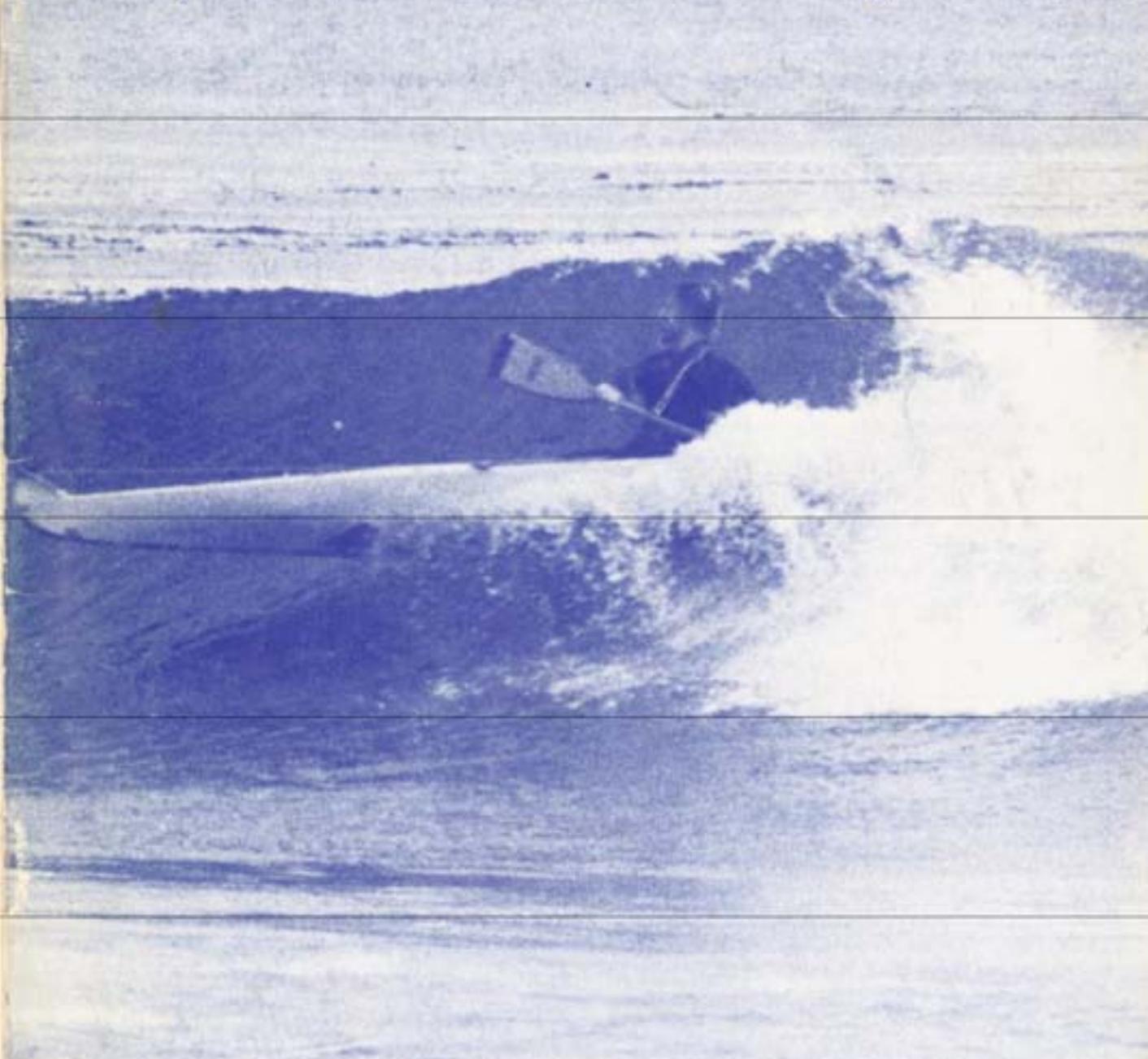


American

CHARLES E. SMITH
APT. 303
1740 WALNUT ST.
BERKELEY 9, CALIF.

