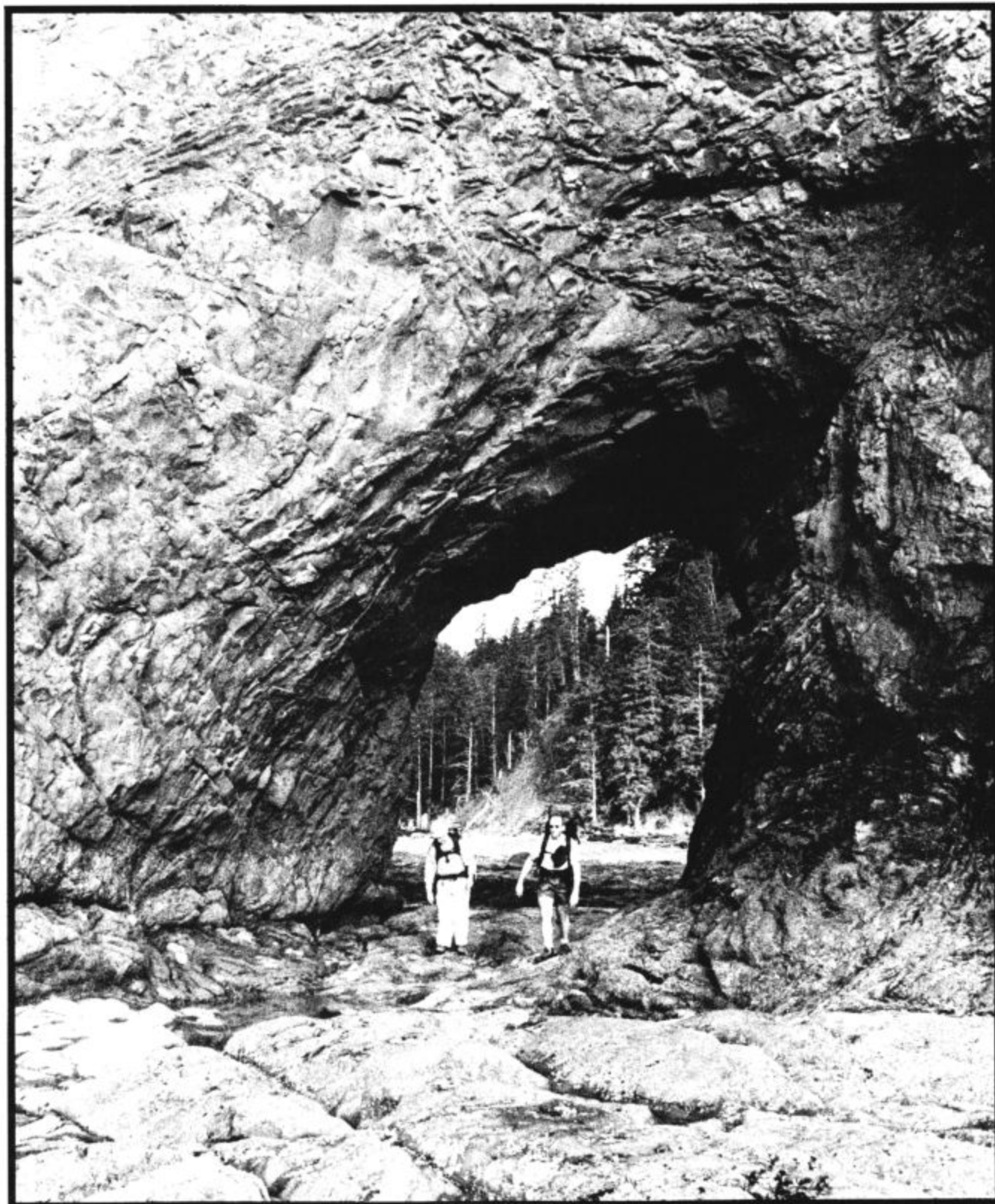


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RANDOM VIEW—



Ptarmigan in summer plumage.

Ken Hopping

COVER PHOTO:

At low tide, Phil Glass and Lee McKee walk through Hole in the Wall north of Rialto Beach. Olympic National Park, Washington. Photo by Ann Marshall.

HOW TO BE A PACK & PADDLE CONTRIBUTOR:

Send us your stories, reports, and photographs. *Pack & Paddle* is written by its readers and we welcome your ideas, input, and material. Submissions are considered contributions—if payment is requested it will be a modest amount. We take great care in handling your work, but we cannot guarantee against damage to or loss of materials. Please don't be offended if we can't use your stories or photos.

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LETTERS to the EDITOR

This is an open forum and does not necessarily express the opinions of the publishers

FLAPJACK CABIN

Sure did enjoy the article about the ski cabin at Flapjack Lakes (*February, page 16*).

I first went in to the Flapjacks in 1947. At that time the cabin was alive and well. It was locked, so all we could do was admire it from the outside.

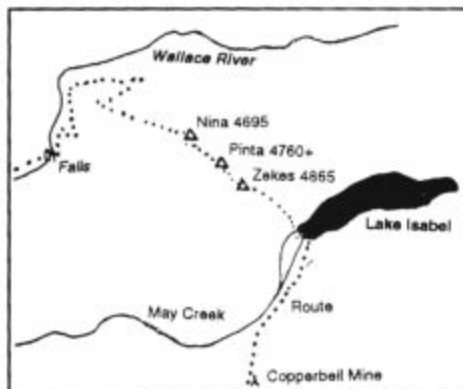
In later years when it was in the process of falling apart, we camped in its remains to get out of the wet stuff.

I've been in to the Flapjacks many times (21, I think), and I can see why it's so popular with backpackers.

Elmer Parolini
Las Vegas, Nevada

CARTOGRAPHIC CORRECTION

Just for the record, the orientation of "The Peaks of Lake Isabel" (*March, page 28*) is actually a little more like this:



John Roper
Bellevue, Washington

SET THE RECORD STRAIGHT

As subscribers, we feel the need to make a correction to an item in the March "Panorama" department (*page 29*).

The item was titled "Roslyn Resort" and stated that Plum Creek wants to build a resort on 7600 acres they own near Roslyn. This is the second time that such a statement has been made in *Pack & Paddle*.

To set the record straight it should be said that Plum Creek does not know how they want to use this property. Since Plum Creek is not a developer, the property would have to be sold for a resort to be built.

The question of the future of this and other forest land in Kittitas County

came up when the county began to comply with the Growth Management Act. The forest land has to be designated as either significant long term commercial timber land or not. Based on the GMA criteria, Plum Creek did not feel that the property should be classified as commercial timber property. Because of the controversy generated over this piece of property, the designation has been delayed for approximately two years to determine by study the best use of this land. A resort is just one of many possible uses.

John and Gail Grasso
Cle Elum, Washington

Thanks for the explanation. It always helps to have additional information.—AM.

RAMPANT BEARANOIA

I would love to have grizzlies back roaming our wilderness areas. I realize there would be an added danger in visiting those areas but wilderness should not be manipulated in any way to suit distorted "safe-and-sane" versions of it.

I know people who won't go hiking because they loathe the thought of hunkering with spiders. I, for one, would not miss a single eight-legged creature if there was a way to control *their* habitat. If they want to go to Canada, more power to them.

But wilderness is supposed to be wild. Nothing in it should be monitored, artificially populated, encouraged, discouraged, manipulated, shot at, petted, or be man-made. ...

To reintroduce the grizzly for the sake of having grizzlies in those areas would serve no more of a purpose than plopping one down in the middle of Westlake Mall.

If the bear is being reintroduced only as a crop for sportsmen then I agree that any attempt to repopulate the region is grossly misdirected and should be scrapped.

I see rampant "bearanoia" among the very people I brush packs with on the trail. I used to think they, of all people, would know better than to shut doors on an opportunity that could pay off in a more complete, truer version of wilderness than we have ever known in our lifetime.

Wilderness is a complex environ-

mental system that successfully operates only when all the cogs of the gears are meshing. Lose one of those teeth and the balance is drastically shifted. Lose most of the teeth and you have places such as Everett.

If the grizzly's place in the local wilderness-designated zone can be proven to be a cog that will reverse the current trend of today's wilderness editing, then by all means repair the damage. ...

Reintroduce the grizzly if there is a need by wilderness. Let the grizzly quietly come back if there is a want by the grizzlies. Or scare the grizzlies back into Canada if the reasons are solely man's wishes.

Tim Abel
Everett, Washington

GRAZING DAMAGE

This past summer was one in which a glorious wildflower display was in the making at Bird Creek Meadows. Until the middle of August we were encouraged by the absence of cattle in the meadows.

But right at the peak of the flower season, in came the cattle! They spread in groups of 4 or 5 all over the area: up most of the stream courses, right on up to timberline; all around the Trail of Flowers and the picnic area; on the Round-the-Mountain trail, trashing out a delicate frog pond; on the Island Springs trail, ruining the trail, ruining the only spring high on "The Island," and creating baryard conditions in the Hell Roaring valley bottom near Bench Lake.

I have photos of cow pies lying in and contaminating the beautiful clear streams on the upper meadows, flowers such as the Lewis monkeyflowers eaten and trampled by the heavy animals. We have clearly identified the cattle by their brands as belonging to owners near Goldendale.

We've spoken on the telephone with some of the cattlemen, and they are concerned, but always do too little too late. ... While the Yakima Nation has specific rules against grazing in the area, enforcement is non-existent; no penalties to the violators.

Darryl Lloyd
Glenwood, Washington

BACKCOUNTRY NEWS





REPORTS AND CONDITIONS

INTRODUCTION

See "How to be a *Pack & Paddle* contributor" on page 3. All readers are encouraged to contribute to *Backcountry News*. Information that is particularly helpful includes: distance & elevation gain, condition of trail or route, hazards such as tidal currents, rockfall, avalanche danger, washouts, bees' nests, etc., and pleasant or fun things you encountered.

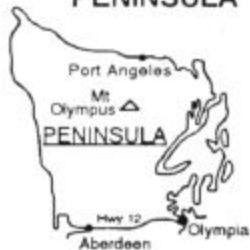
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-  —Canoeing, kayaking and water trips.
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PENINSULA



WAGONWHEEL LAKE TRAIL

(*Olympic Natl Park; USGS Mt Skokomish*)—After the Sunday paper and the drive to the Staircase Ranger Station, I started up—and I do mean *up*—at 11am. At the trailhead sign, someone has taken a permanent marker and changed the trail description from “one of the steepest trails in the Olympics” to “the steepest trail in the Olympics.”

Hit the snow level at approximately 1500 feet just shortly past the prospector's hole. By 2000 feet was post-holing over the top of my boots, so stopped and put on gaiters and snowshoes. Lots of deer tracks and saw a squirrel at about 3000 feet gathering pine cones.

At about 3200 feet the trail became indistinct and I estimated the snow to

be only three feet in some areas. Continued up the ridge to the level area just before the lake and just to the right of the cliffs leading to the Copper Mountain approach from the lake.

It had taken me nearly four hours up and the wind was blowing, the snow falling, the fog was moving in and there was nearly a whiteout. Temperature had dropped to below freezing, so common sense said to forget the summit of Copper Mountain and head on down.

Time down about an hour and a half and there is now a good snowshoe trail at least as far as the lake. At the ranger station two deer were feeding in the front yard and a large herd of elk was feeding at the Park entrance road along the river bottom.—James V. Latteri, Lakebay, 2/27.



GREEN MOUNTAIN

(*DNR; USGS Wildcat Lake*)—A 6-mile loop hike encompassing Green Mountain and its environs is beautifully described by Harvey Manning and Penny Manning in *Footsore 4*. Sadly, the Department of Natural Resources has been forced to place a locked gate where the “True Green Mountain Road” leaves the highway (Tahuya Lake/Gold Creek Road) due to vandalism. You could still hike the loop by parking at the highway and walking up the road to the trail.

However, at least one other option exists. A short way farther south on the highway find a generous parking area at the crossing of Gold Creek. From here you can follow a trails-only route

to the top of Green Mountain with a gain of 1100 feet and a round-trip distance of about 4.6 miles.

Two trails leave the parking lot and soon converge to travel east above Gold Creek. At about 0.5-mile is a junction; the right branch drops to a level road along Gold Creek, a very pleasant winter walk (or bike ride) in itself. Take the left branch instead, and follow a rocky trench of a trail that climbs gradually toward the summit.

At about 1.8 miles a microwave cable passes over the trail; ascend the bank and find an overgrown path that follows the cable toward the top, rejoining the main trail just before the summit picnic area. This bushwhacking path is more fun than the trail itself.

Just past the picnic area is the old lookout summit, 1689 feet, a rocky knoll with good views but marred by an ugly chain-link fence protecting gawkers from a cliffy drop on its eastern side.

A few hundred feet south along a gated road clamber around a fence protecting the microwave tower and find the true summit, 1700 feet, with more good views.

By the way, an old path leaves the eastern side of the main trail about 0.8-mile from the car. This is partly overgrown, but is much better walking than the rocky main route. We followed it several hundred yards, passing a grove of trees marked with numbered signs (probably for studying growth); this path probably climbs to the true summit. Next time we'll take it all the way and see.—Mick Campbell, Puyallup, 2/19.

BACKCOUNTRY NEWS DEADLINE: April 19

Submit your trail reports by this date for the next issue. (Deadline for other departments is earlier, check with us for details.)



Mystery Hiker

Mr. Maphead at Saddle Lake, below Three Fingers; Boulder River Wilderness.

SAND POINT (*Olympic Natl Park; USGS Ozette*)—This was another one of John's Troop 70 outings and no weather forecast has ever stopped John from carrying out his outdoor ambitions (it almost has never stopped me either).

By the time we reached the coast and the Sand Point/Cape Alava trailhead, it was raining in earnest. What else can you expect from a forecast with a 100% chance of rain?? The infamous boardwalk was no worse than usual—there were the usual pratfalls and skids that this boardwalk is famous for. We reached the end of the boardwalk (finally!), and looked about for a good campsite. Only one campsite was taken—there was almost nobody at the beach.

It was extremely windy along with the rain so we camped near the end of the boardwalk where we were somewhat protected from the wind. The only problem with our campsite is that we were quite a ways from water. But it turned out not to be a problem. It was raining so hard that the run-off from the tarp provided us with more than enough water for our cooking needs.

The boys spent some time on the beach and some time in their tent—I walked down the beach toward Cape Alava but the tide was high and I didn't get very far. Building a fire seemed just about impossible, even for Troop 70, so we abandoned that idea, packed our food into the tents (so far it is the only thing that works to keep the raccoons and the food separate) and settled down for the long, long night.

John had attached a vestibule to the tent so we could stash our gear inside.

I slept restlessly—perhaps due to the mouse that skittered across my face several times during the night or perhaps the relentless tattoo of the rain on the tarp. Or perhaps it was the headache that came on from lying in too long.

In the morning we were awakened by the pleasant sound of boys cursing as they discovered the havoc the raccoons had wreaked upon their packs (and our packs too even though we had stashed our food inside).

We stepped out to investigate the damage—nothing real serious, a torn pack cover, left-over candy bars and cough drops carried off by the nocturnal thugs. But enough of our gear was strewn about that camp was disorganized, especially as it was still raining very hard. Nothing to do but have a quick breakfast, pack up and head out.

By the time we reached the cars I realized I had caught a bug—I was definitely ill. I was too sick to enjoy our traditional stop at the Dairy Queen in Port Angeles. Yet despite the mice, the rain, and the virus I stored up enough visual images of the Coast's moody beauty to make it worthwhile.

Well, it's always worthwhile.—Karen Sykes, Seattle, 2/12-13.

BLAKE ISLAND (*State Park; NOAA chart 18449*)—Lee and I met Roger Johnston and Bert and Diana Cripe for a pleasant paddle from Manchester over to the west end of Blake Island, where the new Cascadia

Marine Trail campsite will be located. The Blake Island ranger met us there and discussed placement of picnic tables and firings with us. She will put up the official marine trail campsite sign.

