minimum of 5% vanadium oxide. (Most mines were lucky to meet the 20/100ths of 1% minimum).
4. Thirtyfour, fifty ton carloads of ore averaging 1.57% uranium and 7.35% vanadium came from one mine alone, (Polar Mesa).
5. The ore was blended throughout the years to maintain percentages.
6. All ore was delivered in 50-ton carloads, no less, from facilities all over Utah and Colorado.
7. Howard used an electroscope instead of the modern Geiger counter; he thought it to be more accurate.
8. The market went up and down for years, then pitchblende was found in the Belgian Congo and everyone went out of business.
9. Vanadium came back for a short time in demand for a steel alloy, but the Vanadium Corp of American found a whole mountain of ore in South America and everyone went out of business again.

H. 1942 the U.S. Government sets up Metals Reserve Company, to buy vanadium quickly.

1. A buying station was set up in Moab and H. Balsley was in charge of it.
2. February 1944, the Government ceases buying at midnight on February 28. Howard got several tons in at five minutes to midnight.

II. Atomic Bomb Program is rapidly evolving.

- A. The Manhattan Project evolves into the A.E.C. (Atomic Energy Commission). They badly needed uranium.
- B. In 1945 the U.S. Government commandeered all the uranium in the nation and took over all the plants at which uranium was handled for any purpose. Vitro was taken over and a fence was built around it manned 24 hours a day by armed guards.
- C. As of 1947 no program had been set for uranium extraction of large amounts in the west. 9

- D. In 1950, Howard met with the A.E.C. and was told there was not enough high-grade ore out west to make it worthwhile for the government. There was definitely not any pitchblende. They continued to buy from South Africa at 46 dollars a pound.
- E. In 1953 a Texas geologist named Charlie Steen struck pitchblende at a claim south of Moab called Big Indian Wash.

1. Buddy Cowger determined the strike while observing the specimen in Cisco, Utah.

Overnight a millionaire was born and a boom started.

III. The uranium boom of the 1950s and 60s.

- A. The federal government went mad. We had struck a domestic source of pitchblende. It was bought at 8 dollars a pound saving the government a billion dollars.
- B. Millionaires were made overnight in the field and in the stock market. Thousands would lose everything or die trying to become one of them.
- C. Money was pumped into the Canyonlands region for blasting access, roads to get to potential sources.
 - 1. Thousands of miles of road would be chiseled into the desert in a matter of a few years, all at the federal government's expense.
- D. Moab grew from 1200 farmers and prospectors in 1950 to 20,000 by 1956. The town went insane. It was never quiet. Trucks carrying ore rushed up and down Main Street all hours of the day. Bars were being built as fast as the motels and gas stations. Every square foot of property in the valley had families living in trailers, carts and shanties.
- E. By 1956, Moab was declared the richest town in America.
 - 1. There was one millionaire for every 250 persons. At a local spot such as the Uranium Club or the Club 66 one could easily see at least 20 persons worth a million and that many more were within reach of it.
 - 2. The odd thing about Moab was the rich may own Cadillacs and personal planes, (42 in the county) but they still lived in trailers and broken homes. (Though most millionaires in Moab had phones and nice bathrooms). Texan Dan O Laurie made 3 _ million from one transaction, lived on a ranch worth \$15,000.
- F. 1957 Charlie Steen builds a uranium processing plant on the banks of the Colorado River.
 - 1. The plant produced yellowcake by adding sulfuric acid, which extracts an oxide of the uranium.
 - 2. Yellowcake is shipped to another plant where flourine is added to produce hexaflouride. UF₆ goes to an enrichment plant where the isotopes U₂₃₅ and U₂₃₈ are separated producing enriched uranium 235. Nuclear reactors use 3% U₂₃₅ and nuclear bombs use 90% U₂₃₅. The enriched uranium goes to a fuel fabrication plant where it is converted to uranium dioxide (UO₂), compressed into small pellets and placed in hollow steel rods where they are stored until needed, or used.
- G. 1958, Charlie Steen runs for Senate and wins.
 - 1. He was the push behind Grand County getting the potash plant and not San Juan.
 - 2. He also tried to change the tobacco and liquor laws in the state, but was told to like it or leave it, so he left. He resigned in 1961, and moved to Reno. While in Reno he gets caught for tax evasion and loses everything.
- H. Miners start getting sick around 1960.
 - 1. Tom Van Arsdale from Nucla visits St. Mary's for complication of the flu, his urine shows 34.4 picocuries of polonium-210 per liter radio lead the final product of radon decay. He dies two months later from lung cancer. He had oat cell carcinoma of the left lung, fast growing and inoperable, the same as the miners of Germany. He was the first documented uranium miner to die.
 - 2. 1961 Mr. Johnson dies of the same cancer. His widow was awarded the first radiation settlement of \$12,000.
 - 3. 1958 four uranium miners die of similar cancers.
 - 4. 1959 five die.

5. 1960 nine miners die.
 6. The deaths will eventually total in the thousands by the end of the 1980s for miners alone. (This does not include fallout victims).
 7. The miners families will always remember Joe Deal, President of Applied Biophysics Branch of the A.E.C. Division of Biology and Medicine stating publicly over and over, Prospecting for uranium ore involves no health hazards to the miners involved.
- I. 1956 The A.E.C. decided it was no longer in the interest of the federal government to expand uranium production.
1. The canyonlands region produced 9 million tons of uranium worth 250 million dollars, along with 71 million tons sitting in federal warehouses or reserves.
 2. 1966 the A.E.C. would only purchase ore from reserves developed before November 28, 1958. It was necessary to slow down but not kill the industry.
- J. The boom was OVER.
- K. 1967 Moab was gearing up for another boom this time for private enterprise, nuclear power plants. 19,521 claims were staked in San Juan. 5,810 were staked in Grand County.
- L. The A.E.C. envisioned 230 power plants by 1987 nation wide. This never materialized because of problems associated with waste and the fear of a national disaster.
1. All uranium isotopes form what is called nuclear fuels, releasing 10,000 kilowatt per pound if they completely undergo fission.
 2. Natural uranium cannot be used as an explosive, but the isotope U235 can be separated from it and used like plutonium.
- M. Atlas closed down completely in 1984; Moab would have been deserted if it had not been for the potash mine 20 miles away.

Photography Eliminate a lot of bad Shots

Information provided by Tom O Keeffe of **Action Shots**

1. USE GOOD FILM.

Rather than in-house or super-saver brands, choose Fuji or Kodak. Otherwise you are apt to lose vibrant and true color.

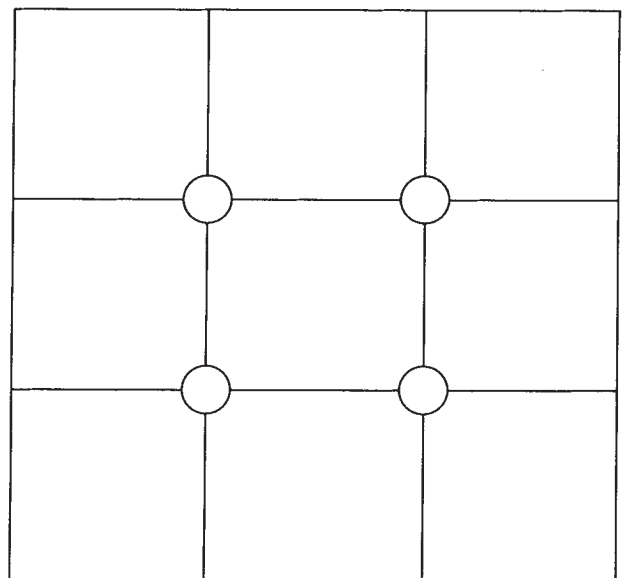
2. **Shoot 100 or 200 ISO** for this desert region. Commonly, visitors use 400 (film speed) ISO, which is for indoor or cloudy days. The wrong film speed makes for ugly color.

3. Shoot at Sunrise or Sunset.

90% of the best shots are taken within the first hours of sunrise or sunset. The desert light is so bright that the shadows are very black and the contrasts take away from the subject.

4. Understand and utilize the Golden Ratio .

Focus of interest is best shot in the intersections (at the circles) of the diagram depicting the frame through which you would focus.



Jennifer Johnson started Action Shots in 1991 and sold to Tom in 1993. Action Shots develops black & white, color, print and slide film, produces enlargements and digital images and offers one hour processing on some services. Photographers can also be found shooting visitors at play.

THOMAS JAMES KLEINSCHNITZ
2392 H ROAD
GRAND JUNCTION, COLORADO 81505
970.245.5428 ab@raft-colorado.com

Professional Objective:

To run the best outfitting business on earth

Work History:

1985-Present
1980-1985
1975-1980
1974-1975
1971-1974

Adventure Bound Inc., River Expeditions

Owner/ President/ General Manager
General Manager
River Guide
Crew Driver
Warehouseman

Experience:

Manager and Administrator of a River company with a staff of 25 full time employees. Responsibilities include schedule coordination, purchasing and contract negotiation, marketing and sales, promotion and brochure design, training and public relations.

Education:

1975-1976
1970-1975

University of Colorado — Business Major- Boulder CO
Iver C. Ranum High School Denver CO

Honors & Activities:

President of Colorado West Tourism Council
Chairman of Colorado River Outfitters Association
Volunteer- Grand Junction Riverfront Commission
Volunteer Ranger- Bureau of Land Management
Volunteer Representative- River Surface Recreation
Form- Colorado Department of Natural Resources
Volunteer Representative- BLM Black Ridge
Ad-hoc Committee
America Outdoors Board of Directors -present
Colorado Tourism Board / Advisory Council
Colorado River Outfitters Association Board -present
Grand Junction Visitor and Convention Bureau Board
Friends of Westwater Board —present
Utah Guides and Outfitters

Guide Assets:

National Park Service interpretive contacts in Dinosaur National Monument and Canyonlands National Park; Special use permits from the Bureau Of Land Management in Ruby, Westwater and Desolation Canyons.

TOM KLEINSCHNITZ

September 9, 1995

Adventure Bound

My rafting began when I was 14. My first raft trip was actually with Adventure Bound River Expeditions back then. My father taught school with Keith Counts at Adams City High School in Commerce City Colorado. So that's how the acquaintance was known. My father went on raft trips with the high school before I went on raft trips in the 60s, so.

In '71 I saved my money through the winter and went on a raft trip. By coincidence a few things fell together that led to a lifetime of being around the river. It all started when I saved \$75 to go on a four-day Yampa trip. We did it in the middle of June. It was a high water, wonderful trip. And I remember my first moments on the river up there in Dinosaur. They were magical and wonderful and I knew I wanted to be around it.

Arvada West Junior High School, the 7th graders were in one boat, the 8th graders were in one boat, the 9th graders were in another boat. It was a bunch of row twenty-seven footers. We were headed down the river about thirty of us. Ten kids on a boat. I look back at those boatmen and wonder how they did it. (laugh) It was a good time.

We were assigned to camp at Echo Park. We pulled into Echo Park. I had brought some Kippered snacks with me to make sure I had enough food because there were plenty of fellers. I ripped open a can of Kippered

snacks and ripped my hand open causing a pretty major laceration in the palm. There was a road into Echo Park so I got out went to a hospital. They smiled. Put me back together. I was back in Craig getting put back together and they said, Well, do you want to go on the next trip since you missed the last one? I ended up going on four or five trips in the next month as a swamper. Ultimate first time headed out swamper guy.

That's how I started. It was just a matter of calling my parents saying well I got hurt on this trip, but they say I can go on the next one. The owner of the company, Keith Counts, at that time his father was having some pretty severe health problems so he had gone back to Kansas to check out what was going on back there. And all these boatmen being what they are and I was a good pot scrubber they just kept inviting me. Hey, you want to go on the next one? You want to go on the next one?

My parents finally told me to come home a month later. I was invited back for the month of August. So I spent a lot of that summer just out there. Fourteen years old, an opportunity, that unfortunately isn't there for a lot of fourteen year old kids anymore. I've drawn a check from the company for thirty years ever since then. It has just been an automatic love of what is all about. I felt immediately comfortable. I remember to this

moment what it was like to get on that river and float out there and look around and think, My God this is great!

The first time I ever rowed Gates of Lodore was in a 27 foot boat. Number 9. It had two ends that went down, I think, so that both the bows were in the water fully, a fully flat boat. The kind of thing that had no upturn ends at all. They let me row that all the way through Ladore. I was fifteen years old. The other two guys were in another boat just having a party and having a good ole time. I will always appreciate the fact that I got to row a boat down there right off the bat. That's kind of the crazy old days that happened at that point. That's how I got started. I just kept plugging on.

I got my drivers license at sixteen. Didn't have to scrub pots much anymore. I got to drive crews around. Then when I was eighteen I got a dam boatman's license. I went over to Vernal, Utah and took my test. I started into that kind of thing.

Jerry Wischmeyer was Keith Counts partner. Jerry was an attorney in Denver. He had a home and he had the Adventure Bound World Headquarters at that point in Littleton in his home, in his place. His wife Sandy Wischmeyer was truly the real partner and the real driving force that made it all work. She ran the office. She had an assistant Lovey Joe in those days. They

were good characters and did all the bookings and everything out of Littleton, Colorado.