WHITE WATER

the Journal of the American White-Water Affiliation



May 1961

Vol. VII

No. 1

TRACK! For White-Water Slalom and Cruising

The Hart-Sioux Kayak gives you everything—maneuverability for slalom, bucket-seat comfort for cruising, dash and stability for white water and surfing. Offers unique features: elevated deck seat for single-blade paddling, recessed cross-braces, and backrests and seats which are adjustable to several positions. The Adventurer (illustrated) is supplied with all standard accessories **plus** paddle pockets and four keelstrips for one low price. Write for free folder.



Paul Kenworthy, a winner in the Brandywine Slalom, 1960. Note wet suit.

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Kenny Ross, Bluff City, Utah

A . WHITE WATER

Sponsored by The American White Water Affiliation

Volume VII

May, 1961

Number 1



The
American
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Affiliation

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March 15, 1961

To the Editor:

I am deeply bothered by the insistent recommendation by the AWA to "hang onto the boat" after an upset. Our **only drowning** occurred because the paddler hung onto his boat unwisely, and was perhaps motivated by the same type of emphasis in his native Poland. . . .

Rescue procedure was initiated within a minute or so after the upset, just below the haystacks involved. A rope was thrown and caught by the man in the water at least four times, but he would not let go of his boat which was full of water. One rescuer's clear instructions to "let go of the boat" went unheeded, and he was unable to pull the man and boat to shore. Eventually everyone overturned during the rescue proceedings, but everyone else reached shore without undue trouble. Everyone wore a life preserver with ample head and body flotation. The rescue operations then proceeded from shore, but without success.

After about an hour in extremely cold water, and having gone through two bad rapids, the man hung up in a shallow rocky stretch with his head hanging down in the water.

In another instance in Salida, during a slalom on the Arkansas, a girl overturned and hung onto her boat screaming for help—just 10 to 15 feet from shore on a fast but unimpeded flat stretch of water. The shore jutted out several hundred yards below, catching some logs and snags in the back eddy. The girl was almost swept under these logs before the surprised onlookers got into effective action. She had ample time to swim to shore several times over.

For this reason, we stress "hang onto the boat until given a direction by a

rescuer, or until a good opportunity presents itself to swim to shore." In other words, we want the overturned boater to train himself to think and to observe.

Elsa B. Bailey,
Chairman, Sierra Club
Bay Chapter River
Touring Section

February 28, 1961

Dear Peter:

To go over Niagara Falls in a barrel and to live thereafter is not to vanquish the falls. Which brings me to Walter Burmeister's piece regarding the lower Neversink River. It was I who led an AMC scouting group of four persons in two open canoes, 1948. Two of the party were novice to intermediate at that time. We got about half way through and were overtaken by that insurmountable obstacle, a combination of darkness or lateness and fatigue. We gave up and walked out.

As I recall it Chapin Jackson, who was with us, later wrote a "Note" on the subject for Appalachia and it may have been he who said the Neversink never would be run. It was not I.

In any event, some one should have said that it never should be run; that is, it should not be run by any run-of-the-mill group. I am fearful that Burmeister may give the impression that now that the KCCNY has "vanquished" the gorge, it is open to all comers, and that is definitely not the case, for the version I have heard of their voyage has no relation to a pleasure trip, as confirmed by Burmeister where, in describing **just one** of the pitches, he says of these experts, "It is little wonder that most of the foldboats capsized

and the decked canoe was swamped." I cannot agree that to successfully run a river means to live thereafter.

Be that as it may, I wish I had been with them! Let all aspirants to the Lower Neversink Gorge beware.

Murray Spear,
711 Valley Rd.,
Mahwah, New Jersey

Ed. Note: It's always difficult to salute one success without seeming to deprecate earlier achievements. The AMC group's feat in fighting halfway down the gorge in open canoes was as remarkable in its way as the KCCNY's.