Roger, who had another campsite to visit on Bainbridge Island, paddled back to Manchester, but Bert and Diana joined Lee and me for a paddle completely around Blake Island and over to the north end of Colvos Passage. The weather was good and the wind was mild.—Ann Marshall, 3/12.

DUNGENESS SPIT (*National Wildlife Refuge; USGS Dungeness*)—The sun came out Saturday morning as we headed to Dungeness Spit. It was a beautiful day as we could see the Olympics covered in snow.

We made it from the parking lot out to the lighthouse in 2 hours and ate lunch. The lighthouse is now boarded up and closed because of lack of funds.

A storm was approaching, so we picked up the pace on the way back. It started to rain once we got to the parking lot! We saw a few seals, and a red-tail hawk along the way.—Dan Cleghorn, Bremerton, 3/19.

HURRICANE RIDGE—Snow depth at Heart o' the Hills (1500 feet) is about 4 or 5 inches. The total at the top of the ridge is 108 inches after several storms came through recently.

The road is closed during the week, but should be open weekends. Call the Visitor Center to make sure: 206-452-0330.—Ranger, 3/22.

DUCKABUSH TRAIL—Storms have done some damage here. At 2.6 miles, a slide has washed out 500 feet of trail.

At 5.8 miles the river has washed out 200 feet of trail; you may have to cross the river twice.

There are many trees down and washouts along the entire length of the trail. Repairs and maintenance will take place in the summer.—Dave Craig, District Ranger, 3/22.

STAIRCASE—Staircase Campground is open for use, but the campground road is temporarily closed due to snow and downed trees.

The Staircase Rapids Loop trail is no longer a loop. The bridge 1 mile up was hit by a log and is unsafe.

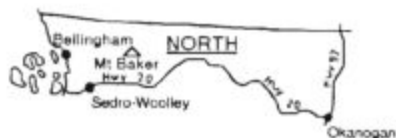
At Flapjack Lakes, snow is 3 to 4 feet deep.—Ranger, 3/8.

WILDERNESS BEACHES—Winter storms have rearranged campsites at the forest edge. Mosquito Creek shelter has collapsed. Sand ladder at North Taylor Point is gone.—Ranger.

BACKCOUNTRY NEWS

REPORTS AND CONDITIONS

NORTH



“WHIM PEAK” (Baker-Snoqualmie Natl Forest; USGS Gee Point)—This 4800 foot summit, located in the “Gee Whiz Range,” is an excellent one day ascent. It is easily approached by road, offers three short route possibilities, and has a panoramic view of numerous peaks including Baker, Shuksan, Eldorado, and Glacier Peak.

From the South Skagit Highway, Larry Lazzari and I drove the Finney Creek road to the junction with road 1720 (10.5 miles). We parked the car about ½-mile from the intersection of roads 1720 and 1722, the normal parking spot in winter.

We hiked road 1722 which heads east about 2½ miles, then switchbacks to the west for another 1½ miles. The road passes beneath the south side of the peak, at 4200 feet. We climbed directly up the slope, 600 feet of 35-40 degree snow, to just below the west ridge. A short, class 3 section of mossy rock reaches the ridge crest. The summit is a short scramble from here.

Our view of “Gee Peak” (5000 feet) from the southeast is of an impressive, tooth-like summit. To the south is Finney Peak (5083 feet); both of these peaks are rarely climbed. The time up was 3½ hours. On the descent, we cut the switchbacks on the road; saving about a mile of hiking.—Dallas Kloke, Anacortes, 3/6.

MOUNT BAKER DISTRICT—206-856-5700. Trails and roads under

snow. Highway 20 closed at Milepost 134.—Ranger, 3/18.

OKANOGAN NATL FOREST—Signs of spring are slowly approaching the Okanogan Country as daytime temperatures stretch into the low 50s. South slopes are mostly bare of snow; patches of snow on north slopes are receding.

A few buttercups have been sighted along the Columbia River on south slopes. Grasses are greening and pussy willow buds are showing along creek bottoms. At higher elevations, though, plenty of snow remains for snow tourists. Flocks of robins, blackbirds and flycatchers are now in residence in the lower elevations. Swallows have been seen along the Okanogan River, but have not yet moved out to their nesting sites on local farms and ranches. A few meadowlarks are warbling.

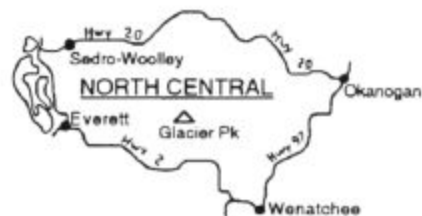
Bird watchers are anxiously awaiting the appearance of mountain bluebirds—no reports yet of sightings.

Most ski trails are holding up and should for a while longer. When the North Cascades highway opens in April, the meadows at Washington Pass will be accessible for those skiers who really want to extend the season.

Snowplows have opened up the highway as far as Varden Creek/Silver Star, where the road is gated. Skiers can now reach the unplowed portions of the highway and down into Cedar Creek.

Snow depth varies, with only 2 feet at Cutthroat, but 16 feet near Washington Pass. Additional snow and avalanches could delay the opening of Highway 20. Check your local news source for opening date.—Ranger, 3/9.

NORTH CENTRAL



PERRY CREEK ROAD (Baker-Snoqualmie Natl Forest; USGS Silverton)—New snow in the mountains. We put our cross-country skis on the roof of the car and drove up the Mountain Loop Highway from Granite Falls.

County plows came by as we parked alongside the road just past the Big Four Picnic Area. Because I was not paying attention to details on the map, we took the Perry Creek road instead of the Coal Creek road. We were on the wrong side of Perry Creek and the road was too short: only 1 mile to the end.

The going was hard work as our skis cut at least a foot into the snow. The mile seemed like at least 2 miles. We took a spur road on the way out and sat in the sun for lunch.

GREEN TRAILS TOPOGRAPHIC MAPS



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BACKCOUNTRY NEWS

REPORTS AND CONDITIONS

Near the car we met someone else who had made the same mistake. Caroline and I were getting over illnesses and it was clouding up so we called it a day.—Linda Rostad, Bothell, 2/24.

MILK CREEK (*Glacier Peak Wilderness; USGS Lime Mtn*)—Another Troop 70 adventure. We drove to the end of the Suiattle River Road and parked in scraps of melting snow near the trailhead. It was a warm and sunny weekend and it looked like we might avoid having to camp in the snow.

Only one other vehicle parked at the trailhead—a lone backpacker and his dog who arrived about the time we did. He told us that a bridge was out farther along the Milk Creek trail at about 5 or 6 miles but we were only headed to the clearing at about 3 miles.

We started out by hiking on the Suiattle River trail for about a mile to the junction for Milk Creek. The Milk Creek trail then crosses the river on an excellent bridge (still smelling of creosote). Once we were across the bridge things began to get interesting.

This was a first outing for a couple of

the boys. They looked very small beneath their huge backpacks and I marveled at their enthusiasm.

We soon came to a washout and a stream crossing that almost everyone had trouble with. Derek fell in and got his feet soaked. Once we made it across the creek we had to negotiate our way over and under and around various blowdowns.

This was challenging for anyone, let alone new Scouts on their first overnight. The beauty of the forest helped to make up for some of these negotiations—we hiked through old growth forest which was rich in Douglas fir, hemlock, cedar and more yew trees than I have ever seen anywhere. We saw one yew that was colossal—John figured it had to be at least 500 years old to have reached its circumference. The forest is heavily carpeted and draped with mosses, almost like a rain forest. Best of all we were still hiking on bare ground—no snow.

Our objective was the clearing at 2400 feet. We were pretty sure we'd be able to recognize a clearing but just at the end of the switchbacks we hit snow, serious snow, postholing, four-letter-

ALWAYS CARRY THE TEN ESSENTIALS

1. extra food
2. extra clothing
3. map
4. compass
5. knife
6. matches
7. fire starter
8. first aid kit
9. sun protection
10. flashlight

word snow. I kept such thoughts to myself but I wasn't happy about camping on snow. This time of year I am ready for sun and flowers, impatient for spring and warm weather. I am weary of winter and tired of snow.

Some of the boys were beginning to tire. We were following the footprints of the backpacker and his dog but the trail would have been easy to follow in any case—the snow was just deep



Mount Baker.

BACKCOUNTRY NEWS

REPORTS AND CONDITIONS

enough to make traveling over it pure misery. We finally reached what appeared to be a clearing with a waterfall in the distance. We looked for places to camp and found suitable spots under the trees.

After we set up camp, I wanted to explore farther. I had two delicious hours before I had to worry about returning to camp for dinner so I continued down the trail. The trail re-entered the forest and about 1/2-mile later broke out into another clearing with a waterfall that was much easier to reach than the distant waterfall we could see from camp. This was obviously the clearing the guidebook was talking about!

I left the trail and hiked to the base of the waterfall. A nice side trip. This is a very pretty valley but in the summer will be full of devil's club and salmonberry. The trail left the clearing and after a short way through the forest came to a stream.

I crossed on a small log and was shortly frustrated by another stream which I could not have forded without getting wet. I could see tracks where the other hiker and his dog had gone on. I longed to follow but it was almost turn around time so I headed back to camp.

The next morning we woke to partial sun and comfortable temperatures. We took our time with breakfast and breaking camp—there was no reason to hurry. Our descent back to the cars went much quicker than the ascent—the new boys were getting the hang of this stuff rather nicely though almost all of them said they didn't like the snow or the devil's club.

We stopped at the Suiattle Indian cemetery on the way out (we had also stopped on the way in). We discovered the cemetery on an earlier visit and noticed that many of the Indians buried there had lived to a ripe old age—many of them over 100; one had lived to be 105.

John got the boys to thinking about what some of the reasons might have been for such longevity—and we developed some theories about diet and exercise. Today, the Suiattle tribe is very small. There are many things we could have learned from them and now most of them are gone.

The outing ended as these outings always do—a stop at the nearest Dairy Queen. We had to drive almost all the way to Lynnwood before we found one. —Karen Sykes, Seattle, 3/12-13.

DARRINGTON DISTRICT—206-436-1155. Conditions change rapidly this time of year.

Boulder River trail is snowfree (one inch of snow doesn't count). This trail

begins at 1000 feet and gains 400 feet in 4 miles (one-way). Although the path is sometimes muddy, it is a good winter hike. When snowmelt starts, the waterfalls are spectacular.

Lake 22 trail is snow-covered but remains popular year-round. The trail begins at 1000 feet and ends in 2.7 miles at 2500 feet at the lake.

Old Sauk trail is snowfree and flat, a nice river walk. **Beaver Lake** trail has snow patches and is muddy; 3 miles one-way. **White Chuck Bench** trail has snow patches; 6.5 miles one-way with modest ups and downs, some logs over trail.

Call Ranger Station for latest **Mountain Loop Highway** information. **Deer Creek road** is snow-covered; parking is available along highway. **Mallardy road** is snow-covered. **Suiattle River road** has snow patches.—Ranger, 3/11.

UPPER WHITECHUCK CROSSING, PCT—A tree which fell across the bridge last summer caused several breaks in the trusses. A broken support truss on the downstream side of the bridge and the shattering of several handrail sections has created a hazardous situation. No other crossing is available at the site and no funding is available for repairs.—Ranger, 3/11.

CHELAN DISTRICT—509-682-2576. The snow is gone in the lower elevations and is melting rapidly in the higher country.—Ranger, 3/15.

STEHEKIN—The *Lady Express* began daily operation 3/15. Call the Lake Chelan Boat Company for fares and schedule: 509-682-2224.

ENTIAT DISTRICT—509-784-1511. The snow is slowly melting in the lower elevations and on south facing slopes. The first robins have been observed here at the ranger station this past week, and we received an unconfirmed report of buttercups in bloom near the Steliko Ridge road.

The Entiat Valley will soon be a mass of gloriously blooming fruit trees in the orchards along the river, and it won't be long until the hillsides are green and covered with wildflowers.—Ranger, 3/15.

LAKE WENATCHEE DISTRICT—509-763-3103. The snow remaining around Lake Wenatchee is soft and heavy and getting scarce. Cross-country trails are no longer being groomed. Snowtours may run into bare spots.—Ranger, 3/15.

CENTRAL



FOSS RIVER ROAD (*Baker-Snoqualmie Natl Forest; USGS Skykomish*)—Two to three feet of fluffy new snow and coming down like there's no tomorrow! Wunnerful.

Friend skied. I took dogs and dogsled and snowshoes. We all had a great workout and lots of fun.—Gail Roberts, Snohomish, 2/26.



LUNDIN PEAK (*Alpine Lks Wilderness; USGS Snoqualmie Pass*)—Mark DesVoigne, Dan Petchnick and I decided to do Lundin on a day that turned out to be sunny and warm. Spring seemed to be here. We left the snowshoes at home although on the way out we could have used them.

The "trail" into Commonwealth Basin was fairly consolidated to the foot of the broad snow slope which leads to the saddle southeast of the summit. The 1500-foot slope is 30 to 35 degrees and a definite avalanche hazard if snow conditions are not stable.

Above the saddle, we climbed a slabby rock pitch. Since it was wet, we took care over this short pitch which leads to

PCT GUIDEBOOK

for Washington, published in 1977 but still useful. Researched by locals over several years; includes little known campsites and water sources. Out of print, last copies: \$5 each.

High Trails
19019 44 Avenue W
Lynnwood WA 98036.

MORNING HILL NEWS

Naturalist essays, land-conscious living, delicious healthy recipes. Published bi-monthly; \$9/year. Checks payable to Jennifer Stein Barker:

Morning Hill News
Izee Route
Canyon City OR 97820.



Mark Owen

Looking east to Granite Mountain from West Granite; Dave Knudson on ridge.

the final snow ridge to the summit.

The ascent took 3¼ hours. On the descent we rappelled the rock section. There are at least two permanent anchors on this short ridge.—Dallas Kloke, Anacortes, 3/13.



KENDALL RIDGE (private land; USGS Snoqualmie Pass)

—Only a few cars at the trailhead, plus a State Parks truck checking Sno-Park permits. Not much snow, considering the storms we've had, and the track was rain-soaked and slick.

About half-way up the low clouds prevented much of a view, and by the time we reached the top of the ridge, we were in thick fog. I didn't go all the way out to the end, but Lee did.

Staying in control on the way down was tricky in the thick crud.—Ann Marshall, 3/20.

SKYKOMISH DISTRICT—206-677-2414. Foss River road is plowed up to the trestle, then snow-covered. Snowmobilers use the first mile of road to reach the Tonga Ridge road, then the rest of the Foss is open to cross-country skiers and snowshoers.—Ranger, 3/15.

SNOQUALMIE PASS INFORMATION CENTER—The Center will be closed for the next two months. It will resume operation by Memorial Day weekend.—Ranger, 3/18.

ENCHANTMENTS—Permit applications are available by calling the ranger station. Processing began 3/1. After 3/

15, walk-in applications are taken. Self-issuing day-hike-only passes are available at those trailheads requiring permits (also at the ranger station).

Maximum group size in permit areas is 8 people, and you are limited to one reservation per area per permit season (6/15 to 10/15). For information, call the Leavenworth Ranger Station, 509-548-4067.—Ranger, 3/15.

CLE ELUM DISTRICT—509-674-4411. Through the winter the road to Salmon la Sac was plowed only to French Cabin Creek, but recently the snowplow has opened it all the way into Salmon la Sac. Several inches of new snow has fallen in the last couple of days, but the road to Salmon la Sac will probably remain open for the season.

Road construction will resume on the road as soon as weather allows. Expect delays and rough roads.—Ranger, 3/23.