The original base for the actual operations was in Craig. There were a few different complexes up there. Most people came out of suburban Denver went on our raft trips. That's how the company got started. It got started with Counts doing a lot of youth trips and high school trips and the Boy Scouts and those kinds of things. It evolved into more the mass public in south suburban Denver then all of Denver. Then we all know that it all exploded and we were taking lots and lots and lots of trips. I was out there in the middle of it all. On many a many double launch Deso with eighty people running around camp doing the same things.

In those days Keith Counts was always on the trips at the beginning of the year and getting us all squared up for the season and getting us ready to go. He was always tough at the beginning of the year in the training trips. He was getting us whipped into shape so we would know the rules for the year.

Keith was a creator. He went out there and worked real hard to make it what it is was. He was a bandleader. The next phase, the next person who needed to step in was somebody who had a keen level of the river and was keyed in on the equipment and understanding a guides life to make it survive. That's how I changed things, but you got to have a creator. That's what he was. He was a crazy man. Everybody knows it. He was a good man and he created

Adventure Bound. He did a helluva job.

In 1980 I was offered a job with Adventure Bound to manage the Craig operation. I was working in Denver at the time. I made a change to be a manager. For three seasons I managed the operations for Counts. Then he had put in a little over twenty years in the company himself. I think a lot of his focus was turned to real estate. He was making some great Real Estate complexes. He created a great complex for us on South School Street in Craig. It was a boatman's quarters and huge, huge warehouse and then another home for him, a whole lumber yard converted into, what today, is one of the finest looking boatyards you could ever imagine. And he sold that!

He made a ton of money on it. The boom was on. He went out south of town and created another thing. That was larger. It was acreage and it had all the elements of being another thing that was going to be big. The market fell apart in '82. In '83 it was in it's depths. In '84 we were on a plunge. I think a lot of what he had done is saddled himself with some rough real estate. As well as the complex he had built in Mack. That was a really large building. Instead of staying with boats he got into buildings and real estate. Things got kind of tough.

Keith sold the business in the fall of 1983 to a couple of guys who had a construction company in Vail, Chris Sewell and Ron Buchan. I worked with them briefly into the winter. Didn't even make it to the next season.

It wasn't meshing. It wasn't working. They ran the 1984 season. They had the permits and everything that Adventure Bounds was. They didn't make their payments and defaulted. That's when an opportunity came up for me.

I had left the river business briefly at that time. That winter I was contacted by Keith Counts and the people who were holding the notes and the bankers. Got a hold of my Grandfather, borrowed some money, got everything together, presented a package and picked everything up and ran with it. At that time they had some poorer times with another sale that they'd had. The bank wasn't willing to let me run with the situation. The actual transfer of permits needed to actually have a scope of time that they needed to look to see if I would be successful.

The '85 and '86 season were up in the air. I had a lot of time, money and everything invested and the official Park Service and BLM transfers happened in '87. '85 was the first season I had run on my own and this makes the eleventh season (1995). I have simply done it my way. To date I still have one more payment left on that massive loan we took on eleven years ago. We are plugging on. That's a quick view.

A big change in equipment we did in those eleven years, we were in Telluride, one of the Boatman's Rendezvous, at that time, we were looking at some of the inflatable kayaks the guys brought down from Salt Lake City. I think that was a big change for us. **(I NEED TO GIVE ROBIN KLEINSCHNITZ —my wife- CREDIT FOR THIS, SHE**

WAS THE ONE THAT LOOKED AT THE INFLATABLES AND SAID I WOULD REALLY LIKE TO TRY ONE OF THOSE, THEY LOOK LIKE THEY WOULD BE A BLAST) Rather than rowing the people down the river, which is something that I had done for a number of years and all of us had. We were looking for some kind of focus to make our company a little different than having all of us being exactly the same. The same permits, same formats and so many things being so similar, let's get into these kayaks and be part of it. Today we've got forty of the dam things. They are on every trip. We run them in Cataract, Westwater, we run them up on the Yampa. Everybody looks at us like we are crazy. We probably are but we have developed a good, strong, loyal clientele who want us to have inflatables out there all of the time. That's the biggest change. Cargo-ing up the big 18 footers, even running a 27 down the Yampa at times to focus on putting our guests in the water. Letting them play hard.

That's the biggest thing that has changed for our company. It meant different training for the boatman. It was whole different scheme of things. There are a few trips we run that are old format. That have that clientele who just want to be rowed down the river. It is so easy. It is unbelievable. (laughs) You just have to cook a meal and get them down like the old days.

The kind of communication about what they have to do to survive, rapid by rapid, and then everybody in the water is a swimmer. You have to look at it that way and be ready for it. You have people scattered around. Running those Westwaters,

somebody blows out in Skull, you hope they don't end up in the Room. Every few weeks someone does. You gather everyone up and go again. We have no fear of them. A lot of people look at them as a very fearful thing. As long as you properly psych everybody for them and scare the hell out of them. You usually scare the ones who don't run and that's cool too. We run them now. Had them down there last week. People are actually getting better at it.

We do traditional things still too. We throw a 27 on to run the Yampa still. At least once a year, to be obnoxious and make sure that everybody knows that it is there. It's fun to have people walk up and look at it and ask, what in the hell is this? It's a boat! It's a boat! What do think this thing is? (laughs) It's fun to have pieces of tradition around too. I pride myself on a scope of that, tradition mixed with keeping ahead of what is new.

Mack and Craig had boathouses for guides. As I see it, most companies aren't anymore, however, the booms are on and real estate is getting tough. Now I am hearing a lot of probably what counts is experiencing the late seventies, early eighties in Craig. There was no housing available. There was a need to start finding some way of dealing with these poor guys who come in from all over the country to find a place to live temporarily and real estate values have gone nuts. In Grand Junction in 1983 we had guides who would come in here and rent a house for \$300. There would be nine, ten of them in there and they would have a great ole time. That's how they dealt with it as

my transition happened. But before we had boatman's quarters. Counts hired a cook for us. We had breakfast and lunch every day. It was quite an operation.

I managed under those kind of things and I was real glad to change that. That was tough. Get everybody do what they need too. Also, guides have matured quite a bit too. I remember when I was nineteen, I was running a trip with forty people down Desolation. We left Craig at three in the morning and got to Roosevelt. Had breakfast on our way into Sand Wash. Not one of was twenty-one years old to buy beer. Of course, we found a place that would sell us beer anyway, but imagine that dilemma. I mean . . . that's the kind of guides that were out there. We were all nineteen or twenty or eighteen just barely going . . . The average age of the guide these days is twenty-eight. It is a whole different scheme of things.

I find it interesting you don't have young people particularly interested or on top of one of these jobs. I think it is consistent that twenty-four, twenty-five year old people are applying. It is just a different crew of people. A lot more mature. They want their own house. They want to have their own place. They want to go away from the company after they are back in the boatyard. Those things have changed. The old gang mentality. We were part of, whatever we were, back then. Thank God it is over.

I couldn't wait to be a boatman. I wanted to run a rig bad. I snuck on and did it as much as I could. I am not finding that love of the

river out there in younger people. At least, what I experience myself.

I used to do turn-arounds. They would come in at nine o'clock at night because all the boys were out at the boatramp drinking and out raising hell, barely making it back in and we would have a trip the next day. Counts had me up scrubbing pots at midnight, I was fifteen years old, and putting boats back together. You ask somebody to do that today, they would look at you like you are absolutely mad. (laugh) I think I was making a hundred and fifty bucks a month and feeling, all the trips I could get on, that was the best deal I could ever imagine.

After Counts strata of managers and co-owners, I learned to be really independent. I decided on an operation the size I could manage, be hands on. Maybe I am too much of a control person, but also that keeps the finances in order. The finances were something that got out of hand in the past operation. I don't owe anybody anything that I am not current on. I pay my bills and I like being on top of it. That might be an over reaction to past situations. That's how I like doing business. I like knowing that we are under control.

I am satisfied with the amount of permits I have. Right now I have a great fishing guide, so if I could find something on the Gunnison in the Gorge. I think that could be a little branch that I could go to. I am content. I guess I am content with the two acres I bought ten years ago and the operation size that it is. I don't have a lot of on-going crazy drive

to make it insane. I like where it is.

Prospectus on permits is going to be a good challenge out there. They are not out yet, but they're trying to be written and supposed to be approved so we can get them. That hangs over your head. Doing business with the government is a scary thing. It always is. Every year there's a new rule. This one is another scare. I've been through a lot of them before I owned the company as I own it now with Park Service requiring insurance that you would not be able to attain. You can't purchase so you are out of business. Permit fees being so high, you couldn't possibly afford them. That would put you out of business. Constantly you look at things like that. It's a hard way to knock around, especially, from my view, I was raised that the government was there to provide that stability for you. It is a strange turn of events to find out that's the most *instable* thing about running an operation on public lands right now. It is not stable. The public debate is raging on. It needs to, to have a foundation so I can go on, so I can develop a business for my daughter, which she may be able to run some day. The public debate needs to get done. We need to figure out what the fees ought to be. We have to figure out who should have access to these public lands. Figure out the criteria for what a good outfitter is. Those are all good things. I see bad outfitters out there. I also see people abusing the system on the private side. That debate needs to happen. It would be nice to tie up some loose ends. I really feel like I am a conscientious guy. Then

the prospectus comes out and requires something that would be impossible for me to obtain because I am not a trust fund kid. I'm not somebody who is wealthy. Not be able to react to it. It is scary. Talking to the people who are the micro-managers over my life, trying to get the inside information of what that prospectus has, they tell me they can't tell me. They tell me we can't tell you what will be required until everybody can see it. And then you will have sixty days to react to it.

God! It is like going down to the Chevrolet dealer and saying I'd like to buy a Chevrolet. Well, we can't tell you what is under the hood, or if it has brakes or not, but by God it is going to be ready and you need to buy it in a couple of weeks! But even more than that, I have dedicated my whole life to this thing to have just a sixty-day window open for your next shot to happen. It is the cards that are dealt right now.

The insurance issue was dropped. What was happening then? There were a lot of strong outfitters that got listened to, that are good at not keeping some things back. They went out and did the fight. At that time, Western River Guides was the name of the organization representing the area. Sheri Griffith was out there with her bantering and when they said this is the way it is going to be. You gotta have two million dollars, three million cumulative to operate next year. Politically she and others got it done so that wasn't the way it was and they back off those limits so there was

something available for us to purchase (insurance).

There are bigger issues behind all of that. You have to run to your political people. You got to write your letters. It is not like a guy that owns a liquor store that sort of has to make sure he takes care of the mayor and the city council every once in a while. It is a bigger scale. You have to run to Washington D.C. and beg to make twelve thousand dollars a

year. It is incredible. You have to enter a national stage pretty quick to maintain our way of life. That's the scare that happened. That's the scare that banded some outfitters together, wrote the letters and got the political side going. Some of the bureaucrats underestimated the power of some of those people. So outfitters made it through that scare, the insurance scare.

My daughter has been on the water and she has shown an interest. A neat thing is she started sixth grade this week, she is writing down the things she liked and all the little stories that the teacher had about where you have been in your life, what you have done for field trips and all this kind of thing. She mentioned her future included owning and running Adventure Bound. I enjoyed seeing that
(September 2000, KATE IS NOW 16 and WORKING FOR AB)

A Memorial Felix E. Mutschler

April 10, 1933 - May 9, 2000

Courtesy of "Black George" Simmons

Felix E. Mutschler was born in New York City, New York on April 10, 1933.

His academic degrees included: an A.B. (1954) from Hunter College of the City of New York with Honors in Geology, a M.S. in Geology (1956) from the University of New Mexico, and Ph. D. in Geology (1968) from the University of Colorado.

Dr. Mutschler's, professional employment spanned almost five decades combining classroom instruction, research and field work. Dr. Mutschler taught at the University of New Mexico, Hunter College of the City of New York, the University of Colorado, and most currently Eastern Washington University. There he served two terms as Chairman of the Department of Geology, from 1988-1990, and 1991-1993.

Dr. Mutschler was employed as a geologist with Kennecott Copper Corporation, field mapping and evaluating property in Utah, Colorado, New Mexico, and Arizona. From 1960-1964 he was in charge of the company's Durango, Colorado, exploration office.

Dr. Mutschler's love for his work took him to many places throughout the U.S., as well as to New Zealand, Norway, the United Kingdom, Iceland,

French Polynesia, South America, France, Australia, British Columbia, and the Yukon Territory of Canada. In 1970 he was a participant in the NASA--Boston College Surtsey-Heckla (Iceland) expedition. It was on this expedition that Felix was baptized.

(Note from John Weisheit: Felix also contributed to produce a river guide of Canyonlands for the Powell Society.° And in 1968, he took part of an expedition to repeat the Powell photos on the Shoemaker/Stephens Expedition.)°

Though officially retired in 1995, Dr. Mutschler never stopped working. During his illness and up until a short time before his death, he was preparing to present a paper on Porphyry--Related Metal Deposits along with two colleagues from the U.S. Geological Survey.

