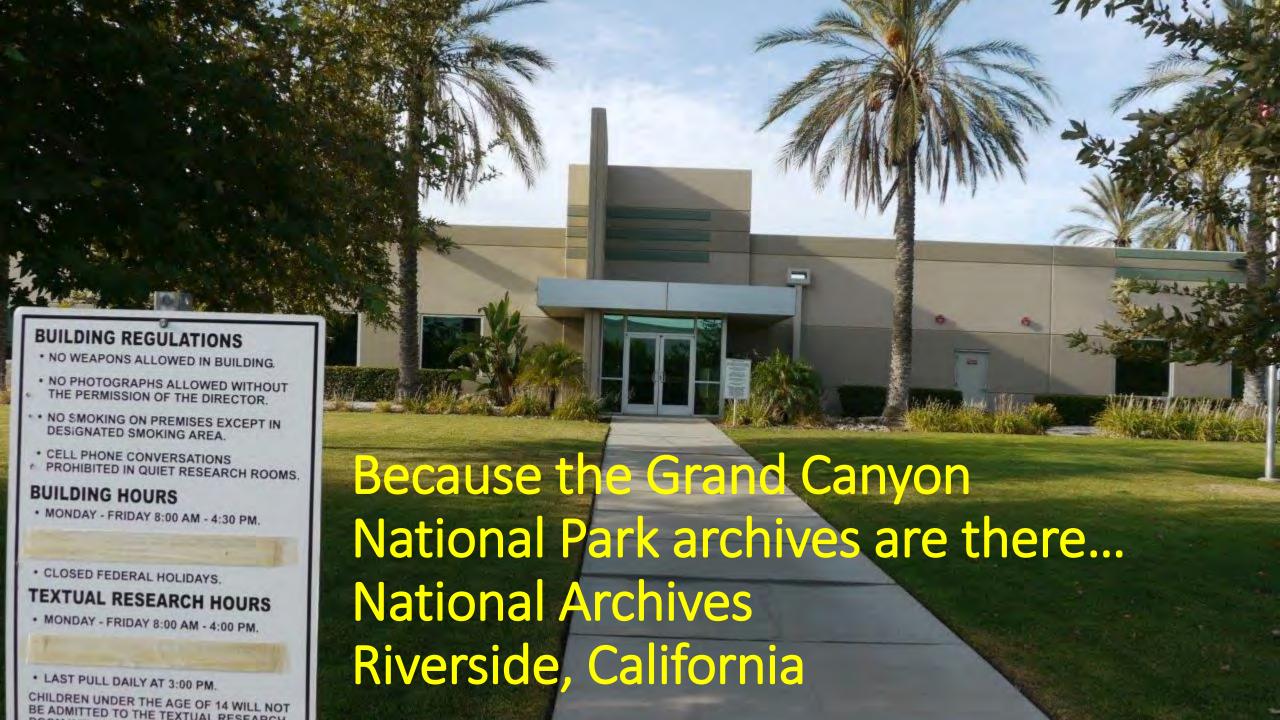
River Runners For Wilderness Council Member Tom Martin put the following presentation together on Colorado River Management in Grand Canyon National Park from 1916 to 1956.



It is based on a paper he presented November 5, 2016, at the Grand Canyon **Historical Society** History Symposium.







The information he found in the National Archives and at the Museum Collection at Grand Canyon National Park is the basis for what river historian Otis Marston called...



A simple graphic showing how the NPS saw the river from 1916 to the 1970's....

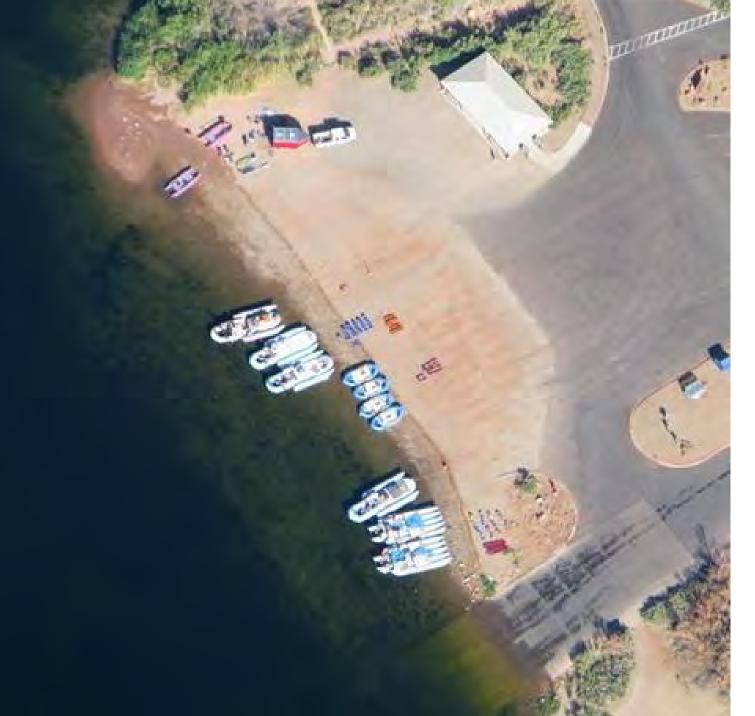


And here is how river runners saw the adventure:

I know I have gotten more out of this trip by being alone than if a party was along as I have more time, especially at night, to listen and look and think and wonder about the natural wonders, rather than listen to talk of war politics and football scores.

Buzz Holmstrom below Lava Cliff Rapid, November 21, 1937

The imbalance in access to the river we see today was put into place by 1956. Let's look at the busiest month in 2016...