SOUTH CENTRAL



MOON WALL—The Moon Wall hike described on pages 100-102 of the book *Hiking the Moun-*

tains to Sound Greenway, by Harvey Manning, should not be attempted; consider it closed until further notice.

Because of an error in the maps and information in the Department of Natural Resources files, the route as described sends hikers across private property.

The author and DNR personnel are conferring on possible alternative approach routes that would direct hikers away from private property and entirely onto public lands.

Until such a route can be determined, you are requested to avoid this hike and to obey private-property signs in this area to reduce impact on the affected property owners.—from the office of The Mountaineers Books, 3/11.



YAKIMA RIM (L.T. Murray Wildlife Recreation Area;

USGS Selah, Pomona)—We decided to check out the Selah trailhead and found the directions in *55 Hikes in Central Washington* confusing—probably because Buffalo Road has changed (see *P&P*, June 1993, page 11).

The quads show Buffalo Road running through section 18, just below the northern section line. About half-way along this section we came to a Y. Not only did we not know which fork we wanted, but also both were posted as private.

Then we noticed, just behind us, a very sharp jog north to a very rutted powerline road. We followed it .6-mile to the east end of section 18, and were able to rejoin the original Buffalo Road.

It was a nice day and we had an enjoyable hike up the trail a few miles. While the views were pleasant, CAT assured me that it is quite spectacular in flower season. This trip we saw only a few lomatium and a couple of yellow bells.—TG, Skyway, 4/8.

WHITE RIVER DISTRICT—A no-shooting zone has been proposed again for the Greenwater River corridor. The main problems are unsafe shooting practices, littering, and shooting across rivers and creeks into an area where walkers might be.

Forest Service personnel are considering a year-round, quarter-mile ban along either side of the Greenwater, and hope to have it in effect by Memorial Day weekend.—Ranger, 2/28.

NACHES DISTRICT—509-653-2205. A sure sign of spring is the appearance of ticks. Information on how to remove ticks that have become attached and an informative video are available upon request at the Ranger Station.—Ranger, 3/15.

BACKCOUNTRY NEWS

REPORTS AND CONDITIONS

SOUTH

TRACT D—Tract D, which includes Mirror, Bird and Bench Lakes and Bird Creek Meadows, is closed until 7/1.

The Yakama Nation requests that climbers not climb Adams from the Reservation side until Tract D is open.

SAINT HELENS—The Climbers' Register is located outside Jack's Restaurant on Highway 503, 23 miles east of Woodland. The register is accessible 24 hours a day.

Climbing permits are required 5/15 to 11/1. Call Monument Headquarters for information: 206-750-3900.—Ranger, 3/3.

WIND RIVER DISTRICT—509-427-5645. A foot and a half of fresh snow fell at Oldman Pass recently, bringing the total back up to 2 feet.

The Dog Mountain trail is snow-free, except maybe for a dusting on top. It's pretty cold and early for flowers yet.—Ranger, 3/23.

SOUTHEAST



POT HOLES (Columbia Wildlife Refuge; USGS Soda Lk)

As is our spring custom, Chris and I headed east to soak up the spring sun. We had not been to the Pot Holes for five years. Hiking here is, for the most part, easy, but quite beautiful what with the wildflowers, lovely lakes and grand formations.

It takes a good 3½ hours from Seattle, so hiking two or more days is best. As for camping, you can stay in the Pot Holes State Park for a fee, or in the area known as Seep Lakes you can camp for free in several designated

spots, most of which are right alongside a lake.

The Mountaineers' book *55 Hikes in Central Washington* can be a starting point but little else. All you really need is a 15-minute USGS map (the 7½-minute maps are overkill here).

Real trails are scarce but boot-beaten paths abound. I should mention that it is also helpful to have the pamphlet-map "Columbia National Wildlife Refuge" which can be obtained from the Refuge Manager at:

Columbia WR
44 South 8th Ave (PO Drawer F)
Othello WA 99344

or phone 509-488-2668. The map covers a lot more than just the official Columbia Wildlife Refuge.

On Saturday, we headed south from a designated parking area south of Soda Lake and did a loop on boot-beaten paths, jeep roads (although no vehicles are allowed past the official parking areas) and just plain cross-country.

We passed a number of lakes including Migraine (how's that for a name!), Gadwell, Lemna, Upper and Lower Hampton, Widgeon, Long, Cattail, Pil-



Pic-Tour's latest color map #18, Heart of the Alpine Lakes Wilderness' "West-Side Enchantments," 9 color pages, 33 color photos; not all that easy as

shown by Robert M. Kinzebach's sketch map August 1962.

Color map #18 covers from Chikamin Peak to Necklace Valley to Big Snow Mountain to Mount Daniel, more lakes and peaks than anywhere else.

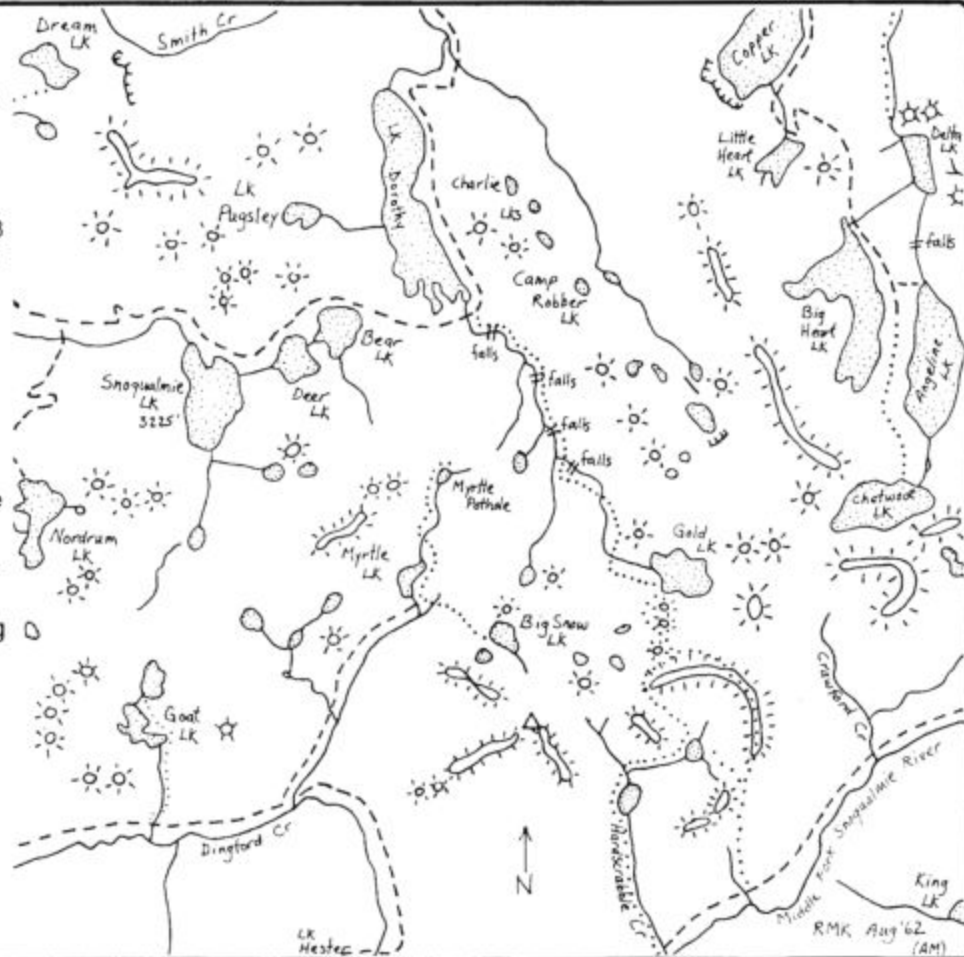
Trip Dorothy Lake to Gold Lake shows four falls to detour. The normal route to Gold Lake (Middle Fork Snoqualmie River/Hardscrabble Creek) on a way-trail was so accurate that my lost hat was stepped on when returning. Later two of us went in and out to Gold Lake from Little Myrtle Lake.

Price \$15.00 + \$1.50 WSST/handling —mail order only.

Pic-Tour Guide Maps
29118 23rd Avenue South
Federal Way WA 98003
(206-839-2564)

Note: Freedom to search for solitude is most people's incentive for touring the high country. Do not further restrict the Alpine Lakes Wilderness, or at all.

RMK, Pic-Tour, 3/94



BACKCOUNTRY NEWS

REPORTS AND CONDITIONS



Jane Habegger

The Columbia River and Wind Mountain behind Bill Lynch on the Dog Mountain trail, Columbia Gorge.

lar and Elbow. To my surprise, the USGS map shows Elbow Lake as Pillar Lake. If memory serves, the entire hike was inside the boundaries of the Wildlife Refuge.

Sunday we hiked in the Seep Lakes region which borders the Wildlife Refuge and is under the jurisdiction of the Department of Wildlife. We particularly enjoyed this outing which started at Canal Lake (where we had camped) and passed several lakes: Heart, Windmill, North Windmill, North North Windmill (I did a double take on that name), June, and Virgin.

Although we highly recommend this particular area, we stress that it is just one of many. Over the years we have

hiked in the Pot Holes on eight occasions and have never repeated ourselves.

If rattlesnakes are not your cup of tea (certainly not ours), then go early. When it warms up significantly in April the snakes represent a hazard you may wish to avoid.

On a positive note in closing, the lakes draw a lot of fishermen. In fact we saw one fellow land a trout of about 4 pounds.—CAT, Bellevue, 3/12-13.

OREGON

CRATER LAKE—The North Entrance Road, Rim Drive and the road to

the Pinnacles are closed. Highway 62 and the road to the rim from 62 are open. "Open" roads are nonetheless covered with snow and ice; be prepared to use traction devices.

Snow at the rim measures 81", with 10" new and more forecast.

Overnight trips require a free permit which can be obtained at the Rim Visitor Center, 9:30am to 4:30pm. The issuing ranger will want to know your general itinerary, equipment, and level of experience.

A cross-country ski trip around the lake requires a minimum of two nights and three days. Camps must be set up 1 mile from the road. There are no groomed trails.

For more information, write: Crater Lake Natl Park, PO Box 7, Crater Lake OR 97604.—Ranger, 3/22.

COLUMBIA GORGE—503-386-2333. Several trails have downed trees and mud slides. Crews will not begin maintenance until mid-April. Snow remains in higher elevations, with more expected.

Ticks are out in some of the warmer spots.—Ranger, 3/22.

IDAHO

PAYETTE NATL FOREST—There are 22 inches of snow in McCall. The snow is good spring corn at low elevations; higher up, there's still powder from last week's storm.—Ranger, 3/14.

SAWTOOTH NRA—"Like an army defeated, the snow hath retreated, and now doth fare ill on top the bare hill."—Elsie Adkins.

The latest snowfall has been shrinking rapidly, but there is still enough in

BULLETIN BOARD

Notices on this Bulletin Board are free to subscribers and may be "posted" for up to three months. You may list your used equipment for sale, post lost-and-found announcements, locate partners for trips, or other non-commercial items. Please let the office know if your items are sold before the three months' time. Commercial advertisers are welcome to contact the Pack & Paddle office for ad rates.

INTERESTED IN HIGH LAKE FISHING? Washington State Hi-Lakers meets third Wednesday of each month at Mercerview Community Center, 7:30pm. For information, all George Bucher, 206-821-5752 (Kirkland).

OSAT—A clean and sober climbing and mountaineering club. 206-236-9674.

SKI RACK—For 10 pairs of skis. Specially designed Barrecrefter for full size vans. \$95. Nancy South, 206-483-5037 (Lynnwood).

CABIN—Secluded seaside housekeeping cabin on Orcas Island available for weekly rental May-October. Hiking, fishing, beachcombing, wildlife viewing. Rustic, comfortable accommodations. Sleeps eight, reasonable rent. Contact 14338 Wallingford Ave N, Seattle WA 98133.

CANOE—Old Town Solo, green with wood seat. Two paddles and life jacket. Barely used. \$350. 206-923-9567 (Olympia).

GEAR—Bibler I tent and vestibule, two doors, little use. Paid \$740, now only \$490. VE-25, North Face, \$175. Kayak paddle, 8-foot graphite Werner Camano, \$245. Bicycle, 58cm Colnago Super, with Campy Nuovo Record, \$550.

Call Keith, 206-747-8698 (Issaquah) evenings before 10pm.

SKI RACK—Thule ski rack for sale. For vehicle with gutters. Locking version holds four pairs plus 3 more pairs without lock, plus kayak attachment. \$90. 206-462-6089 (Bellevue).

SKIS—200cm telemark skis with bindings. \$95. Nancy South, 206-483-5037 (Lynnwood).

BACKCOUNTRY NEWS

REPORTS AND CONDITIONS

the mountains. We usually have two springs up here: the calendar spring, and then *our* spring. But it really is beginning to feel and look like early springtime, and it will be if this wonderful weather continues.

Call 208-622-8027 for updated avalanche and snow conditions 24 hours.

Galena Summit has 46" of snow and North Fork is measuring 22". Ketchum has 20" and Baldy is 40" above 9000 feet. Stanley reports 24". The depths vary because of the wind.

The groomed trails are in good condition, even though the lower section of the Boulder Mountain trail and North Fork trail are getting a bit worse for use. But if the trail passes we keep selling and the traffic in the parking lot is any indication, that isn't deterring many skiers.

People keep asking me if we shovel the hiking trails. The answer is no. But anyone interested in doing some walking and hiking just has to go south over Timmerman to lower elevations. Many of the roads and trails are beginning to open up.

Canada geese and sandhill cranes have started their migration. Owls are calling. Bears are starting to cruise, looking for food.—Roma Nelson, Sawtooth NRA, 3/14.

CANADA

WEST COAST TRAIL—I got through to the reservation desk on the eighth call. The reservation fee is \$25 per person. Port Renfrew is the more popular start point. (The Sierra Club guide starts from Port Renfrew.)

To order the guidebook, send US\$12 (covers book plus handling and shipping) to:

Sierra Club
314-620 View Street
Victoria BC V8W 1J6
Canada.

I started with a letter to the Park before Christmas and got the book at the end of February—the sixth passing of mail across the border. Park very slow.—Ramona Hamerly, Anacortes, 3/1.

Here's some additional information for folks planning to do the West Coast Trail. This year there are three reservation phone lines:

- Vancouver—663-6000
- The rest of Canada and the US—800-663-6000
- Outside Canada and the US—604-387-1642.

Group size is limited to ten people. Each day 52 people are allowed to

start the trek, half from Bamfield and half from Port Renfrew.

Twelve of those spaces are left open for non-reservation-holders (6 from Bamfield; 6 from Port Renfrew). Although there is no fee for space-available hikers, you may have a wait of a few days before a slot is open.

According to Park personnel, 27 operators were on duty for the first day of phone reservations (March 1) and they logged 900 reservations. Things are not as hectic now, but still expect a busy signal a couple of times before you get through.

*For general information, write:
Pacific Rim National Park
Box 280
Ucluelet BC V0R 3A0
Canada
or phone: 604-726-7721.—AM*

WHISTLER—To reach the Spearheads using the Blackcomb Mountain ski lifts, Darren Quist reports that single use lift tickets for Blackcomb can be purchased for \$15 each. The trip organizer should contact Linda Clare, Administrative Assistant, at 604-687-1032x7343, 48 hours prior to the trip. At the time of informing Linda about trip plans, she will direct you to where you can obtain tickets once at Whistler



Pack & Paddle Photo Event

Sharing photos of backcountry trips is always a pleasant pastime. This year *Pack & Paddle* readers have a great opportunity to do so in our first Photo Event. Here's the details:

THEME: Backcountry travel—any outdoor scene relating to hiking, backpacking, climbing, skiing, snowshoeing, canoeing or kayaking.

CATEGORIES: Initially all photos will be grouped together. Subsequent breakdown into specific categories may be done depending on the types of photos received.

FORMAT: Any color slide, color print or black-and-white print is acceptable.