Felix Mutschler died at home surrounded by his family, his wife "Bunny" and sons, Charlie and John. He will be remembered for his appreciation, love, and sense of wonder for the natural world. He will be remembered for his honesty and integrity as a teacher, giving one hundred percent of himself and expecting no less in return. He will also be remembered as one who advised others not to be in such a hurry, modeling in his own life, how to take time and enjoy the view.

Sheri Griffith

October 13, 1995 Interview

The place to start is with my two brothers and myself in 1971 rafting in rivers in Colorado. Originally, it was a way to increase tourism in summertime in the mountain communities that did well in the winter. Specifically, we started with Steamboat Springs, Vail, Breckenridge and Copper Mountain. It was a way to get people into the Rocky Mountains in the summer. Because they just didn't have that kind of business.

We started on the upper Colorado and did all the exploratories from Kremmling (Colorado) down to Glenwood Springs and I-70. We picked our routes and started going from there. Then we went over to the Arkansas (River near Buena Vista, Colorado) and did some of the exploratories with a couple of other companies and started rafting there as well. Did that for ten years myself.

At that point, we as a group, and me individually, were wanting something more than just daily trips and the mass of business. It became a cattle-moving operation. We spent more time and energy coordinating vans and buses to get people to the river than we did coordinating the actual river trip and there wasn't a lot of satisfaction in that. So we had started looking for other things to do.

The complicated and growthful business is certainly what we had built and that's what was going, but it wasn't feeling like we were do-

ing much of anything in terms of self-satisfaction or development of the environment for people to enjoy and to people themselves. We were giving them a quick Rocky Mountain Disneyland ride and sending them home.



Sheri 1987 on the Arkansas River
with Guide Chaz della Porta

We started looking at other opportunities and a business in Grand Junction came up for sale (permits previously belonging to Western Adventure Safari). And we ended up buying it of which I took over and ran and eventually, over a couple of years, bought it out and ran it exclusively.

I moved to Moab, Utah. That was in 1981, with '82 being our first running season. So we had one year to sort out all the details before running '83 high water – 115,000 cubic feet per second. Gosh, trying to make transitions from my first ten years with the business in Colorado

then another couple of years in Moab the driving factor was staying in business and making money and making the payments to the banks in which everyone was in hock to at that point.

And '83 was devastating year with mudslides and high water. People couldn't get to us and all of that so through those tough roads it made me a better businessperson, but it also made me do something really important, which a man named, John Hoffman, helped me look at one time which was what do I want out of a company? Is it just there to be there or is it there to do something for me and to do something for people?

About 1985 I sat down and got really, what do you call it, insightful? Introspective? I looked at what I was really trying to do. Why wasn't I feeling satisfied? In those days we'd take on any trip. We'd take on anything from a half-day to a daily to long distance trips. We tried everything from half-day trips to fourteen-day trips. Leaving from Desolation Canyon down through Cataract, which I still think is great trip. It is just hard to sell. I got real clear on what I was trying to get out of the company because if I wanted money out of it there were other places to go. I could go to the big city and make a heck of a lot more company then the best potential in a river company could ever provide. So I came up with a mission statement of what the company was about which helped everybody else

get clear on what we are about. It was basically to enhance people's lives through self-discovery on outdoor adventure trips. With that we set a bunch of goals everything from resource sustainability to giving a very top class trip where everyone could stay in their comfort zone as much as possible. Things they were used to back in the city then you could push them out of their comfort zone subtly on a river trip into nature in ways that they felt safe and taken care of, but they could explore parts of themselves, they could explore parts of nature and in the end come out feeling connected to nature. Hopefully, with the idea they would go home and protect it in their own backyard.

I'm not a strong proponent of joining environmental groups. I feel like the best thing you can do is teach people at the grass roots level and take care of it yourself. The ole adage: think globally, act locally. That's when we got clear on that. Then we started doing very well. People then knew what they wanted and they knew if they wanted to come with us or go with someone else that had a different kind of mission statement. Over the years, we just boomed for business, but also boomed in types of people. The kind of people we really wanted to host out on rivers.

It's funny how things come around, how it evolves from one incident to another. Originally, what had happened, my father had been a successful contractor in Denver, Colorado. I was driving him to work one day because I wanted the car to go to high school. As I was driving, I was going through an intersection, a car came the other way and smacked into us head on and broke

my father's neck. Basically, out of that he spent three years in traction and in intensive care, thus losing his business, because as an entrepreneur you have to be there to run it. And as he worked through all that and we worked through it as a family, because my younger brothers were still in school, he ended up starting over and moving to Steamboat Springs. They moved. By then I was out of school.

They moved to Steamboat Springs, Colorado and my dad started the first management company, managing condominiums. Out of that came how do we get through college? At a round table one night, we talked about what our futures were. Being the type family that we were, we considered how could we help each other out. By the way, dad's injury is what helped to pull us together. Out of a tragedy comes strength. And we found our strength in each other. My dad said what would be nice would be if you could do something that helped me as well in bringing people in the summertime because we don't have people and we can't rent condos in the summertime.

My one younger brother, Mark, sez, well I went rafting once, let's start a rafting company. Being in our young naive state we all thought that was a wonderful idea. We then preceded the very next chance available to go down to Denver to the army surplus store. In those days, that was the only place you got anything river-wise. We bought a couple of boats and came back and started trying to figure out how to build frames and how to row them and how to make it happen. What we didn't know was that a lot of that technology had already been devel-

oped in the Grand Canyon area. We also felt like if we had gone over there it would be like spying and that was unethical.

So we spent the first year figuring out how to row the boats. Then the second year we took down fifty people all season long on full day trips for twelve dollars including lunch and transportation to and from the river. Things have definitely (laugh) changed from then!

In those days you only had the May West jackets or the horseshoe jackets. You couldn't sit on the May West because they would pop and turn into 'sinkers.'

There also weren't any regulations on that pump house to state bridge (or further) stretch on how many people to run or how much. They didn't even know how much to charge us at the BLM. When BLM finally figured it out, it was .25 a person. Which, you know, back then that was plenty. It has changed substantially since then but that was the start of it. We went through a lot of working with them to figure out to regulate us. (laugh) That was their ball of wax up there. They like to do that.

That's pretty much how it started. We started out in Steamboat with one van and a truck at the beginning. [The yellow truck, I bet.] Gosh, you remember the yellow truck? Yes, because that yellow truck and the brown truck were snowplow trucks that plowed out the condominiums in the winter. We pulled the plows off of them and they became our river trucks in the summer. It was multiple uses at its best. A lot of that equipment was equipment that could be used in the wintertime.

For the first ten years we were together. Rafting rivers together. I always felt I like I would be the last person to stay in this business. I really thought that my brother Ron would do this the rest of his life. After I got out of school, I was going to vet school at the time, I figured I'd be off being a veterinarian somewhere and he'd end up doing rafting. My other brother, Mark, would spin off and be in business somewhere. Now today both of them are long gone. I think back and I am not sure. One of the reasons I am here and they are not is that I came to Moab and that they stayed in Colorado. After a couple of years they ended up selling out. They sold their company. I think part of the difference is I came to a great place because we all were good boatmin and we were all good at what we did and we all loved people. I don't think any of us could be in a business that wasn't around people.

All of us including myself ended up getting on all of the boards to walk through the regulations. When the state decided to regulate in Colorado they were way off base. So my brother Ron got on the Parks board so that he could have some input on that.

I think to run a business is very different than to just run rivers. I think you can see over time how many people spun off of running rivers because it got to be a hardcore business. More and more regulations came in. That was frustrating. You really had to manage the company. Liability became a real issue. In the beginning we didn't have liability insurance. Everybody was out there for themselves and everybody ac-

cepted the risk. It became a hard core business and if you didn't figure out how to run a hard core business then you were gone whether you sold out or just shut your doors and left. It started out to be a way to take people into a great place then turned into business.

As an example, my company, by worldly terms is a very small company, responds to twenty-seven government agencies and to twenty-five of them we are paying money. If you are a day late, they are just like the IRS; they can come in and shut you down! Unless you are willing to play all those games, which a lot of those old people weren't, and today frustrates all of us, I think that's where we lost a lot of good interpretive river people, outfitters-guides.

Colorado Adventures, my brothers' company, was sold to some people and it stayed Colorado Adventures a long time then they got frustrated and they just shut the doors. They walked away.

Mark and Lee went to Denver and did a Travel Agency and Adventure Travel Company. They sold all kinds of adventure travel. They sold everything from my trips to the Grand Canyon and jeep trips and every kind of adventure trip because it was difficult to find a regular travel agency to sell adventure at that time. Travel agencies were still into the selling of cruises and cheap trips to Hawaii and Cancun and they

didn't want to pick up adventure travel.

As a matter of fact, five years into our business, our CPA came to us and said I suggest you sell the Moab river part of the business. Why? He said, I've been reading and I think the fad of river running and outdoor adventures is waning and it will be over with soon. So you should go ahead and sell out now while you can get something for it. I guess that is why he is a CPA (laughs) and not a forecaster of travel, because that was just the beginning. River running was in its infancy.

Then Lee (my mother) came over here because she started the first reservation systems in the Rocky

He said, "I've been reading and I think the fad of river running and outdoor adventure is waning and it will be over with soon."

Mountains for free-sale and sale of all different resorts, condos, hotels and the activities under one roof – a central reservation system. Did that for a number of years then six or seven years ago came over here to computerize my company and then asked to stay. So she runs our reservation department. So there is definitely some family that has evolved back into this business. It helps it stay a family feeling business even though it has to be a business, unfortunately.

My older brother Duane and his wife Margaret moved here to Moab

a few years ago. He worked as a mechanic and with film production. Margaret does work here too. She is our marketing director. She is the one who carries all the details when all of us run astray.

You know a lot of these river companies have family involved with them. On one side that is the struggle of it because you are running part of your family in a business and it's emotionally hard and a real challenge to keep everybody pulling together. On the other hand I walk away from here on my vacations and I don't think about it twice because I know everybody here has the same interest as I do and will take care of this company in the same way I would take care of this company. So that is the pay-off of it. Now the difficulties and the struggles and the personalities in your family in running a business is paid-off in the fact that you don't have to worry about how that business is run while you are gone.

What happened when I moved to Moab was that Moab was crashing. I am sure in the history books of some of the people who live here I will be cursed. When it crashed, I was asked, along with other people to sit on an economic development board and look at what the strength and weakness of Moab were and what we could do to put Moab back on the economic chart. Actually bring it back from being almost a ghost town. I mean, the bank



DESO 1982, when SGRE ran as Western Adventure Safari

had repossessed half of the houses here. The people were gone. One winter there were two restaurants open because people didn't even have enough money to even go out to eat. It was a really hard, sad time. So we came up with this plan, still today twelve, fifteen years later is still a great plan, of what the strengths and weaknesses were.

There were three things identified. One was tourism; the second one was film development. This had been a film community from 1949. It had the first film commission ever on the face of the earth. And had dwindled partly because of the aging of two people that were instrumental in it and partly because the big film companies had split off into small independents. The people who knew how to market Moab in Hollywood didn't know how to market to these small independents. So it had really fallen off and they hadn't seen film or commercials here for years. So we said, well that's a good thing. And that's something we could pick back up on. Then the third thing was small industry. What we were trying to balance was the environmental sustainability verses the huge uranium

mills and things like that. Get away from big industry that would pollute. And creating a job market for different kinds of people, everything from the professional to the entry level, right out of high school kinds of jobs to keep kids here.

We started back up the film commission and hired an incredibly talented woman by the name of Bette Stanton. The first president was Ken Sleight and he brought me in as vice-president. I knew very little about film. After that first year I was President and remained president for a number of years after that and on the board for years after that. We were trying to bring not only major features but also documentaries and commercials so that there was always something going on here that was creating jobs for people. Now it is done very well. Because of people coming in, I started getting asked to supply services. These were services that we didn't have in town. We started retrofitting SGRE buses, vans, trucks, boats and, ah, others kinds of equipment; everything from pulling out our generators that they could use for lights ... we tried to supply everything they needed so they wouldn't rent it from California nor bring the California people out here. Out of that spun off the company, known as Griffith Production Services that my brother Ron took over. He moved out here and took that over and ran it for a number of years. You get creative because also in those days it was hard to make it through the winter. So you look for

things to do not only for your own employees but also for your own business because you have to be quite the financial manager to have five months to make money and then make it last for twelve. Providing for the film industry was one of the ways.

