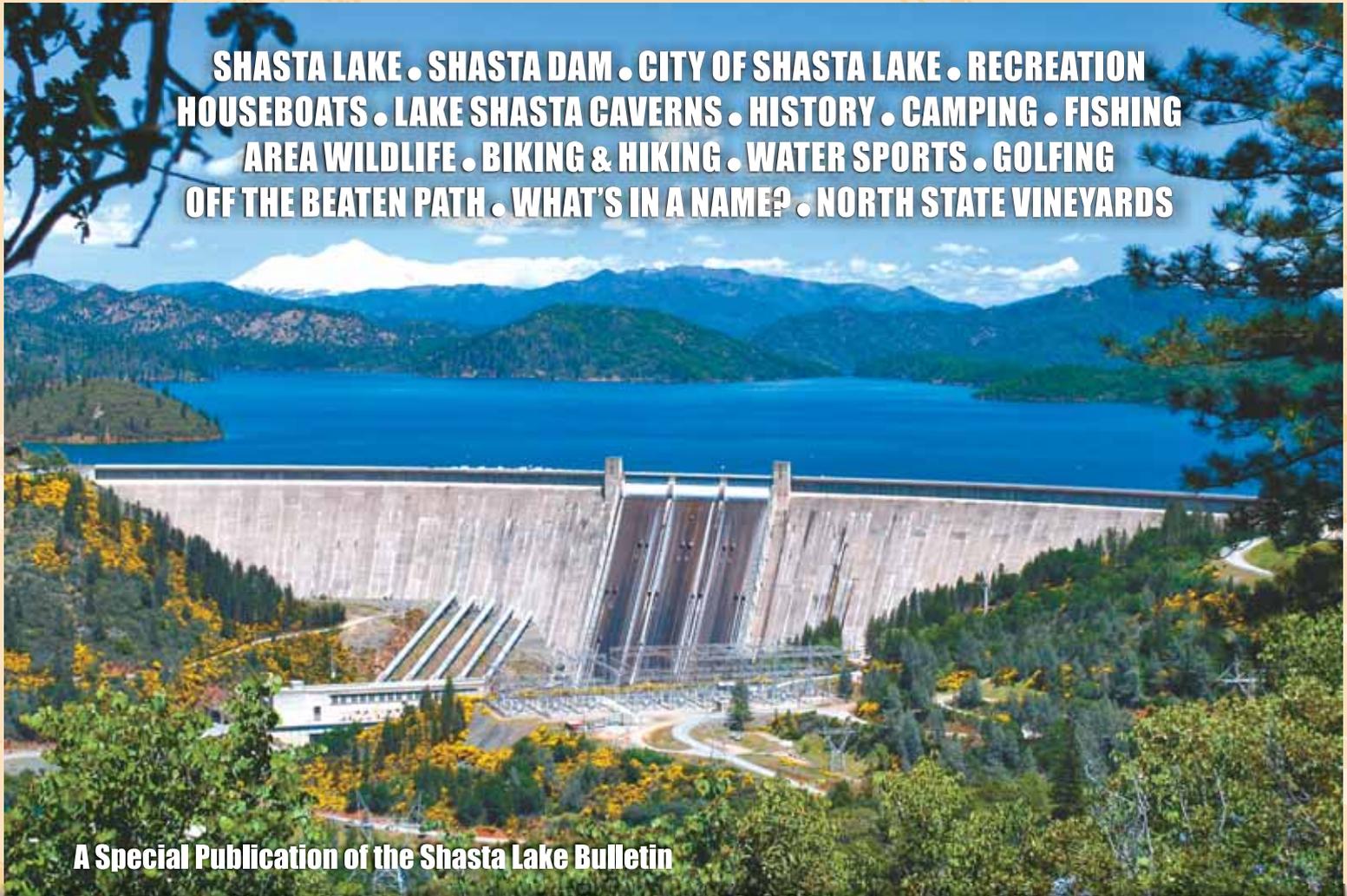


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SHASTA LAKE VISITORS GUIDE 2011



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Drs. Kay & Chris Kobe, DC

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The area has been protected and remains relatively unspoiled for the nature lover. We hope you enjoy your stay with us, taking advantage of the surroundings and leaving with pleasant memories of the time you spent here.

This Visitors Guide is produced by the Shasta Lake Bulletin, P.O. Box 8025, 4138 Ashby Court, Shasta Lake CA 96019. Telephone 530.275.1716. Fax 530.275.1699, email slb@shasta.com. Editor - Ron Harrington. The Shasta Lake Visitors Guide 2011 can be found all year long as a PDF download at the Shasta Lake Bulletin website www.shastalake.ws.

Cover photo credits: Three Shastas - courtesy of the Bureau of Reclamation; Photos by Michael Burke: camping couple Dean and Stephanie Christian of Petaluma at Holiday Harbor; swimsuit model Katie Lamkin at Bridge Bay; Morgan Holub and Hunter Thomas-Thompson of Redding jumping into Shasta Lake; John Kinsmann of Anderson on jet ski. Shasta Lake city clock photo - courtesy of the City of Shasta Lake; Historical photo of Kennett - courtesy of the Shasta Lake Heritage & Historical Society.

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Grandeur of dam returns after taking tour

By Jim Dyar

The grandeur of Shasta Dam can dim just a bit when you live in the north state a long time.

Yeah, it's the crown jewel of the Central Valley Water Project. Sure, it's the second largest concrete dam in the United States. It generates electricity. Got it. What's the lake level again?

But the grandeur returns after taking a tour of the dam. The experience helps a person stop for a moment and truly reflect on the significance and scale of Shasta Dam. It's nothing short of astonishing what 4,700 workers accomplished over a seven-year period from 1938 to 1945.

Shasta Dam, along with Hoover Dam, changed the entire face of the Western United States. California became the breadbasket for the country largely because of the water storage of Shasta Lake.

During the tour, the statistics begin to penetrate your consciousness in a way they never do when you're simply driving past. The dam is an astonishing 883 feet thick at its base and as tall as a 60-story skyscraper. It weighs (get this) 30 billion pounds (or 15 million tons).

One could compare the accomplishment of Shasta Dam to the great Egyptian pyramids, except the pyramids don't provide flood control, supply water for the world's fifth largest economy, create a massive recreational reservoir and generate enough power to light 700,000 dwellings.

And the tours of Shasta Dam are free. From Memorial Day weekend to Labor Day, they happen six times a day, seven days a week. Tours are limited to 40 people and they start at 9 a.m., 10:15, 11:30, 1 p.m., 2:15 and 3:30.

You pick up ticket at the Shasta Dam Visitor Center and walk out to the center of the dam to begin the tour. A longtime Redding resident, it was my first tour of the dam.

"We have people all the time say, 'I took a tour when I was 7 and now I'm bringing my kids here,'" said Mino Anderson, who has been leading Shasta Dam tours for five years. "Or, 'I've driven up and down I-5 a million times and I finally decided to come over.'"

The Bureau of Reclamation estimates that some 50,000 people take the tour each year. It's a good opportunity for the agency to educate people about the entire spectrum of purposes of Shasta Dam.

"Most folks come in with their own perception of what Shasta Dam does," said Tami Corn, public affairs assistant for the Bureau of Reclamation. "But it really is so complex. There's the recreational side, agriculture, drinking water, wildlife, power. Hopefully we educated folks about just how complex the whole picture is."

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The long walk across the dam gives you a chance to sightsee on both sides of the massive structure. To the north sits the blue expanse of Shasta Lake and the huge white fang of Mt. Shasta. To the south, it's the Sacramento Valley. But no one can pass up a chance to peer over the edge at the severe angle of the face of the dam. I'm sure I'm not the first person to think, "Could I survive sliding down that thing?"

Attendees must pass through a security scanner to begin their tour. Security has been upgraded considerably since 9/11. No bags of any kind (including purses) are allowed and don't plan to bring even a pocketknife.

After a short introduction, your group takes a large elevator down 428 feet into the heart of the dam. The visitor gallery is green tile walls and green granite flooring that harkens a foregone era.

Anderson imparts dozens of details about the dam, including the fact that the concrete is actually still curing inside the dam. It won't be completely finished for another few decades. The structure becomes its most solid self 100 years after its completion.

The dam is designed to withstand an 8.5 magnitude earthquake, but one gets the feeling it would take a lot more than that to alter the thing.

It's always 65 degrees inside the dam, which can feel pretty nice during one of Redding's hot summers.

A long hallway (which has an incredible echo effect) leads to a windowed conference room, where Anderson discusses the history of the project amid a mural, photos and a miniature model of the dam. The Sacramento River was actually diverted through a railroad tunnel as the middle portion of the dam was built up.

Of the some 4,700 men who worked on the project, 14 died. And although it's probably the most frequently asked question, the answer is, no -- none of

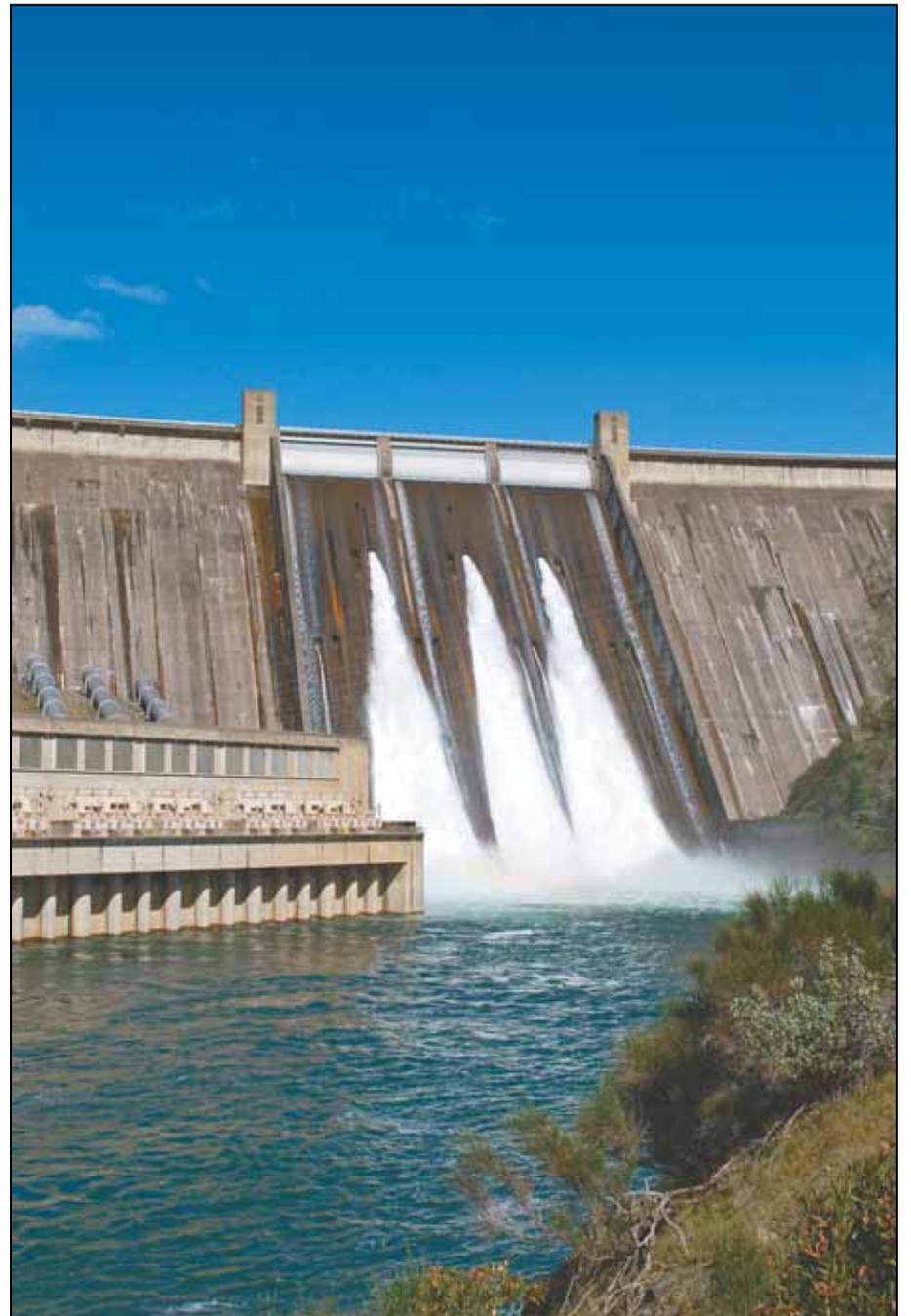


PHOTO / Tami Corn - Bureau of Reclamation

Heavy rains and a full lake prompted the Bureau of Reclamation to initiate several water releases earlier this year at Shasta Dam. This one is from March 16, 2011.

the men are buried within the concrete of the dam.

Gravel that was used to make concrete traveled along a 9.6-mile conveyor belt to reach the dam site. The starting point for that conveyor belt is where Turtle Bay Exploration Park in Redding stands today.

It's a pleasure to emerge at the base of the dam and look up at what was a white tapestry of water flowing down the face. A lawn courtyard with round portholes in the concrete walls recalled an aesthetic from a forgotten era. I felt like I was walking through a 1950s sepia educational film.

To the west, the five large (15 feet in diameter) penstock pipes lead into the Shasta Power Plant. Inside the power plant, the deep rumble of the turbines provides a sense of the force of water moving through and turning the turbine

blades. The water travels down the tube at 75 miles an hour and the plant is capable of generating 710 megawatts of power, or enough to power 700,000 homes. The power is sold to the Western Power Grid.

When the tour was over, I stood with Anderson atop the dam and watched as an osprey sailed just above our heads. There are nests located on several towers around the dam.

She has lead several hundred tours over the years.

