



# ETWC NEWSLETTER FEBRUARY 2015



**PROMOTE** canoeing and kayaking as a water sport  
**TEACH** boating techniques and water safety for river travel  
**PRESERVE** our remaining wilderness rivers for future generations

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## **Dues are due!**

If you want to pay online, fill out the form [HERE](#)

Or, Send Kary your \$15 check payable to ETWC along with the membership form at the end of this newsletter to:

## **Club Meeting**

Tuesday, February 17, 2015 7:30 pm at:

Our speaker will be distinguished adventurer and our club president, Ian Anderson. Ian is going to talk about his latest trip with photos of an 8 day trek in Simien Mountain National park in Ethiopia. Spectacular scenery unlike anywhere else on earth.

The club house is at the top of the hill within Greystone Apts on Solway Rd ½ mile from Hardin Valley Rd.

<http://www.mapquest.com/directions#ab5952b1168f5a97168b62b2>

We will also meet and eat before the meeting at Grill Don Gallos on Hardin Valley Rd, 6pm. Call IAN 865-382-5723 if you want to come eat so he can save you a spot.

## 2015 OFFICERS

<b>President</b>	Ian Anderson	865-382-5723	<a href="mailto:nai.nosredna@gmail.com">nai.nosredna@gmail.com</a>
<b>Vice President</b>	Donna Price	865-406-1058	<a href="mailto:donnaprice826@yahoo.com">donnaprice826@yahoo.com</a>
<b>Secretary</b>	Jimmy Groton	865-805-9908	<a href="mailto:groton87@comcast.net">groton87@comcast.net</a>
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<b>Trip Coordinator</b>	Ken Schneider	865-671-0673	<a href="mailto:ken48work@yahoo.com">ken48work@yahoo.com</a>
<b>Membership</b>	Bill Wilder	865-603-7984	<a href="mailto:NBWilder@att.net">NBWilder@att.net</a>
<b>Conservation</b>	Mark Bevelhimer	865-679-9242	<a href="mailto:mbevelhimer@gmail.com">mbevelhimer@gmail.com</a>
<b>Safety</b>	Rick Zingg	865-675-4184	<a href="mailto:zinggds@gmail.com">zinggds@gmail.com</a>
<b>Kayak Clinic</b>	Ken Schneider	865-441-5270	<a href="mailto:ken48work@yahoo.com">ken48work@yahoo.com</a>
<b>Webmaster</b>	Billy Bob and Benny Hicks	865-386-6342	<a href="mailto:bghicks@pstcc.edu">bghicks@pstcc.edu</a>

### **Please keep your dues up to date!**

If you want to pay online via PayPal, fill out the form at:  
[http://www.etwcweb.com/concrete/membership/online\\_form](http://www.etwcweb.com/concrete/membership/online_form)  
 Or, send Kary your \$15 check payable to ETWC along with the membership form at the end of this newsletter to:

**ETWC**  
**P.O. Box 5774**  
**Oak Ridge, TN 37831-5774**

#### NEWSLETTER DEADLINE – 7<sup>TH</sup> OF EACH MONTH

Newsletter Editor: Bill Lewis  
 Phone: 865-387-7821      Email: [bill.lewis865@gmail.com](mailto:bill.lewis865@gmail.com)  
 Photos in jpeg, gif, or bmp format.  
 Reports and Classifieds as a Word or Text File Document.  
 Check out our website at <http://www.etwcweb.com>

**River Gauges, see ETWC Forum**  
**[AWW What's Running in East Tennessee](#)**

## ETWC, Christmas Party/Meeting

Our Christmas Party was once again at Sam Suffern's home and once again a great time was had by all. Great food and drinks culminating with the dirty santa gift exchange. It was great to see so many of our club's founding members, genuine pioneers of our sport. Without some of these folks we would not have many of the rivers we paddle today.