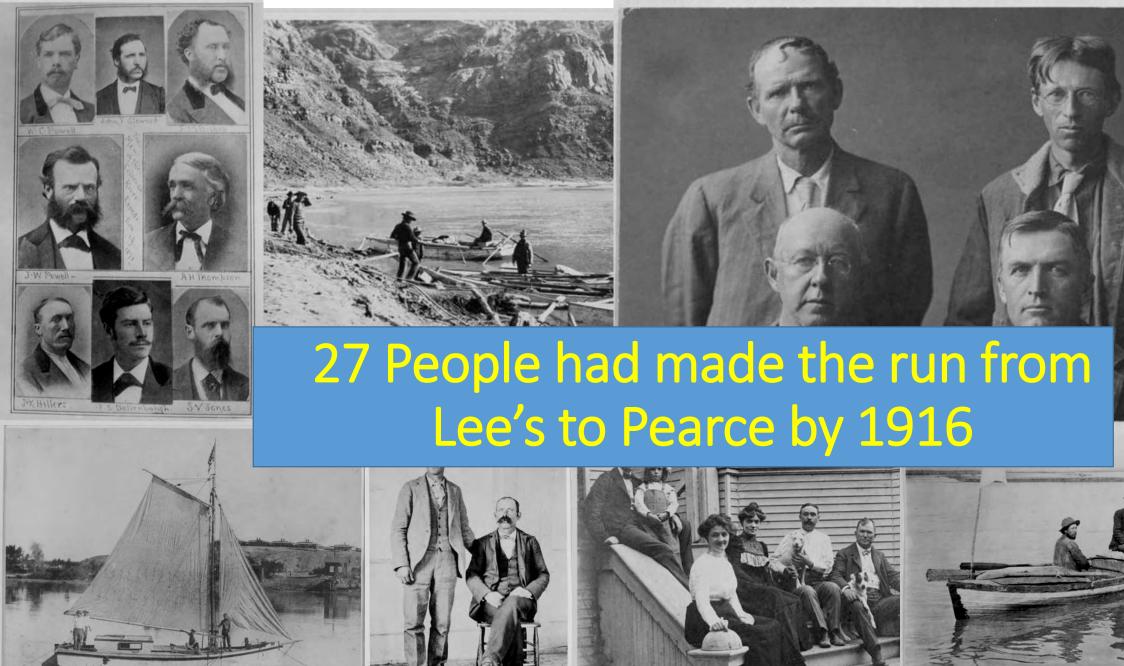
June 2016

119 commercial trips with 2,830 passengers

44 do-it-yourself trips with 530 passengers

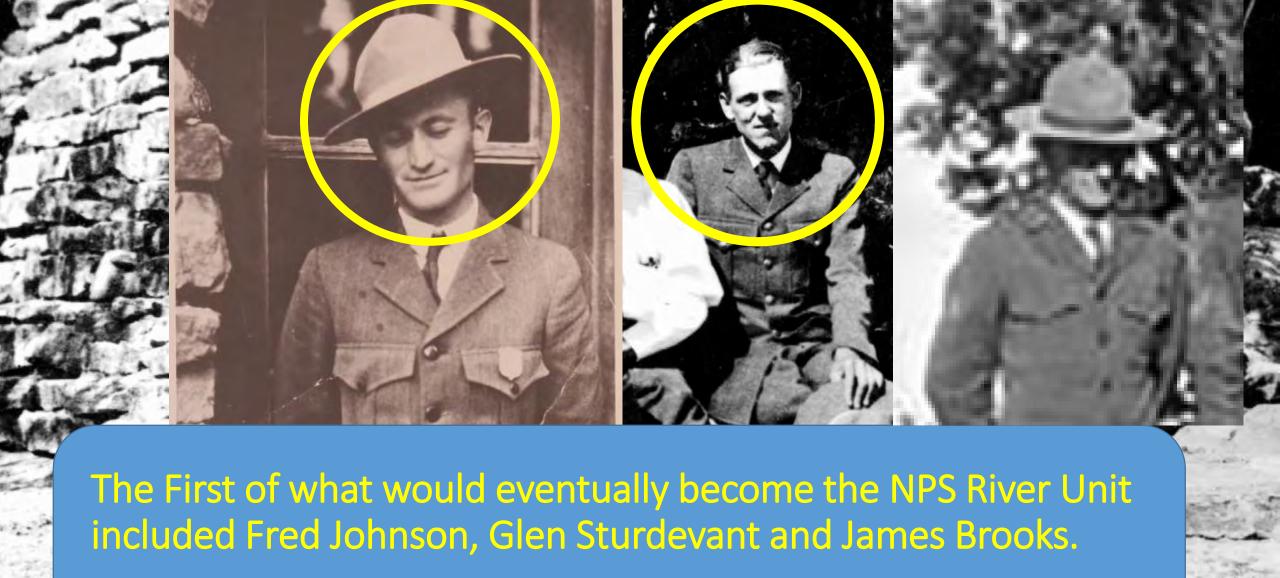
Why is so much access going to the river's commercial concessionaires? Well, the foundations for this mismanagement happened between 1916 and 1956!

Back in 1916, what was going down on the river?



One man would remove the NPS from the river... but only after there was a river tragedy.





Tragically, on February 20, 1929 Sturdevant and Johnson drowned in low water Horn Creek.

The three men went into low-water Horn Creek in a 12 foot long canvas boat like this one...



After their death, Tillotson banned all NPS employees from making any river cruise in the Park.

Only two NPS employees would participate on two river trips between 1930 and 1955.

Tillotson would leave GRCA and become Regional Director. The NPS would not return to the river until his death in 1955.

While Tillotson kept the NPS off the river, other river folks kept coming. The first folks to get denied access to the river in the Park were this group...



July 9, 1937.

Mr. B. de Colmont. 32 bis rue du Cotentin, Paris, France.

Dear Sir:

In reply to your letter of June 26, It is my duty to inform you that our Department would not look with favor upon a trip such as you propose down the Colorado River. This is a very hazardous trip indeed even to those who are thoroughly familiar with the Colorado River and who are experienced boatmen. The trip has been attempted many times and more such trips have ended in death and disaster than in success.

As to your specific question concerning whether the trip has been made since the Birdseye Expedition of the U. S. Geological Survey in 1923, you are advised that there have been four such trips since then. These are as follows:

