

# Newsletter



October 2009

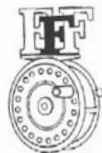
# 297

## Up to date news:

Want the latest and most up to date information? Don't forget the club's web site. <http://www.ecpowellflyfishers.com/> Just copy the address and insert it into your address block and you're on the way. It's filled with the latest of what's going on and when and where to go along with lots of good and timely information.

## Calendar of Events

- Oct 6 Board Meeting, St. James of Jerusalem Church, 556 George Washington Blvd., Yuba City, 7:30 PM
- Oct 13 General Meeting, Lincrest School, MP Room, 7:30 PM  
Program: **Robb Gage**
- Oct 20 Fly Tying, Lincrest School, MP Room, 7:30 PM
- Oct 25-1 Nov Eagle Lake Fish Out
- Nov 10 General Meeting, Lincrest School, MP Room, 7:30 PM
- Nov 13 Annual Banquet, Yuba City Moose Lodge, Social Hour 6:00 PM, Dinner 7:00 PM



## President's Corner

Tickets for the E C Powell Fly Fishers annual banquet are now available. Tickets can be purchased from any board member or at Johnson's Bait, Tackle and Fly Shop in Yuba City. Any members who would like to help sell tickets can contact me or Tim Wright. Those tickets purchased before Nov. 1st will qualify the buyer for the Early Bird drawing. The winner of the drawing will receive \$40.00 worth of raffle tickets. We should all try to encourage anyone we know who fly fishes or seems interested in fly fishing to come to the banquet. Perhaps we can gain some new members. We have already received some really nice items for this year's raffle, with more coming in all the time. A partial list includes Sage rods, Simms waders and reels by Ross Galvan and others. Our 30<sup>th</sup> Annual Banquet promises to be another great event and I look forward to seeing you all there.

Jeff

## 30<sup>th</sup> Annual Banquet

That's right, the 30<sup>th</sup>. We've come a long way since Jim Fujii, Ed Hobbs and some others first got the club up and running. Lots of things have happened and much has changed about fly fishing but one thing has remained constant- the annual banquet.

Throughout the year we spend money to keep you informed, interested and active in the club's doings. When you stop and think about it, the club spends most of its yearly income on you, the member. Well, now it's time for you to give back some of what you have received.

The banquet this year is November 13<sup>th</sup>. Yeah, yeah, yeah, it's a Friday but don't let that dissuade you. Quite the contrary; let it be a positive sign for the year. For the cost of a dinner ticket (\$35) you stand a really good chance of winning one of the 11 fly rods that are available. In addition, there are lots of other items ranging from reels to other fishing items to weekends at Ft. Bragg to guided trips and lots more. Where else can you possibly win a \$1000 bamboo fly rod for a mere \$35? Additionally, many of the club members have donated items that come from their soul. Walt Alexander, for example, has donated two boxes of flies. Normally not a biggy, right? Well, in one of those boxes he has 75 flies that he himself has tied. They are truly a work of art and anyone who fishes can certainly improve their chance of catching more with these flies. This is just one small reason that this club flourishes as it does. And, there are lots of items for the non-fishing folks that attend.

Tickets for the event can be purchased from Johnson's Bait, Tackle and Fly Shop or from any of the club officers. So, get out there and support the club. You'll enjoy the dinner, friendships and the camaraderie of the evening. If you get your tickets prior to November 1<sup>st</sup> you will be eligible to win and additional \$40 worth of raffle tickets.

Remember Friday, November 13<sup>th</sup>, **and bring a friend!**

## Banquet Donations

As each of you know, the success, or failure of each year's banquet depends upon the participation of the club members. Many of you donate not just your sweat but your time and of course, your donations. Your donations help us to attempt to ensure that almost everyone leaves with some sort of a prize.

This year it's even more important than ever. As you know, we are not having a guest speaker. Instead, we are using the funds available to purchase more and better raffle prizes. Additionally, we need your time and talents in the form of flies and / or donations. If most of you donate a dozen of your favorite flies; tied, purchased or stolen, you can help ensure the success of the night's activities. If you are so inclined, please give your donation to a Pete Gilb, Tim Wright or myself and we'll see to it that they are available the night of **November 13<sup>th</sup>**. Additionally, you will be recognized in our program on the night of the banquet.