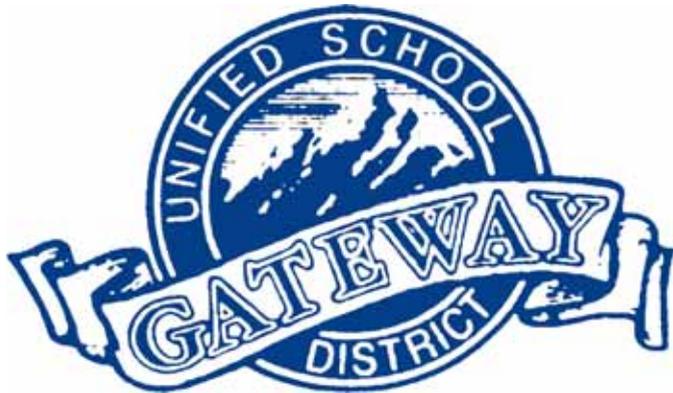
"There's always certain types of information I want to get out," she says, while adding that it's never quite the same speech every time.

Does she still enjoy it?

"Oh, yeah, I love the people."

And, when one considers the immense significance of Shasta Dam, it's an important story to tell.

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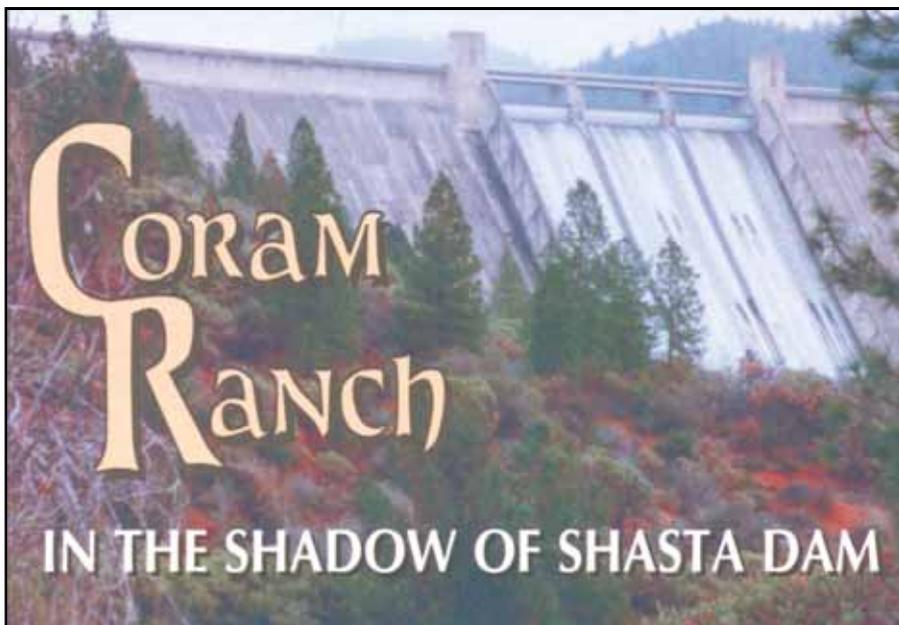


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If you're fishin' for fun, Shasta has it all

By Jon Lewis

A chock-full Shasta Lake is starting to be old hat these days and 2011 is no exception.

A water line up to the trees to start the season translates into some 4.4 million acre-feet of high hopes for anglers ready to tie into a healthy bass or colorful rainbow trout.

And according to one Shasta Lake fishing aficionado, those fish are out there and ready to earn a spot on the stringer.

Tony Messer, a veteran staff member of Phil's Propeller in the city of Shasta Lake — one of the top go-to shops for tackle, bait and tips — said fishing on the lake is at its best during late spring and into the start of summer.

"It's reaching its peak right now," Messer said in mid-May, with both trout and bass near the water's surface.

For bass, Messer likes Senkos and similar plastic worms, top-water baits like the Zara Spook and tubes like the Gitzit and Strike King.

The cooler surface water should last into late June, Messer said, and during that time trout are busy feeding near the surface. For the rainbows, it's hard to go wrong with tossing out a nightcrawler or some Powerbait.

During the dog days of summer, the warm water slows down the bass bite so Messer recommends fishing during the late evening, using jigs, spinnerbaits and top-water baits. Trout tend to go deep during the summer months and anglers will most likely need a downrigger to get their lures and blades down 40 feet or more.

"It depends on how hot the water gets," Messer said. "It may not get as hot this year because there was a lot of snow."

For anglers on the shore, Messer said it's hard to go wrong with live bait like minnows, crawdads and



PHOTO / Michael Burke

Josh Correa, 19, of Redding fishing at Centimudi Boat Launch as Hunter Thomas-Thompson, also 19 of Redding looks on.

nightcrawlers. And don't get too fancy with the rig, maybe add a split-shot and let the bait swim around or drift with the current.

From a boat, Messer suggested working around the points and next to submerged trees and other structure, using super flukes (soft rubber fish-like "twich" baits), brush hogs (which resemble little aquatic creatures) and senkos (weighted plastic worms).

Gary Miralles, a veteran Shasta Lake fishing guide and the owner of the Shasta Tackle Co., has developed several popular lures, including the Crippure and Koke-A-Nut that are both effective on the lake.

With Shasta Lake benefitting from a solid winter of rain, Miralles envisions a future filled with good fishing as rivers and streams deliver

more nutrients to the lake to boost plankton growth.

When the lake starts off full, the water stays high longer in the season and that improves the survival rate of largemouth bass that tend to spawn in shallower water.

"When you got a lot of snowpack the lake won't draw down so rapidly," Miralles said.

Smallmouth and spotted bass spawn in deeper water, which helps explain their large numbers in Shasta Lake.

Bass are just one of the sportfish species that make Shasta Lake a mecca for anglers. Here's a list of what could end up on the other end of the line: sturgeon, crappie, largemouth bass, smallmouth bass, spotted bass, catfish, king salmon,

kokanee (landlocked coho salmon), rainbow trout and German brown trout, to name a few.

Miralles, who tends to pursue trout and salmon, said they can be found closer to the surface during the cooler months of April and May. Vacationers can even catch some nice trout by trolling from houseboats.

When the summer heat gets going, the lake's colder water is pushed down deep, and that's where the trout and salmon go in pursuit of the plankton.

Enlisting the services of a guide is a good way to get the lay of the land, and Phil's Propeller (530-275-4939) can recommend a variety. Another good source is the Shasta Cascade Wonderland Association (www.shastacascade.com).

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Houseboats at Holiday Harbor.

PHOTO / Michael Burke

Houseboating has come a long way, baby

By Jim Dyar

Back a few decades ago, the major luxury with houseboats was hot water in the showers.

My how things change. Now take a look at these things.

"It's temperature-controlled wine cabinets and hot tubs, flat screen TVs, satellite radio," said Chris Han, marketing coordinator for Shasta Lake Resorts, which rents houseboats at Jones Valley Resort. "Our slogan used to be, 'Roughing it without the rough.' Some of the boats have more creature comforts than home."

With 365 miles of shoreline when full, Shasta Lake is California's largest reservoir and has been called the houseboating capitol of the world. For the second straight summer the lake is filled to the brim, which should translate to positive numbers for the many marinas that do business on Shasta.

"The lake is rising nice and reservations are coming in," Tom Groves, general manager of Shasta Marina, said in May. "People are getting excited. It looks good out there."

Houseboat business for Shasta Lake comes from across the West Coast region and beyond. Vacationers voyage out on the big lake knowing

that they can partake in any number of action activities, or just read and nap on the sun deck.

Luxury houseboats are often triple-deckers that come with tracking satellite TVs, fireplaces, barbecues, hot tubs, slides, wet bars and full-sized cabins with full bathrooms.

Houseboats often cruise the main portions of the lake during the day and pull into secluded coves at night. The lake offers three major sections to explore – the Sacramento, McCloud and Pit river arms.

"Because of the size of the lake, there are so many coves, hundreds of them," Groves said. "So even if the lake's busy, you're still able to find some nice private area, a private cove, and enjoy the water with some sort of serenity."

Houseboat rental rates vary greatly based on the type of boat, duration on the lake and season. A smaller houseboat can be rented for under \$1,000 for a non-summer weekend trip. A weeklong summer trip in a deluxe houseboat can run as high as \$15,000.

But with a decent sized group of people sharing the cost, the expense becomes a lot more manageable than it might first appear.

"When you think about motel costs and other vacations, it's actually

economical," said Kristine Brooks, co-owner of Packers Bay Marina with her husband Doug. "You cook your own meals. You don't have to pay to do other things, tickets to whatever attraction. You're right there. The attraction is right there on the lake. You split the cost up with ten people and it's not that much."

Most houseboat companies saw a boost with last summer's full lake and expect even better returns this summer. Unlike past years when reservations were required nearly 12 months in advance, people are waiting longer and booking closer to their trips. July is the busiest month, and holiday weekends still fill up quickly.

The main detractor in the situation is high gas prices. Gas prices effect people's decisions about driving to Shasta Lake in the first place, and effect how much they're willing to move around on the lake once they've launched.

"They might not want to tour the lake as much as they used to," Groves said. "One guy told me he was going into cove and not moving. It does affect people's plans."

Be Safe

One element that never changes when it comes to houseboating

is the need to be aware of safety. Houseboaters are advised to never swim while the boat is in operation. The engine should be off before people jump in. Children (especially smaller ones) should always be wearing life jackets as it takes just seconds for a kid to slip into the water.

Law enforcement officers can issue DUIs for boat drivers who are impaired by alcohol. Many companies prohibit jumping into the lake from the top deck or tying houseboats together. Jumping between boats is also a bad idea.

Rental companies conduct extensive safety orientations prior to the beginning of trips.

Once a group heads out onto Shasta, the options are seemingly limitless.

"Houseboating is so great for families because you're all together," said Kristine Brooks. "The people who do it are generally into water sports, but that's not always the case. You can take several generations out there and grandma or grandpa can sit on boat and dangle their feet in water, while the grandkids are out skiing. You can lay in the sun or swim, fish, drink, eat. A lot of our clients get fancy and eat really well out there. You get all the comforts of home, but you're in nature."

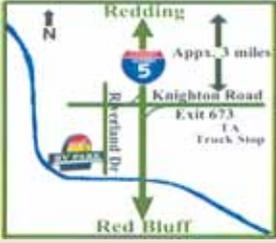
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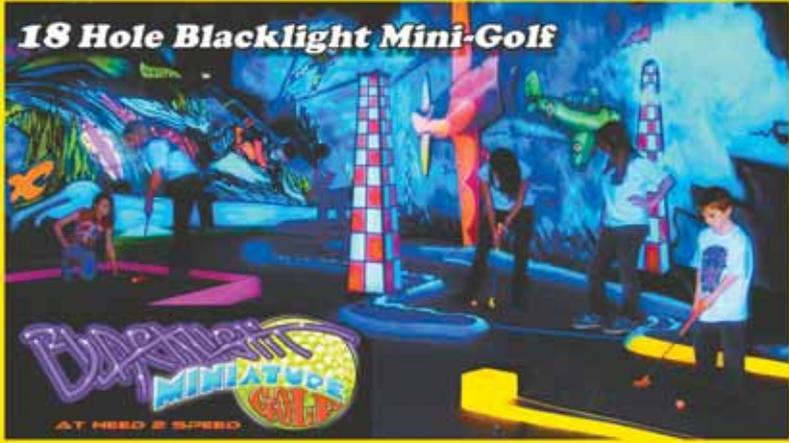
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Shasta Lake filled Lakehead with history

By Jon Lewis

While it can't lay claim to the mighty Shasta Dam like its neighbor to the south, the community of Lakehead has certainly benefitted from the giant reservoir the dam created.

For starters, Lakehead got its name from its location at the head of Shasta Lake where the upper Sacramento River meets the reservoir. Being near the lake and on the old Highway 99 also provided the town with a steady stream of summertime visitors.

Back in the 1950s, before houseboats emerged as the dominant form of recreation on the lake, Lakehead residents had to walk carefully to avoid stepping on the hundreds of people camping in tents on Lakeshore Drive, recalls Bonnie Ford.

"The lake was just beautiful," said Ford, who settled in Lamoine, just north of Lakehead, in 1958 with her husband Hank, "three kids, a dog and a mother-in-law." After a brief stint tending bar in Dunsmuir, Hank went to work for the U.S. Forest Service developing campgrounds and administering federal job-training programs like the Youth Conservation Corps.

When she arrived, Ford said Lakehead was just a few buildings, a post office, vacation rental cabins (that doubled as off-season housing for migrant workers and others) and a two-lane highway that connected the Central Valley with Mount Shasta and points north.

In time, Canyon Elementary School opened in Lakehead and Ford went to work as a cafeteria manager, a position she held until 1980. Declining enrollment subsequently led to the school's closure.

Lakehead was home to a court, with Judge Truman A. Mays presiding,

but he was subsequently transferred to Redding, Ford said.

According to the Shasta Lake Heritage & Historical Society, Lakehead's roots can be traced to James "Jim" Black, who moved to the area from Oregon in 1948. Others credited with Lakehead's beginnings include Black's brother, Lester, and his sister, Jesse, and Tom Trevithick.

The Lakehead Lodge & Café, owned by Ed and Mary Chamberlain, was the town's first business.

Economy Prefabricated Log Homes was another part of Lakehead's foundation. The business included a sawmill that produced the timber used for several other buildings in Lakehead. The mill later became the Klondike Klub, a restaurant and nightclub that is still in business.

Prior to Lakehead's development, the southern end of the area was known as Smithson, Antler, Gregory and Halycon. Those settlements join others like Coram, Kennett and Heroult that rest beneath the cool green waters of Shasta Lake.