## 2015 ETWC Officers

We have a couple of new officers who were elected at our Christmas Party meeting. They include a new VP in Donna Price, a new Conservation Director in Mark Bevelhimer, and Rick Zingg will serve as our club's Safety Director this year. Once again, we thank last year's outgoing officers, and we are again blessed with great leadership for the club.

## Volunteers needed to assist the NPS Obed Wild & Scenic River

ETWC has supported the National Park Service's Obed Wild & Scenic River unit for the past 3 years by supplying volunteers for the boating portion of the program that they put on for all of the 6<sup>th</sup> Grade classes in Morgan County. This year's program will be held on weekdays between May 11 and May 20, and we are again looking for volunteers. Please consider volunteering for a day or more.

Each day a bus will arrive at Lilly Bridge around 9 a.m. with students from one school. They are divided into two groups, and one group goes rock climbing while the other group goes to the water program. We help the NPS Rangers fit helmets and PFDs on the students before they carry the NPS provided boats and paddles to a pool below Lilly Bridge. The first activity is usually the popular "Critters in the Creek" program by NPS personnel that involves the students capturing and identifying the animals in Clear Creek – and thus proving how unpolluted the water is.

After the Critters program, we help put the students into the NPS boats before we get into our own boats and gear to paddle with them in the pool. We limit instruction to the minimum required for safety – the emphasis is for the students to have FUN. If time and the weather permits, we let the students go for a brief swim in the upstream end of the pool. Each group is accompanied by at least one teacher who can handle any discipline issues – but we have had none.

Around noon we break for lunch, and then switch groups and repeat the activities. When we finish, the students carry the boats and paddles back up the hill before leaving to return to school around 3 p.m. We then assist the NPS Rangers in sorting and loading their equipment onto their trucks and trailer.

If you have any free time available, please consider this activity. You will be very impressed by the 6<sup>th</sup> Graders and teachers of Morgan County, and every session has been fun for all.

**Please call Billy Bob or Kary at 865-483-7525 to volunteer,** or for more information on this award winning program.

## **TCWP Protects 114 Acres at the Obed Wild and Scenic River**

Tennessee Citizens for Wilderness Planning recently purchased two tracts of land totaling 114 acres within the authorized boundary of the Obed Wild and Scenic River using a grant from the State of Tennessee. One 90-acre tract is located on the Obed River on river left about 5.6 miles above the mouth of Daddy's Creek at Obed Junction. The other tract includes 24 acres and is located on Clear Creek on river left about 1 mile below Barnett Bridge. Sometime this year TCWP plans to transfer the land to the National Park Service, the federal agency that manages the Obed. Both tracts adjoin other Obed lands owned or managed by the Park Service. Congress authorized the 5,000-acre Obed Wild and Scenic River in 1976 to preserve the area's free-flowing rivers and scenic river gorges. There are still more than 900 acres remaining to purchase in the authorized boundary of the park. With the help of ETWC and other partners TCWP continues working to protect the scenic resources at the Obed.

## **Fourth Annual Obed Cleanup/Float Trip – Saturday, March 28, 2015**

On Saturday, March 28 Tennessee Citizens for Wilderness Planning and the National Park Service will sponsor the fourth annual whitewater rafting/clean-up trip at the Obed Wild and Scenic River. The trip will begin on Daddys Creek at Devil's Breakfast Table and end at Nemo Bridge. Paddlers are needed to serve as safety boaters and to help transfer trash from the riverbank to the rafts. Participants must be 18 years old or older and have a moderately high level of physical fitness and stamina. The trip will include a portage over large boulders at Rock Garden. The difficulty level of this outing is high and paddlers are encouraged to consider carefully their skills, fitness, and stamina before undertaking this trip.

March 28 is the first Saturday that the Catoosa Wildlife Management Area will be open to the public, following the annual two-month "winter rest period" during which all traffic at Catoosa is forbidden. Weather and river conditions are unpredictable, and decisions about the nature of the trip, or its actual occurrence, will be made the morning of the event. If paddlers have spare equipment or clothing to share, please consider bringing that along.