Tickets for the banquet will be available soon from Johnson's Bait, Tackle and Fly Shop or from any of the club's officers or Board Members. An "Early Bird" special will be drawn from the names of those that purchase their dinner tickets early.

Larry Ingram

## 2009 Proposed Fish Outs

Date	Location	Fishmeister	Phone
Oct 25-Nov 1	Eagle Lake	Bob Harik	671-7805
Nov	Delta Stripers	??	
Nov 29-Dec 5	Trinity River Steelhead	Larry Ingram	673-4965

### Eagle Lake Scouting Trip



Got to the lake at 5:00pm Sunday, 13 October. There were very few boats in the water and I didn't see anyone attempting to fish from shore; nor was there anyone out in float tubes or pontoon boats.

The water level is pretty low and the tule area is not fishable at this time. I spoke to the fellow in the general store and two guides and they said that limits of fish are being taken daily by people trolling. The fish have been moving to the North end of the lake with the most productive areas are Pelican Point and the youth camp. It appears to me that unless the water level rises, the only viable way to the fish lake at this time is with an assist from a boat, either trolling or the dropping off of individuals at various locations.

Nine members have signed up for the trip there is room for at least 3 more, bring sleeping bags and towels. We need five (5) more members to sign up for cooking a meal with Oct 25 and 26th already being covered.

Five and 6/7-weight rods are recommended along with floating and intermediate lines.

We will be departing at approximately 7 or 8 pm on Sunday Oct 25<sup>th</sup> and the distance to Spalding is around 180 miles. Suggested route is Hw99 to Chico, Hw 32 to Hw 36 thru Chester, Westwood and turn left on County road A1, Spalding is 28 miles to the North, turn right on to Spalding for 2 miles, turn right on Madrone Way, proceed south on Madrone to Hickory way, turn left. ITO cabin is second place on the right.

Harik, Ingram, Jack McFarlane and Pete Gilb will be arriving on Sunday the 25th. Denis Davis and Bob Boecke will be arriving on Monday the 26<sup>th</sup>, John O Shea and Don Voight on Oct 27th and Tom Kerr on the 28<sup>th</sup>. It would help if any of the above members plan to take larger boats.



Any questions, contact me at bhawk1@aol.com or 651 7805

Bob Harik

**My Favorite Flies for Eagle Lake**  
By Jack Macfarlane



## Fly Fishing the Trinity River November 29 to December 5, 2009

The Trinity River system originates high within the Trinity Alps National Forest, and winds its way through miles and miles of rugged mountains, eventually emptying its waters into Clair Engle Lake, or as the locals call it, Trinity Lake. The dam at Trinity Lake dumps its water into Lewiston Lake. These cold waters form a long, narrow waterway that eventually empties its water to form the famous Trinity River.



The town of Lewiston sits in a beautiful little valley at the very upper end of the river. From the Lewiston Dam downstream to the Old Lewiston Bridge (approximately 1.5 miles) is the area that has been designated as the fly fishing only water.

Consistent water flows make this a spectacular tail water fishery. The river supports a yearly migratory run of salmon and steelhead, as well as a decent population of resident brown trout. The fish average 24-28 inches and are a mix of about 60 percent wild fish and 40 percent hatchery fish. The big fish can go up to 12-14 pounds, and reach lengths of up to 34 inches. Average days can see half dozen hook-ups with these hard fighting brutes, and occasionally the numbers of fish hooked in a day can reach the double-digit numbers. Not always landed, these fish are very exciting once hooked.

Jumping, running, and peeling off line are always part of the

fun in fighting these brutes. This is a steelhead river where the phrase "fish of a thousand casts" is rarely the truth.

Foul weather is sometimes part of steelhead fishing. We will fish in the snow, rain, fog, and most other conditions. Come prepared for all types of weather on this trip.

Equipment should include rods in 6 to 8 weights, a good reel, floating lines and, of course, your wading gear.

We will be staying at the Victorian Inn in Weaverville, about 45 minutes West of Redding on Hwy 293. As is the tradition on these trips, the evening meals will be one of the highlights of the trip.