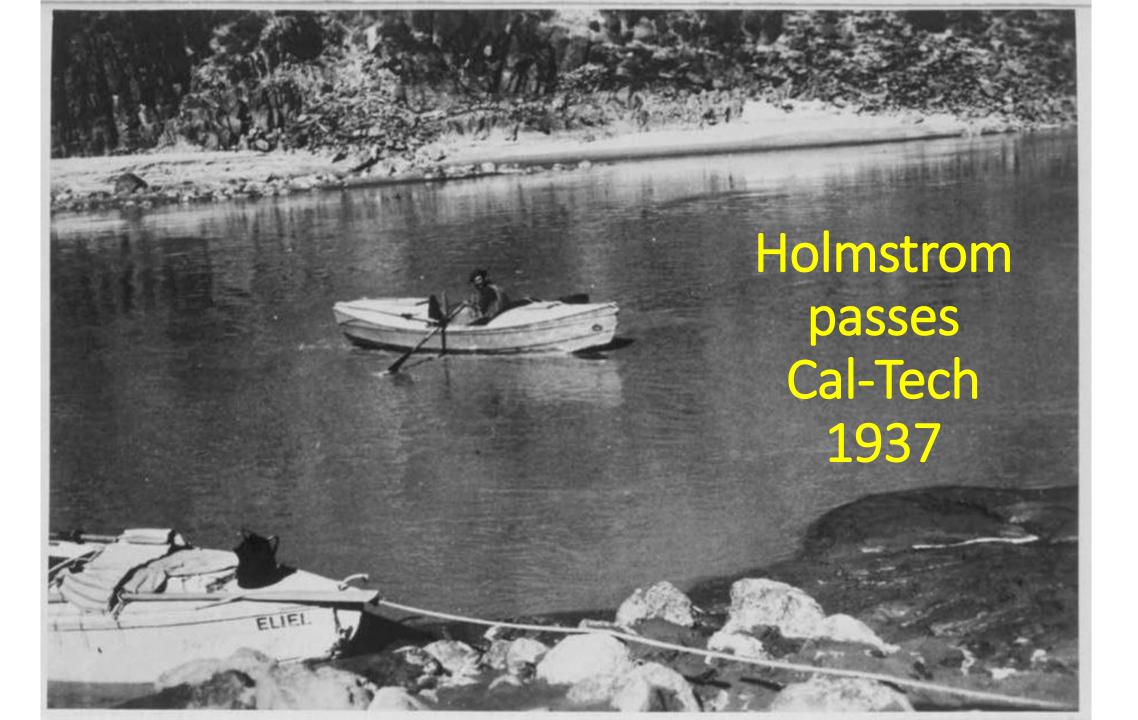
- 1. The Eddy Party which made the trip from Green River, Utah, to Weedles, California, in 1927.
- 2. The Hyde Party in 1928. This party consisted of a young river man and his wife. Although Mr. Hyde was an experienced boatman, both he and his wife became lost in the canyon. Their bent was located but no trace has ever been found of their bodies in spite of the fact that thousands of dollars were spent in the search.
- 3. The Bray Pathe Motion Picture Party which made a successful trip from Green River, Utah, as far as Hermit Creek Rapids in Grand Canyon National Park in 1928.
- 4. The Frazier Farty which traveled from Green River, Wyoming to Boulder Dam. Although this trip took a part of three years, it was completed in 1934.

I strongly recommend that you give up any notion of making this very dangerous trip. If you persist in doing so in spite of such warnings, you are advised that you will be expected to put up a \$10,000.00 bond to cover the expense of the Government in conducting

LEIPI CXIPY

It was the French Trio... Tillotson wrote de Colmont on July 9, 1937 that the NPS required a \$10,000 bond (worth \$164,000 today) for the rescue he was sure would be needed... The trio ran from Green River, WY, to Lee's Ferry in foldboats.

Other river runners did not ask the NPS for permission, like solo boater Buzz Holmstrom



Just after Holmstrom's run, Tillotson's good friend, Zion National Park Superintendent Preston Partraw, wrote to Tilly the following...

2-54

Zion National Park, Utah February 23, 1938

Superintendent Tillotson Grand Canyon National Park, Arizona

Evening Post Stop Better plan on the checking Station on the river now; to check them as they go by, if they get that far Stop The next is for some one to try the trip in an Oil Drum

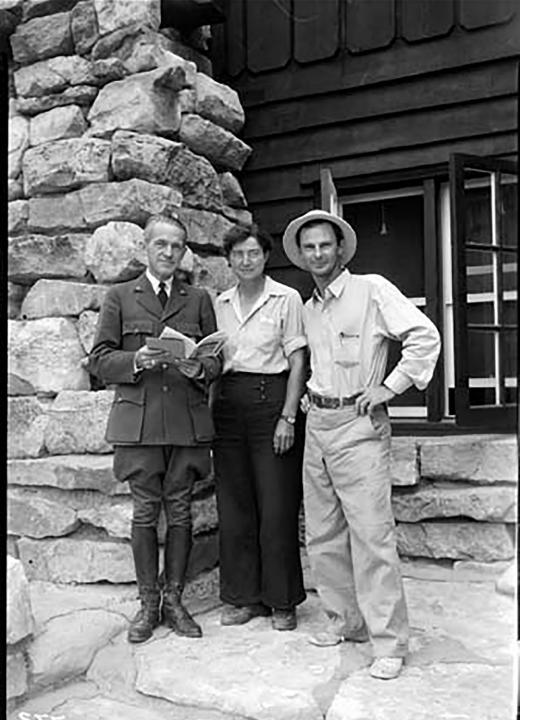
Superintendent P.P. Patraw



Telephoned To Supt At 9:45 A.M.

It wasn't an oil drum, but a rubber raft that showed up next...





On Dr. Elzada Clover's request, Norm Nevills asked for permission to navigate through the Park on April 27, 1938.

Superintendent Tillotson wrote while "a formal permit... is not required by regulations, ... we naturally do all in our power to discourage such trips."

Tillotson to Nevills May 3, 1938



Alexander "Zee" Grant made the run in a folboat in 1941, with Norm Nevills

Then these two folks did a trip, and the NPS came unglued...

Two Shoot Rapids, Saved

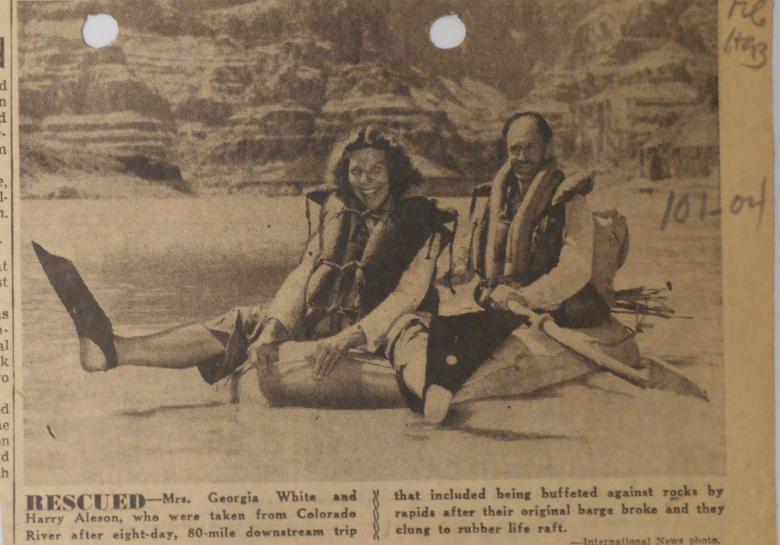
Caked with silt, battered and bruised, a Los Angeles woman and her companion were rescued from the Colorado River yesterday after an 80-mile downstream expeditionary voyage.

They were Mrs. Georgia White, 35, and Harry Aleson, 42, of Boulder City, veteran river boatman.