Seeking to capitalize on the steady flow of tourists attracted to Lakehead's fishing and camping opportunities, the "Wonders of Lakehead" amusement park was established in 1949 and operated into the late '50s. It featured live animals, a gift shop and a replica of a mining town, complete with a jailhouse.

Although born in San Francisco, Cindy Glacken spent every summer, holiday and vacation in Lakehead, where her family's roots stretch back for generations. She remembers it as a wonderful place to hang out as a kid.

Glacken's great-great-grandfather Frank Gregory, his wife, Martha, and their nine children moved to Smithson in 1897. In 1900, he purchased the Smithson stage station and post



PHOTO / Courtesy Shasta Lake Heritage & Historical Society

Jim and Shirley Black are among those who are credited with Lakehead's beginnings.

office and renamed the town Gregory. (Gregory also became known as Baird Spur, Rainbow and Antler; its remains rest under the lake near the Antlers campground and boat launch.)

Martha Gregory, who had 13 children of her own, became well known in the Lakehead area for her work as a midwife. Steve Kelly, Martha's son-in-law, took a job with the local phone company and Martha asked him to install a phone in her home.

"She said, 'If I'm going to do the doctoring around here, I want a phone,' and so Grandpa Kelley got her one," Glacken recalled.

The accompanying switchboard became the first between Redding and Dunsmuir, and Martha Gregory went on to enjoy a long career in the telephone business. She received a plaque in 1941 honoring her as a Life Member of the Telephone Pioneers of America.

"I still have that phone book with all the names in it," Glacken said.

Glacken's great-aunt, Stella

Woolman Gregory, operated rental cabins and a grocery store in Pollock, another community forced to relocate after Shasta Dam was completed. Stella moved the store, bar and accompanying house to Lakehead, which was known for awhile as New Pollock. Glacken said she spent the bulk of her early years at Stella's.

"I had the run of the property because I was the youngest," Glacken said. "I helped aunt Stella feed the chickens and do the garden. Those were the best years of my life. I have very fond memories."

Fishing was a big part of life in Lakehead.

"My grandma Gregory was known for her fishing," Glacken said. "She would take all 13 kids and go on fishing trips and camp out. She taught them all how to fish."

For more about Lakehead, visit the Shasta Lake Heritage & Historical Society's website at www.shastalakehistorical.org or call (530) 275-3995.



PHOTO / Courtesy Shasta Lake Heritage & Historical Society

The "Wonders of Lakehead" amusement park was established in 1949 and operated into the late '50s. It featured live animals, a gift shop and a replica of a mining town, complete with a jailhouse.

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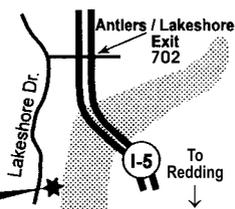
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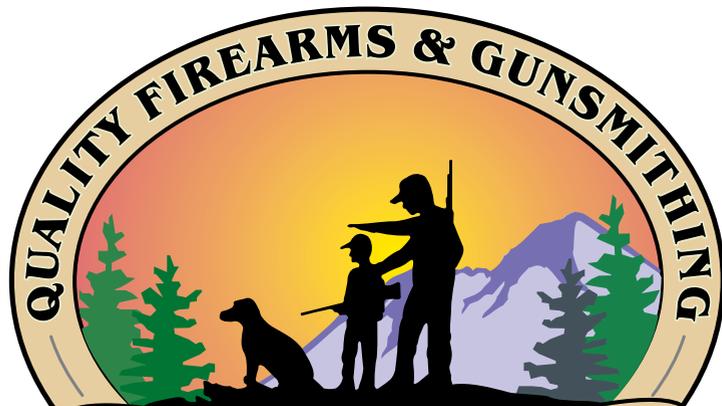
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From boomtowns to a city - Shasta Lake

By DARLENE V. BROWN along with BARBARA J. CROSS and CAROL STEPHENS from the Shasta Lake Heritage & Historical Society.

Magnificent is the word that comes to mind as you gaze upon the three Shastas of Mt. Shasta, Shasta Lake and Shasta Dam.

The history of the dam site is replete with man's penchant for controlling the environment. It staggers the mind to fathom the cost and construction of such a pivotal, landmark today as Shasta Dam. The impact of the Central Valley Project marks not only an outstanding achievement for Shasta County, but for the entire state of California.

Shasta Dam, the keystone of the project, lies in our backyard, and is the heritage of the Shasta Dam area residents.

The building of Shasta Dam was the second significant "boom" for Shasta County's growth but the primary "boom" for creating the communities that would one day become the city of Shasta Lake.

The first frenzied growth in Shasta County was the gold rush in the mid 1800s, resulting in the migration of miners into a land formerly occupied mainly by Native Americans, principally the Wintu Indian tribe and a few pioneers.

Gold and the arrival of the railroad led to the development of Shasta, Redding and Red Bluff as the prominent cities in the northern part of the Sacramento Valley. The gold rush ended and it wasn't until the discovery of copper near the turn of the century that the mining communities of Keswick, Coram, Kennett and many others, came into play.

But, the copper mining didn't last, and these once-thriving, mining cities became a thing of the past.

By the 1920s the cities were disappearing, the copper smelters closing and "ghost towns" were left in the wake, such as Kennett and many others that now lie beneath the waters of Shasta Lake.

Prior to 1937, the only evidence of existence in this semi-wilderness area north of Redding that is now our city was a single store, several ranches and farms.

The Southern Pacific Railroad and two-lane crooked roads provided the only means of transportation. The people in the area, along with the rest of the nation, were weathering the "Great Depression" and all of its hardships.

In the late 1930s, when news of the proposed Central Valley Project was advertised, a huge influx of skilled workers and craftsmen, many from previous construction projects, arrived.

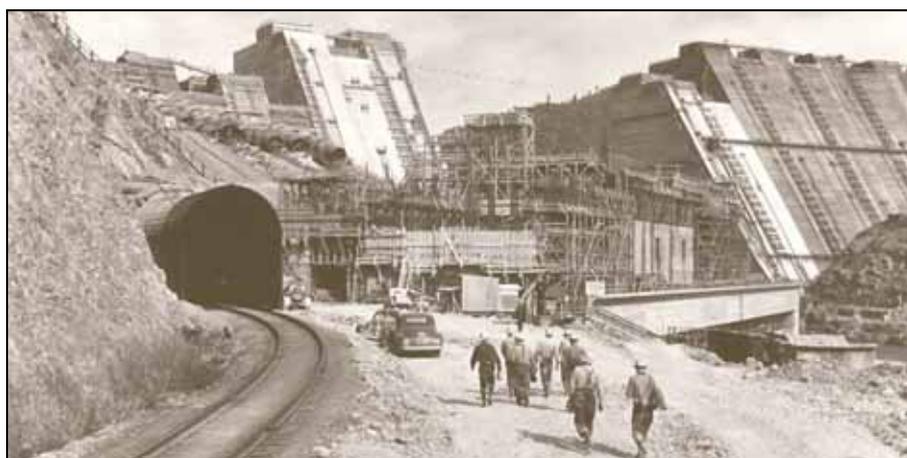


PHOTO / Courtesy Shasta Lake Heritage & Historical Society

Above, the early days of construction on Shasta Dam.

There was no electricity, no plumbing - water came from wells or filled water cans at gas stations. Because of the conditions, people lived in tents and bathed in makeshift showers. Crude shanties or a lean-to were built, as it was expected that everything would be abandoned when the dam finished.

Pacific Constructors Inc. (PCI) won the bid to build the dam and most of their workers lived in a housing project they built known as Shasta Dam Village, located below the construction site.

Following the building of the dam, bonds between the various workers and families developed and formed the attitude amongst the people that this area would become a permanent place to live, not just a temporary dwelling.

Although other things could wait in this, as yet, underdeveloped region, education of the children was not one of them.

As an example, in the fall of 1939, to relieve the classrooms at Toyon, the children from Boomtown (Central Valley) were transferred to classes held in the Congress of Industrial Organizations (CIO) Union Hall in

Central Valley while Central Valley Elementary was being built. The children from the Project City area were sent to attend classes in the former Hell's Gulch Saloon building in Project City. It was during this time, that the "Hell's Gulch Days" originated as a fund-raising community event as money was needed for the construction of these schools.

The following year, the proceeds from the "Hell's Gulch Days" were used to build a fire station.

A homogeneous society had developed among the workers & families of PCI camp, Toyon and the boomtowns. During the "Hell's Gulch Days", they celebrated the end of the Great Depression together. Symbolic was the tradition of "Burning Old Man Gloom" an empty wooden coffin. There were dances & parades and people drove from miles around to join in the festivities.

Speculators and promoters bought up land around the dam site, and subdivided it for resale. By 1939, not only houses, but businesses were "booming".

In Boomtown, renamed Central Valley in honor of the project, development was along Grand

Coulee Boulevard (now Shasta Dam Boulevard or Hwy 151).

Some businesses reflected the nature of the community by name; The Silver Dollar, Dam Shack, Little Reno, Covered Wagon, Log Cabin & Big Dipper are just a few.

East of Boomtown, was little Project City at the junction of old Hwy 99 and Shasta Dam Boulevard, proclaiming a post office and the site of Midway, a gas station and café (which in 1936, was the only business between Oasis Road and Mountain Gate).

Located one mile south of Project City was the small hamlet called Pine Grove (because of its trees). Heading west of Boomtown was Summit City, at the intersection of Shasta Dam Boulevard and Kennett (now Lake Boulevard) roads, and named as such because it was on the crest of the Kennett Road.

In September of 1944, the people in the area organized to create the Shasta Dam Area Improvement Association, which eventually evolved into the Shasta Dam Area Public Utility District.

In 1953, the voters passed a \$150,000 district bond to install a power system for the whole area. In 1976, the district built a sewage collection and treatment system and in 1982, built the Central Valley electric substation.

Over the years, the businesses that once existed because of the dam workers began to close, particularly in the Summit City area. More and more residents were commuting to Redding and Anderson for industrial jobs.

In the late 1970s, an economic slowdown hit Shasta County and by the early '80s, more ex-dam workers began to retire and the loss of sales affected the business community. However, by the beginning of the 90s, the future began to once again look bright for the boomtowns.

In 1992, a united community rose again to solve their own problems, this time for control of the local schools. A hard fought campaign resulted in the formation of a new school district, the Gateway Unified School District.

The determination of people who refused to quit infuses the history of this area with pride and an excitement that is impossible to deny. Thus, on the heels of the unification success, the impetus led to another grass roots effort - incorporation.

On July 2, 1993, the former "boomtowns" of Central Valley, Project City, Summit City and Pine Grove, not only survived, but carved their place in Shasta County's history. With over 60 percent of the people's vote, they incorporated and became the 470th city in California - the city of Shasta Lake.



PHOTO / Courtesy Shasta Lake Heritage & Historical Society

People drove from miles around to join in for Hell's Gulch Days, an event that originated as a fund-raising project to build a school after Project City students were sent to attend classes in the former Hell's Gulch Saloon. The event was so successful, the next year they were able to raise money for a fire station.

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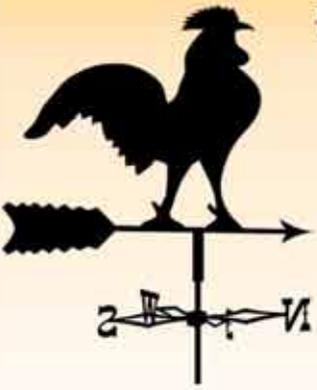
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The towns beneath the waters of Shasta Lake

(Editor's note: Contributing to this article were Darlene Brown and Carol Stephens of the Shasta Lake Heritage & Historical Society, Ellen Comfort, and Jon Lewis).

It was a bustling, thriving, industrious world unto itself; a land where copper was king, gold still held an allure and iron was the foundation.

There were shops, schools, mines and taverns by the dozens.

It's all gone now, buried beneath the cool green waters of Shasta Lake.

But the memory, spirit and history of 19th Century towns like Kennett, Coram, Baird and Heroult live on – high and dry – thanks to the diligent efforts of the Shasta Lake Heritage & Historical Society.

The society has about 150 members and its numbers continue to grow, according to Darlene Brown, the corresponding secretary and editor of the society's quarterly newsletter.

Like the other society members, Brown shares a fondness for the history of Shasta Lake's underwater communities and she and other members generously donate their time, talents and energy to preserve the towns' history.

"One of the nicest things is when we interview old-timers and find different people whose families were born in Kennett or Coram, or we find out something about the smaller cities. We'll find an old photo, or hear a comment of what life was like for their grandparents or aunts or uncles," Brown said.

"It's well worth the energy to preserve it," Brown said. "Prior to the dam, those were thriving communities. I'd love to be able to do



PHOTO / Courtesy Shasta Lake Heritage & Historical Society

A circa 1909-1910 photo states this was a neighborhood party in Kennett.

more research."

Before the dam

Long before the dam, the Shasta Lake region had staked its claim as an important part of California. Thick with trees and rich with mineral resources, the area had been noted as early as the 1870s as a valuable source of water – as well as possible flood control – for agriculture in California's great Central Valley.

But let's create the scene even farther back in time. Before the arrival of trappers around 1820, the land in this northernmost part of the Sacramento Valley was lush, green and inhabited mainly by the Wintu, (Wintun) American Indians. They fished, hunted and raised their families along the creeks and rivers that later brought to life the towns that now lie dormant beneath the waters

of Shasta Lake.

The Sacramento River, the main contributor to Shasta Lake, wound its way down the valley formed by several mountains and ranges, including the Salmon, Klamath, Trinity Alps, Cascade range and the Sierra Nevada. The valley was home to rich, fertile soil but it was subject to both floods and drought.

As early as 1873, surveyors were sent by President Grant to seek information on forming a plan for irrigation and flood control to protect the farmers and crops in this lush valley.