**Start planning now to go.** If you are interested, contact

**Larry Ingram 673-4965**

## Building a Freestone 15 Foot Drift Boat ([www.montanaboatbuilders.com](http://www.montanaboatbuilders.com)) Part One

By Joseph Podesta



**Pic 1. You start off with fibreglassing marine grade plywood, then cutting to spec, in this case Okuome. Marine grade fur or mahogany could also be used. On the west coast, all ply is most likely manufactured in China. Unfortunate but a reality for us on the west coast today. I paid \$60-\$80 a sheet for China manufactured ply. On the east coast it is still possible to find French manufactured marine grade ply but for how long who knows.**



During a recent two month bout of mononucleosis this past spring, I had a lot of time on my hands. How I caught mono at 38 is known, an ill timed business trip to Boston. I got stuck on a packed flight of college students returning to their studies from SFO to Logan. How I never contracted mono when I was younger is still a mystery. Lucky for me one of my fellow travelers sitting next to me was clearly ill with something resembling the flu. I felt the urge to request an alternate seat upon realizing she was sick but alas the flight full and I was stuck. For six and half hours I

enjoyed her coughs, sneezes and occasional tissue falling over to my lap which I would happily return to her. Go figure, a few weeks after the trip, I ended up with a 105 degree fever and a trip to Urgent Care. The next several weeks found me locked up in bed with nothing more to do than read, watch TV and ruminate about my favorite pastime, fly fishing. During bouts of fever and lucidity I thought of one river in particular that had plagued me often as a fly fisher. While fishing this river from the bank I could always see fish just out of reach, sometimes by only a few feet, it of course is the lower Yuba. Time and time again on that river I had seen those lucky few who drifted past in a drift boat, hook and land those fish that were just a cast too far. Laying there in bed I was determined to come up with a plan to get those fish. I needed a way to be on the water, not on the bank, a floating craft of some kind. First I researched all the options, pontoon boats, jon boats, Klamath boats, Gunoes, Canoes, kayaks and finally the plethora of drift boat options.

**Pic 2 Composite materials are not mandatory but strongly suggested in this case - Kevlar has been used to strengthen and protect the bottom panel.**

Certainly all would work with many that would offer versatility beyond fly fishing (I also duck hunt religiously), but I needed a "stealthy" way to sneak up on fish. Stealthy knocked out several options right away; gone was anything built out of aluminum, bye, bye jon boat, Klamath boat. Then there was the consideration of safety and stability. I have two young children and no desire to leave my beautiful wife a widow. Gone now were the pontoon boat, canoe, kayak and Gunoe. The list narrowed quickly, it would be a drift boat for sure,



strong and stable, but what kind, what material, what options? My mind raced as I lay there on the road to recovery. More days passed, I pulled out all my old issues of various fly fishing rags, looked over the ads to further determine my options and horror at the ultimate cost. New drift boats started with none of the options I wanted on the low end at about \$5k and went quickly up from there. Adding a nice trailer, guide layouts and you were near the \$10K mark. No way was I going to get the wife to authorize that outlay of cash, not in this economy or otherwise.

Then one article caught my eye; it was discussing building wooden boats in your garage, my eyes and ears perked up, my mood improved, my heart beat a little faster, I had found the answer to my search. Build the boat, not buy it that was the key. "Build it and you can get those fish!" I thought. My mind quickly began to contemplate the benefits of building vs. buying, "If I build my boat, I can configure it any way I want." Days later I had hunted down the majority of boat building sites on the web and sorted down the list to those that just focused on drifters. Now there were even



more considerations and concerns to hash out. Drift boat types, stitch and glue vs. framed, McKenzie, flat front, low side, high side, beaver tail, grand canyon dorie, on and on my research took me. I was comfortable with the idea of building something out of wood and epoxy. I was no stranger to swinging a hammer, my father was an architect so I grew up on a job site, literally. Finish tools and power tools I had held in my hands many times over my lifetime, with several bathroom remodels, framing, high school/college journeyman jobs and a fresh new kitchen under my belt, I was not discouraged by the work to follow with wood working. As for the fiberglass and epoxy, I had resurfaced my parent's pool one summer with a couple friends and repaired a surf board or two in my time. It was only a question of composite materials, and boat design now. The decision to build a drifter had been reached.