For the first five years I had people, I mean locals, stop in here and comment on how they would never have expected a rinky-dink river company, all outdoor companies were considered rinky-dink and on the edge, to ever take over a major corporations mining and

Moab is how it got back on its feet. With tourism, river rafting and hiking those kinds of things were always here. I think more of what happened is all those businesses were prompted to really go out and market and push the community and there were a lot of part-

I think this company evolved like all the others. It started out in somebody's garage. There are many people, especially as I spent time in Washington, that think we are small businesses that work out of our garages. Educating them to that has been a real challenge, none-the-less, we came here and started in a warehouse in town, which is now known as Eddie McStiffs, which is a highly successful restaurant and microbrewery. From there we moved up the street to a little rock house (between 378 & 426 N. Main Street) and



then as Moab continued to fall, a business that was called Plateau Supply, which supplied mining and piping and drilling equipment to all of southeastern Utah fell by the wayside and it was huge complex. I mean, I looked at it and thought number one I could never afford it, and number two I could never fill it and now we are, of course, overflowing. I didn't even look at it originally because of the size and perceived price. This is where the wisdom of parents comes in. My father, as I discussed it with him said, don't ever say no for the other guy. Let's go make him an offer that we can live with then if they say no they say no, but unless you try you'll never know. We went and made them an offer and they accepted. It was a good offer for both since they were basically bankrupt.

drilling operation. If anyone had ever asked them they would have said that was ridiculous. Well now you can see all over the states that river running equals big dollars. It is big business to take people outdoors and keep them safe, safe as possible. So that's the history, we've been here, 2231 S. Hwy 191, for a number of years. The production company started out of here then I bought the building next door which was a seismographic helicopter operation, which again I got the same feed back, we never thought ... People basically thought that mining and drilling was a sustainable economic industry and were quite surprised when it didn't work. Here we are with two big warehouses that were spin offs of a whole different era.

nerships formed: the Travel Council, the Chamber of Commerce and such. What we saw was a real big push with rafting and a big push with jeeping, motorcycle riding. It always amuses me, people say get rid of the motorcyclists on the slickrock trail and yet motorcyclists are the ones that built the slickrock trail. Now the mountain bikers want them off.

All of the sudden this new thing evolved called mountain biking. There were two people in town with a yearning to get in business for themselves. Their background was the mining business as well, the Groff brothers. They just jumped onto this mountain biking thing and turned Moab into what is now the mountain bike capitol of the world. They truly put Moab on the map in no other way that had been done in the

One of the important things about

past.

The Groff brothers went out to bicycle magazines and got them to come and do articles and really pushed these people to get out here and get Moab on the map.

Now we have that and that is a big economic plus for the community. I still think the parks are the biggest draw. What makes tourism great is all those activities fill out a year. The bikers are here spring and fall. River rafters are here in the summer. Hikers are here all of the time. Your National Parks people are here all of the time. So you are getting it all when you used to get a season that was three months goes almost ten months. Now people can start making a living at providing tourism.

Thinking about things that shape what makes us the way we are today. Probably my father's accident and my adventure travels with my brother Ron were two of the key things that made me do two things. One, it made me embrace life and two, realize taking risks in business was only business. It is very different than taking risks with your life. All of the sudden taking risks in business wasn't such a big deal anymore.

It was 1980, just before I moved to Moab, that Ron and I decided to go down to South America and run the ever-famous river we had just started to hear about – the Bio Bio. There were only a couple trips on it and we were part of another exploratory with Sobek. We had gotten to know those guys. They had invited us down as well as another company. What an exciting thing to do. We had always wanted to go to South America.

We scheduled it. Put it on our books to go down there, January and February. Had a friend of ours join us at the last minute, Charlie Rowe. The three of us took off and we were supposed

to have our own boat and go along. We got down there to find no one and we were stranded at the airport in Santiago for about a day trying to figure out where everyone was. We ended up finding a train that would train us to the base of the Andes Mountains and found all those guys with their boats in little wooden sheds. We joined the tour. It was a ten-day tour.

In those days a couple things held you back on the Bio. One, there were no self-bailing boats yet, so every rapid would fill you raft with water and you would have to get to shore and bail it out. Most places you could hike the rapid. Procedure was that we would all pull over, scout and a few people would hike down below with throw bags. You would run the rapid and they would throw the throw bag to you and you would hook it onto your boat and get swung into shore because the next rapid was so close that you couldn't get bailed out in time to get set up. So they would swing you in, we would bail out and go on.

We did that well; we actually lined a couple of boats and portaged a couple of boats. I think we were five days, six days into the trip and we got to a rapid which had been named around that time, Lost Yak Rapid, and below that is what was later called Lava Falls South. We went out to scout, no problem. The people went down below as usual with the throw bags. A couple boats went through. Got thoroughly trashed. Throw bags were thrown to them, swung the rafts into shore. Then Ron, Charlie and I went down. My brother was rowing at that point.

We went down through the rapid and had to hit one big hole side ways to be able to make the cut to get into the next area around the rocks. As we hit that toward the bottom, the only thing we can figure, because we still don't know today, is that when Ron shipped his oars, he didn't actually ship them (Swing the oars parallel with the side

of the raft), he just pushed the grips down so the blades were up in the air. We dropped into that rapid so side ways that the oar went to the bottom of the river. Caught on a rock. Shot off of the rock and went right through his leg. This is quite a well-known story, that's told in many different areas and different stories. But it went right through his leg, a whole oar, three feet out the other side and pinning the clip, hose clamps etc. in his leg. At that time I heard, oh, shit. I turned around and I didn't think I saw what I saw, so I turned back and sort of blinked my eyes and turned around again and there it was.

He never stopped rowing with the other oar. I jumped to the back and pulled him to the back trying to hold onto the oar in his leg. Charlie got the spare oar in place though it was a very poor rotten oar. Charlie tried pulling to shore of which we had a very difficult time doing. Because in the meantime everybody thought we had such a clean run that they didn't need to throw a throw bag to us. There was so much whitewater, it is hard to describe, the people on shore couldn't even see what had happened.

We were on our own sliding into Lava South. At that point . . . it is hard to tell the story without a lot of emotion . . . we did row into shore very difficultly with a lot of finagling and yelling at each other. The boat got tied off. I just held my brother and tried to stop the bleeding. The other boats in the end came down. There were two things we didn't have. One was a saw to deal with the oar and two was any pain medication.

We ended up having one of the trip leaders, Dave Shore, which was a tremendous trip leader; he had to go fifty miles for help. He ended up getting to a town that fortunately the trip before, Dave had gotten to know the mayor of this little town called Santa Barbara. He got to that town by walking, catch-

ing a ride on a motorcycle, and riding in the back of a pig truck to this little town late at night. Dave was getting help which we never knew if it was going to come or not. It happened that this mayor's brother was in the air force and this mayor's brother called out an army helicopter that came and got us the next morning.

In the meantime, we are sitting there in a rocking boat because we are at the edge of whitewater so the boat is slamming into shore, trying to stabilize my brother not wanting to move him. And all we had was a Swiss army knife with a saw blade. We proceeded to saw the oar off on both sides with a Swiss army knife. It took hours. Just dealing with thinking that my brother could die at any time, catch an artery by the movement of sawing, and also looking at panic myself, because when you see somebody you love in a life-threatening situation it is really easy to panic. What I realized about panic is panic is a way of avoiding. You don't have to deal with anything because you freak out. You make somebody else deal with it. As I started to panic, my brother looked at me and all the color went out of his face, he said, wow, I'm going to die aren't I? (A moment of silence.) At that point I realized that panic was going to have a strong effect on him too. It also made me realize that you have a lot of control over your own body. I came out of it and said, No, you're not. We are going to make it through together.

I was an EMT. I started working him down on his heart rate trying to get his blood pressure stabilized. He was going in and out of consciousness. Stopped the bleeding and he just got it under control. He started doing it himself. He ended up getting the oar cut off being in and out of consciousness. I talked to him the whole time, which he says is one of the things that held him there. I don't even know what I talked about after hours you have to run out of things to talk about. Got

him on shore and the poor guy spent the night with an oar, hose clamps and clip in his leg, his upper thigh. Of course, then the muscle spasms set in. They would jam the oar up against the bone. I don't know how he dealt with it. He sez today it is a good thing that the mind can't re-enact pain. Or you'd have nightmares for the rest of your life. We all sat around the campfire and we all sang songs and we all talked and we all made it through the night with him. The next morning the helicopter came and flew us to a hospital in Concepcion. When we got there they couldn't imagine what I had explained to them, what had happened. So I made them take X-rays because they wanted to start pulling on the oar. They came out and their eyes were bugging out of their head when they saw the size of the clamp and clip in his leg. There was a long surgery. Ron came out of it. We spent a month in Concepcion.

He still rafts today and he walks with a brace. It killed the nerves from the knee down. And he still loves life! But it was through that that I realized two things. One, taking big risks with your life, it isn't worth it. We are out here, rafting out of Moab, to have a good time. We aren't here to risk lives. So it made me get real serious with our safety programs at Sheri Griffith River Expeditions. It also turned me into a teacher. I came back, took instructor training and started teaching people first aid because I didn't want anybody to ever be in a situation like ours in Argentina and they not be able to do anything about it.

For twenty years now I have taught classes on first aid. Just to help people to never be in a position of not having some resources to do something about life threatening situations that can occur in the wildest of places or the easiest of places. The Bio Bio is a well-known story I've heard it in a lot of different places. It is a really good story about how you pull together. What is important. It checks your pri-

orities and I still get off of my priorities and get too involved in business but it makes me, when I think about it, recheck my priorities of what is important and who is important. Hopefully I remember to run my business that way.

[I think as a businesswomen some other priorities entered: protecting the land and the rivers and had made you get involved with a group called Western River Guides Association.]

The outfitters association, WRGA, that was twenty some years old I did end up on the board of directors. Primarily I was there for a few different reasons. One was to enhance safety, two was because I was raised with a strong belief that you give something back and three, I was asked to be on it. I was on the board a few years then I was elected president and I was the first woman president and the only president to ever run two terms, which the joke was always that if you were president of WRGA people could steal your business from you because you were too busy running the organization. It was the outfitters organization of river runners that involved the twelve western states and about 200 rivers.

Involvement with Western River Guides Association is what got me into Washington D.C., going back fighting for the rights of continuing to run business on public lands. How that ties to the environmental effort is that there are not enough rangers out there to educate people, so they were starting to regulate instead of educate. I saw that as a big job of outfitters to go teach people how to take care of the land instead of locking the land up and that is still the contention I have today. I am accused by many that it is a fool-hearty attitude. Bill Hedden is one of them. He says it is a joke. He says you got to close land. I have a belief people don't want to ruin the land; that if they are taught how to take care of it, they will do so. Thus there is a reason to have

an outfitter working on public lands: to expose people to lands that they could never go do themselves. There are people who don't want to invest in boats, not learn how to row boats and they have a right to see land by water and we have a great opportunity to teach people how to take care of it. On rivers you have a hundred per-

cent of their attention. In a jeep they are paying attention to the jeep, on a horse they are paying attention to the horse, hiking they are watching where they are going, on a river they can just float and reflect. It is a great teaching opportunity.

I spent a lot of time in Washington working with a lot of different kinds of bills, conservation bills, environmental bills, business bills, insurance, liability all those kinds of things that could put outfitters out of business. I made a lot of alliances I still keep today with Senators who are still Senators or Senators who are not there anymore. I really cherish their belief in trying to do what is right for the country as well. Along those lines, after a few years, we realized we weren't big enough to really fight the issues alone. We didn't have the economic power to do so. We ended up aligning ourselves with an organization from the east called Eastern Professional River Outfitters. I was the one that joined those organizations together during my tenure. I was the last president of WRGA. It then became what is now known as



Kitchen scene of an SGRE Cataract row trip. From left: Dave Focardi, Gene Boyle, Larry Hopkins.

America Outdoors. That was the culmination of the two organizations then we opened our doors to all outfitters. They didn't have to be just on rivers. If we are going to take this conservation message and this public message, because between all of us we take millions of people out in the wilderness, I feel like we represent them, that we needed to include others and not be exclusive. Mountain bikers, horse packers, horse-riding companies any of those who take people into the outdoors are invited to join the organization. We are seeing sea kayakers. What's been fun about it too is that we specifically called it America Outdoors because we wanted to include all of the Americas and all of outdoors was to be included. We now have members from Costa Rica, South America, Canada, Alaska; all of the Americas have joined to work on their particular business and environmental issues in their area. Now there are hundreds of people and we do a lot of different things in terms of education as well as still working in Washington, in fact,

I was just back there a few weeks ago

even though I am not on the board anymore, I have the contacts back there to work on some issues. That's a real challenging, but satisfying opportunity to go. Washington listens to us because we make a living off of the land. The only reason we make a living off of it is because it is protected. Not so much protected but conserved, sustained and well managed. I never have any trouble talking to anyone back there because we are one of the few that can talk from both sides, the business side and the sustainability and management side. So it always easy to get back there and talk to people.