A National Park service boat took them from the waters just above Lake Mead.

Most of the eight-day trip was spent clinging to a one-man rubber life raft, after their original barge, made of driftwood, sank when they were less than two days out, they said.

Undaunted by being buffeted against heavy boulders by the rapids, Mrs. White and Aleson said at Boulder City they would "try it again next year—but with a better raft."



It was Harry Aleson and Georgie White, June 1946



MEMORANDUM for the Director.

There is forwarded herewith a memorandum dated July 2 from the Superintendent of Boulder Dam together with several news clippings reporting on the trip just completed by Mr. Barry Aleson and Mrs. Georgie White who floated down the Coloredo River from Parashaunt Wash to the head of Lake Mead. I think you will be impressed with the large amount of work this perticular adventure placed upon the limited organization at Boulder Dam. It happens that the trip was completed without any untoward experiences, but the outcome could easily have required the risking of lives of National Park Service employees and others endeavoring to locate this party should they have failed to appear. The fact that such people engage on adventures of this kind for personal pleasure and the thrill of risking their lives in no way relieves us of responsibility for their welfare.

In past superintendents' conferences there has been a great deal of discussion about the possibility of drawing some form of regulation covering such situations. At one time I proposed a rule which would prohibit people from running the rapids of the Grand Canyon unless they were able to show proper qualifications. The present regulation prohibiting mountain summit climbing in Mount Rainier, Mount McKinley and Grand Teton Rational Parks, except with the permission of the superintendent, is, of course, a form of control over these adventuresome humans.

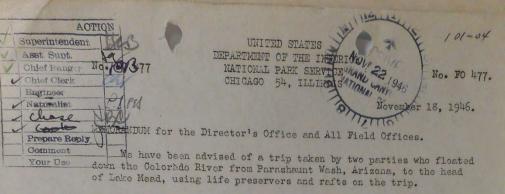
It would be quite impractical to apply such regulations to every form of adventure involving risk of life upon which people can easily engage in virtually all the parks and monuments. In very reckless cases like this, though, I wonder if it should not be a stated National Park Service policy to write people like Mr. Aleson and Mrs. White reciting the dispreportionate difficulties and burdens imposed upon the park organization in order to discharge our responsibilities for public safety. We could also indicate the additional difficulties which would have been involved should a mishap have been encountered. There have been many instances where Service employees have had to put their lives in serious jeopardy to effect rescues of this kind.

In these letters we should perhaps carefully avoid saying that people are prohibited from doing these things. However, we could properly point out that it is an undertaking which serves no useful purpose, benefits

Region 3 Director Tillotson noted he had "proposed a rule which would prohibit people from running the rapids of the Grand Canyon unless they were able to show proper qualification."

July 5, 1946

RIN. S NAM NEO.



That part of the trip made on waters within Boulder Dam Recreational Area was clearly prohibited by section 2.54 of the General Rules and Regulations, which prohibits the placing of any privately owned boat, cance, raft, or other floating craft upon the waters of any park or monument without a permit from the superintendent. Various sections of the general regulations may be invoked to prevent other forms of reckless "stunts." See sections 2.2, 2.6, 2.8, 2.14, 2.33, 2.34, and 2.60.

There is no way, of course, in which this Service can control the actions of the people making these hazardous trips while they are outside of the boundaries of areas controlled by the Service. Nevertheless, it is recognized that a responsibility rests on the Service for their welfare, such as the formation of searching parties and possible rescue work, if their proposed trips will take them into Service areas. This works a hardship on our personnel.

When an official in charge of a Service area learns that a trip of this nature is contemplated, he should get in touch with the parties involved and advise them of any regulations which may be applicable and of the addod responsibilities of the National Park Service in connection with the proposed expedition. Every reasonable effort should be made to discourage hazardous expeditions into Service areas.

History a. Jolson Hillory A. Tolson, Acting Director.

0-801 Protection.

Acting NPS Director Hillory Tolson wrote "That... [Aleson and Georgie] trip... was clearly prohibited... without a permit from the superintendent. Every reasonable effort should be made to discourage hazardous expeditions into Service areas." November 18, 1946

Superintendent Fast Sup*s. Chlet Cletk Chlet Cletk Chlet Renger Neturellat Machineance Scanticulon Admin Aust. ADDRESS ONLY THE DIRECTOR, MATIONAL PARK SERVICE Prepare Reply Comment Your Use File

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE
WASHINGTON

September 30, 1947.

MEMORANDUM for the Regional Director, Region Three.

As you are well aware, lives have been endangered—and lost—and the Federal Government has been put to great expense for rescues or attempts at rescue from time to time because of foolhardy attempts to navigate the Grand Canyon by persons unqualified for the venture. I believe we owe it both to ourselves and to the venturesome to assert such control over these attempts as we can legally without impeding undertakings such as those conducted by Norman Nevills.

There is nothing to prevent the National Park Service from requiring a permit in advance of any attempt to navigate any part of the canyon which lies within the park or from defining, by regulation, the conditions under which such a permit would be issued. By a copy of this memorandum, I am asking Superintendent Bryant to discuss this proposal with his staff and offer you, for transmission to me, with your comment and suggestions, his recommendations as to the requirements that should be met by those who seek permits. Should Dr. Bryant have an opportunity to do so, I believe it would be well for him to consult Mr. Nevills and the Kolb Brothers concerning their experiences on the river as they should be in position to offer us some worthwhile suggestions.

We should also receive, both from Grand Canyon and from Lake Mead, some rather specific data as to various attempts that have been made to run the canyon the past, the lives lost, the risks involved in attempted rescues, and something of the cost of such rescues or attempts. Such information would be valuable to us for publicity purposes at the time the regulations are promulgated as well as for convincing the Secretary regarding the necessity of them.

(SGD) Newton B. Drury

Director.

Supt., Grand Canyon MP

NPS Director Drury wrote "we owe it both to ourselves and to the venturesome to assert such control over these attempts as we can legally without impeding undertakings such as those conducted by Norman Nevills." September 30, 1947

There it was, the first time in writing... commercial trips are OK, but the "venturesome" were NOT ok...

Asst. Supt. Chief Renger Rengineer Neturalist Meintenance Sentution Admin. Asst. DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE WASHINGTON THE INTERIOR WASHINGTON Sept. Sept. Sept. Sept. Supt. Supt.

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(SGD) Newton B. Drury

Director

Supt., Grand Canyon NP Supt., Lake Mead RA **NPS Director Drury** charged Superintendent Harold Bryant with writing a permit application "under which such a permit would be issued."