RECOGNITION: A portfolio of photos will be selected and published in a fall issue of *Pack & Paddle*. Also, several photos which best typify the theme will be chosen to receive \$25 gift certificates at a local outdoor store.

ENTRIES: Include your name, address, and scene description for each photo. If you want us to return your entry, please include a self-addressed envelope with correct return postage.

Send entries to Pack & Paddle Photo Event, PO Box 1063, Port Orchard WA 98366.

DEADLINE: To let you take advantage of trips this summer, entries can be submitted anytime until August 31, 1994. Call if you have questions: 206-871-1862.

HANDLING: While *Pack & Paddle* will handle all submissions with care, we are not responsible for loss or damage.

BACKCOUNTRY NEWS

REPORTS AND CONDITIONS

on the morning of the trip.—BC Mountaineering Club Newsletter, 3/94.

POWDERCAP-CALLAGHAN TRAVERSE—High pressure systems seemed to be a rarity this season, so when the weather cleared at the end of January, I was keen to make use of the break for a longer ski trip. We deposited John's Subaru 6km up the Callaghan Lake road, then headed up Brandywine Creek. Once over the pass at the head of Brandywine Creek, we traversed north onto the glacier spilling off the Powder Mountain icecap. From camp on the glacier saddle at the head of Shovelnose Creek, we were treated to a crisp, star-studded night on the icefield.

Sunday we were up early, skiing up the glacier toward the lowering line of morning sunlight. Camp two was set up beside the frozen lake at 1677m, southeast of Ring Mountain.

Day three began with a flawless, moonlit morning. We skinned up the crusty south-facing bowl and gained the Mount Callaghan icefield through a 2160m notch in the west ridge. Shirley and I climbed Peak 2378 north of the saddle for a fabulous view across the Pemberton Icefield, then we all summited on Callaghan.

Early afternoon saw us skiing down to the headwall on the glacier northeast of Mount Callaghan, where we were greeted by a very disturbing scene: hundreds of hectares of glacier, ridges, bowls, glades, all totally trashed by snowmobile tracks! Straightways, doughnuts, arcs, steep shots, banked turns—a giant "infernal combustion" playground of the industrial recreationists! Way to the north, the snowmobile freeway invaded the wilderness of the Pemberton Icefield. Start writing letters, my friends, or we will soon lose the solitude and pristine snow we have enjoyed!

The trip ended on a less-than-perfect note as we followed icy snowmobile tracks down the little valley northeast of Callaghan Lake, where oil-soaked snow would later melt into the water of a mountain stream.

After a long coast down the Callaghan Lake road, we reached the car at twilight, just over 50km from our start at Brandywine a few days before. We felt very fortunate to have enjoyed the majority of the route in a pristine condition unmarked by snowmobiles. A recent Whistler *Question* article referred to the Pemberton Icefield as "the second largest snowmobile terrain in North America." Scary stuff!—excerpted from a report by Randy Stoltmann, in the BC Mountaineering Club Newsletter, 1/29-31.

ELSEWHERE

NEW ZEALAND—We brought some freeze-dried eggs with us and they wouldn't let us bring them in. The other freeze-dried food was okay.

The first hike we did was a day-hike to Avalanche Peak on 2/10. This is on the South Island in Arthur's Pass National Park northwest of Christchurch. We did a loop by going in on the Avalanche Peak track and taking Scotts track back down. They both start on Highway 73 in the little town of Arthur's Pass, elevation 2400 feet.

The Avalanche Peak track starts right behind the Department of Conservation Information Center. The first thing we found out is that "track" does not mean "trail" as we know it. What we call trails are sometimes known here as "benched tracks."

Avalanche track was what I would call a "route." It just went straight up the mountain with no switchbacks. It was, however, well marked. In the bush they nail red markers on the trees. Above the bush line they pound steel poles into the ground.

In their guide pamphlets they use time rather than distance from point to point. It was a nice sunny, warm day. We saw maybe 20 people on the trail but most were from a hiking club in Christchurch. There were some great views, especially of Mount Rolleston (7462 feet).

We eventually made it to the top (6012 feet). The highlight of the trip was seeing the keas. These are parrots that live in the mountains here. They came right up next to us while we were eating lunch and posed for a couple of pictures. We did not feed them because this is frowned on. Keas are said to be very intelligent, inquisitive birds and have been known to damage boots, camping gear and even cars in some instances. They have very sharp beaks.

After lunch we hiked down Scotts track back to the town of Arthur's Pass.

Our second hike was also in Arthur's Pass National Park. On 2/11 we stored our extra gear at the youth hostel and went to the Department of Conservation to fill out an Intention Card.

Anyone going into the backcountry is requested to fill out the card with information about destination and date of return. Apparently they check these cards every day and if someone is overdue they organize a search party. You have to be sure to remember to cancel your Intention Card when you return to avoid an unneces-

sary search.

We hitched a ride from Arthur's Pass to Greynes Shelter about 5km east of Arthur's Pass. We chose a hike that went up the Edwards River to Edwards Hut. We started at Greynes Shelter (600 meters). In order to get to the Edwards River we had to ford the Bealy River.

We have little experience with fording, but the river was low so we did fine. We took our boots off and wore our Teva sandals. Later on we found out the local people just wade right through with their boots on and let them dry as they walk.

This hike I would also classify as a "route" and not too well-marked in places. At some strategic points they did have large rock cairns, however. The first part of the hike follows up the river red of the Edwards River to where we had to ford the east branch. There was a large cairn here that marks the beginning of what the route pamphlet called "a good bush walk with a couple of steeper sections."

They were definitely steep, and involved rock scrambling in several spots. One spot had permanent cables installed for assistance.

To be honest it was a little more than we bargained for. We left the road about noon and about 7pm we finally made it to the bush line where we could see the hut. We got to the hut about 7:40, very tired.

The hut is located in a very beautiful valley at about 1000 meters. There was only one other person at the hut the first night. On Saturday, 2/12, we day-hiked up the valley a ways. That night two New Zealanders showed up so we had five people at the hut. This was a category 2 hut, with a warming stove, bunks and mattresses and costs \$NZ8 per night. On Sunday, 2/13, we hiked back out. We had beautiful weather the whole time and it was interesting and scenic.

Right now we are on our next-to-last day on the Kepler track in Fiordland, staying at the Moturau Hut on Lake Manapouri, a beautiful spot. Will try to write about the Kepler later.—Craig and Ann Mecklenburg, Bremerton, 2/10-13.

CALIFORNIA—Many areas in the California backcountry are under a quota and/or fee entry system. Reservations for Yosemite National Park are taken only from 2/1 to 5/31.

Contact the ranger station of the area you're going to as soon as you start to make your plans. Knowing what the requirements are makes your trip a lot smoother.

SB

HEY BEAR!!!

—HIKING IN WATERTON/GLACIER INTERNATIONAL PEACE PARK, MONTANA—

You hear it at the trailhead for group photo shots. You hear it on the trail: "HEY BEAR!"

It's Montana's call, especially when going through brush, around blind corners and over ridges. The human voice is louder than bells, as Gary and I found when we visited Waterton/Glacier International Park on a hiking trip last summer.

In the middle of August huckleberries are ripening and the black and grizzly bears come down from the high country. Several of the trails we had intended on hiking were now closed due to grizzly activity. We learned that being very flexible with your plans is a must when hiking here.

Gary and I encountered one grizzly on the trail. We had seen him come down the hillside to the trail, crest the ridge, lift his head and sniff the air, then walk away. If he was aware of our presence we will never know. When he was out of sight we turned around and headed back to the car, QUICKLY. This trail was closed later that day.

During the week we were in Glacier, we saw a total of four grizzlies, some right next to the road.

We've encountered many black bears (a few too close for comfort, but that's another story), but the grizzly took our breath away, not only for its size but also for the power that we could sense.

The previous week two hikers had been mauled, thus increasing awareness of the seriousness of bear encounters. We had learned how to protect ourselves in case of bear attacks—avert your eyes, slowly back up, if charged assume the fetal position covering your head and neck with your arms, stay quiet.

The Rangers had advised talking a lot while on the trail so not to startle a bear. We found constant chatter difficult to do. Whistling, we were told, might sound like an injured marmot and was not recommended. Calling "Hey bear!" filled in any silent gaps.

Hiking in a group of four or more, within Park regulations, and staying close together is also advised.

Hiking in Glacier requires special consideration. All overnight backcountry camping is under a free controlled permit system. You can obtain a permit up to 24 hours in advance at the main Ranger Stations located at the Park entrances.

An 8-minute video is *required* watching. It explains all sorts of information about hiking in the region. We received a bear safety and backcountry pamphlet with our computerized permit.

The permit shows your itinerary, mileage, and elevation gained each day. A 6-night maximum stay is allowed. If

your trip takes you into the Waterton (Alberta) side of the Park you will need another permit.

All sites, except the Nyack/Coal Creek Wilderness Camping Zone (which is a whole other set of less stringent rules and regulations), have areas set aside for cooking and eating, hanging food, and tenting.

The Going to the Sun road is now limited to vehicle size—basically no motorhomes or campers—so small buses operate through the main sections, making it easy to hike through the Park and get a ride back to your car. Be sure to make arrangements prior to leaving.

For the next several years the Granite Park and Sperry Chalets are closed until the water and septic systems can be reconstructed. These wooden and stone buildings are located in the backcountry with spectacular views of the Park. They are operated by concessionaires, and reservations are required to stay overnight and have meals there.

We thought the book *Trail Guide to Glacier National Park*, by Erik Molvar, was one of the best hiking books about the trails. It is published by Falcon Press, PO Box 1718, Helena MT 59624.

More information can be obtained by writing:

Park Superintendent
Glacier National Park
West Glacier MT 59936
or calling 406-888-5441.

We have been there several times to cross country ski and, of course, in wintertime the bears are sleeping.

Although hiking requires more forethought and you never know what will happen, what trail will be closed, what conditions you will encounter, or what you will meet, it is a remarkable place and hopefully we will return again.

Hey bear!

△

SB, a member of the Peninsula Wilderness Club, lives in Silverdale.



We saw one grizzly on the trail, and when he was out of sight we quickly returned to the car.

LEE MCKEE

In Search of a Kayak

—SOME TIPS FOR FINDING THE BOAT THAT'S RIGHT FOR YOU—

The wave came head on. The bow of the kayak rose over the top, spray deflected along both sides. Now the wave turned and came at the beam. The kayak rolled ... then stabilized, and returned upright. This was getting to be a tough day on the showroom floor as I tried to imagine the response the kayak I was looking at would have in various sea conditions.

Undaunted, my attention shifted to the hatches. What was the closure like? How well would it seal? How would it hold up?

So went the search for a "perfect" kayak. Ann and I were customers trying to learn enough to feel confident in making the right purchase for us.

Although we have a background of years of lake canoeing, with some salt-water and slow river day trips, we were far from experts in kayak design or handling. There were lots of things to consider, as we found out.

IS A KAYAK FOR US?

First, did we really want to make the investment? Depending on make and



The beach full of kayaks at Port Townsend's Sea Kayak Symposium in September is an excellent place to do comparison shopping.

model, sea kayaks can be quite expensive. What swayed us was the feeling that kayaks are more suited for saltwater travel than an open canoe.

Founded or not, we feel more comfortable crossing to Blake Island in a kayak than we did in the several crossings we made in a canoe.

Drawbacks exist, though. Packing a kayak for overnight travel is not as easy as a canoe. Instead of lashing a couple of packs in the center of a canoe, your gear must be broken into smaller bundles to fit into tight bow and stern spaces.

Freedom of movement is also restricted. In a canoe it is easy to change body and leg positions, but in a kayak you are limited to sitting with your legs mostly in one position.

YES—SO NOW WHAT?

After we made it past the first question in the affirmative, our next major hurdle was to choose between a single or double.

We found that a single provides greater freedom for an individual paddler—you're "captain of your own ship," so to speak. Singles are highly maneuverable. And with a single you're always set to go; you don't need to look for someone to fill the other cockpit.

Doubles, on the other hand, are good when two people are of different strengths or abilities—there's never the question of waiting for the other person to catch up.

Doubles provide the flexibility for one person to take pictures, nap, or read the chart while the other controls the craft. Doubles work if you and your partner are a good paddling team and if you share common kayaking goals.

The answer is a very individual one. My partner and I are a good canoe team, we don't mind switching fore and aft positions, and we've experienced conditions where differences in strength and endurance have been clearly evi-

dent in our ability to go forward. For us, a double was the logical choice.

The last general question to answer was: What do we plan to do with it? Day trips with an occasional overnighter? Day trips with an occasional week long trip? Expeditions? The answer to this question starts to narrow the field of selections.

Although we have a long way to go from an experience and ability standpoint, our answer was "expedition." This meant being concerned with load carrying and storage capacity. It also meant considering hull speed and paddling ease since an expedition means many long days of paddling.

So our answer led us to a choice that is "more kayak" than we need for now but provides a path for future dreams.

WHICH ONE?

Now the tough part—which one? Puget Sound and lower British Columbia are home to a number of manufacturers who generally have their own showrooms. Also, a number of outdoor shops carry a variety of local and out of the area designs.

Armed with a list of stores and recommendations from friends, we became shoppers. Over a period of many months we visited and revisited the showrooms in our quest.

We discovered there were four other major considerations before the big one. The first two were tied together: what did we want the bulkheads to be constructed of, and what sort of design did we want for the hatch closures? Compromise begins here. The model that has everything else you like may not have the compartment closure you want.

We found two trains of thought on kayaks with bulkheads. Basically, one design uses rigid fiberglass which provides strength and watertightness. The other design uses a closed cell foam or ABS material sealed with caulking. This less rigid design allows for flexing

of the hull while the caulking provides necessary watertightness.

Likewise, there were two basic designs for hatch closures. One uses a neoprene cover stretched over the hatch with a fiberglass cover on top to protect it. The other uses a fiberglass hatch with a gasket seal.

Besides the method of sealing, designs differed in how the hatch was held in place—this ranged from straps with buckles, to snaps, to knots. Differences also extend to the size and shape of openings—large/small and round/square. Think about how you're going to load gear through the hatch as you're shopping.

I was particularly sensitive to hatches. On a day trip in a double several years ago out of Ketchikan I was in the bow of a double heading into large wind-generated waves. We had several miles to travel.

Complicating matters, as we later learned, was that most likely the bow hatch was not sealing well. As a result, the water over the bow leaked into the forward compartment and made us bow heavy, further deteriorating how we took the waves. For several hours that day waves washed into my lap and spray hit my face.

So what's the right choice? You have to look for yourself. Make sure the hatch design provides positive sealing and provides for water runoff so that water does not build up around the sealing area.

The third consideration involved the rudder and rudder controls. The models we looked at all had rudders with generally the same design, but different methods of connecting the rudder to the foot controls.

Basically, one design uses rope which runs over the top of the hull and into the cockpit. The other design uses steel cable, generally run through the channel connecting the top and bottom pieces of the kayak.

Again you will hear pros and cons. Rope is easy to replace if it breaks. Steel cable is stronger but more difficult to replace. Also, if the cable design is such that it penetrates the aft watertight compartment on its way to the aft cockpit, that penetration could leak if not well sealed.

It's up to you, the customer, to hear the explanations, evaluate what you see, and make a choice. That's what makes life interesting—we all have our



Peter Kauput, designer of Easy Rider canoes and kayaks.

Lee McKee

own ideas of what is best.

The last major area is hull material and construction. Material comes in fiberglass and kevlar. Construction varies in how the top and bottom hull pieces are laid up and how they are joined. Weight, durability, and cost are affected. So is ease of repair. Construction, as with the other subjective areas, comes down to listening what the representative has to say, then evaluating and making your own conclusions.