Meanwhile, gold had been discovered, and an influx of miners and trappers arrived. Established cities were growing; new towns appearing. The railroad finally made its way out of Redding and up the canyon as news spread about the tempting riches of gold, silver and copper.

Railroad towns began dotting the map. Now lying beneath Shasta Lake, they are: Delamar, Baird, Heroult, Morley, Mabel, Elmore, Winthrop, Ydalpom, Copper City and Kennett, the largest of them all.

Kennett

At the foot of Backbone Creek, which feeds into the Sacramento River, was the town, Kennet, (named after the railroad stockholder, Squire Kennet, and established when the railroad line extended north from Redding to Delta, Calif.).

The exact reason is not known, but it may have been a cartographer's error that changed the spelling of the town to Kennett, with the second "t" added. Whatever the reason, it is

how the name is recorded today.

In 1885, Charles Butters, a mining engineer, discovered gold in the region. Butters, a founding father, is acknowledged for developing the town site and infrastructure of Kennett. His acquisitions made him the wealthiest landowner.

Jane Schuldberg, author of the book, "Kennett," researched her mother's stories about living in Kennett and discovered an uncle who was one of the founding fathers: "...in the fall of 1884, the work train from Redding paused at Backbone, and a young man jumped off the train.... Charles Golinsky had arrived."

"First postmaster and owner of the (Golinsky) Kennett Hotel...his Uncle Bernhard & Aunt Rosa Golinsky, would soon arrive...Charley and Bernhard were Kennett's Pioneer Merchants." As her story goes, this was the beginning of a long-time rivalry between the two pioneering families of Butters and Golinskys and their contributions to the development of Kennett.

The town and population grew (it once claimed a population over 5,000). The years boasted trade stores, an Opera House, hospital, school, many saloons, and hotels. One hotel that contained the famous Slim Warren's "Diamond Bar" was known as far away as San Francisco for its lush décor.

The offices of the Justice of the Peace were located in the saloon's basement. These were the days of excessive gild and wealth for the proprietors and drink and gambling for the mine laborers.

- Please see page 19

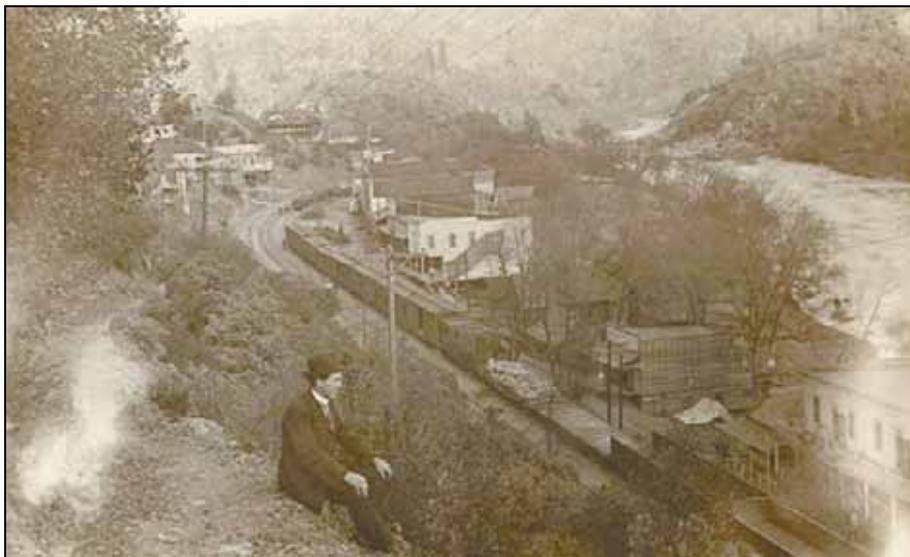


PHOTO / Courtesy Shasta Lake Heritage & Historical Society

Joseph Elby Johnson shown here with the town of Kennett below, circa 1907-1910.

- Continued from page 18

A historical society member, Marian Endicott Trapp, tells of her grandfather, David Endicott, a well-known businessman in Kennett:

"He was one of the three leading community members who financed the Opera House," she said. "He ran a slaughterhouse and a butcher shop, the Endicott Co. Meat Market." Slaughterhouse Island in Shasta Lake is named after the location of Endicott's slaughterhouse, which was situated far from the township because of its attending odors.

Kennett incorporated into a city. Gold and silver were found within the city's deposits, but it soon became copper that drove the market, and copper was there.

Kennett sat midway in the "Copper Belt" (a 30-mile crescent-shaped belt of copper and zinc extending from Keswick to Kennett to Ingot). In 1908, about four miles uphill from Kennett, was the smelter of the biggest mine, "Mammoth," that had a monthly payroll of \$1 million and produced about two-thirds of the copper in California. Other mines well known in the "copper belt" were: "Uncle Sam," "Golinsky," "Balaklala," "Shasta King," "Rising Star," "Bully Hill," "Keystone," "Mountain Copper," "Afterthought," "Donkey," and "Iron Mountain."

When World War I ended in 1919, so did the demand for copper and the Mammoth shut down its smelters. They reopened but didn't last, and in 1925, the mine was dismantled.

Other mines had already ceased operations. Several town fires, economic downturns and lawsuits – filed by farmers whose crops were harmed by copper smelter by-products – took their toll on the city. The hills were barren and denuded after years of smelter abuse. The Depression years came, businesses and buildings soon emptied as people left. Hundreds were without work.

A few families remained but by 1930, the once thriving city of Kennett was no more than a shell – and would remain so, until the waters came.

Delamar

Located on Squaw Creek, Delamar was the last stop on a 14½-mile railroad spur connecting Kennett to the Bully Hill Mine.

Chuck Hornbeck, a historian and founder of the Shasta Cascade Rail Preservation Society, writes: "Sacramento Valley and Eastern Railway...a little over 14 miles long, that started at Pitt Station, on the SP (Southern Pacific), crossed the Sacramento River, ran up the Pit River, across the McCloud River, and up Squaw Creek, through Copper City to the DeLamar smelter at Bully Hill."

(Of note: The 1908 Baldwin 2-6-



PHOTO / Courtesy Shasta Lake Heritage & Historical Society
Above, Slim Warren's "Diamond Saloon."

2T steam locomotive "SV&E Number 2" or, more simply, "Number 2," is being restored by SCRPS members and can be seen today in the resort area of the Fawndale Oaks RV Park off Interstate 5, approximately three miles north of the city of Shasta Lake.)

The town was named after sailing ship Capt. DeLaMar of Utah, who built the smelter in town and then operated the Bully Hill mine. In its heyday, the mine and smelter employed 2,000 men and twice that many lived there. In 1906-07 it had a 400-ton daily capacity. Part of the "copper belt," a fire devastated the business district in 1910 and because of decreasing copper supply and litigation over the poisonous smelter fumes, the mine and smelter closed. The mine had produced more than 48 million pounds of copper.

Today, the Shasta Lake shoreline is approximately midway through Delamar, where Main Street existed. Above the town site is the entrance to the Bully Hill Mine and Smelter. Mountains of tailings and furnace foundations still remain.

Sallee and Winthrop

Sallee and Winthrop were railroad spurs. Sallee was named for James Sallee, but it was too small in population for a post office. Winthrop was named for Winthrop Mining Company and had a post office established at Delamar until 1932.

Ydalpom

Ydalpom was a Wintu village site near Copper City. A post office for Ydalpom was established in Copper City in 1888. In an interview a few years ago, Nellie McDaniel Bell, Wintu American Indian, told of being born in Ydalpom and attending Copper City school.

"In Wintu language it means Y is north, dal is living and pom means place – north living place," she said. "When Shasta Lake came and they

moved us out of our home, they paid my mother \$35 an acre for our property... there in Copper City."

Copper City

A mining boomtown of several names within an area rich in gold, silver and copper, it was located on the north side of the Pit River near the mouth of Squaw Creek.

First known as Pittsburgh (Mining District), later Brownsville, then Williams and finally Copper City, it was established in 1852.

Capt. O.R. Johnson claimed ownership and built a fence around the town, perhaps giving it the distinction of being the only California town completely fenced in.

It flourished first on gold discoveries and lastly copper, when it became a prominent mining center. Prior to railroad service, it had many express and stage companies running daily to Redding and Shasta. In 1864, it contained 75 buildings including the Palace Hotel. It ceased to exist in 1920 when the copper market ended.

Baird

In 1872, Livingston Stone, a trout culturist for the National Fish Hatchery System, came west and established the first West Coast salmon hatchery. Located on the McCloud River just north of where it meets the Pit River, the hatchery formed a settlement -- the small town of Baird, named after the first NFHS commissioner, Spencer Fullerton Baird.

Located above Baird were the Baird Caves, (now known as the Shasta Caverns). Livingston Stone was the first white man to visit the caves.

During the construction of Shasta Dam, one of the largest CCC (Civilian Conservation Corps) camps was located at Baird. Destroyed by floods (again) in 1937, the hatchery was not rebuilt and operations were transferred to other locations. They

ultimately settled at Coleman Fish Hatchery in Anderson.

Heroult

A rich gold, silver and copper mining town, Heroult was located on the north shore of the Pit River between Squaw Creek and the McCloud River. An internationally known American Society for Metals historical landmark today, in 1907 it was the site of the first facility in the Western Hemisphere to use electric furnaces in the direct reduction of iron ore (the source of primary iron for the world's iron and steel industries). The town was named in honor of the furnace inventor, Paul L.T. Heroult of France. A group of entrepreneurs purchased the furnace from Noble Electric Co.; Heroult himself visited the area and assisted in the technical installation and building process.

Writes George Binczewski of the Golden Gate Chapter of ASM International Society: "Heroult's electric furnace invention is the watershed of the current mini-mill steel industry plants in the United States. These mini mills...reducing costs...have kept the U.S. competitive in what is a cutthroat worldwide steel industry. The major advantage over... is its environmental friendliness."

The town of Heroult stayed active until the operations closed in 1919 and was deserted by 1928.

Along the Sacramento River Canyon, **Mabel** was a traveler's stop on the road to Oregon in 1885 (not a railroad stop) and deserted by 1903. The origin of the name is unknown.

Morely and **Elmore** were railroad stops. Morely was named for William Morley, an early settler and stage station merchant. Elmore was named for Waldo Elmore, an area miner who became a rancher.

Elmore achieved a measure of fame when he found a 2-pound nugget in a rocker on his claim worth \$510. In the 1860s, he married the daughter of the Wintu chief, Num-te-ra-re-man. Elmore Bay, Elmore Mountain and the Elmore Station were all named after him.

Not only are these towns from long ago submerged, but so are portions of the original Oregon Trail, old railroad lines and the original Pit River Bridge.

So the next time you are enjoying the waters of Shasta Lake, you just may be thinking about what lies beneath - about a different time, long ago. As the old-timers will tell you, "during a drought, when the lake is very, very, low, you can still take your boat way up the Pit River Arm and see some remains of the old places."

For some, it's looking back – a part of their memories; for others – imagining the past.

Shasta Lake



Lakehead

Sacramento Arm

Big Backbone

Kennett

Shasta Dam

CITY OF SHASTA LAKE

Heroult

Baird

Lake Shasta Caverns

Copper City

Winthrop

Squaw

Pat River Arm

Brock



Deed Hammond

Off the beaten path

Shasta Lake area offers abundant hidden treasures... some for the very adventurous

By Jim Dyar

Most people who visit Shasta Lake quickly learn about major attractions like Shasta Dam and Lake Shasta Caverns. But there are plenty of other intriguing spots to explore around the massive reservoir – many that are not known even by area residents.

Here are a few places off the beaten path around Shasta Lake:

Samwel Cave is an alluring attraction, located at the upper end of the McCloud Arm. It's possible to reach the one-mile nature trail that leads to the cave opening after a long, windy drive on Fenders Ferry Road. An easier route is by boat (there is boat parking at Point McCloud).

The first room of Samwel Cave is open to the public. To explore the rest of the cave system, a key to a locked gate must be obtained at the Shasta Lake Visitor Information Center (530-275-1589).

North of Lakehead, the **Harlan D. Miller Memorial Bridge (Dog Creek Bridge)** has become an attraction for photographers, sightseers and painters alike.

Built in 1927, the abandoned bridge remains a spectacular vista. To reach it, take I-5 north from Redding to the Delta/Vollmers Exit. To get under the bridge, turn left at the end of the exit ramp. Drive about a half-mile to Fenders Ferry Road, then turn left. Drive about two miles; the road will turn to dirt. When you drive under the I-5 bridge, you'll begin to see it.

"It's very nice and a wonderful photo opportunity," said David Grey, owner of Tsadi Resort in Lakehead. "There's a vantage where you can see three bridges at the same time. Plus, the fishing tends to be pretty good in that bend of the Sacramento River."

Located 3,500 feet above the McCloud Arm of the lake is the **Hirz Mountain Lookout**, a historic steel fire lookout built in 1949. The U.S.