**Pic 3 In this photo you can clearly see the baling wire holding the panels together. True stitch and glue construction.**

Only my wife stood in the way now; how could I convince her this was a sound idea. My mind came up with an answer for that quickly, "Summer vacations to all the best rivers of the West, the Klamath, Snake, Eel, Smith, Yuba, Sacramento, McKenzie, Yellow Stone" on and on the list goes. All of which are accessible by drift boat and offer great camping to boot, but you need the drift boat to really experience those rivers. After some discussion and her seeing I was determined to do this she yielded and I was off to buy the plans and begin the process of acquiring an ever growing list of materials. There are many folks offering up plans to build your own wooden drifters out on the web, not to mention lots of folks building them. Plans run from \$60-\$100+ and some are definitely more detailed than others, same goes for the level of support you receive from the boat building company or designer. Design and configuration can be left up to the individual based on basic plans and their likes and budget. The cost is about half that of buying one, I won't kid you they are not cheap to build, materials alone will clear \$2,000. I "misquoted" the cost to my wife, boy I have still not lived it down either. Beyond one's wife's hardened gaze at the expense, mess, and destruction of her favorite vacuum, anyone with basic knowledge of woodworking and a few core tools can build one. But you better love to sand, and I mean sand and sand and sand. However despite the expense and marital strain, it is a very rewarding process. I am still only about half way through building my boat and the other day my wife said to me, "Honey, when you told me you would build a boat it never thought it would have come out this beautiful. I honestly thought it would look like something thrown together in someone's garage, but it doesn't. It's really is beautiful." Having the wife admit my project was worthwhile was rewarding, I have to admit.



**Pic 4 Now the hull comes together, addition of some 12 oz biaxial tape and refining of the chimes. She is starting to take shape. With some sanding you won't notice the seams at all.**

OK, now down to the brass tacks of building one...

In the end there are two construction options for building a drifter, framed vs. stitch and glue. Both offer end results that are tough, strong, beautiful and light. Light being the optimal word, you can access areas of a river no other boats can, not even all fiberglass constructed drift boats.

Framed construction is as it sounds - you build a frame and then sheath it with marine grade plywood. They can be beautiful depending upon the amount of time and materials that go into them. The drawback is weight; they run over 400-500 lbs. or more. This is the traditional construction method, stemming from ocean going dories to the McKenzie boats of the 1930's, developed up in Oregon. They are in my opinion some of the prettiest drifters on the water. Beyond the weight they take more wood working skill, tools, and time. They are also bigger most of the time, in the 18+ foot class. Big is not always better in my humble opinion when it comes to drifting down a low flow river system, for example the lower Yuba. You don't really need the Queen Mary to float it. Even with the 500 lbs. I have read these boats still draw relatively little water, 4 inches loaded at around 700 lbs. That beats out hands down all fiberglass constructed drift boats. Shallow drift equals less boulder hits, less boulder hits equal less maintenance and repair time. However, if I ever move to Oregon I would definitely consider this boat construction type as my first pick.



**Pic 5 Here is a pic of the hull nearly completed, less its bottom coat of graphite infused epoxy and marine grade paint. Note, no more bailing wire; it was removed in the filleting process. Seams are nice and clean.**

Then there is stitch and glue construction. It was invented in the early 60's and with the revolution of epoxy over the past 40 years, you can end up with a boat that is really of fiberglass construction that looks like a wooden boat, and its much lighter. Stitch and glue involves no skeleton to apply marine grade plywood to. You start out with marine grade plywood, sheet fiberglass and epoxy them. Then cut the pattern out and stitch the boat together using bailing wire. Once the boat is temporarily stitched together you apply epoxy fillets to the inside of the joints (chimes) and lay 12 oz biaxial tape to the inside and outside of the chimes. Then sand most of your weekends and evenings away for weeks before you start building out the interior. This was the construction method I decided to go with; it seemed strong and easy enough to do. Plus, I could use composite materials like Kevlar to further strengthen the hull. You will run into rocks in our rivers out here on the West Coast, that is a guarantee, so hull strength is paramount. My boat has a marine fur plywood bottom with two layers of 6 oz glass, one 12 oz layer of Kevlar, and four coats of graphite infused epoxy. You can't put a bullet through it and it will take impacts from rocks with no issues I assure you.