Now the big one—hull design. Be ready for terms like rocker, tracking, flare, initial and final stability, shallow V, rounded V, and windage. Being an owner of two canoes with different hull designs, I knew that hull shape can drastically affect how the craft will respond. The hull design for winning a cross-Sound race is not the best one for sitting in whitecaps taking pictures. My experience in Alaska also made me consider how wet the ride would be for the bow person. The considerations come down to:

1. What the hull cross-section looks like. This will affect how stable the kayak feels when you sit flat in it and how the stability changes as the kayak tips on its side. That's where the terms "initial stability" and "final stability" come from. I learned not to let the initial uneasiness of a "tippy" boat throw me off. Of the doubles we tried, the width ranged from 27" to 30". After getting

over the initial adjustment to a "tippy" 27-inch beam, we found we really liked how the narrower boat felt.

2. How flat the keel is along the waterline length from bow to stern. That's where the term "rocker" comes in. The more rocker, the more readily the boat will turn. Remember the water line will change as you load the kayak for a trip.

3. The basic symmetry of the design fore to aft as you look down on it. Terms like Swede-form, fish-form, and symmetrical are used by some to describe kayak shapes. This is important because how the hull at waterline changes from bow to stern affects performance.

4. How the bow design will affect entry into waves—will it ride over or cut through? Watch how different designs look in the water and how they enter the waves. The design that is drier may also be slower because of how the bow enters the wave, or might be more prone to wind effects.

Trade-offs—you won't get away from that term when you hunt for the "perfect" kayak.



John Abbenhouse, designer of Northwest Kayaks.

courtesy Northwest Kayaks

5. How peaked the deck is can also affect dryness. Water that ends up on the deck during rough conditions will either roll off the sides or end up in your lap. Since you're probably not going to be testing a boat in such conditions, use your imagination and information from the representative to conclude what will happen in such conditions.

6. How much of the hull is above water. This will effect performance in wind. The more surface wind has to act on, the more pronounced the result. A lower profile to reduce wind effect, though, could mean less storage room and a wetter ride.

GO TRY IT OUT

All of these considerations are taken into account when a designer builds a kayak. There is no one perfect design—it is a compromise of what fits best together for what the builder is trying to achieve. You, the customer, need to decide what parameters you would like and then see how each of the various designs meet those needs.

The specifications for a particular kayak can usually be found in the manufacturer's brochures. But knowing what the design was intended to do and how, in fact, the design works can be different.

You can make some guesses as I did on the showroom floor, but the best way is actually to try the kayak in the water. You have a number of ways to do this. Some manufacturers are willing to meet you at a local put-in so you can test their boat.

You can also rent various makes and models from places such as Northwest Outdoor Center or Pacific Water Sports. Mariner Kayaks, in Seattle, is located on Lake Union for convenient boat testing. Eddyline Kayaks, in Burlington, has a pond for paddling right outside their front door. In addition, NWOC has an annual open house with free boat tryouts and PWS, in conjunction with others, sponsors a Seattle Paddlefest Weekend with free boat tryouts.

Another alternative is the Sea Kayak Symposium held in Port Townsend in September. You have to pay a fee to participate in the Symposium, but there is a reduced amount for just trying the boats. We liked the Symposium because there was a whole beach full of kayaks to look at and try.

Take them out in the water, roll them from side to side, paddle with and without the rudder, feel how fast they will turn, watch others as they try out the same one and see how it looks on the water. At one point we paced another couple in a double we had just tried, trading thoughts on how the make we were in compared with the one they were in.

You will get out of the Symposium what you put into it. In our case, our goal was to get answers to questions that could be found only by trying out the boats. This meant not being bashful about asking to take a boat out for a demo (some displayers were more helpful in this regard than others). It also meant being prepared to spend hours



Lee Moyer (and assistant), designer of Pacific Water Sports kayaks.

going back and forth trying models out.

We really worked at it, but from our standpoint we needed to make the effort because of the investment we were making. It really helped having our own lifejackets to use, and, as we found out, having our own paddles would have made things even better.

As you paddle, consider how you feel in the cockpit. A spacious cockpit may be nice for changing leg positions, but remember you may paddle in conditions where you want contact between your knees and the hull for control.

Once you have narrowed your selection you should try the kayak out in conditions as rough as you can safely find. Since this is not always possible, steep boat wakes can mimic head seas and following seas. Also wave action off bulkheads like Gasworks Park in Lake Union, the floating bridges in Lake Washington, and the Montlake Cut can demonstrate handling in cross-chop conditions.

COMPARISON SHOPPING

Other things to note as you do comparison shopping are: how well built do the rudder controls and foot braces look, what sort of deck rigging does the kayak come with, how comfortable does the seat feel (some are even removable for use on shore), is there enough room in both cockpits to fit you comfortably if you are considering a double and plan to trade off positions with your partner, what other little features are there that

could sway you to one make over another?

On one model we found lowering and raising the rudder to be a real hassle. If you find yourself struggling with something on the showroom floor or in a controlled demo, it will only be worse under backcountry conditions.

A final consideration is cost. The ultimate choice will come down to a compromise in the make and model that best fits what you want and what you can afford. At Symposium time, manufacturers generally have sale prices on some models. You also may find good deals on models which have been tested over the two-day period.

In addition, the fall brings lots of sales of rental equipment from local stores. So, if you can't find what you want at the price you want to pay during the year, wait until Symposium time and you may find the deal for you.

THOSE TRICKY DETAILS

Even with all my effort at trying to think of everything before we purchased a kayak, two things we failed to consider could have been disastrous.

The first is that you need a way to transport and store what you just bought. In the case of a double, that means hauling a craft probably somewhat over 20 feet long on a car roof rack. In our case it also meant working with recommendations from the manufacturer as to how far apart the roof



Matt Broze, co-designer with his brother Cam of Mariner Kayaks.

Lee McKee

Lee McKee

racks should be to properly support the kayak.

Visions of having to buy a new vehicle just to transport the new kayak flashed before my eyes before we figured out a solution. Easy Rider, in Tukwila, features a take-a-part design on some of their models which is something to consider if you're concerned about transport or storage.

The other consideration is how to get the kayak on top of your vehicle. We didn't think about this because years of easily loading a 16-foot, 70-pound canoe had left me complacent. An additional 5 or 6 feet in length and 30 pounds in weight make quite a difference, as we found out. With practice and developing a technique, loading is now easier.

SOURCES

If you've made it through this article, you may realize that sea kayak shopping can be quite involved. Several sources of information we found useful during our search were: the annual buyer's guide issue of *Canoe & Kayak* magazine which lists all the specifications and prices of various models; reviews of particular models and discus-



Tom Derrer, designer of Eddyline Kayaks.

sions of design in back issues of both *Canoe & Kayak* and *Sea Kayaker* magazines; discussions of design in *The Coastal Kayaker's Manual* by Randel Washburne, *The Essential Sea Kayaker* by David Seidman and *Sea Kayaking* by John Dowd; and seminars on design at the Sea Kayak Symposium

in Port Townsend.

In addition, when visiting a showroom or at the Symposium we sometimes found ourselves talking to the person who actually did the designing. Asking what the goal was for a particular model helped us gain more insight than what we could pick up from the brochures on the model.

So what did we end up with? The best compromise for our particular situation.

For you, think through what needs you are trying to satisfy, prowl the showroom floors, ask questions, and try various makes and models. There are lots of good designs to choose from and lots of opinions to evaluate in the search for your "perfect" kayak.

Lee McKee is Pack & Paddle's business manager.

Here's a list

of some of the things Lee Moyer of Pacific Water Sports suggests looking at when evaluating a kayak:

Stability: How stable do you feel sitting on calm water; how far can you lean before tipping over; how supportive is the boat hull when bracing?

Tracking: How is the tracking (does the kayak veer much with each stroke); how easy is it to turn with and without the rudder; how effective is the rudder system; what is the effect of lean and load on tracking?

Hull Speed/Efficiency: How smooth is the boat through the water (how much glide is there after you stop paddling); how does load change handling characteristics?

Dryness: How dry is the ride in bow on and beam wind/waves; do deck hardware and hatches create splash?

Wind/Wave Handling: How easy is it to paddle straight; how easy is it

to make course changes in wind and waves; does the wind catch the bow/stern/rudder?

Construction: What is the quality of the seams between the top and bottom pieces; do fasteners through the deck interfere with loading or paddling—are they blunt so they won't damage you or equipment; does the hull/deck have adequate stiffness; what's the quality of the overall finish?

Bulkheads: Are they secure and watertight; is there interference with foot braces?

Coaming: Does the lip hold the sprayskirt securely; is a standard or a special sprayskirt required?

Footbrace System: Is it secure; is it adjustable from inside the boat; how easy is the adjustment?

Hatches: How easy is it to load things through the hatches; how watertight are the hatches?

Comfort: How easy is entry/exit from the cockpit; is there sufficient foot room (think about what you'll have on your feet when paddling); how is the seat comfort and back support; how is the clearance for paddling; is there thigh support for bracing?

Packing: What is the overall storage capacity; how easy is it to store things; what size items can be stored?

Deck Accessories: What are they and how effective and easy to use are they?

Rescue: How easy would it be to empty water from the boat; how easy is re-entry into the boat?

LISA BLISS DARLING

LIGHTENING THE LOAD

—HOW TO MAKE LONG DISTANCE BACKPACKING EASIER AND MORE COMFORTABLE—

Even the most fanatic hiker has to admit that backpacking doesn't rank for ease and comfort up there with lying on your couch reading the latest issue of *Pack & Paddle*.

But backpacking for a week or more intensifies the strain: the chances for blisters, rain and equipment failures increase. The weight from extra food starts to feel like a black bear is hitching a ride on your shoulders.

When the other backpacking fanatic in my office returned from her trip (Manning Park to Rainy Pass on the Pacific Crest Trail), I asked her how it went.

"It was great," she said, "but it did rain a couple of days."

"Attitude is everything," I said wisely.

"Attitude," she said, "and equipment."

My friend was right. I loved backpacking even when I had terrible, cheap equipment that leaked and fell apart before I got back to the car, but ten years of fine-tuning my gear and—yes—my attitude have made me increasingly confident and comfortable on the trail.

Here are some ideas that have worked for me:

Carrying the food

At roughly two pounds of food a day, the weight adds up fast. The lightest foods, like crackers, crush easily.

My solution is to carry most of my food in a rectangular, semi-stiff flight bag on top of my external frame pack where it will feel the lightest. The rings on each side of the flight bag each have an aluminum shower curtain ring snapped on them, which snaps on to the shower curtain rings on the side bars of my pack frame. Besides those side stabilizers, the flight bag is held onto the top of the pack by two straps that feed through the lashing patches on the top flap of my pack, behind the pack frame and over the flight bag. This holds the



Steve Rostad

Experienced backpackers (like Linda Rostad, above) have learned to fine tune equipment—and attitude—to withstand the rigors of long-distance hiking.

bag stable, but makes it easy to get into.

When it's time to bear-bag my food, I just hang the flight bag by its side ring, along with the small pouch I keep on my hipbelt for accessible snacking while I hike.

Carrying the water

The most useful piece of hiking equipment I own is my self-filtering water bottle, because it saves my energy and supplies me with a constant supply of purified water as I hike.

This is how it works: the bottle's lid screws off, with its attached, replace-

able water filter. You scoop up giardia-laden stream water, screw on the top, and then drink purified water through the long tube that projects from the lid. Better yet, carry the bottle in the upper side pocket of your pack and drink water as you hike. The drinking tube snaps onto your pack strap and has a shut-off valve.

These bottles are called The Original Outback Filter Bottle, and are made by Hiker Supply of Washington. I got mine at the Feathered Friends store across from the Seattle REI.

Five favorite trail foods

1) Individually wrapped cheese sticks. They don't have to be cut, don't spoil easily and stay clean.

2) Fritos. Besides the great taste, these are very filling for their light weight, replace the salt I lose to sweat and when crumbled, make a good addition to dried soups and stews.

3) Hard sour candy. These counteract a dry mouth, especially important when water's scarce.

4) Dried pineapple.

5) Turkey polish sausage cut in rings and dried in the oven. These can be eaten as snack food or boiled up with pasta for dinner.

Cooking

On our last long-distance backpacking trip it dawned on me that I could have saved a lot of stove fuel if I had brought three things: a light-weight grill, a tube of Mautz's Fireribbon and a wide strip of aluminum flashing. For a grill, either use the grill you cool your muffins on or the one that comes with a cheap, small barbecue.

Every campsite we stopped at had a fire ring and enough wood lying around for a fire, but since we were in Oregon, it was damp. Mautz's Fireribbon is a napalm-like gel that convinces campfires to get the lead out and burn. (I've also heard that dead devil's club twigs will burn even if wet, but have never wanted to touch any to find out.)

With the grill set into the fire ring, we could have used the fire for warmth and cooking. When I returned home and tried the aluminum flashing, it was the perfect windscreen, light, foldable and tall enough to work with my canister stove. Aluminum flashing can be bought at a hardware store for under two dollars.

Clothing

The best cool weather hiking pants I've found are Army (green) or Air Force (dark blue) pants, bought for two dollars a pair in a thriftstore.

The lightweight ("tropical") ones are a 50/50 polyester-wool blend; somehow they feel cool enough in warm weather and warm enough in cool weather. If rained on, they tend to shed water, dry quickly and keep you warm.

For hot weather, I like Supplex, the new nylon fabric that looks and feels like cotton, but dries fast and weighs less. From my local thrift store I got Supplex sweats with pockets and a jacket that I use as a shirt. For hot weather with no mosquitoes, I prefer Supplex shorts and sleeveless top.

I also carry a square of nylon net large enough to cover me when I sit on the ground cross-legged for a bug-free break.

Feet

Since no boots are waterproof forever, I use Tingley rubbers on mine. (Source: thrift stores or Red Wing shoe stores, or write to: Tingley Rubber Corp., 200 South Avenue, South Plainfield NJ 07080).

They keep the boots mostly dry and have much better tread than mud-choked lug soles. In a deluge, I combine them with gaiters and rain pants, and my boots get only superficially wet.

For Hiking, Not For Jumping

To attach my Thermarest and sleeping bag to the bottom of my pack, I use bungie cords. They hold tightly, and I can poke under them anything I want to get my hands on quickly, like rain gear or a pack cover.

Stability

A hiking stick gives you support in climbing up and down rocky trails, crossing streams and makes a good prop for your pack during breaks.

Pack Pharmaceuticals

I'm not a doctor, pharmacist or an expert on your body. These things have worked for me. You might want to try them.

On bug bites, my husband Dennis has had great success with HUSK, a veterinary salve put out by the Blistex Corporation.

Cider vinegar, applied with a wash cloth (or in the tub at home) will take the sting out of a bad sunburn.

For scratches and scrapes I use anti-bacterial Wash 'N' Dry towelettes followed by antibiotic ointment.

To prevent blisters, I've heard three things suggested: 1) liberally coat your feet with Vaseline; 2) paint your blister points with Tincture of Benzoin (available in Bartell Drugs); and 3) wear multiple pairs of socks.

I haven't tried the Vaseline—just the thought is unpleasant. I do wear multiple pairs of socks and use Tincture of Benzoin (smells terrible), and I always get blisters anyway.

Expectations

Before you leave home, discuss the trip with your hiking partner. Talk about what you each enjoyed the most on past trips, and also what you hated and want to avoid on this trip.

Get your expectations in sync. For example, I like to stop hiking by 4pm to have time to relax and enjoy the rest of the day. My hiking partners aren't going to know this by mental telepathy; I have to tell them.

Spell out your philosophy of hiking: how much togetherness do you want? Are you out there to challenge yourself or just enjoy yourself?

Finally, relish every day of your long-distance backpacking trip for what it is, instead of being irked by what it isn't. Enjoy it!

△

Lisa Bliss Darling, of Seattle, spends her work day hiking the streets of Seattle as a meter reader, and her weekends walking the mountains. She has hiked several long sections of the Pacific Crest Trail.