For more information or to pre-register, please contact Sandra Goss at 865-583-3967 or via email at [Sandra@sandrakgoss.com](mailto:Sandra@sandrakgoss.com). Pre-registration is required by Monday, March 23.

## **Second Annual Big South Fork Cleanup/Float Trip – Saturday, April 11, 2015**

On Saturday, April 11 Tennessee Citizens for Wilderness Planning and the National Park Service will sponsor the second annual whitewater rafting/clean-up trip at the Big South Fork of the Cumberland. Weather and water permitting we will travel from Burnt Mill Bridge to Leatherwood Ford and retrieve trash along the river. Paddlers are needed to serve as safety boaters and to help transfer trash from the riverbank to the rafts. There are also seats available in the rafts; however, be sure and let them know if this is your desire to make sure you have a seat. This is the most rugged and scenic part of the Big South Fork gorge with some of the biggest rapids, including Double Falls, Washing Machine, The Ell, Rion's Eddy, Jake's Hole, and O & W Rapid. The scenic values of the gorge are of the highest order. Paddlers must be 18 years old or over and have a moderately high level of physical fitness and stamina. The difficulty level of this outing is high, and participants are encouraged to consider carefully their skills, fitness, and stamina before signing up.

For more information or to pre-register, please contact Sandra Goss at 865-583-3967 or via email at [Sandra@sandrakgoss.com](mailto:Sandra@sandrakgoss.com). The pre-registration deadline is April 6.

## **ETWC Chattooga Trip 2015 May 22, 23 & 24**

You won't want to miss this overnight trip that has something for everyone from beginner to expert paddler. The Chattooga River that flows between South Carolina and north Georgia is a National Wild and Scenic River and one of the premier whitewater rivers of the southeast. For many years ETWC had an annual overnight trip to paddle the Chattooga, and we revived this tradition over Memorial Day weekend last year.

As a Wild and Scenic River there are regulations to be followed to preserve the resource, and Section I is only for trout fishing and hiking, Section II is for beginners to intermediates, Section III is for intermediates and is probably a notch above the Nantahala and a whole lot warmer. Section III ends at "Bull Sluice" an optional Class 4-5 rapid which can be easily portaged. Section IV is only for experienced paddlers with completely dependable rolls and excellent boat control. There is also a run for intermediates that we call "Section 3 1/2" that repeats the end of Section III and goes to Woodall Shoals which we may do if there is enough interest. We will have trip leaders for all sections and will paddle both Saturday and Sunday.

Note: This overnight trip is offered for whitewater paddlers who are members of East Tennessee Whitewater Club, and should be considered one of the benefits of Club Membership. Please consider participation as a privilege for members of ETWC who want to be part of one of the best whitewater experiences available in the southeast. Please understand that the trip leaders and most of the experienced paddlers who join them are volunteering their time and expertise and are happy to assist other members to join in this adventure. That said, you should also understand that non-paddlers should not be invited as they could displace one of our regular members who would like to take advantage of this paddling opportunity. Your safety, and the safety of every member on the trip depends upon the trip leader and assistants, and these volunteers should not have their attention diverted by nonmembers who do not have the necessary skills.

We will stay at Oconee State Park in Mountain Rest, South Carolina in the foothills of the Blue Ridge Mountains. Oconee is located on State Rt. 107 south of Highlands and Cashiers, NC and east of Clayton GA (U.S. 441). This is a scenic area, remote from shopping centers and fast food, but the state park has lots of amenities: Cabins,

Camping, Lake Swimming, Volleyball, Hiking, Biking, Campstore, and last but not least, Miniature Golf. Please go online for details about Oconee, the cabins, camping, and the Chattooga River.

Kary Bob has booked a couple of cabins which are available on a first-come basis for club members only by contacting Kary Bob.