**Pic 6 Nice shot of bow of drifter, this is about one month in to the overall project.**

For either one of these construction types you will need the following tools: hand planes, orbital sander, table saw, skill saw, as many clamps as you can buy, borrow or steal, drill, chisels, tape measure, compass, carpenters square, epoxy tools, painting tools, and a mountain of sand paper.



Basic materials would be as follows: marine grade plywood, oak, fir, ash or other hardwoods for buildout of interior. About 7 gallons of epoxy, 20 yards of 6 oz or bigger fiberglass, 5 yards of Kevlar, stainless steel screws, varnish and paint.

Rough breakdown of costs associated based on someone else's project, so far I am on par with the course in terms of cost.

**Pic 7 Empty hull, and only your time and imagination to fill it. This pic give you a good interior shot of the boats internal fillets, covered in biaxial tape. Still lots of sanding to go, not doubt about that.**

TOTAL PRICE = \$1,976.80

WOOD \$

White Oak	159.53
Red Wood	30.00
Fir	53.22
Plywood	177.10
(2 x 1/4" Mahogany, 2 x 5/8" Mahogany)	
(WOOD TOTAL = \$419.85)	

MATERIAL (Raka) \$

100z x 6" Fiberglass Tape(50 yrd)	38.00
6oz x 50" Fiberglass (22 yrd)	126.00
100z x 60" Fiberglass (6 yrd)	46.50
Kevlar Felt (5 yrd)	115.00
(MATERIAL TOATAL = \$325.50)	

EPOXY (Raka) \$

6 Gal Kit	288.00
6qt kit	93.00
6 qt kit	93.00
(EPOXY TOTAL = \$474)	

PAINT \$

Auto Body Paint	227.5
Tax and Labor	94.05
(PAINT TOTAL = \$321.55)	

TOOLS \$

Saw Blades	46.85
Clamps	40.00
Orbit Sander	75.00
Sawhorse	17.00
Bevel Square	4.45
Chalk Box	9.13
(TOOLS TOTAL = \$192.43)	

MISC SUPPLIES \$

Sand Paper	48.26
Wood Glue	63.00
Razors	1.83
Foam brushes/rollers	21.7
Mixing Containers	10.2
Dry Wall Screws	5.43
Other screws	37.62
Rope (for seats)	20.25
Masking Tape	73.00
Varnish	60.00
Thinner	7.33
Epoxy Pumps	12.00
Spreaders	5.25
(MISC TOTAL = \$243.47)	

To date I am about a month into the whole process, which has given birth to an empty hull ready to be built out. To complete the boat I need to do the following: build front decks, rear decks, guide seat, front seat, rear seat, dry boxes, rod holders, anchor pulley system, inwalls, outwalls, and finally finish it off with paint and varnish. Then commission it, put the final touches on her, and give her a water trial.

If anyone is interested in going down this path on building one of these as I have they can feel free to ask me any questions. My email is [podesta71@comcast.net](mailto:podesta71@comcast.net). I would be happy to share with them any knowledge I have to date, plus let them come by and inspect my process, or even have the sander for a while. I am also including links to some of the better drift boat design sites.

Montana Boat Builders, they build some of the nicest boats out there, you can also buy kits ready to be assembled or just plans, kits cost is about 60% more, you can save money by just getting the plans and sourcing materials on the web. [www.montanaboatbuilders.com](http://www.montanaboatbuilders.com)

McKenzie Drift Boats - Old School Drift Boat Builder Kits and Plans  
[www.mckenziedriftboats.com](http://www.mckenziedriftboats.com)

Rays River Dorries – Ditto Framed Construction  
[www.raysriverdorries.com](http://www.raysriverdorries.com)

Part 2 to follow in the coming months.

About the Author. Joseph Podesta has been fly fishing his whole life. His grandfather put his first fly rod in his hands at the age of 6. Joe lives in Yuba City with his wife and two children. His family moved to Yuba City from the Bay Area 6 years ago. Until this year, he was completely unaware of the EC Powell Fly Fishing Club... to his great detriment. Joseph works in Sacramento for an investment bank focused on the management of California State Pension Funds as an information systems manager. In his spare time (apart from raising his family, working at his real job, and fly fishing) he can be found in duck blinds as the season permits.