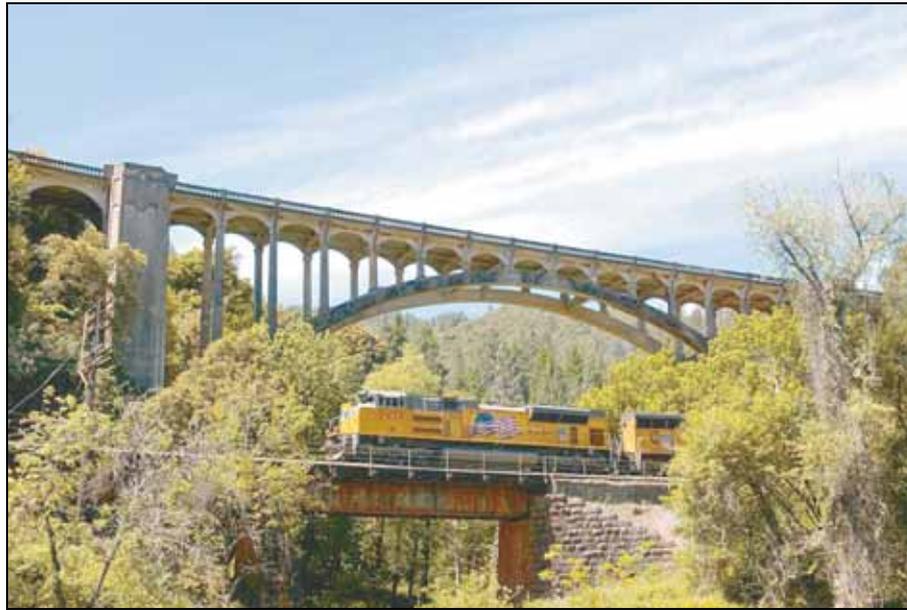


PHOTO / Michael Burke

Harlan D. Miller Memorial Bridge (Dog Creek Bridge).

Forest Service rents the lookout to overnight visitors, but those staying must hike their belongings up a steep 1/4-mile path after driving a 5-mile dirt road that demands high clearance. For reservations, call (877) 444-6777 or visit www.recreation.gov, or Shasta Recreation Company at (530) 275-8113 or visit www.shastalakecamping.com.

"The view is amazing," said Shawna Rule of Shasta Recreation Company. "You can see the whole McCloud arm, Mt. Shasta, Lassen Peak and the Trinity Alps."

Expert angler and Shasta Tackle owner Gary Miralles (shastataackle.com) loves the **upper Pit River arm** of the lake because of its unique features like old growth timber and madrone trees. A number of creeks feed into the upper arm and the area is loaded with wildlife including eagles and bears.

"You can isolate yourself completely and there are a lot of good spots to park your boat and fish,"

Miralles said.

The scenic **Arbuckle Flat boat-in campground**, about seven miles up the upper Pit River arm, is an excellent spot to settle in for the evening. Not far away is **Bear Canyon Falls**, a double waterfall that can be accessed by boat, located 3 1/2 miles above the Stein Creek Campground.

Because of snags and other obstacles, the upper pit arm is a no-ski area, which helps limit the boat traffic in the area, Miralles added.

Near the end of the upper Pit Arm is the gorgeous **Potem Falls**. The 70-foot waterfall can be reached from a trail from the lake or by driving out Fender's Ferry Road. The falls trail is located 9.2 miles along Fenders Ferry Road from Highway 299 (near Montgomery Creek). The trail starts just west of the bridge over the Pit River.

With Shasta Lake full again this summer, the **south side of the Salt Creek inlet to the Sacramento Arm** will be a stellar place to kayak

or canoe to view wildlife like eagles, osprey, deer, black bear, otter and more.

There's also a wide sandy beach area on the extreme **upper end of the Sacramento Arm of the lake**. To reach it, take the second Lakehead exit and turn right linking up with a dirt road that veers left and leads down to the Sacramento River.

Slaughterhouse Island on the western portion of the main body of Shasta Lake is well known as a popular destination for houseboats (it's an infamous party destination), but as for island camping, many consider **Ski Island** near Silverthorn Resort a solid destination. Ski Island has 23 boat-in camping sites with picnic tables, fire grills and vault toilets. Miralles called it one of better developed boat access areas on the lake.

Shasta Lake's most popular trail for hikers and mountain bikers is Clikapudi (near Jones Valley), but the **Packers Bay trails** (north of Bridge Bay) are a lesser-known but fabulous choice for exploring.

From Redding, the trail system is reached by exiting I-5 at the Holiday Harbor/Shasta Caverns exit, driving under the interstate and heading south on I-5 for a short distance to the Packers Bay Road exit. A small parking lot well before the marina/boat ramp area signals the **Waters Gulch Trailhead**.

The Packers Bay system is comprised of four different trails – Waters Gulch (2.8 miles), the Overlook (.4 miles), Fish Loop (.7 miles) and the East Side (.4 miles). The system offers excellent wildlife, swimming and fishing opportunities.

Near Lakehead at the Lakeshore East Campground, the Forest Service also rents **yurts** to guests as a unique feature. The yurts are listed as a non electric shelter at www.recreation.gov. Call (877) 444-6777 for reservations.

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Abundant wildlife due to geographic location

By Jim Dyar

For humans, Shasta Lake is an excellent place to visit. For an incredible array of wild creatures, it's an exceptional home.

The great assortment of wildlife is due in part to the lake's geographic location. Shasta Lake sits in an area where several biological regions come together -- the northern tip of the Central Valley, the Klamath Mountains, the southern Cascades, the northern Sierras. There's even a coastal influence.

"There's a lot of diversity in terms of the types of species and the types of habitats," said Brett Furnas, environmental scientist with the California Department of Fish and Game. "It's a pretty special place. Without all that water, we wouldn't have as many species."

The lake contains the largest amount of breeding territories for bald eagles in California. The national bird also shares the lake with another beautiful raptor, the osprey. Osprey nests can be seen on many of the towers around (and even on) Shasta Dam. If you're lucky, you might see the bird dive from as high as 100 feet into the lake to snag a fish.

While touring the lake, look near the tops of ridgeline trees for the osprey's stick nests. Bald eagles typically nest within the shady branches of ponderosa pines.

Though they might not have the popular appeal of eagles or osprey, turkey vultures certainly find a good living around Shasta. Vultures are often confused with raptors from a distance.

In terms of mammals, blacktail deer, black bear and mountain lions are all common around the lake. Deer



PHOTO / Michael Burke

A deer checks out the photographer not far from the Centimudi Boat Launch.

and bear sightings are more common. Lions are less seldom seen.

To avoid encounters with bears, campers and house boaters should use bear proof garbage and food storage bins when available. Use airtight food storage containers or hang food bags from trees at least 10 feet above the ground. Campers shouldn't take food into their sleeping area.

"I wouldn't be overly worried about bear or mountain lion attacks, but one of the main things is don't feed the animals. That's where a lot of

problems start," Furnas said. "If you do come across an animal (bear or lion), back off slowly. You don't want to interact with them."

It's also possible to see bobcats, grey fox, bushy tailed wood rats (which make stick houses), skunks and rare weasels like the fisher (who has a bigger cousin called the wolverine). The creeks and river tributaries might also provide a peek at a beaver or river otter.

Visitors should be mindful on the banks for rattlesnakes (accidentally stepping on one is the biggest hazard). An exclusive resident to the area is the Shasta salamander, which tends to make its home near limestone formations.

For bird watchers, the Shasta Lake area is a true paradise.

The late spring/early summer season brings on the tunes of songbirds like the robin and Wilson warbler. The lovely Purple Martin can be found along the Pit River and Squaw Creek arms of the lake.

"The best time of year (to see and hear songbirds) is April through May," Furnas said. "They might not be singing as much once they've found mates and that part of the timeline is over. But songbirds do have distinct songs the rest of year. Take your binoculars."

Other birds to be spotted include scrubs jays, woodpeckers, owls, black-headed grosbeaks, chickadees,

ash-throated flycatchers, plain titmice, mountain quail and wild turkeys.

There are also plenty of resident and migrating waterfowl around the lake. Species include Canada geese and ducks like mallards and buffleheads. Great and snowy egrets and great blue herons can also be seen.

As for the lake itself, there are certainly plenty of swimmers who call it home.

Fish species include rainbow and brown trout, largemouth, spotted and smallmouth bass, landlocked king salmon, crappie, bluegill, squawfish, white sturgeon, threadfin shad, white catfish, brown bullhead and golden shiner.

The lake hosts several bass fishing tournaments each year and there are an assortment of guide services and tackle shops in the region to provide more information about fishing on Shasta Lake.

As for the best areas to spot wildlife, Furnas recommends hiking any of the trails around Shasta, especially Bailey's Cove, Packers Bay and Clikapudi.

"The Clikapudi trail has nice access to water and it goes through grassland, conifer and some oak woodland," Furnas said. "I sometimes drive to the McCloud arm area, or any of the campgrounds, really, can be good areas."



PHOTO / Rita Dressel

Canada Geese, shown here at Bridge Bay, are among the many migrating and resident waterfowl around the lake.

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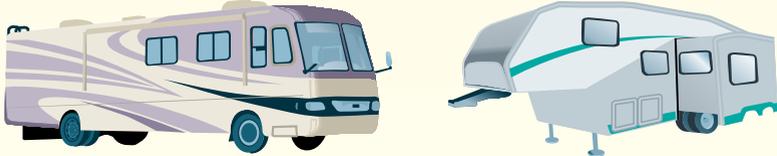


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An exciting subterranean exploration



PHOTO / Michael Burke

This year, go deep. Deep, that is, into the famous Lake Shasta Caverns.

No visit to Shasta Lake is complete without a caverns adventure. And it's also one of the best ways to cool off!

Lake Shasta Caverns is the place to see for an exciting subterranean exploration of nature's magic.

Tours of the limestone caverns' eight wondrous rooms are offered on a daily basis. Tours begin with a catamaran cruise across Shasta Lake's sky blue waters, followed by a scenic bus ride along a winding, two-mile road that takes you up 800 feet above the lake surface.

According to Lake Shasta Caverns, the discovery of the caverns is attributed to a gentleman by the name of James A. Richardson, who learned about them from a Wintu Indian named Charles Morton. Both Richardson and Morton were employees of the Baird Fish Hatchery and on a day off Morton lead Richardson to the natural entrance of the caverns.

On Nov. 3, 1878, Richardson, with

his guide and two others, explored the caverns for a distance of 800 feet without finding its end. It was on that date that Richardson made the first authentic inscription on the wall in what is now the Cathedral Room -- "Discovered by J.A. Richardson, Nov. 3, '78"

From 1878 to 1963, the caverns were only visited by a few hardy spelunkers who would climb the thousand feet or more up to the caverns and then, with anticipation, descend into the rooms for independent exploration.

Today's cavern tour starts at the man-made opening, where you step into the comfortable 58-degree, 180-foot tunnel that takes visitors to a stairway leading to the Discovery Room.

True to its name, visitors here will discover the myriad formations that are featured in all eight of the Caverns' rooms. The Crystal Room was opened to the public in 1985. Beautiful helictites and cave coral are in abundance here.

When you enter the eighth and



PHOTO / Richard Allan

The caverns' interior close up.

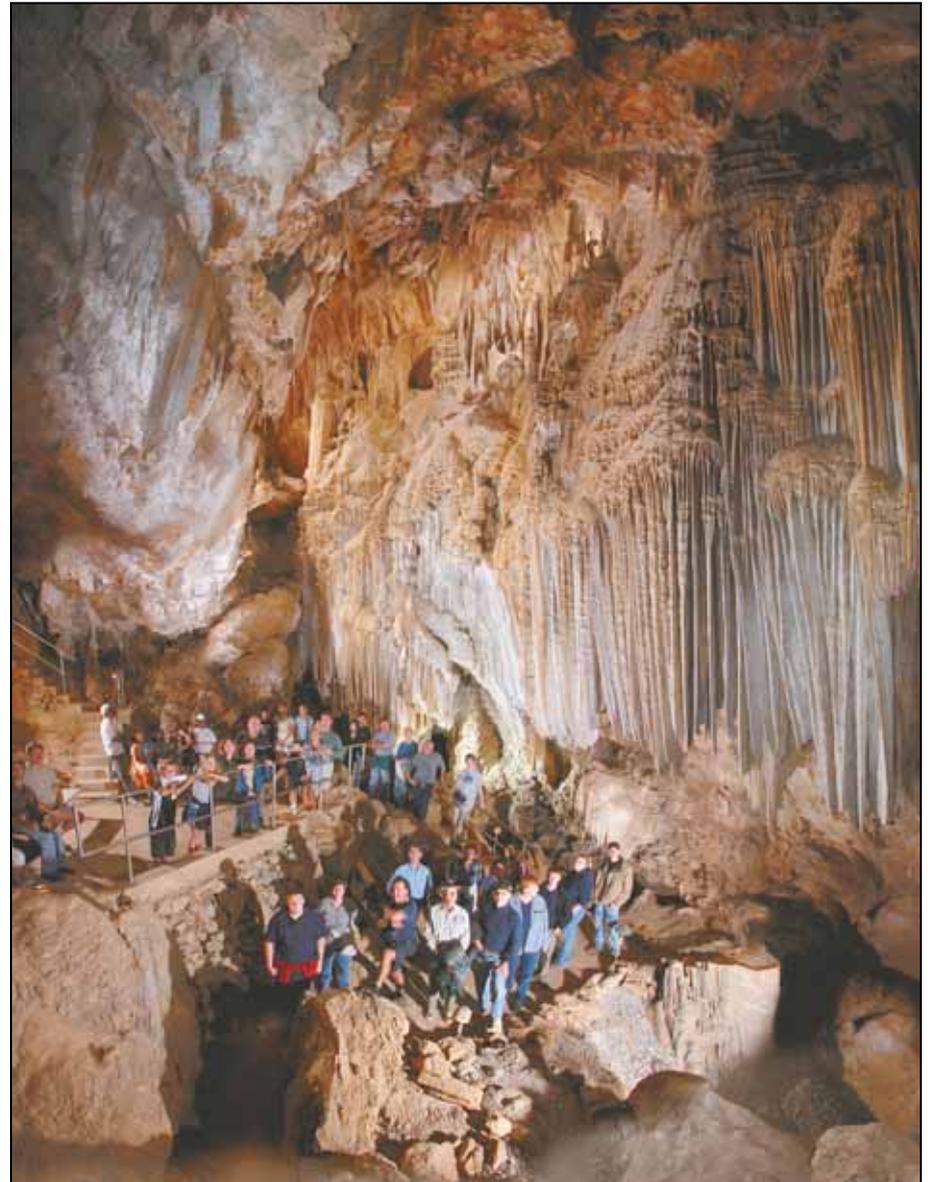


PHOTO / Courtesy Lake Shasta Caverns

Above, the Cathedral Room at Lake Shasta Caverns.

final room, the Cathedral Room, you can see how it got its name. The gold-colored, 100-foot-tall ceiling resembles a gilded cathedral. Each room features spectacular formations in all directions, including stalactites, stalagmites, soda straws, helictites, flowstones, drapolites and some more unusual formations such as Tiger Tooth Crystals, Cave Coral, Cave Lace and Pallets.