HARRY R. CARSON

Back to the Top of Mount Hood

—FOR MORE THAN TWENTY YEARS IT HAD BEEN INCONCEIVABLE
THAT I WOULD EVER CLIMB THE MOUNTAIN AGAIN—

The dangerous climb through the Chute was behind us now as Dave Canary and I neared the summit of Mount Hood. Only 50 yards separated me from my goal.

I was about to complete a personal odyssey that had begun 21 years earlier. My heart was racing and my mind was full of conflicting emotions as I took the final steps.

Then I was there, back on top of Oregon's highest peak for the first time since that tragic day so long ago when my father and brother died.

I was a gangly 13-year-old on August 8, 1971, when my father led my mother Joanne, my 12-year-old brother Clint and me up the demanding Cooper Spur route to Mount Hood's summit.

My dad, Harry B. Carson, was a recreation specialist with the US Forest Service. He had recently become an ardent mountain climber and was eager to share the sport with his family. He and Mom had climbed Mount Hood earlier by way of the South Side route, the easiest and safest way to ascend the peak.

Clint and I had also climbed the South Side with our Boy Scout troop that July. Dad came along that time too. Now he wanted to take us up a more challenging route.

We made it safely to the summit that Sunday. As we ate a mid-morning lunch, we basked in the sun and marveled at the view. It was very warm. All of northern Oregon sweltered under a heat wave that, on that day, produced temperatures of 104 degrees in nearby The Dalles and 98 degrees in Portland.

When it came time to descend, Dad made a fatal mistake. He either failed to recognize or discounted the danger posed by the hot weather. The snow was getting soft and treacherous. A descent of the safer South Side route

would have been the wise move to make.

Instead, he led us back down the Cooper Spur route we had just climbed. By 11:45am we had almost safely negotiated the long, steep "Chimney" immediately below the summit when disaster struck.

Dad had been belaying the three of us as we descended. Clint slipped and when I turned toward him I started sliding too, backwards down the steep slope on my stomach. I went into the self-arrest position and was able to stop my slide by digging in hard with my crampons, and ice axe.

Clint failed to arrest his own slide and he knocked Dad off balance. The two of them started falling down the slope. It happened so fast.

With all four of us roped together, Mom and I had no chance. In the blink of an eye we were all tumbling head over heels down the mountain.

I can still remember the horror of the fall in vivid detail, as if it happened two days rather than two decades ago. Totally out of control, I was jerked wildly through the air.

My careening field of vision was a kaleidoscope of blue and white as I alternately glimpsed the sky above me and the onrushing snow-covered slope below. I also caught brief glimpses of black below me that grew rapidly in size with each cartwheel.

I realized that we were heading directly for some huge rocks. Each time my body slammed into the slope after another short, wild flight, I frantically tried to roll one or two spins to my right in a desperate attempt to avoid an enormous rock that was looming in my path. I almost made it.

The fall seemed both to last forever, and, incongruously, to be over in seconds. It was as if we were simultane-

ously in slow motion and hurtling at the speed of light. Nearly one thousand feet in elevation after it began, our fall abruptly ended when our rope hung up on a house-sized rock not far above Eliot Glacier.

My father and brother's path had taken them to the west of the rock. Mom had gone past it to the east. Despite my evasive attempts, I had ended up on top of the rock itself. I have no idea how or why I survived.

My back hurt and blood ran down my face as I lay stunned on the rock's eastern edge. I was totally immobilized, tied up like a rodeo steer by the climbing rope.

The last loose snow from the small avalanche that we had started rattled past me, leaving bare ice on the steep slopes surrounding us.

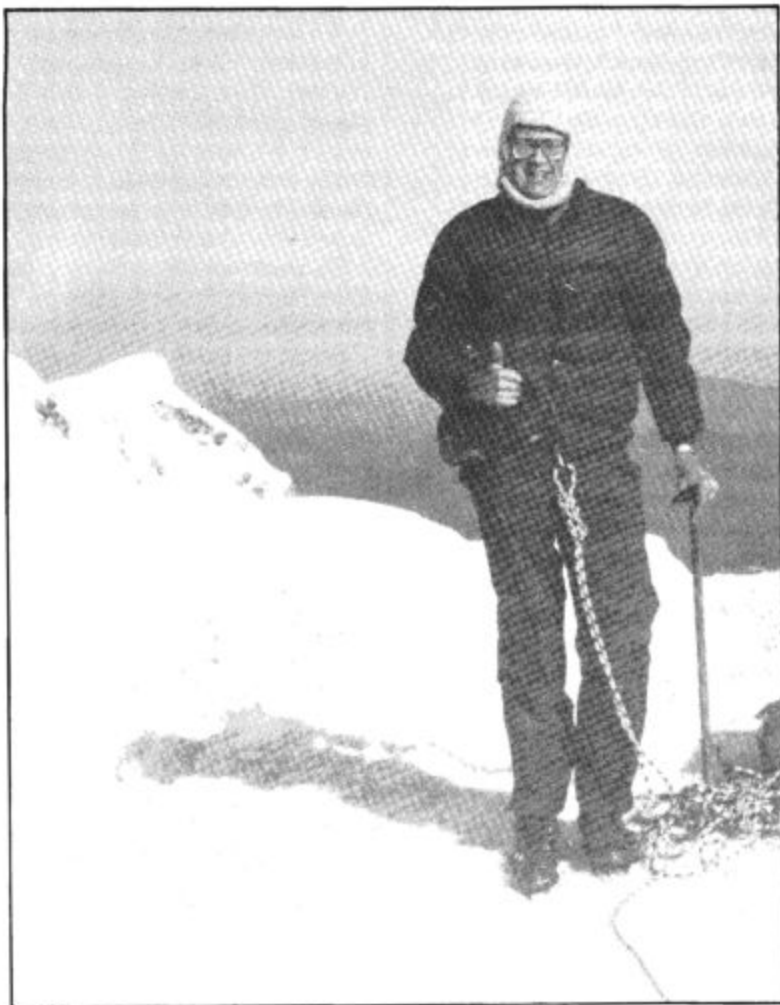
I was unable to see my parents or my brother, but could hear Dad hollering at Clint. Then I heard Mom yell to me that she had a broken ankle. She detached herself from the rope and wedged in among some small rocks at the base of the big rock.

It turned out that she had a broken pelvis that would fully heal and a shattered ankle that would permanently cripple her.

My father yelled at me to come help him with my brother. I untangled myself from the climbing rope and carefully walked across the top of the rock, my crampons scraping against the granite. I could immediately see that Dad and Clint were badly injured.

Clint was unconscious and moaning in pain. He was laying on his back on the icy slope next to the rock, still attached to the rope. His head was bloody and he had a broken right leg.

Dad also had a broken leg and blood covered his face. He had detached himself from the end of the rope, dug his



Dave Canary

Harry R. Carson, back on top of Mount Hood, 1992.

good foot into the snow and was holding the rope with both hands, preventing Clint from sliding down the mountain. He told me to pull Clint up onto the rock.

I tried but failed. Clint was too heavy and I simply was not strong enough to lift him the two vertical feet up from the steep slope onto the rock. As I struggled with Clint, Dad passed out. He let go of the rope and slid on his back, headfirst down the hill. He came to rest in some rocks forty yards down the slope. He never regained consciousness.

I quickly looped the rope around some small rocks so that Clint wouldn't also slide down the mountainside and I yelled to my mother, telling her my situation. I hollered that I intended to walk out for help, but she forbade me to do so and ordered me to get inside one of the survival bags that I carried in my backpack.

As I pulled the bright yellow bag out of my pack, a small airplane began circling in the brilliant blue sky above us.

I waved the bag in the air and the plane dipped its wings before flying away. I knew that we had been spotted.

Then, I spotted a flashing light far below. Someone was trying to communicate with us in Morse Code, the sunlight glinting off their hand-held mirror.

I pulled my own mirror out of my pack and flashed back. Unable to remember the minimal amount of Morse Code that I had learned in the Boy Scouts, I merely flashed a few times before I crawled into my survival bag and began the long wait for rescuers to arrive. Mom and I were unable to see each other and she kept calling to me as the hours passed to make sure that I didn't pass out.

Wesley Weygandt, an amateur radio operator, was hiking on Cooper Spur and witnessed our fall through binoculars. He ran back to his vehicle parked at Cloud Cap Inn and was able to contact another ham radio operator in Vancouver, Washington.

He in turn contacted the Oregon

State Police who relayed word to Hood River County Sheriff R.L. Gilmouthe. A rescue party was quickly formed. Climbers from the Crag Rats and Alpinces, two local mountaineering groups, sprang into action along with Forest Service and sheriff's personnel.

Two Forest Service helicopters ferried rescuers onto the mountain. Unable to land in the steep terrain where our fall had ended, the choppers had to drop off the seventeen-man rescue team on an open ridge west of Eliot Glacier at an elevation of 8500 feet. They then had an arduous hour-long traverse across the top of Eliot Glacier to where we lay at the 9800 foot level.

By the time that help reached us in mid-afternoon, Clint had died from his head injuries. He never regained consciousness. Dad was still alive but unconscious.

While some of the rescue party tended to Mom and me, others prepared to rush Dad off the mountain. Using a rescue litter, they transported him across the dangerous slopes to a spot where a helicopter was able to touch down.

Dad was still alive when the copter lifted off at about 8pm, but he was dead on arrival when it touched down at Hood River Memorial Hospital.

Forest Service regulations prohibited the use of the helicopters, which were not equipped with adequate lights, for night rescue work. There was time to bring one more victim out before dark.

Since Mom was more seriously injured than me, she was the next to go. Mom was transported by litter to the pickup site and was airlifted off the mountain shortly after 9pm. She was flown to the Parkdale Forest Service Ranger Station. From there an ambulance drove her to the hospital.

Sheriff Gilmouthe then turned to the Army at Fort Lewis for assistance. They dispatched a medical evacuation crew on a Huey helicopter to transport my brother's body and me off the mountain.

In the dark, our rescuers loaded Clint and me into litters and began the difficult descent. Aided by a full moon and the flashlight beams of the rescue party, the chopper located us at the 8250 foot level.

The chopper pilot, 23-year-old Vietnam veteran CWO Lindsay Gow, hovered the big craft with one runner touching the steep slope as Clint and I were loaded aboard. I was flown

straight to the hospital, arriving at the emergency room at 1:40am.

It had been a difficult, complicated rescue by a group of brave men who selflessly risked their own lives to aid complete strangers.

I had suffered a compression fracture of my spine as well as head lacerations that required eleven stitches to close. After several months I recovered fully.

I also had obtained a very real fear of mountains in general and Mount Hood in particular that I assumed I would have to live with for the rest of my life.

In the winter of 1992 something changed within me. At age 34 I had been going through some life assessment. I realized that my fear of Mount Hood was holding me back. It was something that was incomplete for me and was preventing me from being free to totally enjoy all aspects of outdoor recreation.

The turning point for me came when I realized that my fear was not of Mount Hood itself. Rather, it was a fear of falling off the mountain that had rendered ridiculous the notion that I would ever climb again.

Once I got that distinction, all my fear evaporated. I was surprised to discover that I wanted to climb Mount Hood again. It was time for me to return to Oregon's rooftop.

That spring I arranged to climb Mount Hood with my friend Dave Canary, an experienced mountaineer. We chose Friday, May 22nd, for our climb. This was the day before Memorial Day weekend started and it turned out to be a perfect day for climbing. We would climb the South Side.

When we drove into Timberline Lodge's parking lot just before midnight we were surprised to find it virtually deserted. We had chosen Friday to make our climb because hundreds of people usually climb the peak over the course of the holiday weekend.

Even though we expected that the real crowds of climbers would not start showing up for another day, we still anticipated a lot of company on Friday. As it turned out, only fifteen other climbers headed for Mount Hood's 11,235 foot summit via the South Side route that beautiful day.

It was a cloudless night. The stars were out in force as we changed into our climbing clothes and finished stuff-

ing our gear into our packs.

Dave admired my old-style wooden ice axe as he showed me how to attach it to the outside of the climbing pack that I had inherited from my father. The axe had also belonged to Dad and had been retrieved, along with the pack, from the mountain by the rescue party in 1971.

I also wore a locator beacon. These potential lifesavers have been available for rent from local mountaineering stores since 1986 (the year that a high school climbing event ended tragically when the group encountered a blizzard on Mount Hood).

Two weeks before Dave and I climbed the mountain, three climbers were caught in a spring blizzard while descending from the summit and got lost. They were found two days later after surviving two nights with inadequate gear in life-threatening conditions. They did not have a beacon with them. If they had, they would have been found before dark the first day.

Although the weather forecast for the weekend of our climb was for sunny skies, I felt safer having the beacon with us.

Dave and I were surprised that the temperature was above freezing at Timberline's 5900-foot elevation as we prepared to start the climb. Knowing that we would generate tremendous body heat while climbing, we dressed more lightly than we had expected to. At 12:55am we set off. After months of planning and anticipation it was really happening! I was climbing Mount Hood again.

Our first couple of hours of climbing consisted of a rather tedious walk in the dark up the snowfield adjoining the Palmer ski run's chair lift and then on snow-covered Palmer glacier itself. Dave and I got used to our packs and adjusted our pace to accommodate our levels of conditioning.

Shortly after we left Timberline, the full moon rose. It looked huge as it loomed above the eastern horizon. The orb's fiery orange color was breathtaking. There would be hazy conditions in the distance when daylight arrived.

The stars and moon provided enough light reflecting off the snow for us to see most of the time. We rarely needed to turn on our flashlights. I was struck by how quiet it was. The only sounds we heard were our own labored breathing and the crunching of our boots on

the packed snow underfoot.

We heard laughter and happy voices in the darkness to the west as three younger, faster climbers caught and passed us, invisible to our straining eyes. While passing the impressive, recently restored Silcox Hut, we heard the roar of a Snowcat overtaking us from below. As we watched its headlights bounce wildly past us up the steep slope to the west, Dave explained that for \$10 apiece, climbers can hire Timberline's Snowcat to deposit them at the top of the Palmer chair lift.

As I goodnaturedly cursed them for their laziness, I had to admit to myself that I was somewhat jealous of their ingenuity. Pressing on, I reminded myself that my commitment was to do a complete climb of the mountain, and that meant starting at Timberline.

By 4am we had reached the landing at the top of the Palmer chair lift. Dave and I decided to catnap for a few minutes as neither of us had gotten any sleep at all. It was much colder there, definitely below freezing. The three climbers who had passed us earlier were resting there when we arrived.

After 45 minutes of alternately dozing and visiting with our fellow travelers we prepared to resume our attack on the mountain.

The eastern horizon was rapidly lightening as a prelude to dawn's arrival as we strapped our crampons firmly onto our climbing boots. The steep slopes above demanded the best possible traction.

As we started climbing again, Dave showed me several tricks of the mountaineers' trade, methods of stepping and climbing that both maximize traction and minimize effort.

I had hoped to witness a spectacular sunrise, but it was not to be. There were no clouds to be lit up in brilliant hues as the sun's arrival neared. It simply got light. One moment it was dark and then it wasn't.

The Portland metropolitan area fifty miles to the west became invisible to the naked eye, vanishing into the blue-green distance as the city's myriad shimmering lights that had glowed so brightly during the night winked out.

A spectacular wilderness panorama came into view to the south as we forged higher and higher. Despite the haze we could see a formation of Cascade Range peaks. Mount Jefferson,

Mount Washington, the Three sisters and even Three Fingered Jack popped into view, seeming to dance on the southern horizon.

We admired the beauty of Illumination Rock as we slowly climbed past. The sun was hidden from view by the spectacular fortresses of rock that towered above us to the east.

These massive ridges and ramparts curved around us in a half-circle as we ascended into the mountain's upper reaches, completely filling our field of vision to both the east and the north. Their beauty was astounding.