For complete details email trip leader Ted Buel at [gtdesigns1@yahoo.com](mailto:gtdesigns1@yahoo.com).

# **SAFETY**

## **Chase Boating**

(By Teresa Gryder)

BOAT-BASED RESCUE OF BOATS

No matter what craft you are in, getting a stray boat to shore in whitewater is difficult. We do what we can, and we are well advised to avoid endangering ourselves for equipment. Our first priority is self preservation, and a near second is the rescue of the swimmer. The boat comes next, but not last. The boat is important because it is the easiest way to travel through a river canyon, and the funnest way to complete the trip. Losing a boat means having to hike out, which is a whole new adventure with risks of its own. So we are pretty serious about getting the boat, too. The easiest way to get a swimmer and boat to shore is to throw a rope to them and haul them in as a unit. While we all love this option, we don't get out of our boats and set ropes at every single rapid. Many times we stay in our boats in the eddy at the foot of a rapid and wait for the others to come through, confident that we'll be able to deal with whatever happens from the cockpit.

One time I thought I had it all in hand, but ended up losing a boat. It was a mild morning in Portland and I was new to the area. I joined an unfamiliar group on the Dee to Tucker Bridge section of the Hood River, which I had run before. I didn't know that it was pouring rain in the headwaters, or that it would start snowing at the put-in. Early in the run, one of our group took a swim and saved himself, but not his boat. I made chase after the boat, but the rest of the group eddied out with the swimmer. I'd never before been on a trip when no one would chase after a boat, but I soon discovered why. The water was rising, and the group skill level barely adequate for running the river, much less rescuing boats. I chased after the boat for about a mile, trying repeatedly to shove it to shore. The continuous rapids and ice-cold water made it difficult. Every time I gave the boat a shove, I had to take my hand out of my pogie, and then struggle to put it back in. I was chilly already and getting tired. I started to have near-misses in the whitewater just trying to keep up with the boat. And I was alone. Eventually I got scared enough to let the boat go. Better to lose a boat than to lose your life. In retrospect this chase was pure foolishness. My first mistake was being there in the first place, with an unknown group on a rising river with bad weather. My second mistake was in chasing the boat alone. It takes two or three competent paddlers to rescue a boat in whitewater. Any more than that and the spare rescuers are just in the way. Any less than that, and the margin for error gets very slim. If you are chasing a boat, you hope that someone else is there to chase YOU if you need it, and someone ELSE is ready to jump onto shore and grab the wayward boat. This kind of cooperation takes quick critical thinking and a team player mentality. These characteristics are more important than all the fancy towing tools you can buy.

### **OVERVIEW**

A quick rundown of boat rescue methods includes shoving, bulldozing or towing the boat into an eddy or a sticking spot. Shoving is my personal favorite because it's less committing for the rescuer. Bulldozing is marginally effective because it puts the rescuer in the position of pushing the swamped boat sideways (or close to sideways) through the water. It doesn't move well this direction. Towing can be practical in easy water, but is useless or dangerous in harder whitewater. Getting the boat pinned on purpose is a great way to stop a boat on congested continuous runs with few eddies, and is best done when you are not attached to the boat in any way. Let's break these methods down.

### **SHOVING**

The shoving method works best if the boat has ample floatation inside it. Some people will argue that one should flip the boat right side up before attempting this. Righting the swamped boat could help, but it is not essential, because a boat will track upside down too. (Knowing how to right a boat can save a life, however, so the Hand of God rescue is a skill that will be covered in another missive.) The most important aspect of a good shove is getting the boat's angle right. You must get it pointed at an eddy