Lake Shasta Caverns Visitor and Recreation Center is located on the west shore of Shasta Lake's McCloud Arm. The center can accommodate more than 150 cars as well as RVs and buses.

A fairly new attraction at Lake Shasta Caverns is gemstone mining. You'll sift through a bag of mining rough to find all sorts of genuine and precious gemstones as well as various fossils.

Weather permitting, Lake Shasta Caverns is open year-round with tours departing daily. It is closed for Thanksgiving and Christmas.

During the summer, tours leave on the half hour from 9 a.m. to 4 p.m.

In April, May and September, tours depart hourly from 9 a.m. to 3 p.m. During the winter, tours are offered at 10 a.m., noon and 2 p.m. The cost is \$22 for adults and \$13 for children aged 3 to 15.

Beginning the summer of 2011 Lake Shasta Caverns will be offering the Lake Shasta Dinner Cruises departing every Friday and Saturday evening during the summer. The two hour cruise will consist of a buffet style meal while aboard the Cavern Queen. You can enjoy the majestic beauty of Shasta Lake and its emerald green waters while you are with friends and family. Please call Lake Shasta Caverns for more details and to book reservations for the newest service on Shasta Lake. Reservations are required and seating is limited.

Directions: From Redding, follow Interstate 5 north to the O'Brien exit (Exit 695), turn right and park at the road's end.

For more details, call 1-800-795-2283 or visit their website at www.lakeshastacaverns.com.

SUMMERTIME DINING GUIDE



Enjoy a meal at one of the fine north state restaurants on the following pages. Some also feature live music and other entertainment. Map of dining locations on page 30.

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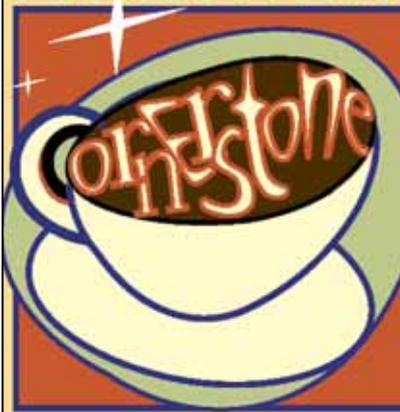
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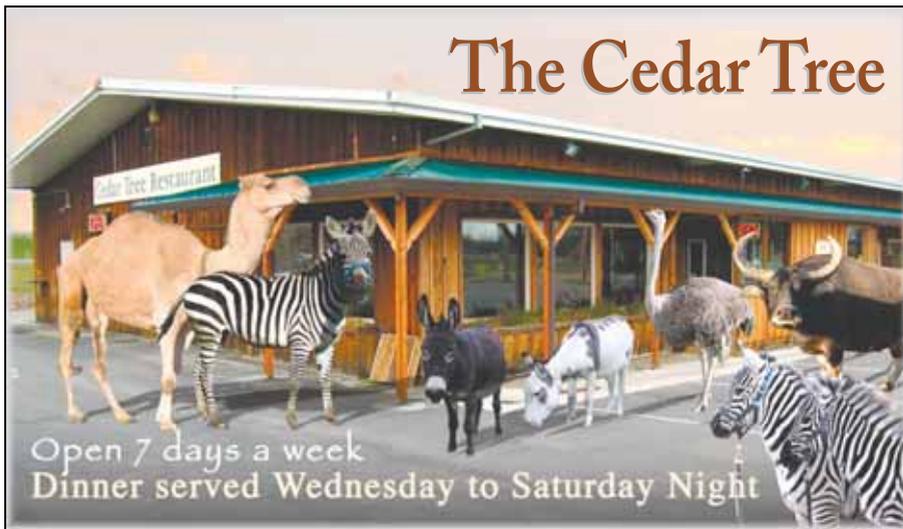
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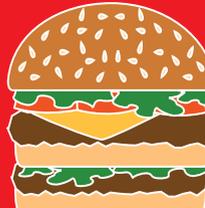
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North state wine industry a growing affair

By Jon Lewis

Allan Griggs had long dabbled in winemaking with friends in Lakeport, using grapes gleaned from vineyards in the Mt. Konocti area. In the early 1990s, he decided to get serious and set out to find some suitable acreage.

He quickly learned that land in Mendocino, Lake, Napa and Sonoma counties was simply out of reach, so he and his wife, Mineca, began to look in eastern Shasta County.

"We traveled all over the place and we really liked this area and found it to be affordable," Mineca Griggs said.

"The realtor just laughed and said 'this isn't wine country' but my husband had faith. He did some research, found this piece of property, had the soil tested, looked at what was growing here and said, 'I can grow grapes here.' So we bought it."

Land was cleared on the 22-acre Cove Road parcel — located between Big Bend and Montgomery

Creek —and Chardonnay, Viognier, Pinot Gris, Merlot and white Riesling vines were planted on three acres and Cove Crest Vineyards was born. And the north state's reputation as an up-and-coming wine region got a jumpstart.

In 2002, Griggs hooked up with Bob Hooper, a retired businessman who was working on his Intermountain Winery near Bella Vista, and started what was to become the Shasta-Cascade Viticulture Association.

"We wanted to make people aware that Shasta County is a viable grape-growing area," Griggs said. "We want to make people realize that we can grow our own grapes and make our own wines."

The word has certainly started to spread. In 2006, Griggs Winery became only the third bonded winery in Shasta County.

Greg Butler, president of the Shasta-Cascade Viticulture Association, said the group started with about two dozen members and



PHOTO / Jon Lewis

Roger Matson runs Matson Winery in Redding, Shasta County's oldest winery.

five or six wineries and has grown to 150 members and 36 wineries. The Shasta-Cascade region includes Butte, Tehama, Shasta, Trinity and Siskiyou counties.

Such a vast area — approximately one-fifth of California — includes the soil types and microclimates to support several varieties of grapes, Butler said. Red grapes like zinfandel do well in the valley floor's rich loam soil and they can handle the hot summer days.

At the other end, eastern Shasta County's volcanic soils, higher altitudes and cool evenings are well suited for Chardonnay, Cabernet, Merlot and Sauvignon Blanc grapes.

That means wine fans can pretty much strike out in any direction for a day of tasting. When the weather is nice, Butler suggested a stop at One Maple Winery in Lewiston and then Alpen Cellars at the north end of Trinity Lake. Finish the trip with a day

or two of camping by the lake.

Another option is a day trip to Oroville to investigate Grey Fox Vineyards, Long Creek Winery and Quilici Vineyards. If time allows, Butler said Gale Vineyards and Winery in Durham, Bertagna Cellars in Chico and LaRocca Vineyards in Forest Ranch are well worth a visit.

Closer to Redding, Anselmo Vineyards in Inwood continues to grow in popularity and the Manton area is a gold mine of wine populated by seven bonded wineries, six alone on Forward Road.

Matson Vineyards in Redding — Shasta County's oldest winery — is a good resource and Burnsini Winery has gone a long way toward putting Cottonwood on the map.

A thorough list of north state wineries, including directions, hours and services, can be found at www.shastacascadeviticultureassociation.org.



PHOTO / Courtesy One Maple Winery

One Maple Winery in Lewiston.

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What's in a name?

When voters named the city after the famous lake, confusion and consternation became part of the landscape

By Jon Lewis

Look! Up in the hills! Is it a lake? A city? Both? Neither?

It's a quandary as old as, well, as old as the City of Shasta Lake. It's not as old as the town formerly known as Central Valley, and it's certainly not as old as Shasta Lake. It's a municipal enigma wrapped in a geographical conundrum.

It's confusing as all heck and it sometimes has people seeing red. One city manager was so frustrated he willfully spent a couple of the taxpayers' dollars to help Caltrans get it right on a freeway sign.

There are certainly two things one can say about it: the people got what they voted for and it's not likely to change anytime soon.

For years, the situation was pretty straightforward. The town of Central Valley, which was frequently referred to as Boomtown, sparked to life in the late 1930s when news spread that the U.S. Bureau of Reclamation planned to erect a massive concrete dam on the Sacramento River to control flooding and generate hydroelectric power.

Project City and Summit City quickly followed as thousands of dam workers flocked to the area. Shasta Dam was completed in 1945 and the resulting reservoir was named, naturally enough, Shasta Lake. (Although the author was unable to locate a hard-and-fast citation to support it, the conventional thinking when lakes are named appears to depend on whether they are natural, i.e. Lake Tahoe, or manmade like Shasta.)

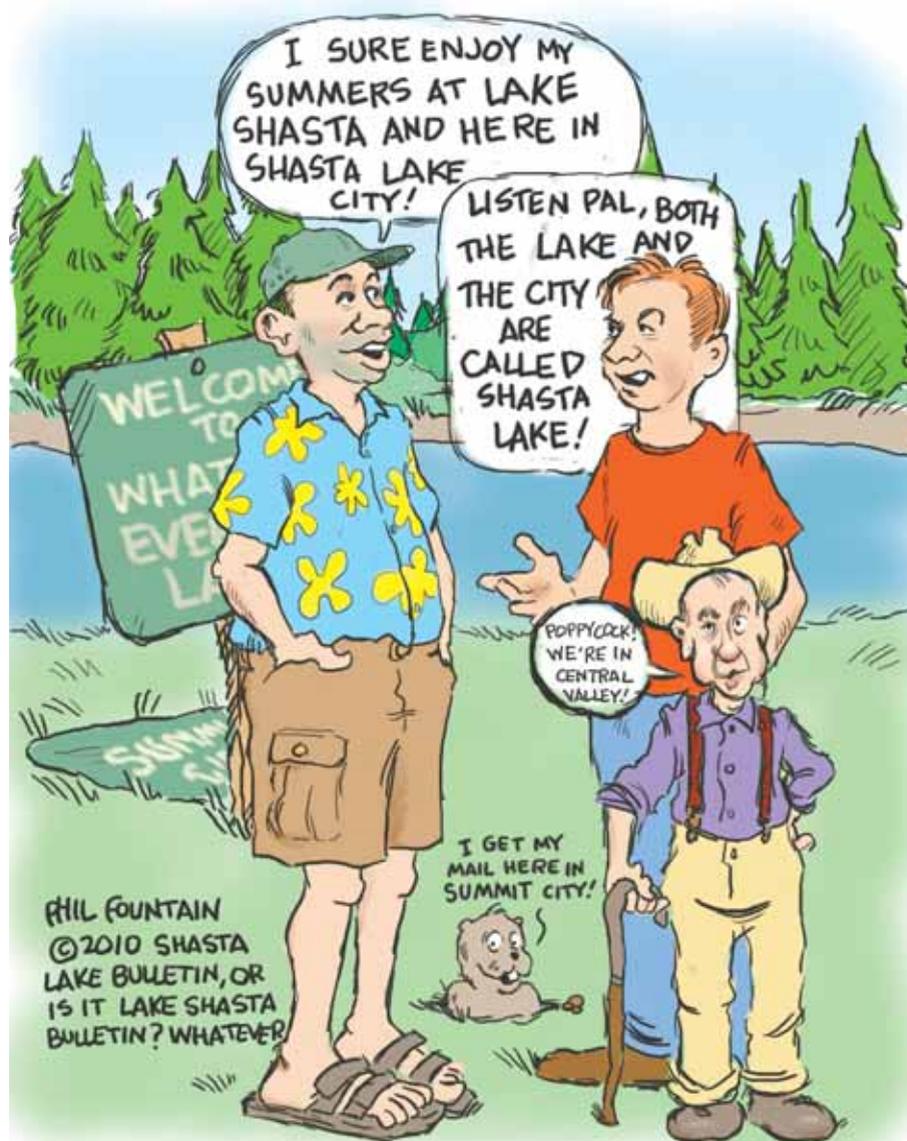
So there was Project City and Summit City, neither of which were incorporated, and Central Valley, not to be confused with the Central Valley that stretches from Redding to Bakersfield. And there is Shasta Dam and Shasta Lake, both located in Shasta County, which draws its name from a 14,179-foot-tall dormant volcano located in Siskiyou County.

Flash forward to 1993 and an attempt at a little clarity. An effort to incorporate Central Valley, Project City, Summit City and Pine Grove into a single municipality qualified for the ballot and on July 2, 1993, some 60 percent of the area's registered voters turned out to approve the incorporation.

The next question: what to call this new city? In a special election, the City of Shasta Lake emerged as the winner with 985 votes, or 42 percent. Coming in second, with 30 percent of the votes, was the City of Shasta Dam.

So much for clarity.

Other names that missed their chance at posterity included the City of



Shasta Heights (15 percent), the City of Mountain Lakes (9 percent) and the City of Lassen View (2 percent).

"When the city named itself I didn't like it," said Dottie Smith, a well-known Shasta County historian. "Now and then I still refer to it as Central Valley. My neighbor, who used to manage the Sierra Pacific mill there, always calls it Central Valley. To someone I don't know, I'll call it by its proper name, but I like Central Valley.

"I don't like it when they change names. For a historian, it creates more confusion for me."