September 30, 1947

GRAND CANTON NATIONAL PARK GRAND CANTON, ARISONA

October 9, 1947.

Mr. Horman Hevilla, Mexican Hat, Utah.

Dear Homens

The Battonal Park Service has been watching with interest the development of commorcial trips through Grand Canyon which you have organised. Thus far, it has seemed sufficient during the exploratory years to simply require a permit. How we are wondering whether the business is well enough organised so that it should be ommidered on a concessioner basis, with some sort of fee to the government. Certainly, we must now recognise the business as transportation within a national park. Then, too, comes up the matter of whether some of the "wild" expeditions through the Canyon could be partially stopped by strict regulations demanding a permit and requirements as to the equipment and as to experienced personnel.

Sefore making any recommendations along this line, we are anxious to obtain your veespoint. The more we require permits and the following of regulations, the more we are drawn into resous operations, the thing we result of all. We wonder whether a fee would prevent -- for instance -- an "up-river" expedition? Anyway, the whole question is now open: and before recommendations are made, we are very anxious to have your viewpoint.

Sinderely,

HCB: fia

H. C. Bryant, Superintendent.

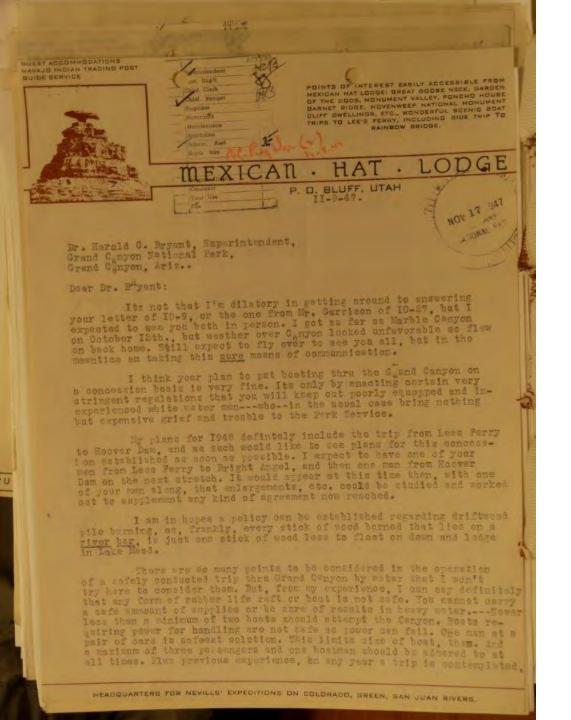
P.S. An leaving for the San Francisco Bay region temorrow; and Francis is planning some sort of a party where his planting and nine of the fifth neville expedition can be shown to Sierra Club Friends.

Otis Marston spent several days here collecting additional data for his book. He seems to be a thorough workman, and I think we can expect something really fine from him.

Hope all goes well with your

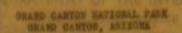
October 9, 1947

Bryant offered Nevills a river concession and wrote "some of the "wild" expeditions through the Canyon could be partially stopped by strict regulations demanding a permit and requirements as to the equipment and as to experienced personnel." Bryant sent Nevills a permit application to review.



November 9, 1947

Nevills agreed to a concession and wrote "by enacting certain very stringent regulations you will keep out poorly equipped and inexperienced white water men." Norm noted boatman should have "at least 1,000 miles of boating on fairly rough water" and "any form of rubber life raft or boat is not safe".



April 20, 1947-

Mr. Horman D. Noville, Hexican Mat Lodge, Bluff P. O., Utah.

May 15, 1947.

Dear Mr. Mavilles

Raving received full information as to your experience and aquipment, permission is hereby granted for you to take a party down the Colerado River leaving Lee's Ferry on July 16 and Phantom Easth on July 21, with terminos at Boulder Dan. Of course, you understand that the permission granted in no way implies Estional Park Service responsibility.

Should you or members of your party intend to collect scientific specimens, your attention is called to the following regulations

"Collections for scientific or educational purposes shall be pormitted only in accordance with written permitte approved in advance by the Superintendent."

If such permission is desired, application giving full particulars should be made to this office.

Agein, I wish you and your party every success.

Sinewely,

H. C. Bryant, Superintendent.

In duplicate

CO: Reg Dir Region Three (2)

PEDICIA

CC: Recoial Orders & Pinel Decisions File

On April 22, 1947, the first permit went to Norm Nevills...

	Annual Control of the
	MATIONAL PARK SURVICE
	Department of the Interior
	And the second of the second o
	Application for Pormit to Make Foat Trip through Entional Park on the River, pursuant to Section 2.55 of Chapter 1, Title 55, of the Rules and Regulations of
	the Bational Park Bervice.
	No privately owned boxt, campo, raft, or other floating eraft shall opported upon waters within any material park or menument without a sit from the Superintendent. Failure to obtain such a permit is a immension and offsuders shall be punished by fine or imprinorment, or has
14	Name of applicant;
2.	Address
200	
90	Type of bont, or bonts, to be used (state whether bont will be
3.	type of bont, or bonts, to be used (state whether bont will be equipped with ears):
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4	List of equipment (add continuation sheet if mecessary): Mamber of boots: 6. Number of passengers: 15 a
4	List of equipment (add continuation shoot if mecessary): Mamber of boats:

The first Permit Application draft (ten questions) was reviewed by NPS Associate Director Demaray, who noted it was designed to "eliminate the daredevil expeditions."

March 31, 1948

GRAND CANYON IN TIONAL PARK GRAND CANYON, ARIZONA

April 23, 1948.

Mr. Ed Hudson, El5 - 12th Street, Paso Bobles, California.

Dear Hudsons

It was very interesting to hear from you and to discover that the Coloredo River is still in your bloodt We had a fine visit from Otis Marston a few weeks ago, but he did not meation this planned trip in a power boat.

Do hope that you will take every precaution in the construction of the best and in your plans for the trip. I should think you would dread any portaging with such a large and heavy best. Then, too, you will have to plan your gasoline supply very carefully; cannot help but feel a little skeptical as to the possibility of getting fifty gallons of gasoline down have creek to the river. This is a mine-mile trip with no trail; with many crossings of the creek, and with many obstacles - including large cactus patches. There is no hope that a trail could be built so as to carry the gasoline down on maleback. It will have to be packed on the backs of Indians -- and I pity the Indians who make the tript Our last experience with the Supais was in the planting of fish; they were two and a half hours late in arriving at Hilltop, and the fish did not reach the stream until the middle of the day, whole was bad. In other words, you can't hurry them -- they take their own timet (Address: Reed Watchenigie, Supai, Arizona). The Diamond Creek supply can probably be arranged.