(or sticking spot) with the same sort of angle that you would use to catch that eddy yourself. This angle, plus the water on board the boat, will make the swamped boat pierce the eddy line and track into the eddy. Shoving it sideways is next to useless. Angle first, then shove on the long axis. The next part of an effective shove is your momentum. You need to be moving toward the boat so that when you reach it you can push it with your hands along its long axis. In essence you give your momentum to it. If you aren't moving toward it, you can't give it a very strong shove. If you are barreling toward it, you can give a mighty heave, ideally while maintaining its good eddy-catching angle. Once you have given the boat a good shove, your momentum is spent. From there you can re-adjust the boat's angle, but you can't really shove any more. You will have to paddle away from the boat and reposition yourself for the next charge and shove. If you have three paddlers working together to shove a boat into an eddy, you can take turns shoving the boat along its long axis. Success in this effort requires some level of agreement about your method and objective.

### BULLDOZING

Once the boat is in an eddy, the bulldozer method is helpful for pushing it up against the shore. Just stick your bow up against the side of the boat, or in the cockpit if accessible, and keep paddling forward. At this point your job is to keep the boat from getting away until someone can get out and grab it and start the process of emptying it out. If you have succeeded in shoving the boat into a sticking spot, hopefully it isn't badly pinned, and hopefully it's close to shore instead of in the middle of the river. In this case the next stage of the rescue involves getting the boat unstuck, which is a can of worms that we will not open now.

### TOW SYSTEMS

Moving on, tow systems are much talked about as a method of boat recovery. There are many possible methods that fit into three main categories. You can tow a boat using a line that is attached to your boat or your person, or held in your hand. All of these methods have risks. It is difficult to pull a swamped boat through the water. In current, the boat will pull you at least as much as you pull it. Catching an eddy with a boat in tow is a real challenge. Ferrying is nearly impossible. Ugly things can happen if you flip over while attached to a heavy boat, or if the trailing boat catches on a rock or strainer. With this in mind, one must exercise restraint and avoid clipping oneself to a swamped boat in whitewater. The few times I have tried it, I found it unnerving. I unclipped again within moments and resumed my unsophisticated shoving. Tow systems are best reserved for quiet water, and for occasions when the boat has already been taken to shore and emptied. An emptied boat may be towed through easy whitewater by an experienced paddler, but this should not be attempted by novices. Any tow system that you employ needs a quick release option that is easy to operate and well maintained. Any lines that you have on your boat or on your person should be tightly contained so that they will not catch on anything under whitewater duress.

### A LINE FROM YOUR BOAT

First, let's talk about the option of towing using a line that is attached to your boat. Most whitewater canoes have a rope on each end which can be used for pulling that canoe, or for pulling another boat as needed. It is sometimes called a "painter", but here I will use the terms bow line and stern line. Using the stern line of a canoe, you run the end of the line through the grab loop of another boat, then tie the line to a thwart using a quick-release knot. If you need to let go, you yank the knot out and paddle away. This system is as effective as your skills allow it to be.

In the 1980's we used to put stern lines on C-1's and kayaks, too. We would mount a "clam cleat" (see image) on our rear deck, where we could reach it from the cockpit. We'd tie a piece of rope to the rear grabloop that would hold in the "clam". If we needed to pull a boat into shore, we could run that line through an end loop on that boat, then cinch the tail of the rope in our clam cleat and have both hands free to paddle. It helps to leave enough slack in the system that the towed boat glides along behind the rescue boater's stern, instead of colliding with it. To let go of the boat you yank the rope out of the clam

and paddle away. If releasing the line fails to release the boat, the paddler can still eject from their own boat and escape a situation. Having a line on your boat is handy for lots of other things, too, like lowering, dragging or securing your boat.

### LINE ATTACHED TO SELF

There are two methods by which paddlers use a line attached to their body for towing. The first is the type V rescue lifejacket which has a chest harness with a quick release band around the torso. The second is a specially designed throwbag worn on a waist belt. Both have a quick-release buckle with a plastic toggle ball to make it easy to release in a pinch. Most people who wear these expensive PFD's do not have the associated training. It is common to see the quick release buckle improperly threaded or the cowtail dangling, resulting in increased risk for user. Quick release systems can and do fail. If you invest in this kind of equipment, please seek training, study up and practice using it. There are a variety of more primitive options that are less risky and still work fine. No amount of equipment can replace clear thinking and quick reflexes.