The new outfitter Prospectus has only come out in the Grand Canyon and currently what is happening there is an air of getting more money back into the agencies because they are getting cut from the Federal end and they are looking at other ways of funding themselves. How do you regulate? There's a new concessions Act that is on the table on how to regulate concessionaires. Unfortunately, outfitters fall into a concessionaire big pool which includes everything from the big lodges

in Yosemite and Yellowstone and everywhere else so you have these huge conglomerates Yellowstone, Fred Harvey and all of those down to us who are considered pretty small the river outfitters and the mountain bike outfitters, the people who actually take the public onto the land. We are all concessionaries. There are bills that have been going through Congress for a number of years that are trying to more tightly regulate concessionaire. The way it is written it pretty much works for them but it doesn't work for us. It is detrimental to continuing river outfitting. If some of these went through the way they did, you wouldn't see outfitters the way you see them today. They would either be part of the big conglomerates or fly-by-nighters that come in and leave. There would very little strength and consistency in the outfitting industry, as we know it today. It is scary. AO has spent a ton of money on it and individuals have gone back. I go back on my own dime because it means whether I am in business today or whether the public gets to see these lands, if these bills aren't brought through in a manner that works for us and works for the public.

Something I think is interesting is how the types of people have evolved over the last twenty some years. Historically, originally, it has always been the educating public, the universities and such that wanted to come out and see rivers and see nature and study it. Then into the late sixties and seventies you started getting people who were adventurous that wanted to be outdoors. Now we see people that want the feeling of adventure without the risk, almost like, make me feel like I am having a great time but don't hurt me, make me feel like I am out in the middle of nowhere but I want to be an hour from a hospital if something happens.

Perceptions have changed. I think a lot of it is the same kind of people, now they want you take more responsibility for them. Yet there are the other

kinds of people that are yearning to get out of the city and touch the earth again. They are living on concrete. It is such a strong desire. Surveys show that people now don't want to just go lay in the sun. They want to take something home inside of them. Memories, changes and evolution and education and they want to take something home. Now we see more that people are out on a bit of a quest. Even though they want to stay in their own comfort zone, they are questing. More people questing for more than what they are getting out of their fast paced jobs. They say that they want nature. But when you first bring them out here they want to be on the clock. They are used to such a fast pace that you put them on the river and it makes them antsy, uncomfortable. I think how we deal with that in the future is going to be interesting for all of us. How we satisfy the questing mind and slow people down so they can hear their own questing mind. Then have them going home happy. With that comes the kind of guide you have to hire. In the old days all you focused on was the ability of the guide to get them down the river and prepare them a meal. Now customer service has come into it. Now people want a lot of customer service on the trip. We train more. You have to look harder for guides who want more social interaction with the customer, are willing to provide this higher level of customer service. They are not the tough guides that the customer looked up to and don't have to interact with. They can sit on their boat and look like an outdoors person. The guide has to integrate into the group and pull the group together. They have to have these social skills. It's a different kind of guide because people are demanding a different kind of guide. We are training more for safety, certainly. We are training more for people skills, conflict resolution, Super Host training. No one would have talked about conflict resolution skills twenty years ago. So they can deal with the interactions of people out there. Com-

panies are rated on how much customer service they provide for the guest. There are older guides that I call corporate dropouts. They have a corporate education. They've been in the corporate world. They are still doing the same things though. They are rafting in the summer and working the ski areas in the winter. They have chosen a life-style that works for them. I don't know if they will do it forever. But they are taking a big leap of faith that the corporate world wasn't what they wanted and they are going to do this for eight or ten years and then go back to whatever works for them at that point.

They are doing the same sorts of things the younger guides are but at an older age. I have even had retired, in their late fifties people contact me and wanted to see about rafting. One had retired from the Army another from a government agency another one from a law firm and an x-insurance salesman, we have had psychiatrists, CPA, chiropractor. People who are taking a conscious life change make up a whole gamut, very different from the social drop out who fell into it because they didn't know what else to do.

I think people leave this industry with a strong sense of self, sense of accomplishment, high level of skill. They are also used to being in charge. Moving into a new industry they take with them a lot of skills. I have seen them go from everything from Green Peace to corporate jobs. They have taken these skills that they have learned here, which brings me to something that other outfitters that were interviewed have articulated, I think it is worthy of a note though, that when you hire guides you have to hire the most self-confident, independent thinking, strong willed person because they are out there with peoples' lives. So you hire these strong willed people and they come back into the warehouse and you have to try and tell them what to do. They are used to running their own

show out there, being their own boss and they come in and you tell them what to do and it is a hard transition for guides. It is very difficult as a manager. It would be a lot easier to manage people who didn't want to bosses themselves. There is a real strength of character in guides. There has to be. First of all they won't make or last very long. Secondly, they have to be confident out there because they are interacting with very strong people. The level of our customer has changed dramatically. What used to be college kids and younger twenties now it ranges from twenty to sixty. From retired people, high level corporate people that if you don't have the strength of character to deal with these people you certainly aren't going to tell them what to

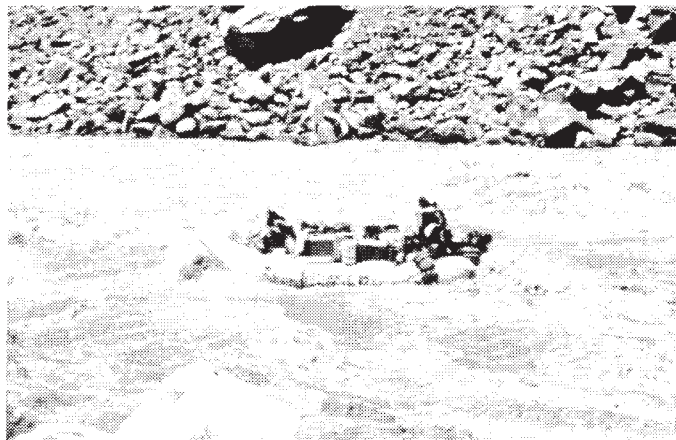
do and how to behave on a river trip. There has to be diplomacy and strength and skill. The guides rise to that occasion. Guests go home raving about their guides. 91% of our evaluations talk about the guides, as it should be, they are the ambassadors of the company.

You have to hire these strong people then try to direct them. That is a challenge in management to direct these guides you bring in and give them all the authority to go out and do what they need to do to pull-off a trip.

A memorable natural phenomenon? How about flipping a j-rig at 115,000. (laughing) Is that considered natural?

Cataract Canyon at 115,000? In 1984 it hit 115,000 and there were 5 j-rigs down there and three of us went upside down below Niagra at 115,000. That's quite a natural phenomenon swim. It takes you about two minutes to get from Little Niagra to Imperial. The details were we washed the motor up at Big Drop 1 and there were eight of us on our raft. There were six on another and eight on another and we went through Niagra backwards. So I got firsthand experiences since I was at the back of the boat. The other boats went through the wave were they were supposed to go through but didn't make it at that water level. It was a very quick swim. Everybody got to shore. Everybody was fine.

Michele -Well our time has run out with Sheri. She is already on the phone. (Sheri can be heard in the background.) Trying to catch up with her day, her week coordinating some more river trips with one of her employees.



Kenny Devore operating an SGRE jrig in Big Drop 2. Zane Taylor in training.

♥ *There's a real strength in character in guides.*

There has to be.

JIM SARTAN

1995

North American

I saw probably one of the last remnants of the guy who does it, just to have a good time in a way. A guy like Dee Holiday is a lot better businessman. He is a little bit more serious about it and I don't take it that serious. Lin Ottinger is sorta like me, you know, hell, we just take it as it goes and it is just a lot of fun. I'd like to say that all my competition, anymore, is getting tougher and tougher. The reason for that is, they are all younger, first of all. They are all better educated by far. And they are all coming in with a lot more money. (He chuckles). It is pretty tough when you got competition. The only thing I can say is I am still here. I ain't making any money, but I ain't broke either. It's been up and down. Sometimes I had money, sometimes I didn't. It is a lot more technical.

I never dreamed ... I never even finished high school. I couldn't even type a letter. My wife used to type all my letters. I got lucky. I did take typing in school so I knew the basics about a typewriter. Somehow, how come I did? I don't know, but I spent about four thousand dollars on a computer about six years ago. At that time this 1088 was really the best thing around. It had 8 megahertz speed. I thought that was really something. I learned to self teach on this computer and I am really getting pretty good at it especially with spreadsheets. From the moment I got that my wife never answered a letter for me. I always type them myself because I can put spell checker on

it. I think some of the people who receive a letter from me probably think it pretty cornball. It is so like a country boy talking, so to speak. I don't know the difference between a verb and a noun. My wife reads them, tells me, you're repetitious. But it says what I want it to say and I get the reservations off of it, so . . .

That was just the beginning technically for me. Now the BLM and Park Service and accountabilities... Talk about changes, one of my boatmin met me on one of my trips and became a boatmun, Dean McGee. We were reminiscing the other day. I remember the first First Aid class he took with me was over in this Red Rock Elementary School. It was five bucks for the class. That was for your Red Cross book. Now it has become a mini-fortune to take these courses.

I can't even talk to an applicant anymore if they don't have First Responder. You get your card and I can guarantee you work. Until that time unless you're in the office or out in the yard here, every position I got has to have those first aid cards. We've never has to use it in all the years I've been in the business. Probably one reason is we have a motto that I pound into all the employees' heads: No matter what, if in doubt, don't.

We have instincts. You can look back at some of the things you goofed up on and knew darn well you shouldn't have done it to

begins with, but you said, geeze, it's such a little chance. No big deal. I tell my employees, if you've got a gut feeling in the pit of your stomach, that this is a bad deal you abort the trip. Now at a rapid, you can't abort the trip. You have the people walk that sucker. If necessary, if you're on a jeep trip or a daily and you abort it and the trip don't go? Come back and I will return the money. I might cry after they leave. I know, from wisdom, observation, it is a helluva lot better to give back that little bit of money then to have to be in a hospital or be in a courtroom. Whether they are just devastated or hurt. It would cause the end of your career. It wouldn't continue on if you hurt a person or caused a death. If in doubt don't and you will never be chided for it. Even though I might grit my teeth afterward, it was a dumb mistake to abort because I knew it wasn't good business. I would never chide the person because next time if I chewed him out, next time maybe they would take the chance and that's when the accident is going to happen. And I won't dock their pay either. If I am paying sixty or seventy dollars wage for that trip and the employee aborts, I still pay them because they did what they had to do. They won't get docked because I want them to do the same thing next time. Of course, if it happened too often I would have to take a pretty close look at it. There could be a guide with a psychological problem! It is sort of a funny thing. There aren't too many old boatmin left. I've noticed throughout the years

there's not very many who go beyond eight or nine years. There are a few. They are good boatmin. Boy, let me tell you, from an outfitters point of view, ah, you can't do anything wrong if you got good boatmin. I mean they are absolutely critical. I noticed some companies use first year boatmin for Cat. I don't think I have ever had a person that didn't have two years usually three before they got to Cat. I have always tried to hire from within. If he stays with me, like a daily boatmun, going into a third year, he's getting to be where he is in Cataract or out of the business because he doesn't need to be in dailies that long. He ought to be advancing.

We ran j-rigs on a two-day Cat trip. We are making modifications this year. We are running right now with six people and planing at twenty miles an hour. I had a guy who is an expert down yesterday. He showed us how we can modify that quite a bit. What we have is our proto-type there. We know that it is possible.

This is one of the reasons I have survived. I figure any fool in the world can go out and invest \$15,000 dollars in a boat. Hell, anybody can do that. The boat itself is successful, but the boat may not be successful commercially. For instance, me and you, if you had a \$15,000 boat out there and I had a j-rig that could plane, I can haul nine people and you can haul six, and I got \$3000 tied up while you got \$15,000 tied up in yours. There's got to be a price difference someplace. We couldn't be charging the same price. I don't

have the investment you got. Basically, if you got a sport boat, you are selling a philosophy. You are selling glamour. That's pretty hard to do.

Promotion has changed a lot. Everything I do, pert'inear, is a little bit different than everybody else. Like I do the paddleboats. The reason I do paddleboats is not because they make more money. The first thing the customers would ask when they came in was, how much is your raft trip? Well, what are we selling raft trips or price?

Then I was walking downtown one day and there was a store with a whole row of Kodak film. Next door there was a whole row of Kodak film. In the third store there was a whole row of Kodak film. God, they are all selling the same thing. Why should I buy from one or the other one? It all boiled down, in the rafting business, everybody was saying mine is more exciting because my boatmun was more experienced. I serve better food. I got better equipment. It is still the same trip in reality. Anybody can say that. That's when I converted over to paddleboats. I don't make near the money I would with a row rig. We all pay about the same to the boatmun. A row rig carries ten people; the paddleboat carries six. We all charge about the same per trip too. At least, it gives me a little niche to say, hey, we have made a departure here.

I tried this two-day about eight years ago. I wasn't successful because the way I was operating it, it was too expensive. I was jetboating down to the Park (Canyonlands' boundary) and

jetboating out of the Park. When my deals fell through with John (Williams, proprietor of NAVTEC), I didn't run last year because of the sale. So when he backed out first of February, last of January, I decided I had better get in there and start doing some trips cause the Park Service isn't going to like that even though they do not have a use or lose like the BLM has. I was anxious to get back in. The easiest thing for me to get back into, starting the first of March or April, was to do one or two day Cat trips. We figured out we could do a two-day Cat trip. It is too slow with a j-rig. I've got to figure out how to do that. I am a little bit of a gambler, not with money but with ideas and concepts. That's why I don't really want to sell out right now. I want to go at least another year because the challenge of running this Cat trip. I have some time right now to do some promotion. We didn't start promoting our one and two day trip until, well, this sign out here wasn't put up until the twelfth of July. It is all impulse business. No brochures, no nothing, just start from scratch. We still run a hundred and two people. Not too bad for not spending a penny on advertisement. So I believe in the concept of a quick Cat trip. I only have one competitor and that's John Williams. And he's running a different kind of trip than I am running. He runs a sport boat trip. I don't like the one-day. I think it is too short, too quick, just too much.