I am heartened to see that you are taking Otis Marston along, for he is a trained engineer and knows a lot about the rivor. We always hold our breath when these new expeditions are attempted, lest there be an accident with resultant rescue operations. We are talking about requiring an indemnity bend of considerable sum to cover any rescue operations necesary. Plan to send you an application blank and thereafter an actual permit, in which you will have to assume all responsibility for the trip and for any rescue messeary.

Mevills plane his sixth expedition during July. The main trouble with these expeditions seems to be that those who make them always want to make another trip, requiring more permits and more problems:

Sincerely,

E. C. Bryant, Superintendent Ed Hudson and Norm Nevills get permits in 1948.

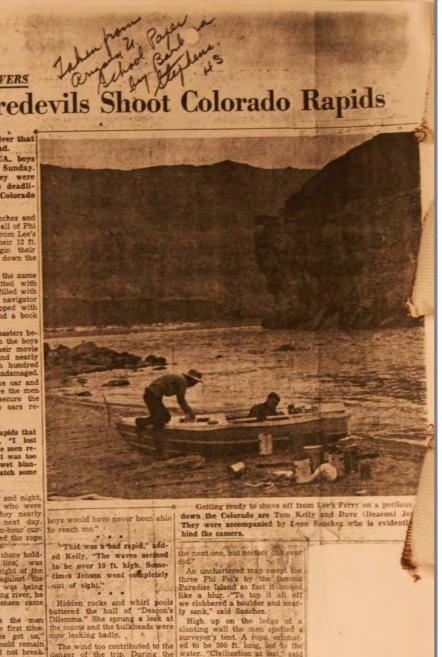
Nevills, Hudson and Don Harris were issued permits in 1949 Then the river was closed to all river traffic.

It happened after Norm Nevills tragically died in a plane crash. River historian Otis Marston quoted Superintendent Bryant as saying the following just after Norm's passing:



"Here Nevills is dead, and the only person that seems to be in line to run commercial trips is this Harry Aleson and obviously his crazy ideas... he's dangerous. So I have decided to stop all boating." Superintendent Bryant November 1949

At a dinner party in Berkeley after closing the river, the Superintendent was reminded the river was navigable and he could not legally close it. The river was re-opened...



Three men in the DEACON'S DILEMMA ran without a permit in 1949. The result was the NPS said any do-it-yourself trip that attempted a river cruise without a permit, regardless of skill, supply or craft used, would be considered illegal. Every effort would be made to remove this type of "illegal" trip from the river. It mattered not if the occupants were doing just fine.

And they just kept coming... so much so that two years later, Superintendent Bryant would write...

GRAND CANYON NATIONAL PARK GRAND CANYON, ARIZONA

October 15, 1951

Mr. Art Greene Cliff Dwellers Lodge Via Cameron, Arizona

Dear Art:

The Dick Griffith party left Green River, Wyoming, on July 1, arriving at Lees Ferry on August 14. They left Bright Angel Creek on August 22, and arrived at Boulder City on September 4. They portaged one rapid and lined many, but had no particular trouble. Transportation was by two inflatable neoprene 10-man rubber rafts. Previously, they had gone down the San Juan with Nevills, which stirred their interest in the thrill of running rivers. The party was composed of Dick and Isabel Griffith, Fort Collins, Colorado, accompanied by John Schlump of Laramie, Wyoming. Thank you for returning the undelivered letter.

We ended up the summer season with five trips through the Canyon: Otis Marston and five power boats; Harris-Brennan; Harry Aleson; Rigg-Wright, left Lees Ferry July 12; and the Dick Griffith party. The river is now a regular highway, and it's hard to take care of everybody!

Talked to someone today who reported that the record books at Rainbow Bridge showed about 240 visitors, most of whom arrived there via boat and the hike up the canyon. You must have done quite a business!

Sincerely,

H. C. Bryant Superintendent "The river is now a regular highway, and it's hard to take care of everybody!"

Bryant, October 15, 1951

Bryant

Grand Canyon National Park Grand Canyon, Arizona

March 21, 1952

Mr. William J. Davis 7253 Evans Avenue Chicago 19, Illinois 101-04

Dear Mr. Davis:

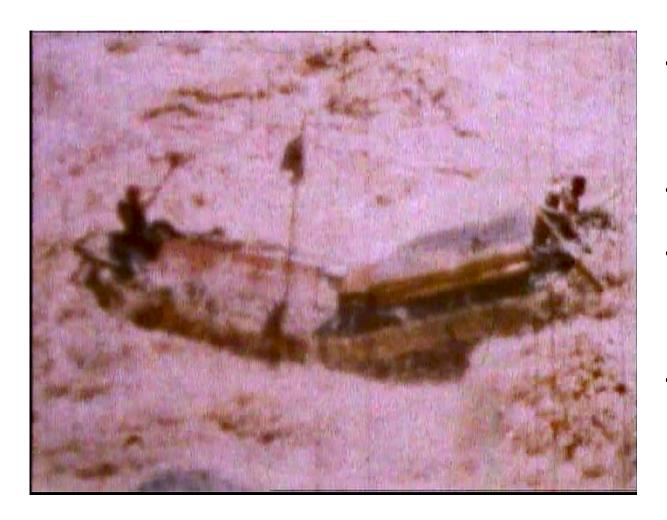
We have your letter of March 12 requesting permission to traverse Grand Canyon National Park in the course of your trip by rowboat from Green River, Wyoming to Pierce's Ferry.

We do require informal permits for such trips, for purposes of promoting safety, discouraging improperly equipped expeditions, securing river course data and in order to have pertinent information at hand that may make it possible for us to plan rescue expeditions if they should become necessary.

You give some of this information in your letter, but in order to have it in systematic order and more complete we are requesting that you supply the following information:

Name of expedition Itinerary: (Dates you expect to leave and arrive at various points) Names of members of expedition Number of boats Kind of boats Experience of boatmen Equipment (life preservers, food, etc.) Name of person who will direct and be financially responsible for any necessary rescue expedition. (Should not be a member of boat party, and should be availale in case of trouble.) Routes of escape from the canyon planned for use if Distress or other signals planned Locations from which signals will be used Communication (Radio?) Special escape apparatus (climbing ropes, inflatable raft, Other safety measures planned Intention to undertake scientific collecting (permit required)

In the winter of 1952-1953, a new list of fifteen permit application questions was drafted...



Bolte and Eaton take the first motorized bridge pontoon through, one of four trips without a permit in 1954. Four other trips had a permit...