A "cowtail" is a short line attached to the quick release band on the back of a type V rescue life jacket. Commercial cowtails have a strong line and a bungee inside a sheath, to shorten the tail except for when it is being stretched in use. Using the cowtail to tow a boat is only feasible in easy water. Cowtails are handy for shore-based rescues, but awkward for pulling a heavy boat because the drag is on the paddler's torso, which impacts balance. You will find, if you attempt to pull a boat, that it helps immensely to have a long enough tail that the towed boat does not contact your stern while you are paddling. Many river guides including Laurie Pavey favor wearing a throw rope and tow system around their waist. Salamander is the only brand I know of that makes these. With this system your rope is always on your person, and your tow system is low enough on your body that you have a chance of towing something without being pulled off balance. At one end of the bag is a flap with a carabiner underneath, and a long-enough tow line that one can clip to a boat. The quick-release buckle is on the belt. The downside of this setup is the fact that if you pull your quick release, you have also let go of your throwbag. It is a good compromise, but not a perfect solution.

### HANDHELD LINE

Around the world, river guides carry a webbing "flip line" around the waist which can be used to pull a raft back right side up. Here in Portland, Paul Kuthe is a proponent of a similar system. He carries a 10-15' length of one inch tubular webbing in his lifejacket pocket. One end of the webbing has a loop with a carabiner attached. If he needs to tow a boat, he clips the carabiner to the boat and paddles with the knotless length of webbing in one hand. If he has to let go, the webbing slides easily out of his grip. If you try this, do not wrap the webbing around your hand or wrist, because you want to be able to release it easily. Paddling while dragging a boat one handed is another skill that needs to be practiced, but it can be done. It is harder to do in cold weather because gloves reduce sensitivity, and pogies get in the way. This option is perhaps the least risky because you are not attached to the swamped boat in any way.

### CONCLUSION

Rescuing a swamped boat in whitewater is really all about waiting for your moment. You might not be able to do a whole lot, but just a little bit at the right moment is often enough. Rather than getting scrambled running a rapid with a swamped boat, eddy out, let it go through, then finish the rapid and get the boat in the pool below. There is no obligation to save anyone's equipment. We just like to help out. There is a time to let it go. If the whitewater is too hard, or there is not enough backup, or you are too tired or cold or not skilled enough, then it is up to you to admit it and save yourself. A lost boat or paddle is not the end of the world. Equipment is replaceable. Paddlers can hike out. The boat that we lost that day on the Hood River was pinned on a rock in the rapid above the Tucker Bridge when we got there. We were all borderline hypothermic, and grateful to have made the takeout. We stood in the snow staring at the boat and realized that we'd have to get in the water to get it out. No good. We went into the pie shop and thawed out by the wood stove instead. When we came back out, the boat



was gone. This felt like a failure to me, because I'd never lost a boat before that day. A month later I learned that it was a win. The paddler's name, address and phone number were inside the boat, and the floatation was well secured. When the boat entered the Columbia, a motorboat sheriff picked it up and called the number, and the paddler got his boat back.

Any time your safety is threatened by chasing after equipment, you can let it go. Someone right around the corner from where you stop might be in a better position to make the save.