We rounded a snow-covered ridge and suddenly the Hogback that marks the takeoff point for the final summit assault sprang into view. This narrow ridge is the spot where most climbers rope up.

As we approached, the rotten-egg smell of sulphur fumes was almost overpowering. There was no breeze in the lee of the Hogback and the sulphurous fumaroles that vented from the dormant volcano's bowels spewed out a steady stream of stomach-wrenching vapors. We were relieved when we reached the ridgetop to be greeted by a welcome breeze that beat the fumes back into the basin below.

After a rest and snack break, Dave and I roped up and began our final ascent. Arriving at the permanent crevasse known as the "Bergschrund" at the top of the Hogback, we were delighted to find the snow bridge intact.

This crevasse widens as spring and summer progress. At some point in most years, the sturdy snow bridge that builds up during the winter storms melts and shrinks to the point that it either becomes unsafe for walking or disappears altogether. A time-consuming detour around the end of the crevasse then becomes necessary.

The steep, narrow "Chute" that rises from the Bergschrund to the summit is by far the trickiest section on the South Side route. Dave had warned me that the climb up it would be much easier than the descent.

This caused me some concern as we began to climb. The ascent was not easy. How hair-raising would the descent be? The Chute was steep and icy. However, the consistency of the snow was perfect for climbing and our crampons bit sharply into the slope as we made our final push.

We rounded the last rock outcropping and the summit was in view. A few more steps and I was back on top of Mount Hood.

For more than twenty years it had been inconceivable that I would ever climb the mountain again and now it was a reality. I had really done it. I was bursting with pride in my accomplishment.

We had the mountaintop to ourselves. It was sunny but very cold up there. A strong wind whistled across the summit. The view was as spectacular as I had remembered.

We took a few pictures and quickly prepared to descend. Although it was only 8:30am we knew that if we tarried much longer the sun would begin melting the snow on the Chute and the crisp snow would turn slushy. The descent would become needlessly dangerous.

Before we started back down the mountain, I walked over to the summit's northernmost point. This placed me directly above the Chimney on the Cooper Spur route.

I discovered that I couldn't bring myself to take the final step that would allow me to lean over the edge and look directly down onto the Chimney. The day's only brief pang of anxiety fluttered through my stomach.

I could see Eliot Glacier far below, jutting out from the view-obstructing overhang beneath my feet. Beyond the mountain's base, the lovely Hood River Valley stretched through the early morning sunshine to the distant Columbia River.

The snow-capped cones of Washington's impressive trio of peaks, Mount Adams, Mount Rainier and Mount Saint Helens, shimmered on the northern horizon. It was beautiful.

I knew that I was standing directly above the spot where my family had fallen, where my father and brother had spent the last minutes of their lives. But I didn't feel sad.

I thought about how much I loved them and how fulfilled I felt to be standing there, gazing for the third time in my life at that incredible panorama. It was a special moment. Then it was time to go.

The descent through the Chute to the Bergschrund was not easy. Dave had given me explicit instructions on the proper mechanics of descending with the aid of ice axe and crampons.

I concentrated on taking one step at a time, always remaining on balance. I knew that I would safely negotiate this section, in reality the only potentially dangerous stretch of our climb. There was no question in my mind. I felt no fear. I had total confidence in myself.

After almost an hour of intense concentration, I breathed a sigh of relief as we stepped across the Bergschrund onto the Hogback. The hard part was over.

The easy descent from the Hogback to Timberline Lodge seemed to last an eternity. The Lodge was in view most of the way and it didn't seem to be getting any closer! The excitement and adrenaline had worn off and fatigue had set in.

We were able to glissade quite a bit on the way down, laughing with delight at the fun of sliding down several long slopes on our rumps.

My exhausted legs were wobbling as I walked across the parking lot to Dave's van. I turned to admire the grand mountain peak one last time before we started the drive home. How majestic it looked, etched sharply against the brilliant blue May sky.

I was totally at peace with myself and my memories. It had been one of the greatest days of my life.

△

Harry R. Carson, of Portland, enjoys exploring the hiking trails of northern Oregon when he has time off from his Legal Assistant job.

He is currently writing a memoir of his 1982 trek from Mexico to Canada on the PCT. He has no desire to climb any more mountains.

MARY SUTLIFF

A Visit to Tatoosh Buttes

—AN 8-DAY TRIP IN THE PASAYTEN WILDERNESS—

The first week of August 1993, Gene and I decided to head up Robinson Creek in the Pasayten Wilderness. We had eight days and wanted to see the country around Tatoosh Buttes.

Robinson Creek is a pleasant trail. The climb is gentle but steady. Where the trail crosses Beauty Creek in less than 3 miles an old trail climbs beside the creek to a beautiful basin below Beauty Peak and Robinson Peak.

When we were still climbing we once spent a Memorial Day weekend trying to climb Robinson by this approach. It rained, snowed and the avalanches roared—we turned back not too far from the summit.

This time we continued up Robinson Creek through fields of flowers to a camp on the far side of the pass and 1000 feet lower at a well-established camp called Whistler. The camp is in the trees on the meadow's edge, with lots of tame deer and many small creatures. The grass in the meadow was knee-high on the horses—they loved it!

The next day we saddled up and rode off to explore the trail to Slate Pass. This is a beautiful new trail, but in the Pasayten none of the maps agree and lots of trails aren't on all the maps.

The trail climbs high into open meadow country and the junction with the Buckskin Ridge trail, a place I'd like to explore someday. Turning south on the Buckskin Ridge trail we met several groups of hikers. We stopped for lunch in the basin below the pass and did some exploring on foot.

The third day we packed up and rode north along the Middle Fork Pasayten. A new section of trail stays high above the river. The newest Pasayten Wilderness map comes close to showing this correctly. Finally after several confusing junctions we reached the airstrip.

A barn of sorts, corrals, hitching post and Forest Service cabin are located here. The isn't my idea of a great campsite but the horses liked it as they had the run of the airstrip and the grass was high.

That evening we talked with a man



and his wife who had started from Iron Gate and were headed for Ross Lake on the Boundary Trail.

The fourth day we backtracked to the Tatoosh Buttes trail. After crossing the valley flats and Lease Creek we started up. Soon we were in the area that burned a few years ago. The trail has been re-opened and in some places relocated.

We had to saw our way through two fallen trees but other than that the trail was in fairly good condition. It was very steep and we stopped the horses to rest many times. The views kept getting better and better as we climbed higher.

There had been no water since Lease Creek and I was beginning to worry about the horses. When we finally arrived in the meadow below Tatoosh Buttes we found several streams. The views were among the most spectacular I've ever seen, with the entire wilderness spread before us—absolutely glorious!

We set up camp in a grove of trees. This was our split-level camp: the tent on one level, eating and cooking on an-

other, and the high line for the horses on a third. The sunset from this camp was magnificent.

The next day we explored to the pass and south toward Ptarmigan Lake, passing many good campsites, some not as exposed as ours. In the afternoon thunder clouds started to roll in and I was afraid we'd made a bad choice of a place to camp, but the clouds soon passed with only minor sprinkles. The lightning stayed in the distance. That afternoon we spoke with a group of hikers doing a traverse to Shellrock Pass. It sounded like an exciting adventure and we wished them luck as they went on their way. I've often wondered how their trip turned out.

The following day we broke camp and rode back down through the burn, across the flats and back to the Middle Fork. This was a long day and I hated to leave the high country. The valleys aren't my favorite place.

We went all the way to Whistler and were more than ready to stop. It rained hard that night but cleared in the morning so we rode up to Fergusson Lake—what a pretty spot.

From maybe two-thirds of the way up, an old trail rounds the ridge and drops into Eureka Creek, then connects to the Shellrock Pass trail. Very wild and lonely.

The next day we packed up and once again climbed to Robinson Pass. It was a beautiful day and we were sorry to leave. It had been a great trip with mostly good weather. The scenery was wonderful and Tatoosh Buttes are magnificent.

The highlight of the trip for the horses was the many thistles in bloom. They eat the flowers with the enthusiasm of children with lollipops.

Mary Sutliff, of Arlington, is the author of Teanaway Country and Entiat Country. A former backpacker and climber, she now visits the backcountry with horses, and between trips works for Eddie Bauer's catalog store.

CHARLIE MCGUIVER

BACKPACK ON A BUDGET

—BUYING A PACK ON A SHOESTRING? IT CAN BE DONE—

I'm Charlie McGuiver, the equipment guy.

At a recent meeting of Troop 19, I suggested to the six boys that we try to find Mr. Nickerson, our Scoutmaster, a decent pack. We all decided to put between \$5 and \$10 in the pot to fund this mission.

Mr. Nickerson was still using the same pack he had since he was a Boy Scout! Besides being a bit dated, it didn't fit too well. (I think Mr. Nickerson grew a little in 25 years.) I volunteered to take on the project of finding the pack.

My first stop was obviously REI. Unfortunately the bargain table didn't have any packs on it, and the packs that were on sale still were twice our budget.

On to the next stop. I recently discov-

ered Sports Replay, between REI and Ed's Surplus on 196th Street in Lynnwood. Sports Replay was stop number two.

I was greeted by Lila Ehrlich and described what my mission was. She directed me to the back of the store where they stock all of their used equipment, and pulled out an external frame pack of late-70s/early-80s vintage for \$15.

It was in good shape but needed updating. It had no shoulder straps or waist belt. Lila directed me to a large box of pack pieces and told me to dig through it until I found what I needed.

After about half an hour of digging and sizing I found the perfect pieces—shoulder straps with a sternum strap (\$8.50), and a hip belt (\$9.95). I also

purchased a box of pins and rings to complete the package, and I was on my way for a total of \$38.13.

I now had the task of cleaning things up and doing a few minor repairs. I took the pack off its frame and washed it. While the trail dirt was going down the drain I wiped down the frame and checked it for soundness. I found it to be in great shape despite two extra holes added by the previous owner.

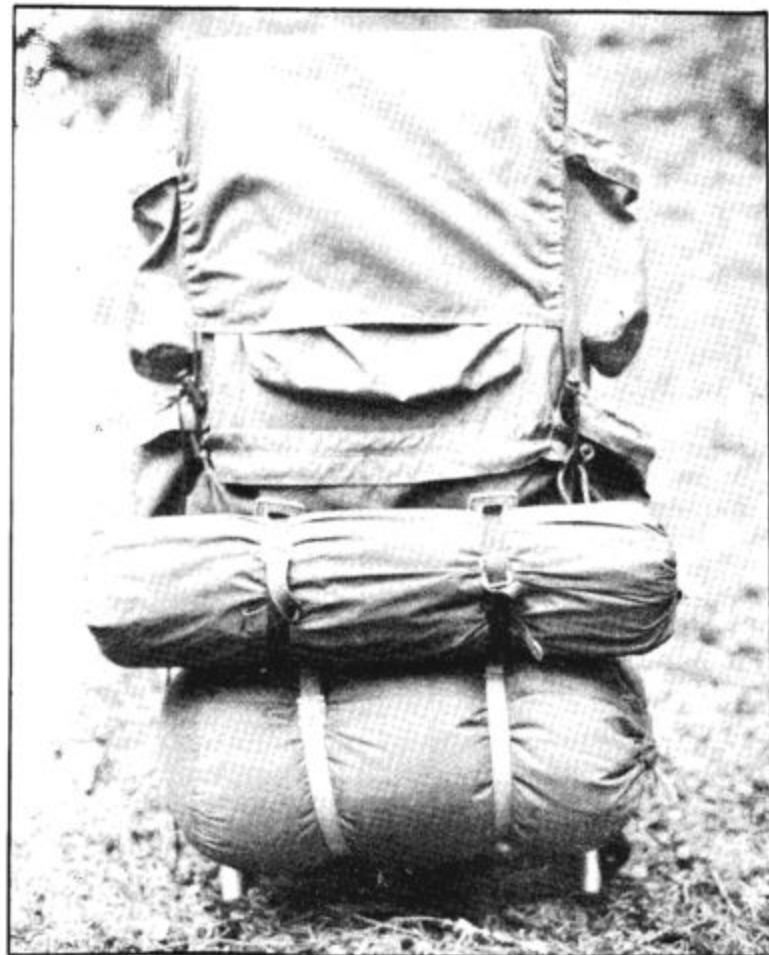
When the pack bag was dry I checked it over. I found that the mounting grommets had loosened a bit in the wash. "Goop" to the rescue. Applying a little bit around each grommet on the inside of the pack did the trick. When assembled, the pack wraps around the frame at those points, and the repair is never seen.

On to the belt and shoulder straps. The shoulder straps only needed the sternum strap lowered—two minutes. The belt was ripped from harsh use so I enlisted help from the mother of one of the boys. Together we modified the belt and repaired the rip. We used extra banding so the stress was relieved from the pack cloth. It worked great. The material for repair and modifications was under \$15. I put zipper pulls on all the zippers for a nice finish.

My mission now complete, we presented the finished product to Mr. Nickerson for many years of future reliable use. The total for this external frame pack with two large compartments and five exterior pockets was under \$55. I have to thank Lila at Sports Replay and Pete's mom for their time and effort.

A project like this can be a great way to help curb costs and keep you on the trail. Used equipment can be found at yard sales, swap meets and stores which specialize in used outdoor gear.

△



You can still get a lot of years from those old frame packs of the 1970s.

Charlie, the Equipment Guy, is a repairer, modifier, and builder of gear. He is assistant Scoutmaster with Troop 19 in Everett.

FAVORITE SPRING TRIPS

—FROM PACK & PADDLE READERS—

ROCK MOUNTAIN

Nancy South, Olympic Sports

I love this mountain and it's such a great trip in the spring. Early May is a good time to do it because the lower part has melted out, but you still get the challenge of snow higher up.

When we did this hike last May we were on snowfree trail in the woods, then broke out onto the ridge and lost the trail under snow. We just went straight up—it gets pretty steep and you should have an ice axe. From the top the views were terrific.

The trailhead is on Highway 2 about 7 miles east of Stevens Pass (not far past some Highway Department buildings). Parking is not great, but possible. At least vandalism doesn't seem to be as much of a problem as more popular trailheads like Granite Mountain. The round trip is 11 miles with an elevation gain of 4200 feet.

HOPE ISLAND

Tom Steinburn, Kirkland

If you want to paddle in paradise, you don't have to go any farther than Puget Sound, the San Juans, or Vancouver Island—paradise does not require palm trees.

So, go to La Conner, about 10 miles west of Mount Vernon. Cross the bridge over the Swinomish Channel and drive to Sneec-oosh Beach. Launch from here and paddle out and around the south side of Hope Island. Land on the beach on the south side for a leg stretch.

Then paddle around the west end, then north to Skagit Island. Land on the tiny beach on the north side of Skagit Island. From here, look across at the west end of Kiket Island.

About mid-April to early May, the whole west end of Kiket Island is blue with blooming camas. It's *really* pretty.

After you've looked, take your lunch and walk down the trail on the east side of Skagit Island to the grassy bluffs on the south where you can sit in the sunshine and look out at the islands and the mainland. Lie around for an hour, watch eagles, then walk back to

your kayaks and paddle back to Sneec-oosh Beach. Then drive in to La Conner and have dinner at one of the good restaurants there.

There's only a 10- or 14-day window to catch the camas in bloom, and Kiket Island is the only place I know of so far north where it blooms in such spectacular profusion.

THE PALOUSE

Rich Buck, Bellevue

The trips I *do* and the ones I *fantasize* about are completely different!

In reality, a 5-day car-camping trek with a camera through the Palouse country of eastern Washington is a great spring trip. In fact, I have it planned for next month. It's a rich, fertile area for photography. Some spectacular views and photos are available from Steptoe Butte, about 25 miles north of Pullman.

There aren't a whole lot of places to camp in this region because it's mostly agricultural land, but Palouse Falls, Lyons Ferry and Central Ferry State Parks have overnight camping facilities.