Dear Peter,

March 16, 1961

The problem of navigability rights on our waterways is one of utmost concern to canoeists here in New England. Simmonds's investigation into the legal aspects of the problem is a most welcome contribution, but his proposed method of assuring "free passage" by lawsuit is disturbing. Aside from its being in most cases impractical and legally untenable, the unfriendly relations generated would be most unfortunate. Persons other than rapids-shooters are equally entitled to use of rivers. The problem of multiple use of our natural resources by commercial interests as well as mutually conflicting special interest groups is not quite so easily solved, unfortunately. The conservation situation will continue to deteriorate until all conservation-oriented groups work together to gain the public respect which many of them do not presently deserve. We trust that the AWA's policy is directed toward this purpose.

Sincerely yours,

Stewart Coffin,
103 Hillside Ave.
Arlington 74, Massachusetts

Ed. Note: In some areas, the problems differ. Paddlers in California are preparing a test case against a water district to establish the right of navigation—including a portage path, if possible. This suit is a "friendly" one—but serious.

March 17, 1961

Dear Friend:

In the May edition, Leo C. Lake writes about "the most powerful of all kayak strokes"—the new Colorado Hook. Really, I must say, there is nothing new in this stroke. It was used in Czechoslovakia and other countries in the first years of the development of slalom, that is in 1950-55. But then we ceased to use it, and already the first edition of my book *Vodni Slalom* (P. 63, stroke F10) does not recommend using it.

To use it in these days in Europe could bring smiles to the faces of the spectators. The best result we obtain by use of the stroke which you unrightly call the Duffek stroke. That is no Duffek stroke. It is the technique which we Czechs translated from the Canadian canoe (our nation, just as you, is first of all a canoe, not kayak nation like Germany) to the kayak. And Duffek only gave this stroke the highest effectiveness and exported it to the whole world. So he is not the inventor, he is exporter.

Try your Colorado stroke in really difficult water—and the others must hurry to pick you from the water. But the Czech stroke you can do there without risk, if you know how.

Yours,

Jan Sulc,
Editor, *Vodni Sporty*
Praha 1, Narodni 33,
Czechoslovakia

February 28, 1961

Dear Peter:

Salud!

I knew when I turned over the editorship of AWW to you that it would be in good hands. Your first issue confirms my confidence. Content was well written and edited, coverage was well-balanced, and layout and appearance were good.

The only fault I could find with the February issue was your printer's predilection for using bold-face type where italics were called for. These lurid blobs of black ink not only disfigure the otherwise attractive pages, but in many cases they change the degree and type of emphasis intended



by the authors. Despite this one flaw, the February issue was GOOD.

Congratulations on a job well done.

Martin Vanderveen,
(retired) Editor,
5432 S. Woodlawn Avenue
Chicago 15, Illinois

Dear Van: We're happy to have pleased your discriminating tastes in most ways. Much of the material used was inherited from you. As for italics vs. bold face, not a predilection it's just that our linotype machines don't offer that particular combination.

Dear Peter,

This excerpt from the Austrian magazine "Paddelsport" might interest your readers:

"... After New Zealand is officially received into the International Canoe Federation we will have the canoe associations of thirty nations. The strongest is the German canoe association with 53,291 members, followed closely by the canoe section of the Soviet Union with 52,698 members. After a wide gap the German canoe sport association of the DDR (East Germany) comes in third place with 12,029 members. Be-