Changing the name is one thing, but getting the name wrong is a something else entirely, according to some of those who live and work in Shasta Lake. It started shortly after the city of Shasta Lake incorporated. The Record Searchlight, Redding's daily newspaper, in what they said was an effort to avoid confusion, began referring to Shasta Lake – the lake - as Lake Shasta.

Caltrans added a little salt to the wound when it erected an exit sign on Interstate 5 that referred to the new city as "Shasta Lake City." That

was too much for the young city's city manager, the late Jim Cain.

"That's one thing that irritates us at the city - not only did the newspaper rename the lake, Caltrans renamed our city," said John Jones, the financial and general services manager for the city of Shasta Lake.

"About eight years ago, they put up a sign on I-5 that said 'Shasta Lake City next exit,'" Jones said. "Caltrans took the liberty to rename us Shasta Lake City. They didn't want to confuse people with Shasta Lake.

"The city manager was upset enough that he wanted the sign changed. He actually used city funds to help with that because Caltrans wasn't going to pay for everything. That has always annoyed us. They're all the 'city of.' There is Salt Lake City and Daly City, but if you look on any official documents, it says 'City of Daly City.'"

Any city in California is prefixed as "city of" regardless of what their name is, said Jones, who has been with the city (of Shasta Lake) for 10 years.

After a few phone calls, Jones said the city was able to persuade the

Record Searchlight to stop referring to Shasta Lake City in its news coverage. Changing the Lake Shasta habit is a slightly different story.

Silas Lyons, the Record Searchlight's editor, said the change was made under a previous editor.

"To be honest, it's something that has come up a couple of times but it hasn't risen to the point of where we felt we have to do something to change our style," Lyons said.

"It was done in order to distinguish the name of the lake from the city," Lyons added. "The editor at the time felt a little more strongly than I do. If I knew it was something upsetting a lot of readers, I'd be pretty open to considering changing it. I'm just trying to be consistent with what the paper's been doing. If people have a strong case to make about it, I'd certainly listen to them."

Shasta Lake Bulletin editor Ron Harrington says he understands the reasoning behind the former Searchlight editor's decision, but felt it really wasn't necessary.

"It's not that hard to differentiate between the two when writing a story," he said. "I always tell people, if there is a story about someone who robbed a grocery store in Shasta Lake, readers probably know that there wasn't a scuba diver who robbed an underwater market at the lake."

If there's any chance of confusion, Harrington said the writer can add a few words to the sentence like a street name or arm of the lake to differentiate between the two, or simply add the words "city of" to Shasta Lake when writing about the city.

"We've never had to resort to calling the lake, Lake Shasta in a story or headline," he said. "It's not a huge deal, but I do believe all the Searchlight accomplished by renaming the lake was to add to the confusion."

Ross Marshall, who co-owns Lakeshore Inn & RV with his wife, Charlotte, would like to make the case for a name change.

"It seems like laziness to me," he said. "I just think it's easier for them to say Lake Shasta, but that doesn't make it legit. It's not a big deal but why not be correct?"

"It never used to be that way until Central Valley decided to name their city that wasn't on the lake," Marshall said.

The business owner sticks to his guns when sales people pay a visit.

"Every time I get a sales person in here, I tell them I'm not buying anything that says Lake Shasta, whether it's hats, pins or whatever," Marshall said.

Jon Lewis is a writer in Redding. Contact him at bigkatlou@yahoo.com

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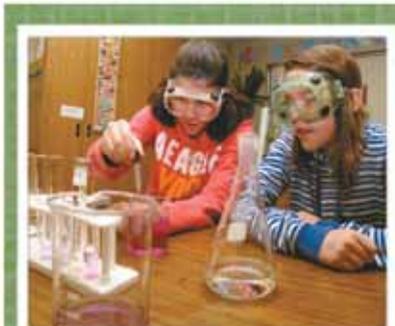
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A great lake for many water sports

By Jim Dyar

For the second straight year, a strong, wet winter filled Shasta Lake to the brim. And there's nothing like the sight of a massive full lake (with 365-miles of shoreline) to get people thinking about water sports.

Sports Ltd. Shop Manager Curtis Stevenson, an avid water sportsman himself, can sense the excitement.

"It should be a phenomenal water year," he said in May. "We've seen an uptick in board sales from previous years. It's great that the lake is full again."

Wakeboarding, with its big jump thrills, continues to be one of most popular sports on the lake. But it's far from the only activity.

On any given summer day on Shasta, it's common to find people waterskiing, jet skiing, houseboating, swimming, fishing and enjoying general recreational boating.

As far as the tow sports are concerned, wakeboarding continues to have an edge on waterskiing in terms of equipment sales, Stevenson said. He estimates that only 1 of 10 people being towed behind boats are waterskiing these days - quite a change from two decades ago.

Regardless of what style of riding, however, Shasta has advantages over many other lakes.

"The No. 1 reason Shasta's a great water sports' lake, in my opinion, is, even on a windy day, you can almost always find a good smooth section of water," Stevenson said. "There are enough coves and inlets. Some go east-west, others north-south. The No. 2 reason it's great is it's such a huge body of water. Even if a lot of boaters are out there, everyone can typically find their niche."

A little less aggressive than wakeboarding and waterskiing are tow options like inflatable tubes and kneeboards. The activities can be a blast for all ages, including kids.



PHOTO / Michael Burke

Wakeboarder Kevin Martinez of Redding taking flight at Shasta Lake.

In recent years, a couple of new styles of wake sports have really caught on — wake surfing and wake skating.

Wake surfers use the wake of an inboard ski boat to surf without actually being attached to the boat. The rider uses a tow rope to reach the wake then, in a fashion similar to ocean surfing, rides the steep face below the wave's peak about 15 to 20 feet behind the boat.

Wake surfboards are shorter than regular surfboards and the rider is not strapped to the board. (Only inboard ski boats should be used for the sport.)

Wake skating is similar to wakeboarding, but a rider's feet aren't strapped to the board. Expert riders can flip the board around and land it similar to a skateboarding trick.

Another water sport that has been gaining in popularity is stand-up paddle boarding. Riders paddle around the lake while standing on a special surfboard. Proponents say the sport offers a better vantage than kayaking or canoeing for viewing the lake, and they

praise the full-body workout it offers. It's more common to see stand-up paddle boarders on Whiskeytown Lake than Shasta.

As fun as water sports can be, safety is something everyone should prioritize, says Rob Sandbloom, a watch commander for Shasta County Sheriff's Department's Boating Safety Unit.

For tow sports, there should be a spotter to watch the person being towed. The driver of the boat should be free to just drive. Also, life jackets are a must for everyone who is being towed, regardless of what they're riding on.

Personal watercrafts like Jet Skis are popular on Shasta, but Sandbloom warns visitors to start slow if inexperienced.

"One of the biggest things that happens is people who may have never been on a Jet Ski before will take off at a high rate of speed and not know how to handle them," Sandbloom said. "They'll realize that they're about to crash into something and shut them off."

They don't understand that when they do that, they lose their steering."

In the spring and early part of the summer, boaters and skiers should be aware of floating debris like tree limbs and stumps. As summer progresses, the debris tends to be blown to the banks and remain there as the lake level drops.

Boats will often clear a path for wakeboarders and skiers, but when the boat turns and riders are whipped wide, they should be aware of what's in front of them. Sandbloom added that land obstacles (small islands) are also a factor regardless of the lake level.

It stands to reason that people venture out to Shasta Lake to have fun, but as far as alcohol is concerned, the same rules apply on the lake as they do on the road. Boat drivers can be arrested for impaired driving if their blood-alcohol level is higher than .08 percent.

"A lot of the same rules apply, have a designated driver and don't over indulge," Sandbloom said. "On the lake, there are other factors as well. The sun can put a beating on the body and people will start drinking alcohol and not eat."

Dehydration and sunburns are other factors to keep in mind. Sunscreen and plenty of drinking water are musts for boaters. Boating safety officials aren't focused on writing tickets, Sandbloom added. The department's main goal is educate visitors.

"We might have a couple dozen contacts during a 10-hour shift," he said. "If someone's swimming near a houseboat, we might tell them that's it's a good idea to hang life jackets off the back of the houseboat. That way, if a person is having trouble, you can just reach for it and toss it in, instead of going back inside the boat. We try to provide little safety tips like that."

To reach the boating safety office (located on the main gas dock at Bridge Bay Marina), call (530) 245-6075.

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Great hiking, biking available around lake

By Jim Dyar

Not all recreation at Shasta Lake happens on the lake itself. Indeed, for hikers, trail runners, mountain bikers and wildlife watchers, the assortment of trails spread around the lake are pathways to pure enjoyment.

The Clikapudi Trail, for instance, is well-known to both north state mountain bikers and cyclists from beyond the region. The trail shows up in most guidebooks that refer to Shasta County trails.

Located off the Pit River Arm of the lake near Jones Valley, 7.5-mile Clikapudi is equally good for hikers and horseback riders. On foot, it takes two-and-a-half to four hours to complete the loop from the Jones Valley Boat Ramp over a ridge to the Clikapudi Arm and back. The trail affords the chance to see the recovery of vegetation following a pair of dramatic fires that burned in the area in 2000 and 2004.

From a mountain biker's perspective, the trail offers an assortment of rolling terrain with a couple of moderate extended climbs fun descents.

"It's one of our classic trails," said Bob Boecking, president of the Redding Mountain Biking Club. "We've been going out on group rides and taking beginners, intermediate and advanced riders. And that's one of my favorite elements about it. You can have riders of various abilities go out and everybody enjoys it."

In addition to the main loop, the Redding Mountain Biking Club has built a special 1.5-mile advanced mountain bike loop that starts about a mile east of the Jones Valley Boat Ramp trailhead.

The views of the lake have opened up as a result of the fires, however the open exposure can make Clikapudi a hot place to be during the middle of summer. Bikers and hikers should pack water and snacks. Cyclists should typically yield to other trail users.

There are three trailheads for Clikapudi: at Jones Valley Campground, at Jones Valley Boat Ramp and at a pullout where the trail crosses the paved Forest Service road between the two. Take Bear Mountain Road from the community of Jones Valley to reach the area.

Aside from Clikapudi, a pair of shorter loop routes that have plenty of charm include the Bailey Cove and Packer's Bay trails. The two trails are located not far from each other off exit No. 695 from Interstate 5 north of the Pit River Bridge.

Bailey Cove is a 3.1-mile loop along a mountain peninsula on the east side of I-5 (McCloud Arm). The trail has two personalities between its



PHOTO / Redding Mountain Biking Club

Many riders are fond of the Dry Fork Creek Trail which affords some stunning views of the main body of Shasta Lake.

hotter, dryer south-facing slope and more-shaded north slope.

The Packers Bay trails, located on the west side of I-5, include the Waters Gulch, Fish Loop and East Side trails. The Waters Gulch trail can be done as a loop with a small portion of paved forest service road. Together, the three trails measure just under 4 miles.

While Clikapudi gets most of the publicity for mountain biking, many riders are also fond of the Dry Fork Creek Trail located on the west side of Shasta Dam.

The trailhead, subtly located about a quarter mile from the dam, is accessible from the shore only when the lake is down at least 15 feet. The trail can also be reached via a dirt road (Westside Road), the first right turn off the paved road that drops down to the Chappie Shasta Off-Highway Vehicle Park. About a half mile after turning on Westside Road, look for a trail on the right leading steeply up the ridge. The trail climbs up and over the ridge dropping down to the Dry Fork Creek Trail.

Affording some stunning views of the main body of the lake, the nearly 5-mile Dry Fork route snakes

generally east to west. It's a bit more technical for mountain bikers than Clikapudi. It can be ridden or hiked as an out-and-back trail, or done as a loop by heading east back to the dam via Westside Road.

"It's like Clikapudi on steroids," Boecking said. "I definitely like the adrenaline rush you get from riding that close to the edge. It's pretty technical, steep and rocky. It's very scenic with the lake right there."

Located near the upper end of the McCloud Arm of the lake (accessed by Gilman Road, about 10 miles east of exit 695 off I-5) are a pair of scenic trails - Hirz Bay and the Samwel Cave Natural Trail.

The 1-mile Samwel Cave trail leads to the mouth of Samwel Cave, which sits high above the McCloud Arm with excellent views.

Only the first room of the cave is open to visitors without a special permit, which is available at the Shasta Lake Visitor Information Center in Mountain Gate. Lower levels of the cave can be dangerous and require guidance from expert spelunkers (cave explorers).

The Hirz Bay Trail is a 1.6-mile route that follows the shoreline and

crosses several creeks and offers nice views of the lake. Running along both sides of Keswick Reservoir south of Shasta Dam are the Hornbeck Trail (east side) and Sacramento River Rail Trail. Both routes are flat and approximately 10 miles (depending where you access them).

The freshly completed Hornbeck Trail runs high on the ridge above Keswick Reservoir and is accessed near Shasta Dam, off Walker Mine Road and off Quartz Hill Road.

In October, the Sacramento River Rail Trail, which runs along the west side of Keswick Reservoir, was paved all the way to Shasta Dam. The development means there's a paved route for cycling and pedestrians all the way from downtown Redding's Sundial Bridge to Shasta Dam. Mountain bikers can cross the dam and return via the Hornbeck Trail system to complete a huge, 40-plus-mile loop.

Whether your accessing the Shasta Lake area trails by boat or car, it's important for visitors to bring plenty of water (especially in the summer months). Mountain bikers should always bring extra tubes and tools for repairs as a break down far from the trailhead can make for a long day.

Great golf courses within an hour's drive

By Jon Lewis

Visiting Shasta Lake and feeling the call o' the links? Ready to leave the bass alone and pursue a birdie or two?