My fantasy trip would be backpacking in Tahiti (all the way from the hotel down to the beach)!

CARBON RIVER CANYON

Reader T

This is a wonderful spot, and not well known, even though it's written up in *Footsore 4*. The route follows an old railroad grade that goes right under the Fairfax Bridge on Highway 165 near Carbonado—that deep chasm that you drive across in the car.

Plum Creek owns the land, and the roads down to the canyon are gated to discourage trash-dumpers. The old rail bed makes for great walking and exploring. It's mostly forested, but there is a large meadow where a town used to stand. The other side of the river is logged, but this side is peaceful. Try it.

TEANAWAY BUTTE

Chuck Gustafson, Seattle

I don't hike in the spring; I wait until the snow melts. But as long as there's

snow, I'll go skiing.

Teanaway Butte makes a good spring trip. Sometimes you have to do a bit of road walking if it's late in the season. Parking is at about 2400 feet.

This is a steep road climb of about 5 miles one-way and 2300 feet of elevation gain. Very few people come here. When you get to the top, the views are great. There's a little knoll just perfect for a picnic. Watch for cornices.

Drive I-90 to Cle Elum and take 970 up the Teanaway River. Take the Middle Fork road about 3 miles to the beginning of the Teanaway Butte road—or as far as you can drive. Expect some washouts and rough road conditions. Spring and Kirkendall cover this in their ski guides.

HOGBACK RIDGE AND COPPER CREEK ROAD

Jane Habegger, Olympia

I really get a kick out of going to White Pass and riding the chairlift up to Hogback Basin. There are great views of Mount Rainier on a clear day. After touring around in the basin, my real thrill is to ski with my no-edge cross-country skis down the alpine runs, snowplowing back and forth among the downhill skiers.

A single-ride lift ticket costs \$5 or \$6, and I've been known to sometimes buy a second ride for another run down. (Safety straps are required for your cross-country skis when you ski at a downhill area.)

Another place for a great view of Mount Rainier is the Copper Creek road. Daisy and I did this on a warm weekend recently—we could have worn shorts!

Copper Creek is just west of the Nisqually Entrance to Mount Rainier National Park and it's part of the Mount Tahoma trail system. From the Sno-Park it's a steady climb up. We reached the Copper Creek hut in about an hour. The route is mostly on road, but a fork at the very top splits off into a bowl for back-country skiing and exploring in good weather. The steady grade on the road makes for a good run back down.

PANORAMA

NEWS FROM ALL OVER

PAY-FOR-RESCUE POLICY—The National Park Service is seeking comments on a new policy designed to increase safety and defray the cost of mountaineering operations on Denali and Foraker in Denali National Park.

The proposed policy, which was developed with input from mountaineers and other Park visitors, would be implemented for the 1995 climbing season.

The program is designed to be first and foremost preventive. The Park Service expects it will ultimately lead to safer expeditions and result in fewer rescues. The main components are:

1. Pre-registration will be required 60 days in advance of the beginning of the climb.

2. Education programs will be expanded. These will include the translation of the mountaineering booklet into six languages, starting a voice mail telephone system capable of providing information in several languages, and more pro-active participation in domestic and foreign mountaineering and climbing conferences. One-third of Denali's climbers are from outside the US.

3. A \$200-per-person fee will be collected to offset the cost of managing mountaineering activities on Denali and Foraker. The fee will apply only to those two popular and challenging peaks. The fee will help offset the cost of pre-positioning acclimatized rescue personnel and staffing the 14,000-foot camp, operating the high-altitude helicopter, and the cost of conducting rescues.

Written comments on this proposal will be accepted by the Park Service through April 15. Address comments to:

Superintendent

PO Box 9M

Denali National Park AK 99755.

Public testimony on the proposal will also be taken at public meetings in Fairbanks, Talkeetna, Anchorage and Seattle. The Seattle meeting will be held Friday, April 1, at 7pm at The Mountaineers building, 300 3rd Avenue West in Seattle.

PADDLERS—April brings three great opportunities for paddlers: Northwest Outdoor Center's Open House, Sea Kayakers' Spring Fest, and Paddle Fest.

Northwest Outdoor Center's Open House is Saturday, April 2. It features a mini-symposium with free boat tryouts, slide presentations, and paddling and rescue demonstrations.

NWOC is located on Lake Union at

2100 Westlake Avenue North in Seattle (206-281-9694).

Sea Kayakers' Springfest is April 28 through 30. The event is a fund-raiser for Washington Water Trails Association, with slide shows, workshops, auctions and a banquet scheduled.

The cost for Thursday and Friday evening programs is \$10 each night; for Saturday all-day workshops is \$30 and for Saturday night banquet and program is \$35. Buy a 3-day ticket for \$75 (a portion is tax-deductible).

WWTA members will be able to pick up a copy of the first edition of the Cascadia Marine Trail guidebook.

Tickets will not be sold at the door; you must order by mail from:

WWTA

4649 Sunnyside Ave N # 345

Seattle WA 98103.

For information, call the Springfest Hotline at 206-643-1940, or the WWTA office at 206-545-9161.

Paddlefest is Saturday, April 30, and Sunday, May 1. It is a free weekend to learn about canoeing and kayaking, with demonstrations, lectures, and on-water testing.

Saturday is canoe demo day; Sunday is kayak demo day.

Location is Stan Sayres Memorial Park on Lake Washington (Seattle), from 10am to 4pm both days. The free event is sponsored by "Canoe & Kayak" magazine, Pacific Water Sports, REI, "Sea Kayaker" magazine, and Swallows' Nest. For more information call 206-246-9385.

DUNGENESS LIGHTHOUSE—An article in the *Seattle Times* recently announced the end of full-time staffing at the 136-year-old Dungeness Spit lighthouse.

Even though the lighthouse was automated in 1976, the Coast Guard has kept a live-in keeper at the facility, mostly to maintain the grounds and give tours rather than operate the light. But now budget constraints have forced the Coast Guard to cut back on unnecessary personnel.

According to the *Times* article, the Coast Guard will search for a permanent caretaker. Coast Guard Auxiliary volunteers will offer tours of the lighthouse in the interim.

Dungeness Spit, north of Sequim, is a National Wildlife Refuge. A \$2 fee is charged to enter.

TS'YL-OS PARK—In January, the BC government declared that a 233,240 hectare area around Chilko Lake would become a Class A provincial park (see *March*, page 29). While this sounds wonderful and is definitely some improvement over the previous status quo, before we get carried away by euphoria, we should look at the fine print.

The only activities not permitted in the park would be cultivation, mineral exploration and development, timber harvesting, recreational leasehold, utility corridors and industrial development.

All recreational activities (including commercial ones), hunting, trapping, livestock grazing, development for guide outfitters, and that all-encompassing "aboriginal uses" would be permitted, although with some restrictions.

In practice, all we have here is the status quo with the threat of logging and mining removed. The area remains far from protected. BC Parks will soon be able to "market" this area as well as its other parks.—*excerpted from an article by Michael Feller, BC Mountaineering Club Newsletter.*

LAKE OZETTE DAMAGE—Wildlife agents from Olympic National Park and the Makah tribe are studying why the number of sockeye salmon in Lake Ozette keeps dwindling despite a ban on harvesting the fish.

Park fishery biologist John Meyer, who is leading the two-year study, said the problem is in the tributaries or the lake itself.

Meyer said there appears to be plenty of food in the lake. However, he said, sediment and excessively high temperatures can be traced to logging outside the narrow boundary of Park land around the lake. Studies also show that temperatures in two creeks exceed state standards.—*excerpted from an article in the Bremerton Sun.*

HELPING OUT—The latest edition of "Helping Out in the Outdoors" is available from American Hiking Society.

The directory lists hundreds of volunteer positions for campground hosts and trail crews, with occasional spots for graphic artists, engineers and historians.

For a copy, send \$7 to: AHS Helping Out, PO Box 20610, Washington DC 20041.

REST STOP

EQUIPMENT, RECIPES, TIPS

CLEAR THINKING—It's worth repeating some recent information from Gifford Pinchot National Forest on being lost. They recommend that you stop and think. Back track. Trust your compass. Once disoriented, don't travel more than a short distance unless you know where you are going.

If conditions make travel impractical, seek shelter. Make your location visible with bright-colored items, fire, smoke, stamping words in the snow. Make noise, use a whistle, shout. Three sounds in a row is recognized as a distress signal. Shelter, warmth and water are more important than food.

If you know someone is lost or overdue, report the lost person to the County Sheriff or call 911. Inform the nearest Ranger Station. You will need to tell them where the person was going; when they were due back; the route being taken; level of experience; what gear the person has; who you are and why you are reporting; and phone number where you can be reached.

LYME DISEASE—Lyme disease is emerging as a significant threat to back-country travelers. The number of Lyme disease cases in the Pacific Northwest is unknown because physicians are not required to report the cases they diagnose and treat. The only certainty is that the number of cases is increasing.

Lyme disease is a potentially serious and extremely debilitating disease. It affects the skin, joints, nervous system and heart.

The earliest stage is characterized by a rash that occurs 3 to 30 days after the bite of an infected tick. The rash fades, with or without treatment, within a few weeks. The first stage may also include flu-like symptoms such as headache, chills, fever and muscle aches.

The second stage symptoms often develop from weeks to months after the initial symptoms. This stage is marked by neurological complications and abnormalities of the heart.

Months to years after the onset of Lyme disease, about 60% of patients de-

velop arthritis.

Positive identification of Lyme disease is difficult in the early stages. At present, it is best made on clinical recognition of the signs and symptoms and history of exposure in an endemic area. During later stages, diagnoses by blood testing are more accurate, but still not absolute.

The initial carrier of Lyme disease in the Pacific Northwest is the western black-legged tick, or "deer" tick. Of the more than 40 ticks we have here in our area, this tick is the only one at this time known to be a carrier of Lyme disease. In its adult stage, this tick is about the size of a sesame seed.

Ticks lurk in brush, and attach themselves to warm bodies that pass through the brush. Since ticks usually climb up the body, wear your pants tucked into your socks, or wear gaiters. Wool and pile are easy for ticks to cling to; nylon and other slick materials are not.

Tick repellents (such as Permanone) are available to use on clothing. Tick collars are available for pets (animals also get Lyme disease).—*from Okanogan National Forest*

TICK REPELLENT—I recently bought a 6-ounce spray can of Duranon Tick Repellent. The product is recommended by the UW Travel Medicine Department and King County Health Department.

I found it at Madison Park Pharmacy (4200 E Madison, Seattle) for \$7.98. It contains permethrin and is to be applied to clothing only. The can says it is effective for two weeks.

Duranon Tick Repellent is manufactured by Coulston Products in Easton, Pennsylvania (215-253-0167).—*Pat Siggs, Seattle.*

TRAVEL SLIDE SHOW—On the first Sunday of each month, the un-recovering slide show addicts of the "World Travelers' Slide Club" meet at 6pm in Conference Room B at the Harbor Square Mall in Edmonds.

It's free and fun, and sponsored by Europe Through the Back Door. April 3 highlights France and New Zealand; May 1st, Nepal, Thailand and Japan.

Call ETBD for more information: 206-771-8303.

TIPS FOR RAINIER—Air temperature diminishes at a rate of approximately 1/2 degree F per 100 feet of eleva-

tion. On Mount Rainier, temperature variations are rapid: sun/shadow; night/day.

Humidity, which comes with bad weather, increases loss of body heat. The sun's rays are more dangerous due to an increase of ultra-violet radiation, and the wind accents the negative effects of the weather. Dehydration is very important at altitude as only a 2% loss of body fluid may result in a 20% loss of body performance.

The weather on Mount Rainier typically comes in from the north, the south or the west. A westerly flow usually means a fast-moving front will pass in several hours. A northerly flow will usually indicate good weather for several days. A southerly flow will usually indicate a storm front that will last for several days.

Be particularly careful when watching the weather. Especially if climbing on the north side of the mountain, you will not see the bad southerly storms until they are on top of you. Make sure you have the best weather forecast available, including the long-range forecast, prior to going into the mountains.

LITTLE CONTAINERS—You can now buy Lifesaver Holes (rather than the little rings we all know and love). They come in a plastic container with a small flip-top dispenser.

These are perfect containers for spices, salt, sugar, or whatever, for your hiking kitchen. If you soak the label off the container comes apart for easy filling, and can then be resealed with a piece of tape and labeled properly.—*Mystery Hiker, Granite Falls.*

GRANOLA—This is some of the best granola I've had. The recipe is passed along from Lee's sister Sharon Cline in Vancouver.

5 cups rolled oats
1 cup coconut
2 cups nuts
1 cup non-fat dry milk
2% cups raisins
1 cup margarine
1/2 cup honey
1/2 cup molasses

Mix together oats, coconut, nuts, dry milk, raisins. (Coconut may be omitted; add an extra cup of oats.)

Heat margarine, honey and molasses just until margarine melts. Pour over dry ingredients and stir until coated. Press firmly into pans. Cut into squares.

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EDITOR'S JOURNAL



Skiing below Mount Saint Helens.

FROM THE MAILBOX: "We enjoy the magazine and find the trail and water route info very useful."—*Bellevue*.

"Thanks for keeping us abreast of issues without cramming 'em down our throats."—*Snohomish*.

"I love reading your magazine and I appreciate all you have done to help protect the Cascades."—*Carnation*.

"You can't find more complete and updated trail reports than your mag."—*Seattle*.

VISITORS—Jennifer Stein and Lance Barker came by for a visit in March. They spent a couple of days in Seattle before coming out here to Kitsap County. They admit to a little culture shock when they leave Bear Valley in eastern Oregon and trek to the megalopolis.

Jennifer, who earned a state-wide reputation for her vegetarian cooking at Garrison Springs Lodge, has a cookbook in the works. We'll let you know how to get a copy when it's available.

Lance transplanted a couple of our surplus evergreen seedlings for their homestead's forest.

CLIPPING SERVICE—Thanks to all you readers who act as our informal "clipping service." We appreciate the newspaper clippings and club bulletins you send us to help keep *Pack & Paddle* up-to-date.

PCT—I've received word that I have been elected to the board of directors of the Pacific Crest Trail Association.

Besides working with the Forest Service on trail issues, the PCTA offers in-

formation to hikers about trail conditions, guidebooks and maps, publishes a newsletter and provides a way for distance hikers to find partners. In addition, the PCTA organizes volunteer work parties to keep the trail signed and maintained.

I'm looking forward to working on this board. The PCT is probably my favorite trail and I don't think a year goes by that I don't hike some part of it.

I'll attend the PCTA's annual meeting this month in Walnut Creek. Anything bugging you about the PCT? Drop me a line about it.

VARIED THRUSHES—After reading my comments about varied thrushes in the last issue, Port Orchard reader Diana Cripe called to say she had varied thrushes in *her* yard. Then Lee saw one here from the office window. I guess they're just late this year.

EDITORIAL ADVISORY COMMITTEE—You may have noticed the Editorial Advisory Committee listed on page 3 in previous issues. It was formed several years ago to give me new viewpoints and

ideas for *Pack & Paddle*. We recently decided to disband the group and do something a little different.

Starting with this issue, a few subscribers will receive short questionnaires asking for ideas and opinions. If you get one, please take a minute to fill it out and return it. We want to continue to provide useful and entertaining information, and your input will help.

Thanks to committee members CAT, TG, Dave Beedon, Jim Cavin, Steve Fry and Mr. X (who didn't want his name published) for their insights and comments while on the EAC.

PHOTO "EVENT"—As we mentioned a month or so ago, *Pack & Paddle* is having a Photo Event this summer (we don't want to call it a "contest").

We're doing this so you can show off your best backcountry photos. Entries have to be in by August 31—that gives you all summer to get some great pictures! See page 13 for details.

See you in the backcountry,

Ann Marshall



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