Just like my paddleboats, there are a lot of drawbacks to what I'm getting ready to do and John's already doing. Who else is going to do it? It is a niche thing.

There's no way in the world Tag-A-Long Tours can have a four day trip that's \$700, a three day trip for \$500 and a \$250 two-day trip because the people will say jeeze, why not take a two-day trip this year? See what it is like. It's cheap enough. Then next year if we like it, we can go out for either a \$700 trip or two two-day trips for \$200 less or the same price as the \$500 trip.

This parallels promotional-wise with years ago they ran buses across the United States. Greyhound and Trailways, when I was a kid was big business, every town in the United States had a bus station. Here came airplanes. In a nutshell, why would you want to spend four days in a bus going across the United States when you could do it in one-day in an airplane? You pay more, a lot more than in a bus.

I remember when Keith Counts had Adventure Bound. He was the only guy in the industry who ran a three-day Cataract Canyon trip. The rest of us were running five, six and seven day trips. Long trips were not uncommon. Keith Counts, all he ran, was a three-day down in Cat. Everybody looked at him and said what a nut that is.

In fact one time I went into a group of his people who were just getting off the bus. It was more of an investigative type thing than anything, but I got a helluva awakening out of it. And it backfired on me. I went in there purposefully to dig the people a little bit. Outfitters despised the three-day, they thought it was a rotten trip. I walked into the crowd. I don't look like some

boatmun. I said, Where you been? Oh, we've been down Cataract. I said, Wow! It must been a great trip. Oh, it was wonderful, he says. Now, my sticker. How long did you go? He said, Three days. I looked at him. I had a really surprised look on my face, Three days? How in the world could you enjoy such a quick trip through that beautiful area and not spend four or five days? Oh, he said, the trip was good. We decided that we'd go through in three days and if we decided we liked it and wanted to come back for a six day trip, by golly, we'd just come right back. Boy that just knocked me over. It taught me a lesson there.

Now, of all the motorized operators, except Western, Dee doesn't do motorized trip, at least 85% of all the motorized companies run a three-day. What ever happened to the old six and seven days? It is too long. Does this parallel the American's life-style? Fast is why McDonalds is so successful. People don't want to wait around in some good 'ole ma and pa café anymore. Wait for them to catch a chicken or something. They want to walk in grab it and go. That's what's happening to our rafting industry, I think.

So nobody is going to compete with North American. I don't think you can sell a seven-day trip and a two-day trip without they flop over to the cheaper two-day trip. Mile to mile it is the same thing. If a guy can figure out how to run a Cat trip in two days and do every single hike you can do on a four-day, it would be pretty tough competition. Problem is you aren't grossing per person

what you really should. Travel Agencies don't want to sell a \$300 trip. They want to sell an \$800 trip. Commission is bigger. A longer trip eats up a guy's travel allotment.

Fortunately when the Park Service estimated the potential impact down there. To the industries benefit they over estimated so it leaves outfitters with a pool. I am sure if Park Service had hindsight to do something about it, they probably would have cut the amount of people through Cat in half and not have a pool.

Of course, companies like Western who always uses the pool, they probably wouldn't be here, because 365 paying passengers wouldn't have done them that much good for the amount of costs. They always do 7, 8, 900 or a thousand passengers. Western, they are businessmen. Big promoters. Guy like me is not a good businessman. I have a boatmun's mentality. I am thinking about the boat, thinking about the people, thinking about the food or the geology, or, stories, not, well, my kind need to get out of the business. And the guys who come here to take over the rafting company have got to be less boatmen and more businessman. It is sad in a way.

I remember years and years ago we had a different kind of clientele. At the campsite, you had a big party. You brought out a bottle of whisky, passengers had some and you had a helluva a good time. Somebody'd fall in the water and almost drown, they'd pull 'em out then they

would all sleep it off. The next morning they'd hit the rapids. Now, boy we prohibit liquor. We don't take it and we don't encourage it. We just don't like it. And I like to drink. But, boy, liquor is not a good place on the river. Liability is horrendous. I got that gut feeling. If in doubt, don't. We serve wine. It is limited to about a seven ounce glass and that's it. If a boatman sneaks more out, I'd fire him, if we catch 'em at it. I never had problems like that. You know, even if you had a beer two nights ago, then two days later somebody dies or is hurt seriously, and there's a lawsuit, you can bet, your drinking *that* beer is going to be brought into it.

I say there is change. I had the chance one time to read the book of Buddhah. I never got a religious experience from it, but he tells stories in parables. It is really, really, interesting. The sayings are logical as anything.

One of the things he says is forever. Forever there is change. As you go through and remember that it just blows your mind how much quicker than you think how much change there is. Just look at what has happened to our little city here (Moab). It is no longer the little Moab I used to know. I've been here for thirty-four years.

When I came here. My dad built the Townhouse Cleaner. I ran it for ten years. I used to be a dry cleaner and I used to do laundry for the people here in town. We didn't know a thing about ecology then. I sat there sucking this chlorethylene, which is a dry-cleaning fluid, chemical. It goes

through your skin. Was breathing that stuff. Your skin absorbs so much so quickly. They can put medicine into your body with patches. Stick it on like a band-aid. Like nicotine to help you stop smoking. My God, I wonder how many years those chemicals took off my life. Would I get to be eighty? Of course, I don't think old is good. Very few old people can have a good life-style. My father is one not having a good life-style.

In fact when we get through I've got to call him. He was a great guy in his younger days. Now he is 85. If I even see I am going to live like him, I won't even do it. I won't permit myself to do it. He is healthy as bull, but his mind ... He gets argumentative, can't remember where he is at, he gets lost and lives in the past.

I am pretty burned-out on the business now. I am disillusioned with it. I *love* it when we are in the season. When the customer walks through that door and we are prepared for a trip, oh man I can go a 15, 16-hour day. I just love every minute of it. My wife gets mad at me all of the time. She was raised in a family where her father would come home at 5:30 in the evening and her mother would have a meal. That's the last thing to expect from me or any other outfitter!

You'd have to be a pretty big outfit to have the organization; the department heads and stuff to let you go home. I am here for waiting on the customers (I am a good salesman) and I like to buy the food because I can't trust anybody else to buy the food because others spend too much.

What are you buying Kraft Mayonnaise for @ \$1.97 when you could have bought Food Club, which is good by the way, not all house brands are good, but Food Club's got a good Mayonnaise @ \$1.19. Or you are using navel oranges instead of regular oranges. Navel oranges are 89 cents a pound. Regular oranges are 19 cents a pound. God! You know?

You got to feed good. That's the one great fear I have. The worse sin you can commit is to run short on food. Boy, if you got a four-day trip and you somehow blow that first meal, you've ruined the whole trip as far as meals go. They'll never get caught up. Food is not that expensive to be honest. I use butter on my trips. But, I don't use butter at home. Butter has a lot better flavor than margarine.

I get angry in a café. I like hotcakes and they serve me margarine, my god! It's the only time I get to eat butter! So I use butter on the trips. I don't mind that. And I use good steaks. That's pretty important. All the meals should be really top notch. We've even gotten into granola - especially on shorter trips. I like to go shop for granola. It is really good stuff when you're hungry like late afternoon. You can get dried pineapple and M&Ms in the granola.

I just came back from the East - the outer banks. I think Moab is the center of the World, but it is a big world out there. There is a lot of stuff coming. There are a lot of people outside of Grand County, outside of Utah that are

making a lot of money. It is just amazing.

We were coming back from Mississippi. My wife likes to pull slots. There's a couple places, one in Vicksburg another in Fredericksburg. Fredericksburg is an Indian Reservation. We didn't have much luck in ten to thirty minutes so we were ready to go. No big deal. We don't spend a lot of money. Maybe drop ten dollars, if you're not getting anything it loses the fun of it. We don't expect to win, but like to win a jackpot once in a while and put a jackpot back in. We took a country route out of there. A little out of our way but it was early enough in the day to see the hills and the dales. I was just shocked.

I was looking for the poor black sharecropper. Didn't see none at all. I saw hundreds of beautiful houses of what are selling here for ninety thousand, hundred thousand dollars was selling there for fifty-nine, sixty-nine thousand; little lakes, trees, pastures, just miles after miles.

Compared to the outer banks, we are so far behind times it is pathetic. There's another North American River Runners out there in West Virginia. It is big business. Class V water had nothing to do with it. Moab outfitters are out in the boon docks. There are 5 million people within half a day's drive of the West Virginia operation. Those people out there make a lot of money. How do you use that discretionary money? (Snap, snap, snap.) You do everything. Go to Las Vegas, work a few months then take a small three-day Caribbean Cruise. Airlines

are relatively inexpensive, a person can zip around.

I am not an advocate of the two-day. The four-day is the best trip. I can tell you how shallow visits can get. I had a group of French people. We went to Needles to camp for two or three days and drove one morning in Mexican Hat, couldn't get reservations at Gouldings, which is a better experience. I like the local color. I like to eat at the local restaurants and go to local places. I don't like tourist places like Gouldings.

I made a mistake. I went early to Gouldings. Gouldings has a concession into the Monument. Gouldings put these French folks into a pick up with bench seats and an Indian guide up front speaking in a microphone to you. So myself and the other driver decided we didn't want to go because we had gone before. So we hung out. There was a Curio Shop. Then came a big beautiful bus. Really, really fancy. They opened the door and out came these Japanese people. Just like ants following each other. Out of the bus, down into the Curio Shop. They were approximately 20 to 25 minutes. They came back up and got into the bus. So we wanted to see what happens and we followed the bus. It got to the highway and turned to head to Kayenta. They didn't hire a guide, they saw some of the spires from the bus window. See how shallow it can get? Maybe there will be electronic probes on your head! You sweat and get some water at least psychologically because they can trigger all this. (Jim laughs).

As fast as things are getting, I have a dilemma. What do I promote? I am more inclined to think I want to be promoting the two-day trip. You don't have to buy much food. It gets over and you have another trip going out. They are easy to sell because they are cheap enough.

I got to the point my five-day row trips were hardly selling any more. It was the three and four-day. I am going to promote, a two-day trip. Why waste the extra money just because a boat can't go fast enough to get you down there in less time? I think 85% of the people don't realize how long a five-day is or even a four-day trip.

I don't have my guides write reports. I have old time type boatmin like, Dean McGee, Joe, Brad Hansen. I don't need them to be telling stories on each other. That's not the kind of company I run. I am too loose for that. I am not that restrictive. How I would determine the trip outcome? I wouldn't even ask my customers, all I got to do, I've been in the business a long time, let me meet the people at the airport at the end. When they hit the ground, get off that airplane, I can look in their eyes and I can tell by the expression on their face. I can tell you in three minutes how that trip went. I can read expressions.

The biggest thing I saw between the two-day and four-day customers: the four-day were cooked when they come in. You could see it in their face. They were pooped. They were tired. When you are in that sunlight from 6 a.m. until dark everyday...

I started realizing with my jeeps you can drive too much in one day. For instance, if I had a permit to go to Lathrop, I wouldn't. I think it is a long drive to go to Lathrop Canyon. That's why those Tag-A-Long drivers drive like oh, hell. That's when I learnt you can give customers too much. Of course, there are people looking for five-days. Now, Dee Holiday, he lives off of five day row trips.

I discourage groups even though they are good money. I like smaller trips.

Outfitters were doing Cat. There was no one doing dailies. I was one of the first ones. I did Westwater before Tag did. I owned that hotel across the street (Inca Inn) and owned that restaurant (Hacienda). The first time I was going up to Westwater I invited Mitch and John (Williams) to go with me. They sat over in that café with me. We were getting ready to leave out that morning. Stan Hollister was the guy who got me trained in the boat business. It was raining. Miserable day. Mitch and John decided not to go because of the weather. So myself, Hollister, and his brother, I don't recall nobody else, we went up there and that first time we couldn't find how to get in there. My first trip through Cataract was with Stan. I remember we had a brand new 20 horse power engine. We went on the right side of Big Drop three and we bent the skag.

We went to Harely's Dome over the top of it then headed south, oh, all around the dirt roads passing oil well pump stations, gas lines. We found that sucker

the first day late in the evening. So we found we had to go up through that old sheep ranch there (behind the present ranger station at Westwater). So we dropped our equipment and come back out of there that night. Then we went back in there the next day. And did our first trip through Westwater.

I used to run j-rigs through Westwater.