Swimmers Conquer Colorado

The mighty Colorado River has been licked for the first time by swimmers-two daring Los Angeles insurance salesmen who returned here today after surviving 26 days through 279 miles of the wildest water in the world.

Sporting numerous cuts and abrasions, but grinning broadly, Bill Beer, 25, and John S. Daggett, 27, ended their trip by driving all night from Las Vegas, after leaving the water at Pierce Ferry near Hoover Dam yesterday after-

"It was tough in spots, but I'd do it over again tomorrow." Beer said. "We proved our point that the human body can absorb more punishment than a boat."

Beer and Daggett, both Stanford graduates and war veterans, are experienced sur

"We noticed we could get slammed against rocks by waves, and still come out of it without too much damage," Beer said. "That gave us the idea we could swim down the Colorado safely."

Veteran rivermen told the pair at Lee's Ferry, where they entered the river, that their projected adventure was plain suicide, Many expeditions equipped with heavy boats have perished in the

Beer said they only had one real emergency, when Daggett was sucked under a rock soon after they started their perilous trip, and was cut

"He was woozy for the rest of that day, but outside of that, we didn't

The Colorado, just ap it 56 deg, when they started

he history-making jaunt. deeply about the head. have any trouble."



Beer (left) and Dogoatt describe

2 Swimmers. Conquer Colo. River

Continued from First Page to 62 deg. when they ended

The men wore rubber skin-diving suits, swim fins and long woolen underwear as armor. They towed water-tight rubber boxes with their provisions, cameras and other

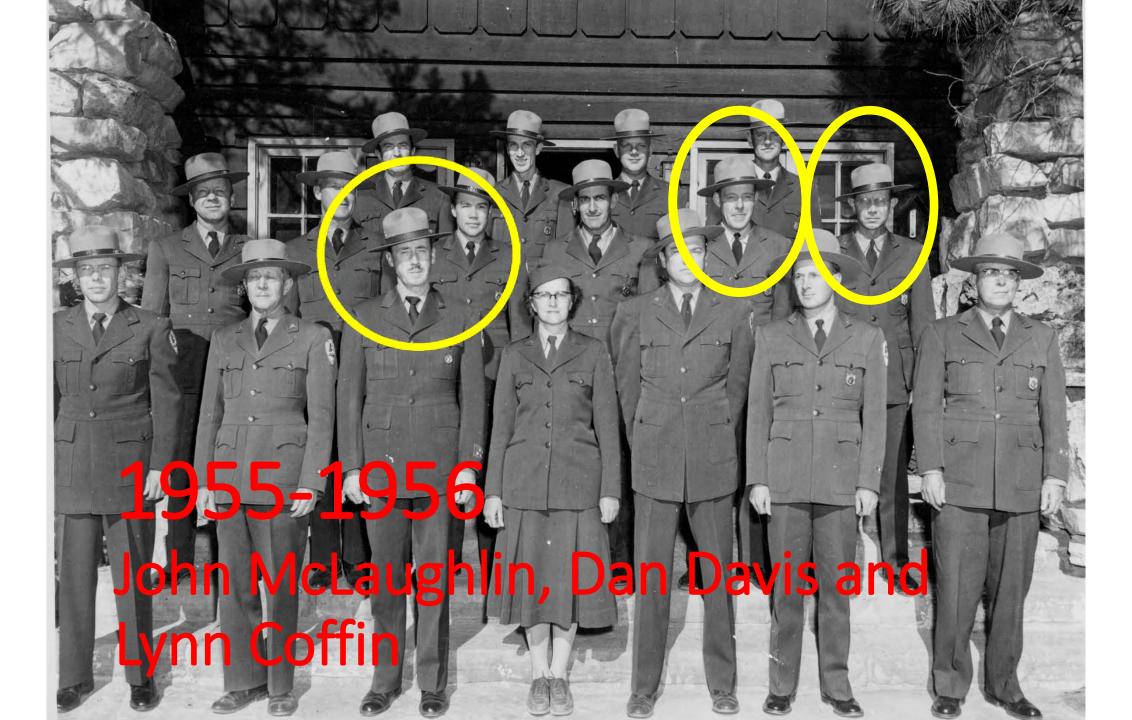
seen the Colorado River be- 211VER ore they undertook their wlay, long swim. They developed a technique for shooting the man-killing rapids by trial and error.

"When we came to really had water, we'd float on our backs, half sitting up, watching for rocks," Beer said, "We'd use the rocks as a pivot, pushing ourselves around with our feet, and taking the shock that way."

Beer and Daggett said the rip took three days longer than they expected. Their provisions ran short before they reached Supai, and they shot a wild burro in the canyon, dining on burro steaks

In April of 1955, Beer and Daggett swim the river without a permit. They proved the importance of good lifejackets and that a boat was not even needed...

And then the heavies marched in. Senior management changed at the Park, including the creation of a new position, Inner Canyon Ranger. There was a new Chief Ranger and Superintendent as well...



John McLaughlin served as Assistant Director of Region Two from 1950 to 1955, which included Dinosaur National Park. McLuaghlin was aware of how Dinosaur had "solved" their "means of controlling this type of use." The Dinosaur river permit system "does not encourage boating on these rivers without the services of a competent guide."

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE Grand Canyon National Park Grand Canyon, Arizona

RULES AND REGULATIONS AND REQUIREMENTS FOR A PERMIT TO TRAVERSE THE COLORADO RIVER THROUGH GRAND CANYON NATIONAL PARK AND GRAND CANYON NATIONAL MONUMENT.

- No privately-owned boat, cance, raft, or other floating craft shall be placed or operated upon the waters of any park or monument without a permit from the Superintendent. (Section 1.59 of the General Rules and Regulations published for the management of the areas of the National Park System.)
 - A. Because of the hazardous nature of the Colorado River within Grand Canyon National Park and Nonument, the following requirements will be considered before a permit will be issued:
 - (1) Foldboats, canoes, kayaks, or conventional rowboats are considered unsafe on this section of the river.
 - (2) Rowboats of the Galloway-Stone, Cataract, Improved Cataract, Sadiron types or variations will be considered.
 - (3) Neoprene rafts and pontoons of the 10-man size (17' long x 9' across bow beam) and larger will be considered. Rafts smaller than the 10-man size such as the 7-man and 5-man rafts are hazardous in the Grand Canyon. In the past, expeditions using these smaller rafts have been involved in excessive risks to life and are considered unsafe.
 - (4) The number of boats or rafts in the party should be adequate to carry the entire party, without serious overloading, in the event that one of the units be completely wrecked or otherwise lost.
 - (5) The following shall be considered as the safe maximum loads:
 - a. 10-man raft 4 people including boatman and supplies;
 - Cataract-Sadiron 3 people including boatman and supplies;
 - 22' pontoon 6 people including boatman and supplies;
 - d. 27' pontoon 10 people including bostman and supplies.
 - (6) The party should be in the charge of a competent, responsible, and experienced leader who has a good understanding of the Park Rules and Regulations and a knowledge of the canyon geographically.