**Always take care of yourself first!**

## **ETWC Forum**

Check out the discussions on our forum:

<http://etwcweb.com/discuss/>

## **Roll Practice 8:30pm Friday Nights, Oak Ridge Civic Center Pool**

<u>DATE</u>	<u>NAME</u>
2/13/2015	Rick Zingg
2/20/2015	Donna Price
2/27/2015	Ian Anderson
3/6/2015	Donna Price
3/13/2015	Kayla Hutchison
3/20/2015	No roll practice.
3/27/2015	Rick Zingg
4/3/2015	No roll practice.
4/10/2015	NEED VOLUNTEER!
4/17/2015	NEED VOLUNTEER!
4/24/2015	Kary Scarborough

## **Trip Reports!**

Spring is nearing and we want to tell everyone about our winter trips. Send trip reports to Bill, including videos if you have them!

Please send reports to Yours Truly at [bill.lewis865@gmail.com](mailto:bill.lewis865@gmail.com).

And, Thank You **Teresa Gryder** for all of your articles on safety along with all of my other contributors. Thanks so much!

## **PROGRAMS**

We are always looking for interesting programs for our meetings. If you have a program or an idea please contact Donna Price at 865-406-1058.

**EAST TENNESSEE WHITEWATER CLUB  
MEMBERSHIP & RENEWAL FORM**

Dues: \$15.00 Yearly Family Membership (*January 1 renewal date*)  
Send to: East Tennessee Whitewater Club, P.O. Box 5774, Oak Ridge, TN 37831-5774

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_, \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (H) \_\_\_\_\_ (W) \_\_\_\_\_ Email \_\_\_\_\_

I would like to receive my newsletter by email. (circle) Yes No

Membership Status? (circle) New Renewal

What boats do you paddle? (circle) Kayak C-1 C-2 Solo Canoe Tandem Canoe

What is your paddling ability? (circle) Beginner Intermediate Advanced Expert  
Class I-II Class III Class IV Class V

**RELEASE AND WAIVER OF LIABILITY**

I, \_\_\_\_\_, desiring to join my fellow paddlers in the East Tennessee Whitewater Club (ETWC), do hereby declare that I fully understand and accept the following facts of life on the river:

1. Canoeing, kayaking, or rafting, particularly on whitewater rivers, exposes the participants to various safety hazards, including but not limited to, water hazards (boulders, undercut rocks, trees, strainers, water formations such as water falls, holes, keepers, hydraulics, and other obstacles), swimming in turbulent water, using paddling equipment, accidents or illness in remote places without medical facilities, and travel in a vehicle not driven by me.
2. No one but I am responsible for my safety when I choose to paddle a particular river or a particular rapid.
3. I further understand that I have no legal duty to assist others, nor does anyone else have a legal duty to render such assistance to me. I certify that I am in good physical condition, that I can swim, and that I have no physical defects or injuries that would prevent me from participating in this activity. I fully understand and agree that, when I participate in canoeing, kayaking, or rafting, there is always the possibility of unknown, uncontrollable dangers and accidental or other physical injury and death. I know I can be killed, and I willingly assume the risks referred to in Paragraph 1 and elsewhere in this release.

Therefore, in consideration for granting me the right to join and participate in ETWC activities, and intending to be legally bound, I hereby release, waive and discharge my right to sue ETWC, its trip coordinators, instructors, leaders, officers, directors, representatives, agents, employees, and affiliates, and also any landowner or governmental unit which may allow ETWC to use its property, for any and all loss or damage on account of injury to my person or property or on account of my death, which may occur during, in preparation for, or in transit to or from an ETWC activity.

I further understand that ETWC carries no insurance for the protection of participants in whitewater activities, and any insurance coverage existing with respect to ETWC shall not alter the terms of this waiver nor impose any liability on ETWC.

This waiver applies only to acts or omissions of ordinary negligence and to any deliberate act intended to promote my safety or well being.

This waiver is signed by me in the interest of permitting ETWC to exist and to serve the paddling community, and to enable me and my fellow paddlers to feel free to donate their services to improving the sport and to help in training those less skilled in the sport without fear of liability.

I HAVE CAREFULLY READ THIS RELEASE AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND I SIGN IT OF MY OWN FREE WILL.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**(Parent or guardian if participant is under 18 years of age)**