When we first started doing the daily, we did them with motors and my very first boat was designed, in such a way, it was two rubber duckies. Yellow rubber duckies that Montgomery Wards sold. We put two of them together. I wish I had pictures but I don't. We built a frame around the whole thing. And then I bought, I still've got the motors, two little Sea King Air cooled engines. We'd come humming clear down through there. We'd put in at Fisher Towers. You could drop down and go the other side of that island. Big Flood of "84", I guess, ruined that. Now it's private. We put in there. There was no Hittle put-in. Then we would come all the way down to the dock down here by Hwy 191. Many a time as you are coming down, after you are leaving Big Bend, about a mile or two you see a big rock sticking out up on the right side, way up high. I remember seeing that and thinking, 'Oh, my God, another hour.' (laugh)

I remember one day coming by what we called Big Sandy Beach, just up above the BLM (take-out ramp), and there was Sidewinder and they were taking their boats out. We looked at each other and

said, my God, what a rip-off! They are literally cheating those people from going from there all the way to Moab. All that distance they are cheating the people out of, because they were rowing. Now, what a bunch of rip-offs. Next spring every dam company in the business was rowing. (Laugh.) That was the end of the motors, right there. By the time July or August came everybody was rowing. This is back in 1969, '70.

I was already going into Mexico in '71. I was running a river down there called the Rio Grande de Santiago. A bunch of rich hippies contacted Lin Ottinger and said they had heard of a river named the Rio Grande de Santiago. They wanted to go down it and they would finance it. Well, hell, I'm the guy. I didn't know beans from Shinola. Would you believe I had something like twelve or thirteen people and they paid for everything? I didn't even know what the hell it was, but Georgie White had run it. We tried time and time again to try and contact Georgie White and find out anything we could about the river. We had maps and started to figure it out. I took two j-rigs. Two j-rigs. I didn't have boatmin. I couldn't get anybody to go. There were no boatmin around. This is back around '71.

This river is the outflow of Lake Chapala. It flows from Lake Chapala to the Pacific Coast. So when I got down there at Topeak, I hired me a Mexican pilot from the airport. I said let's fly this river. He flew at about 800 feet above the rim. I was looking for wate falls or something that would cause me problems. We

followed the thing clear out to a dam called Santa Rosa which is below Lake Chapala. Probably a thousand feet drop. And it was probably about a four thousand feet drop between where we started and where we ended.

I had two j-rigs, four motors and one boatman. I met the group at the Hilton. Later it converted over to a Sheraton. I was staying in the El Burro Hotel and they were staying at the Hilton and I was probably having more fun, but anyway, we had breakfast there and Fred, the coordinator of this group, was a pilot. He had flown his 206 down. We got into that plane, and by God, we really flew that river this time. I mean we were right down there below the rim looking for things. There were hundreds and hundreds of rapids.

We got back and we determine that Fred and he's this kind of guy and he still to this day that kind of guy, ah, he would take the second boat. Looking back I was pretty amateurish, it was about 4 o'clock in the afternoon, and hour and a half before dark, they were all anxious to get going, we shoved off.

I said, I'll lead, you follow me. We started off down the river and right off the bat here come a rapid. I was a good enough boatman that I started hanging that boat right around the corner a way ahead a time. What he did was hit a big rock. I got down through these rapids and turned around to wait for him. The first thing we saw was some heads bobbing in the water. 'Oh, my God, the boat tipped over!' somebody said. We got all the

people, got over to shore. We run back up. Fred wasn't there and about two other people weren't there. They were on the boat still. What he had done, he'd come down, and hit a wall knocked five people off and pinned the thing on there. My boat is tied down below. Now it's getting sort of late in the evening. I said hell the only way to get his off is to get five or six of us on it. You guys push us off the rock while I start the engine and pretty soon we were down and around and I pulled up beside my boat.

By the time we did that it was dark. We were tied in next to each other. Somebody woke up, it was still dark, I can't remember the detail, but somebody said, Oh, my God, the water is gone! What had happened was the dam had stopped the flow of water. In the early evening, when Guadalajara needs it, they let that water out to supply electricity. About 11 o'clock or 1 in the morning they stop that water because they don't need that electricity. It left us high and dry. There was a maze of boulders as big as this desk.

Engines are sitting there with the props down. We did not tilt the motors, so the props are supporting the whole boat, you know? God. The next morning there was a discussion. Do we abort the trip now? Or continue on? A couple of them wanted to abort the trip. The conclusion was we would continue on downstream. It was a small river about like the Dolores River.

I made four trips after that first one; we used row rigs. How we ever got down with j-rigs that trip I will never know. The Rio

Grande de Santiago would be a super-duper kayak trip, hundreds of little rapids. None of them big like Big Drop, they were all nice little rapids. I got pictures of one place where we had gone into a hole. I missed the hole, Fred hit it. It was such a deep hole that when he come up and out of that, the frame was bent straight up, way out of shape. So we went to shore took the frame off, turned it upside down and jumped on the thing to straighten the frame back out.

This frame I had built in a little town called Tequila, where they make tequila. I had a fellow there copy the frame I had. You got this soft Mexican metal, really soft, cheap metal. We pounded the thing back down. Then Fred, he's this proverbial outdoors guy, inventive as hell, he had a hatchet. He went out and chopped down a little tree, put it across the frame. We took rope and stuff and tied this brace across the top to keep it from bending back up again.

We always offered it for free, everybody just go. Later on it got to the point where they wanted mordeta (money) and that's when we quit. This was about '74, '75. But we always encouraged the Mexicans to ride with us the first rapid or two, some would take us up on it. One trip we bought chickens. Live chickens, three or four live chickens, you'd take a string and tie it to their leg and tie to something on the boat. If they shit, you take a bucket of water and wash it off.

Back then there was quite a bit of pot smoking going on. Once we started the trip and got away from the original village, we wouldn't

transport any Mexicans. It was just for our general policy. The area we were going through grew a lot of pot. One day, one of the boatmen, on a row trip, we had three or four boats, this young Mexican, about twenty years old got him to let him ride the boat. It was about our second or third day out. That night we were close to an old dam, an old hydro-electric dam, that was deserted, made out of big rocks. I've got pictures I can show you. So the kid went home. We were in camp and the guy came back and said I want to give you presents for giving me a ride. He had a big beer box, probably fifteen, twenty pounds of pot. Green. Everybody was laying it out trying to dry it.

Anyway we got down to the end where you expect the Federalies, who we are just scared to death of. You get caught with pot down there you go to jail, there's no, nothing, you just go to jail. They don't fool around with it at all, I mean, forget lawyers, forget everything. We got down to the last day and near the Pacific Coast Hwy and civilization, I made them take the pot and there was so much left, it was like taking chunks of bail hay and throwing it in the river. I remember big ole chunks of it floating.

I got interested in going down to Baja. I spent about \$30,000 bucks down there. I bought a sailboat, paid \$16,000 bucks for it. Went down there and found out a sailboat is not the way to go down there. Then the next boat was this one here, because what I

wanted to do was go down the coast of Baja, like we do here in Cataract. So I bought that motorized boat out there. I have quite a bit of money tied up in that. It is twin engined. I needed to be able to plane. Sailboat was too slow. I needed twin engines and a boat big enough to carry eight or ten people. Camp out on the beaches at night and use the boat as a home base. Now, the big thing is sea kayaking. It would be a great support boat for sea kayaks.

Once business gets popular, gets organized, the Mexicans will do like they do in the United States. You can't do it unless it is an organization. I was doing this 16 years ago. Bought the boat 14 years ago, but that boat has never been in the water. I did put a lot of money into the engines. They are in top shape. All I got to do is a lot of cosmetic work on it. I could pull it down to Mexico and hire me a Mexican crew for \$4 an hour and they will do everything I want.

When I was running through Westwater, the j-rig, we put three army surplus bridge pontoons together, now, how the hell was that? We put the center tube forward. We didn't cut the center tube in half we set it forward about four feet. We built a little chariot thing in the back with two by fours, or two by sixes, running up toward the front of the boat to keep the motor from going up under us.

The first one I ever saw was right up here at the Moab dock with Verl Green. He had a twin j. Two tubes. I wanted him to build me one because I seen instantly the potential. I wanted him to build me one. He lived down at La Sal at that time. I think he was maybe deputy sheriff at the time. I owned this motel at the time and we had somehow changed the beds so the only metal we had was those metal bed rails. My very first frames were made out of metal bed rails and they were really good steel because they were high tension and could really take the beating. It was better than regular ole angle iron. Anyway Verl made my first frames.

My first tubes were bought out of Buck's War Surplus out of Las Vegas, Nevada. I bought six tubes, now I got about twenty of them. Phew! Most of them I bought fifteen, twenty years ago. Every time I got a chance to get a good buy on tubes I'd buy them because I never knew when they might not be in existence again. I guess if a guy looked hard enough he could find hundreds of them all over the country, someplace. I was paying two hundred dollars a piece for them at the time. I paid Verl a couple hundred bucks for a frame and I was in business. Motors you could buy for about \$1100 dollars. Green Rivers at that time were selling brand new for \$900 dollars.

Jim Sartan has since sold North American to George Wendt of O.A.R.S.

Biologist, Resource Management, SEUG

March 08, 2000

Subject: 2000 Research and Collecting Permits

Matt Johnson of Northern Arizona University has requested a 2000 Research Permit and Collection Permit to conduct research in Canyonlands National Park. His project is entitled "Avian species inventory and monitoring in riparian areas of the Green and Colorado Rivers in Canyonlands National Park".

INTRODUCTION/BACKGROUND:

Recently, attention has been increasingly focused on the conservation and resource management of southwestern riparian habitats. Although riparian habitats cover only a small percentage of the landscape, they provide habitat for a disproportionately large amount of the Southwest's wildlife (Felley and Skogge 1997). Birds, in particular, use these green corridors as cover, food, and breeding sanctuaries (Walters and Sorensen 1983, Gauthreaux 1991, Howe 1992). For example, 51% of the region's breeding bird species are closely associated with riparian habitats (Johnson et al. 1977). These areas can also be heavily affected by human influences including upstream water developments and urban pollution, livestock grazing, recreational use, etc. (Knoph et al. 1988). The Colorado and Green Rivers in Canyonlands National Park has one of the largest riparian corridors of the Colorado Plateau and the Southwest that is under management of a conservation-oriented agency, the National Park Service. The river corridor is habitat for a number of threatened or endangered species, such as four species of endangered fish, the peregrine falcon, the bald eagle, and the southwestern willow flycatcher. Other Utah sensitive species includes the river otter, western bluebird, ferruginous hawk, Swainsons hawk, Mexican spotted owl, osprey, and the white-faced ibis. Besides the importance of the river system to the ecology of the area, it also provides a very popular recreational experience represented by rafters, canoeists, and hard-hulled boaters. For these reasons, these areas are unique and of special importance for conserving natural resources in the Southwest.

Historically, few formal bird surveys have been conducted along the Colorado and Green River corridors of Canyonlands National Park. What studies have occurred have been sporadic inventories bereft of long or short term trend data. These riparian habitats consist of scattered areas of light to dense stands of tamarisk (*Tamarix chinensis*), willow (*Salix* spp.), box elder (*Acer negundo*), or cottonwoods (*Populus fremontii*). All these environments represent ideal habitat for many bird species. Intensive surveys are needed to provide a basic inventory of what species are using these areas, especially in light of the possibility of future control efforts of the exotic tamarisk. These surveys will also form the foundation for the establishment of a long-term bird monitoring program that can be conducted by park personnel to detect trends in bird populations and quantify the effects of resource management policies. Information gathered in these surveys will enable National Park Service managers to devise an updated resource management plan for these riparian habitats that may benefit and preserve the wildlife populations that currently use these areas. It may also lead to an alteration of visitor use and resource management activities.

In the past, walking surveys have been used to monitor breeding birds in the riparian areas of the Grand Canyon (Brown and Johnson 1985, Brown 1988). They found this method to be fairly accurate in the relatively small patches of vegetation in the Grand Canyon (Sogg et al. 1994). However, it is labor intensive and lacks strict methodology (straight line transects, constant travel speed, etc.) to control observer variability or maintain constant survey effort (Emlin 1971). The point count survey has become a generally accepted method of avian monitoring and has some advantages over walking surveys (Felley and Sogg 1997). By revisiting permanent sites every year, or every couple of years, and observing a designated area for a specific amount of time, point count surveys control survey efforts, minimize observer bias, and collect a sample adequate for statistical analyses of population trends (Hutto et al. 1986, Ralph et al. 1993).

Given the tenuous status of riparian habitats in the Southwest and the Colorado Plateau, of which the riparian corridor of the Green and Colorado Rivers is a considerable fraction, monitoring riparian avian populations in Canyonlands National Park should be given a **high priority**. This data can also be presented as a comparison to the avian monitoring efforts of the Grand Canyon and used as an almost non-water regulated control. Understanding the effects of any of the aforementioned disturbances can be most accurately done through a carefully planned long-term monitoring effort.

OBJECTIVES:

Gather baseline data and develop a long-term monitoring program on avian presence and use of riparian areas of the Green and Colorado Rivers in Canyonlands National Park.