The Boating Permit RULES AND REGULATIONS were completely revised using Dinosaur's boating requirements. Grand Canyon was "going to put great stock in it."

Otis Marston cautioned about following the Dinosaur model and did "not think experience in the boatman is adequate insurance against risk of life." He cautioned about attempting "to lay down the law too strictly" and noted it was better if the NPS took a stance of wanting to help river runners.

But commercial operator Georgie White commented that if the smallest rubber raft was a ten man it would "cut out a good many fly by nights and marginal outfits." None of the park's "steady customers" used anything smaller anyway.

And the Park made its choice...

UNITED STATES DEPARTHENT OF THE INTERIOR NATIONAL PARK SERVICE Grand Canyon National Park Grand Canyon, Arizona

RULES AND REGULATIONS AND REQUIREMENTS FOR A PERLIT TO TRAVERSE THE COLORADO RIVER THROUGH GRAND CANYON NATIONAL PARK AND GRAND CANYON NATIONAL MONUMENT.

- 1. No privately-owned boat, cance, raft, or other floating craft shall be placed or operated upon the waters of any park or monument without a permit from the Superintendent. (Section 1.59 of the General Rules and Regulations published for the management of the areas of the National Park System.)
 - A. Because of the hazardous nature of the Colorado River within Grand Canyon Mational Park and Monument, the following requirements will be considered before a permit will be issued:
 - (1) Foldboats, canoes, kayaks, or conventional rowboats are considered unsafe on this section of the river.
 - (2) Rowboats of the Galloway-Stone, Cataract, Improved Cataract, Sadiron types or variations will be considered.
 - (3) Neoprene rafts and pontoons of the 10-man size (17' long x 9' across bow beam) and larger will be considered. Rafts smaller than the 10-man size such as the 7-man and 5-man rafts are hazardous in the Grand Canyon. In the past, expeditions using these smaller rafts have been involved in excessive risks to life and are considered unsafe.
 - (4) The number of boats or rafts in the party should be adequate to carry the entire party, without serious overloading, in the event that one of the units be completely wrecked or otherwise lost.
 - (5) The following shall be considered as the safe maximum loads:
 - a. 10 man raft 4 people including boatman and supplies;
 - b. Cataract-Sadiron 3 people including boatman and supplies;
 - c. 221 pontoon 6 people including boatman and supplies;
 - d. 27' pontoon 10 people including boatman and supplies.
 - (6) The party should be in the charge of a competent, responsible, and experienced leader who has a good understanding of the Park Rules and Regulations and a knowledge of the canyon geographically.
 - (7) All boatmen should have some fast water experience and at least one of the boatmen or the leader should have had experience through the Grand Canyon.
 - a. The leader and boatmen must be familiar with the escape routes.
 - b. Non-swimmers should be discouraged from making the trip.
 - (8) Each passenger and boatman HUST have a jacket-type life preserver, preferably of the Navy type, with collars, that straps around the chest and between the legs. Some extra life preservers must be carried.

Three pages of RULES AND REGULATIONS noted:

watercraft not allowed - foldboats, canoes, and kayaks

watercraft allowed - 10-man rafts or larger

one-boat trips were eliminated

Besides the Three pages of RULES AND REGULATIONS, there were major changes in the APPLICATION FOR BOATING PERMIT...

UNITED STATES
DEPARTMENT OF THE INTERIOR
. NATIONAL PARK SERVICE
Grand Canyon National Park

APPLICATION FOR BOATING PERMIT

May 7 , 195 6

The following information is submitted in support of my application for permission to operate boats or rafts on the Colorado River within Grand Canyon National Park and Grand Canyon National Honument:

I.	NAME OF LEADER Otis Marston Address 2333 Vine Street, Berkeley 8, California Phone AS 3-6160
	LEAVE LEES FERRY June 19, 1956 ARRIVE LAKE FEAD. June 16, 1956 .
	BOATS - TYPE SIZE NAME 10TOR (size) 1. Aluminum: 18 - 6 Rattlesnake: 2 30 P
	2 Cactus
	3. ". Bootoo"
	5.
	6
TI.	LEADER AND BOATIEN: Give name, address, experience (be explicit) and dates for experience through Grand Ganyon.
	Otis Marston - Lees Ferry to L. Mead Traverse - 1942, 47, 48, 49, 50, 10
	Raleigh Sanderson, Box 264, Wellton, Arizona - Lees Ferry to L. Mead Trauerse 11947, 48, 49, 51, 53, 54,
	in Cleu Conyon Not a traverse William Beer 1156 Glenneyra, Laguna Beach, Calif.
	TO BE OF PERSONAS, WHO THE BE FINANCIALLY RESPONSIBLE FOR ANY NECESSARY AND OF PERSONAS AND STATE OF THE BOAT PARTY and must be available in case of trouble.
	1. Mrs Otis Morston Arabora Will be on Rim
	2,

Will they follow along the rim during traverse or be at above address?

The APPLICATION FOR **BOATING PERMIT asked for** "dates for experience through Grand Canyon." Unlike in the past, if the applicant could not list experience through Grand Canyon, the APPLICATION was NOT approved.





At the close of 1956, visitation to the Park topped the one million mark for the first time. Less than 500 people had made the transit from Lee's Ferry to Lake Mead.

Commercial use exploded in the next fourteen years while do-it-yourself use was kept in check.

In 1970, an alarmed NPS froze all river use at roughly 10,000 commercial passengers and crew, and about 300 do-it-yourself river runners.

From four commercial operators in 1956, there were twenty four operators in 1970.

The NPS returned to the river with their own boat in 1968, and by 1973, when the next picture was taken, were well on their way to learning about the river, as Sturdevant, Johnson and Brooks once tried to do so long ago...



But the do-it-yourselfers were still out in the cold. Multiple lawsuits in the 1970s and 1990s resulted in an increase in do-ityourself use levels, while commercial operator use has remained fairly fixed since 1981.

That increased use for the doit-yourselfers, though absolutely justified, came about by adding more users to an already crowded river...



We don't yet know what the next 100 years of river running will be like...

...but reallocating use instead of just cramming more river runners into an already overcrowded river must be put into the NPS management toolbox.

The End (of the first 100 years of river managment and beginning of the next... www.rrfw.org)