Well, you're in luck. There are 13 public-play golf courses within about an hour's drive of the Shasta Lake area, with options ranging from a quick jaunt around a 9-hole executive layout to an exhilarating tour through lush pines and emerald fairways with majestic snow-capped Mt. Shasta looming as a constant backdrop.

Here's a quick scouting report on what's available, moving from north to south. For tee time and green fee details, it's best to call in advance. All courses are in the 530 area code.

Weed Golf Course: A 9-hole gem at 27730 Old Edgewood Road in Weed. Meticulously groomed and famous for some ridiculously quick greens, Weed is always a welcome challenge. 938-9971.

Lake Shastina Golf Resort: Designed by Robert Trent Jones Jr., Shastina is a quality, old-school layout that pretty much requires use of every club in the bag. Located at 5925 Country Club Drive (off of Highway 97 near Weed) Shastina also offers a 9-hole Scottish links course. Expect some breezy conditions in the afternoons. 938-3201.

Mount Shasta Resort: Another 18-hole beauty located near Lake Siskiyou and a stone's throw from downtown Mt. Shasta at 1000 Siskiyou Lake Blvd. Well groomed and packed with spectacular views. For best results, keep your golf ball out of the forest. 926-3030.



PHOTO / Courtesy Mount Shasta Resort

The 18th green at the picturesque Mount Shasta Resort.

McCloud Golf Course: Located in the quaint mill town of McCloud, this 9-hole course is a treat. Features generous fairways, nice greens, a friendly staff and great views of Mt. Shasta. 1001 Squaw Valley Road. 964-2528.

Fall River Golf and Country Club: This 18-hole masterpiece is the farthest from the lake, but well worth the drive. Comfortably nestled in the Fall River Valley at 42889 Highway 299E, the course was a favorite of Bing Crosby's when Der Bingle held court at the nearby Rising River Ranch. The sometimes-daunting par-3 eighth hole is called Bing's Bluff. 336-5555.

The Golf Club at Tierra Oaks: One of the closest courses to Shasta Lake, and certainly one of the hardest. Undulating greens and tricky fairways lined with ball-gulping oaks greet golfers at every turn. Note: Tierra Oaks is a private course, but reciprocal arrangements are possible. 19700 La Crescenta Drive. 275-0887.

Gold Hills Country Club: A quality public 18-hole track near the lake that gives golfers about everything they can handle. It's aptly named as hills are a prominent feature here. Well maintained. A cart is highly recommended during the summer months. 1950 Golf Drive in Redding. 246-7867.

Lake Redding Golf Course: A nice, mature 9-hole course that can be played in a jiffy, leaving you time for some afternoon fishing on that houseboat. Located in Lake Redding Park near downtown Redding, the course is bordered by a dramatic train trestle. Features a well-stocked golf shop. 1795 Benton Drive. 243-5531.

Allen's Golf Course: Another executive layout at the south end of Redding that has been the favorite of local duffers for years. Plenty of mature trees for shade. 2780 Sacramento Drive. 241-5055.

River Tasalmi Golf and Country Club: A par-32 layout that's packed with challenges. Routinely offers up some of the nicest putting surfaces in the area. 5369 Indianwood Drive. 246-9077. (Formerly River Bend)

Churn Creek Golf Course: A full-sized 9-hole that also makes use of every club in the bag. Always fun to play. Includes a good-sized driving range. 7335 Churn Creek Road. 222-6353.

Anderson Tucker Oaks: Another favorite for south county golfers, Tucker Oaks offers generous-sized fairways and well-maintained greens. Can be a confidence builder, if such a thing exists in golf. 6241 Churn Creek Road. 365-3350.

Sevillano Golf Links: A John Daly Signature course in Corning owned and operated by Rolling Hills Casino. Five sets of tees offer a challenge to golfers of all levels. Located at 2657 Barham Ave. near the Liberal Avenue exit off I-5. 528-4600.

Local courses add their 'signature' to quality golf

By Jon Lewis

Looking for some land-based recreation during your Shasta Lake vacation? A round of golf can be the perfect diversion, and the region boasts plenty of options that are close enough to let linksters squeeze in a few holes and be back on the water in time for the evening bite.

Here is a sampler of signature holes that help make the north state a golfer's paradise:

1. The par-5 fourth at Mount Shasta Resort. This crown jewel of Siskiyou County really is as pretty as a postcard, but don't let the scenery distract you while playing the fourth. This par-5 takes you through a lush forest of firs and pines, but you need to be careful the whole way, avoiding a dropoff on the right and an extra-thick stand of trees on the left. It's well worth the adventure, though.

2. The par-5 ninth at Lake Shastina. Golfers can play it safe and try and hit it long and right, or they can up the risk-reward ante a bit and flirt

with the large pond on the left. The cautious golfer is advised to position the ball for an approach over the pond; the gambler will be tempted to get home in two.

3. The par-3 fourth at Weed Golf Club. Hike up some stairs to one of three elevated tee boxes and catch your breath, but don't dwell on what's in front of you. The green is only about 150 yards away, but there's a nice pond to collect short shots, a greedy creek to collect long fades and a gnarly hill that will snag draws. Adding to the fun is a devilishly small, slick and mounded green.

4. The par-5 second at Tierra Oaks. Some 485 yards from the white tees, the hole starts with an intimidating tee shot and gets scarier from there. Avoid both the large oak in the middle and Stillwater Creek on the right and you then have to decide whether to carry the creek for an uphill approach or layup and gamble on an even longer approach to a wickedly undulating green.

5. The par-4 second at McCloud.

You'll need to get in touch with your inner lumberjack on this one. Your tee shot needs to avoid the forest on the right and carry about 180 yards, hopefully landing in front of or beyond a giant fir tree that blocks some approaches to a green angling off to the right about 150 yards away. Pull your approach a bit and you've got even more trees to deal with.

6. The par-4 eighth at River Tasalmi. It's short by par-4 standards, but that's about the only benefit. Use a driver or 3-wood and you can give yourself a wedge in. You can also give yourself a dunk in the slough that lines the left side of the fairway from tee to green. Push it right and you're flirting with a lateral hazard. A large grey pine guards a less-than-receptive green.

7. The par-5 first at Riverview. You'll probably need to know a member to get a chance at it, but if you do, you'll be treated to one of the prettiest sights in local golf. The elevated tee offers a commanding view of the Sacramento River to the left and the fairway below. Stately trees provide shade along the

right side, but they also tend to knock down errant shots. For best results, avoid the aqua left and trees right.

8. The par-4 seventh at Gold Hills. Not only long, it's uphill all the way. Giant oaks wreak havoc on tee shots and stately homes give golfers plenty of pause as they negotiate what are usually long and awkward approach shots to a green they can't see.

9. The par-5 15th at Sevillano Links. This long hole is a beauty, offering a classic risk-reward scenario. Carry your tee shot over a lake on the left and you've got a chance at the green in two; opt for the safer route to the right and your approach has to negotiate some menacing greenside bunkers.

10. The par-5 finishing hole at Fall River. A treat for the eyes as you gaze at the eastern Shasta County landscape. Sagebrush on the left and a large lake on the right both pose challenges. Depending on the length of the drive, the second shot might offer a chance at the green.

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Plenty of terrain for off-highway vehicle enthusiasts

By Jim Dyar

There's no shortage of terrain to explore near Shasta Lake if you're an off-highway vehicle enthusiast. In fact, with more than 200 miles of roads and trails over 60,000 acres of land within the Chappie-Shasta Off-Highway Vehicle Area, you'll run short on gas long before you run short on trails.

Motorcyclists have been exploring the area since the 1970s, but the Chappie-Shasta site became a dedicated OHV park in 1992, according to Bill Kuntz, an outdoor recreation planning supervisor for the Bureau of Land Management in Redding.

In recent years, a number of trails have been linked together to improve the routes for off-highway vehicle users. In addition, a lot of private and public land has been consolidated under BLM management, including some 12,000 acres from the U.S. Forest Service last summer.

"Over the last several years we've been connecting some loose ends," Kuntz said. "We've linked a lot of trails and changed a few routes and made them more usable. There's a lot more opportunity than there was 10 years ago."

And instead of crossing a variety of private land sections like in the past, the trails and roads are across legal public lands today.

In addition to lots of space, the area appeals to dirt riders for many other key reasons.

"The scenic quality is tremendous," Kuntz said. "The vistas along the west side of Shasta Lake will knock your socks off. In the summer, the further up in the mountains you go, the cooler it gets. There are some neat oak and pine forests and creeks flowing year round. There's wildlife viewing. The trails (range from) moderate to advance level. There's a wide variety of challenges up there."

The area annually hosts a national Hare Scrambles enduro motorcycle race and a number of "poker run" style events.

In addition to motorcycles, the OHV area is also popular with ATVs (all terrain vehicles) and UTV (utility task vehicles).

Maps of the area are available at area motorcycle/ATV shops, staging areas within the Chappie-Shasta OHV Area and online on the Redding BLM website.

Designated campgrounds are located at the staging area at the west face of Shasta Dam. The Chappie-Shasta area can also be accessed at the Copely Mountain staging area at the north end of Iron Mountain Road



PHOTO / Michael Burke

Above, a spectacular view of Shasta Lake from the Chappie-Shasta Off-Highway Vehicle (OHV) Area. Below, Brody Baily, 8, of Los Molinos riding at the OHV park.



PHOTO / Michael Burke

Elevation within the Chappie-Shasta area ranges from 600 to 5,000 feet over a wide variety of land. The southeastern portions offer rocky and challenging terrain, while the more remote northwestern portions offer scenic views of Mt. Shasta, Shasta Lake and the Trinity Alps.

With that much land to explore, there are some serious safety considerations for OHV enthusiasts as well.

Riders should make sure to pack plenty of extra water, especially in summer as temperatures can skyrocket.

Kuntz also recommended taking

a map, a first-aid kit and basic provisions in case of a breakdown or getting lost. It's never a good idea to ride alone. ATV riders (especially) should have a solid grasp of how to operate their machines over technical terrain.

"ATVs are by far the most dangerous vehicle," he said.

All motorcycle and ATV users should wear helmets, and all OHVs must remain on existing roads and trails. Riding cross-country and creating hill climbs and new trails is forbidden.

There are still patches of private land in the area (mostly mining

reclamation and logging operations) and OHV users shouldn't travel past gates onto private lands. Occasionally sections of roads or trails may be closed temporarily to minimize impacts to wildlife and to prevent rutting and soil erosion. Extreme fire conditions may also restrict OHV access.

Off-highway vehicles must also have a green sticker, which registers them for OHV use. A spark arrester for mufflers (to prevent fires) is also required.

Advanced permits are no longer needed for crossing Shasta Dam, but vehicles are subject to inspection prior to crossing the dam (which was closed for a time following 9/11).

For riders who pack provisions and extra gas, the roads extend well beyond the Chappie-Shasta area. Riders can take dirt routes all the way around Shasta Lake and beyond to Trinity Lake and even as far north as Oregon.

"From the Chappie-Shasta staging area, you can go north for hundreds of miles if you have the gas," Kuntz said. "You can grab a Forest Service map of the old roads and trails and you can go forever."

For more information about the area, visit www.blm.gov/ca/st/en/fo/redding or call the Redding BLM office at (530) 224-2100.

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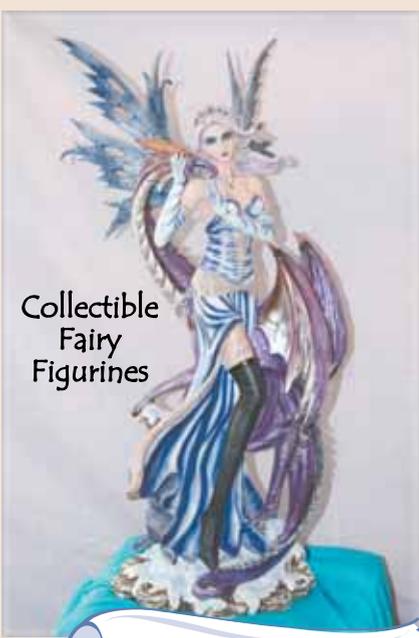
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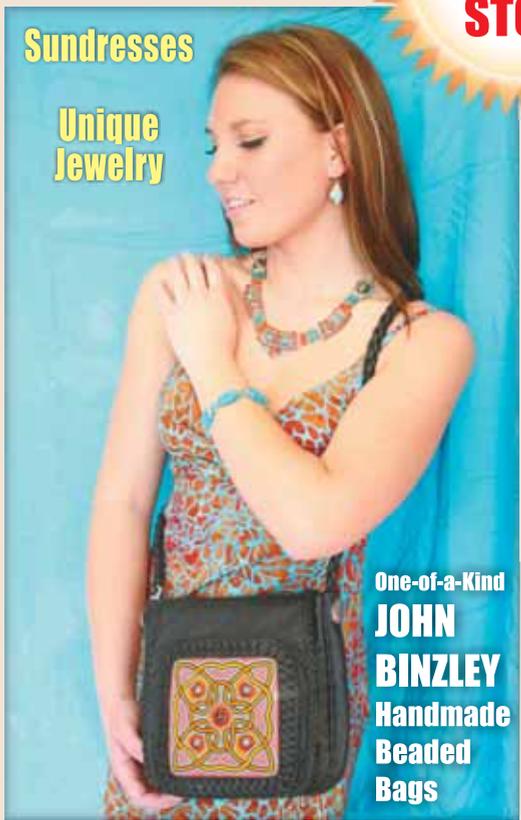
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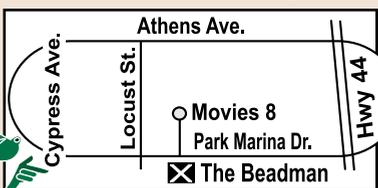


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