- 1) Determine what bird species utilize the riparian corridor of the Green and Colorado Rivers at Canyonlands National Park. Record and estimate species density and abundance, species richness, and frequency of occurrence for selected permanent sites. Also, determine the riparian community type where each species is more commonly found.
- 2) Determine what bird species are breeding in the riparian corridor of the Green and Colorado Rivers at Canyonlands National Park. Also determine the community types where breeding occurs for each species.
- 3) Develop an avian long-term monitoring program for the riparian corridor of the Green and Colorado Rivers at Canyonlands National Park. Specific sites will be identified as monitoring sites where permanent point count stations will be established. This program will then be continued in the future by NPS personnel.
- 5) Produce a final report, and lay the foundation for annual reports, that will assist National Park Service managers in developing resource management plans that could protect habitat for threatened and endangered or sensitive avian species in the riparian corridor of the Green and Colorado Rivers at Canyonlands National Park. This information will also help in assessing impacts of internal operations.

METHODS:

In order to use information from the sites to represent the entire area of interest, they should be a random sample of all possible sites (Sauer, 1998). At least 20 survey sites containing stands of riparian vegetation will be randomly selected using a list of available sites that were chosen using field reconnaissance and aerial photos of the Green and Colorado Rivers in Canyonlands National Park. These photos are on file at Canyonlands Park Headquarters. Ten sites per river will be selected. Due to logistical and economic constraints, these areas will all be located above Cataract Canyon and accessed via motorboat, canoe, or raft. Locations of each survey site and associated vegetation components will be recorded using a Global Positioning System (GPS). This information will be stored in the Southeast Utah Group geographical information system (GIS) database. A minimum of three complete surveys, spread out over the field season (April -July), will be conducted at each site.

Permanent point count transects will be set up at each of 20 survey sites. With this method the observer locates a permanent point and is stationary for a set amount of time and records all sightings within and without a fixed radius. In our work, here at Canyonlands and elsewhere, we have found that the stationary observer spends more time searching for birds and less time watching the path of travel (Fagan 1993-7, Reynolds et al. 1980). These methods and analyses will be coordinated with those of similar studies (Sogge et al. 1994) in the Grand Canyon so that data can be compared. This will standardize methods for most of the Colorado River corridor.

POINT COUNT METHOD:

Birds will be censused in spring and summer using the fixed-radius point count method with a 50-meter radius as described by Manuwal and Carey (1991), Ralph et al. (1995), and Barker and Sauer (1998). Standardized recommendations of Ralph et al. (1995) will primarily be followed. Depending on stand size and shape, three to ten point count stations will be located 250 meters apart in each stand, so that the survey intensity will be equal over all stands. Stations will be established along a transect that runs parallel to the river and about half the distance between the river and the beginning of upland vegetation (in the middle of the riparian zone). Visits will be started at sunrise and completed by 1000. No visit will last beyond 1000. At each point count station one observer will record all individual birds seen or heard for 5 minutes within 50 meters and beyond 50 meters. Juvenile birds or birds that fledged during the current breeding season will be recorded separately. Counting will begin immediately upon arriving at a station. Bird detections will be recorded in two time periods: 0-3 minutes, 3-5 minutes, with distances being estimated to the nearest 5 meters. Flyover species will be recorded in the same time periods but with no estimates of distance. Additional notes will be taken regarding whether detections were songs, calls, or other (drumming, wings), whether the detection is aural, visual or both, and whether the bird was detected from previous point count stations to avoid double counting individuals. Birds flushed while walking between point count stations will be counted and their distance estimated to the nearest point count station. Field sheets will be modeled after those recommended by Ralph et al. (1995).

NEST SEARCH:

If time allows after the morning census the observers will return to a survey site and search for nests and observe breeding activity. All nests found will be recorded on 7.5 minute maps and entered into GIS. Their habitat characteristics will be recorded.

HABITAT CHARACTERIZATION:

Each point count station and nest site will be photographed and the dominant plant species listed. Habitat characterization will be described in the 25 meter radius by collecting the following data: number and height of structural layers, dominant plant species per layer, height of dominant vegetation per layer, and the approximate cover of dominant plant species, bare ground, cryptogamic soil, and litter using Daubinmire cover classes (Mueller-Dombois and Ellenberg 1974). Tree diameter will also be measured for all trees within the 25 meter radius.

ANALYSIS:

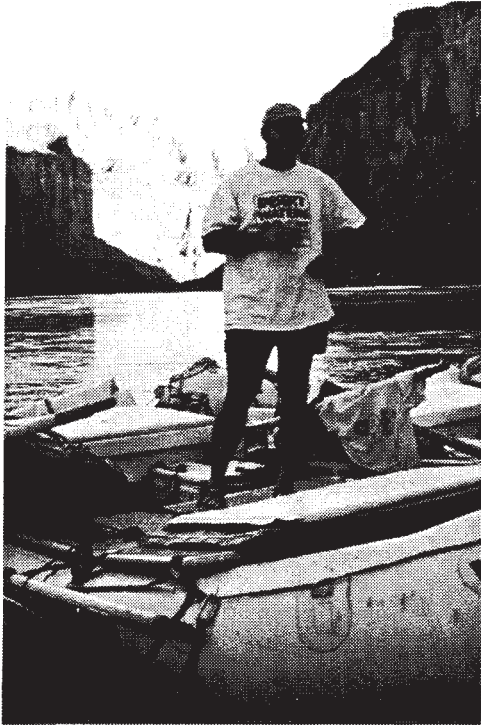
Relative abundance and species richness will be calculated. Species Richness will be determined for all species and for neo-tropical migratory birds. The actual number of individuals per station will also be calculated. Distance sampling data will be used to estimate density and abundance of species populations (Buckland et al. 1993). Habitat type and yearly climate data will be correlated with relative abundance, species richness, and number of individuals per plot. All of these will be compared from year to year as more data is collected. A final report will be required and annual reports will follow.

The presence and location of any species on the Special Concern Avian Species of Utah list (Howe 1993) will be noted. Cowbirds or other potentially deleterious exotic species will also be listed.

No specimens will be collected, however, blood samples may be drawn from some species to determine accurate taxonomy.

Please contact me if you have any questions or concerns. Otherwise, a 2000 Research Permit and Collection Permit will be issued on March 13, 2000.

Charlie Schelz



Message from the Vice- President

First of all, I am embarrassed to be calling myself the vice president. I haven't done a thing, although I can sort of plead one OK reason and one outstanding reason why I haven't done anything.

Shortly after taking on the position I got a lucrative geology contract in New Mexico from January to June 6th. Then I had a weird abdominal pain that took me out of the early season. When I finally figured out what was causing this pain, it turns out to be testicular cancer. If you want to know the whole story on that disease I highly recommend Lance Armstrong's book "It's not about the bike". It's a great read, even if you don't have cancer.

As I write this, I am about to undergo my third and final round of chemotherapy up in SLC. After that, I wait around for a year to see if it comes back. With a cure rate of 90%, I should be fine. So I really haven't done anything as vice president except make a few phone calls last spring helping

By November/December:

CHOOSE DATES – Based on CPRG input at meetings in the fall after the season is over. Try to coordinate the Outfitter willing to do the food, at this time. Coordinate logistics, etc. with the person responsible for organizing the trip.

Winter Issue (Dec/Jan/Feb) – Publish dates of the intertrip trips in the Confluence. Or contact the outfitters sooner. *Continued on the following page.*

T-Berry set up the spring on the rocks or whatever we called it. So that's my story and I am sticking to it.

I should look like the preceding picture by the time I get back on the water in the Spring, unless I manage to keep off a few of the excess pounds I shed while on the special chemo diet plan.

So my life philosophy has changed radically- If you want to stay healthy and happy, 60-100 commercial and private water days per year is obviously not enough. I recommend shooting for 150 or more. Also, if you have some nagging health problem, get insurance while you can still fake being healthy, and then don't take no for an answer until you track down what the problem is. I had two and a half months of normal tests of all kinds before we figured out what was wrong. Jenny and I fortunately had a basic insurance plan that covers catastrophic stuff with a big deductible- this will cost us a few thousand, but we get to keep the house and toys. That's all the lessons I have learned so far- now on to some more fun topics.

I want all you readers to think about next year's guide training trips on the various rivers we run. We need volunteers to help put them on. It's really simpler than you think.

If you have ever TL'd a 5-day trip you can organize the training trip. There is a formula and timeline for getting things done- It is like a template for making it happen. The main thing is to find an outfitter to head the food part, and the rest is lining up interpretive people and keeping track of who decides to come. Its been done on a cost per person basis and usually runs less than \$100 per guide, and is calculated after the trip. So if you want the training trips to happen, call me and let me know which river you want to do.

The following is a real rough sketch of the timeline, but it gives you an idea of what goes on. I have additional notes that cover a sample participant list, the sample sign up sheet, letters to outfitters, and general notes

California Condors

Have you seen any lately?

by Steve "T-Berry" Young

Have you seen any large birds flying around the Colorado Plateau larger than Eagles? If you have then you might have seen a California condor. If you are a birder and you want to see a condor, your best chances are to go down to Grand Canyon National Park, specifically the Marble Canyon area. The Vermilion Cliffs, which are west of Marble Canyon, are the home to some 27 California condors.

During the mid 80s the California condor population had dropped so low that all the remaining birds were caught and bred in captivity. It was a large undertaking to trap all the birds and an even larger task to get a captive-breeding program together that would work. One of the issues that make the condors breeding program a difficult one, is that it takes six years for the condors to reach a reproductive age. With time and effort the program produced and by 1992 California condors were again flying in the skies of California.



© Glenn Oakley, 1997

As the birds were slowly released in California, it was decided to release another separate group of birds somewhere else. A separate population would protect against any single catastrophic accident in their habitat. In the fall of 1996, acclimation pens were built on top of the Vermilion Cliffs overlooking Marble canyon. It was

the Secretary to the Department of Interior, Bruce Babbitt, who led the ten-second countdown to the opening of the pens. Within moments the condors were making the first flights over Arizona since 1924. By the next summer some of the birds were flying as far as Grand Mesa in Colorado, looking for boundaries of their new home. It was June or July of 1997 when several condors landed at the Visitor Center on Grand Mesa looking at the visitors with some curiosity.

The Condors use the Colorado River as a navigational tool as humans would use lines on a map. So far there have been 35 California condors released in Arizona and 25 in California. There have been 8 fatalities in Arizona, which leaves 27 still flying around the Colorado Plateau.

I wish there were a way to identify the birds with a copy of a flight pattern, which could be added to your resources while traveling the Plateau. One thing to look for is a wingspan of 9 1/2 feet, which does not compare too well with an eagle's 6 foot span. The condor is related to the vulture, so condors have some similarities in flight pattern.

If you wish to follow the plight of the California Condor, look and learn from:

Arizona Game and Fish, ° <http://www.gf.state.az.us> and The Peregrine Fund ° <http://www.peregrinefund.org>

Continued from Message from the Vice President on the preceding page.

March — Notify Outfitters of dates and start lining up interpreters.

This stuff gets done during first two weeks of April — Get firm commitments from interpreters and outfitters. Organize the trip handbook; urge interpreters to add reprints of scholarly papers, copies of their books, etc.

Week before the trip — Finalize interpretive handbook. Print a list of participants; fax to everyone; point out participants are to organize themselves for the put-in and take-out shuttles. Notify Outfitter of the tally (timely) so they can shop the food. Go on trip. Have a good time.

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The Dam Disagreement

by Rebecca Martin

It's an unbreakable pact involving water, gravity, space, and time—a natural partnership. The agreement is: rivers flow to the sea. It eventually works out that way even in cases where humankind, who temporarily believe themselves to be outsiders to the sacred bond, may disagree.

But are we really so far from that kinship? At seventy-some percent water, we can float on our backs in the current without physically dissolving. Yet what proof is that for those of us who join the flow as a way of life? We drink the river for breakfast and lift our sarongs in the wet sand at noon. Surely we sense, down deep, that we often fail to remain aloof. A few percent different is not enough to keep us from a subtle merging with the ebb and flow. Somehow, drop by drop, we do splash, ripple, surge, and plunge on that same unstoppable journey, and we know it. Our very souls seem to depend on it.

So what is it with our species? Are we so obtuse that we cannot read the writing on the wall? Are we so caught up in our own denial that we can't pull the plug and ride the wave? Sure a big, fat, ugly mistake has been made. Sure it's embarrassing, especially when we habitually forget to turn off the lights at home, or clutter our countertops and workshops with nifty electric conveniences. In building the dam, people probably rallied themselves saying, "We can do it if we try." Well, now it's time to admit that we were right and we were wrong. It's time to let it go. We can do it if we try.

We will never convincingly separate ourselves from our rivers any more than we could ever permanently hold the rivers back. We are responsible and we are part of the solution. And the solution is eminent, murky as it may sometimes be made out to be. Sending the river on its way is only natural. That flood from behind the dam, when it comes down, will be less than a hundred percent water just as we are. And we will be there too, giving up part of our pride and ourselves to the turbid swirl of silty mire, traveling the distance, sharing the journey, joining the agreement. Let the water come on down. Then we can get on with the business of forgiving ourselves for this "dam" disagreement.