## Steelhead Class

We are fortunate in two (2) ways this year. Our guest speaker for December, Lance Gray, has offered a guided trip for two on the lower Sacramento river (to be one of the raffle prizes at the November 13th banquet) and, he has also offered a class for anyone who is interested, on fishing the Feather River for Steelhead. The cost is \$650 for two persons for two days and includes the following: instruction on fishing for Steelhead, all equipment (both standard and switch fly rods), lunch, and all of this is done while floating the Feather in a drift boat. Can this be any better? The school includes one instructor for every 3 students. Techniques being taught will include advanced techniques such as “high sticking”, swinging flies and using dead drift indicators. All of these are useful when fishing many of the Steelhead Rivers such as the Feather, Trinity, Klamath and many others.

Open dates for his class are: October 17th & 18<sup>th</sup>, October 31st and November 1<sup>st</sup>, November 7th and 8th.

This is a great way to gear up for the trips that the club has planned this winter for Steelhead.

If you'd like more information contact Larry Ingram at 300-1841 or check Lance's web site at:  
[www.lancegrayandcompany.com](http://www.lancegrayandcompany.com)

## Lance Gray

Lance started fly fishing and tying flies when he was eight with his father, and the rest is history. At thirteen he started tying flies commercially and at seventeen was working at Powell's Fly Shop in Chico. Lance guided, tied flies, built rods and fished everywhere. In 1993, Lance started Saltwater Innovations. A company which produced saltwater products including flies like Lance's Crystal Poppers, Raghead Crabs and the KO Charlie series. Lance's saltwater flies are available at Solitude Fly Company. Lance conducts presentations at the ISE shows, clubs, and guides and educates fly fishers about the sport.

Lance considers the Feather River to be his favorite river to fish. He has been fishing for more the twenty years and guiding it for more fifteen years.



# Lance Gray & Company Schools for 2009-2010

Lance Gray & Company offers schools that empower the students to improve skills, gain confidence and just plain have fun. We conduct the "Ultimate" fly fishing schools. The schools are fresh, inspiring and are based on applicable curriculum. The seasoned instructors provide students with hands on instruction at the coolest classroom, the water.

The fly fishing school is broken down into multiple fundamental workshops that will produce solid results. The focus of the school is to make the student a fly fisher, steward of the water, to teach etiquette and to address safety concerns.



## Steelhead School

Lance Gray & Company's Steelhead School, is conducted on the Feather River. The Feather River is one of California's best steelhead fisheries in the North Valley. At times, landing 8-10 steelies is not uncommon. The school includes one instructor per every three students. We use drift boats to travel the river to each classroom workshop. We will work on steelhead skills using standard rods and switch rods. The students will learn casting, mending and double hauling. The students will learn high sticking, swinging and how to use dead drift indicators.



*Steelhead School 2008*

The Steelhead School will give students confidence, the skills to locate fish, the knowledge to choose the proper technique, safety and to get the fly in front of the fish. The two day school gives the students one on one instruction with the instructors and time to practice on the water with their new found techniques. This course is designed for the anglers wishing to learn about steelhead techniques who are beginners to intermediate anglers.

### Steelhead Schools

October 17 and 18

October 24 and 25 - **Booked**

October 31 and November 1

Tuition is \$325.00 per student for the two day course. For more information or to book a spot in one of the schools simply - Call

530-517-2204

Or Email

[lancegrayandcompany@yahoo.com](mailto:lancegrayandcompany@yahoo.com)

Check out the website and space availability on the Lance Gray & Company calendar.



We proudly use these products.

\*\*\*\*\* CLUB OFFICERS \*\*\*\*\*

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President: Jeff Lingenfelter 639-0739  
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Programs: Larry Ingram\*\* 673-4965

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Fly Tying: Jeff Lingenfelter 639-0739

Conservation: Jim Fujii\* 673-2700

                  and Doug Fujii 790-7027

Historian: Ed Hobbs\*\* 673-4374

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