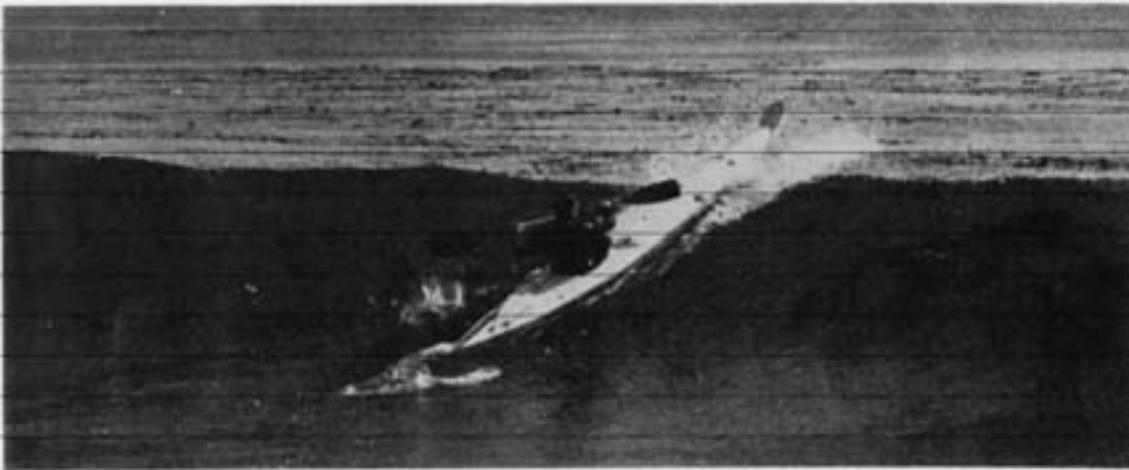
tween 5,000 and 10,000 members come from France, Yugoslavia, Sweden, and Czechoslovakia. Between 1,000 and 5,000 come from Belgium, Bulgaria, Denmark, Finland, Great Britain, Canada, Holland, Austria, Poland, Rumania, Turkey, Hungary, and the USA. The rest, Australia, Italy, Japan, Cuba, Luxembourg, New Zealand, Norway, Switzerland, Spain and South Africa have less than 1,000 members."

It must surprise many that so few of the many paddlers in this country belong to national associations. The reason of course is that most paddlers canoe to get away from civilization and organization. These canoeists must learn soon that they must tie in with some organization, even an informal one like this Affiliation, if they are to protect their cherished freedom to travel on wilderness rivers.

Yours,

Bob McNair,
32 Dartmouth Circle,
Swarthmore, Pennsylvania

Ed. Note: Affiliates, take note! All your members — the actives ones at least — should be urged to join AWA. KCCNY makes joint membership mandator).



Crossing the break at the last possible moment.

Kayak Surfing in the West

By Don Golden

If you like speed, thrills and chills, and don't mind a few spills; if you love Mother Nature and enjoy converting her power to your own enjoyment; and if you like to flirt with what looks like disaster but really isn't, kayak surfing may be the challenge you're looking for.

You've seen movies of the fabulous beaches of Hawaii and the daredevil riders of the surfboards who defy the forces of the deep by zipping across the face of gigantic twenty- to thirty-foot waves at speeds of up to thirty miles an hour. Fantastic? Yes! Thrilling? And how! In kayaks? Are you crazy? But no, it can be done. And once the knack is mastered and you've successfully tasted the cup of the Big Surf, life really begins.

The wonderful thing about it is that it's even fun on little two- to three-foot waves. And anyone with a little determination, reasonably good co-ordination, a fair competence in paddling, and willingness to take a few spills, can quickly pick up the knack.

The Beach, the Waves

What kind of a beach and surf are we looking for? The best is a long, fairly shallow, sandy beach with a few offshore submerged reefs, four to six feet below the surface. What we're

looking for is, in general, the same kind of surf the boards look for. We want the swells to make up steep and come in for a long distance that way, without breaking or cresting over. Our best rides will come before the wave breaks. On the West Coast such spots are not hard to find and some really fine surfing is available (viz. Santa Cruz, Rincon, Dana Point, San Onofre, all in California).

On the East Coast the situation is somewhat different. Apparently the best spots are sandpits, bars or the like, where the swells make up steep as they are forced across the shallows. A surfing friend was telling me that he rented a plane and in several hours spotted about five good spots along the coast north of New York. One was a bar near the mouth of Long Island Sound where they had some beautiful fifteen foot surf just before Hurricane Donna hit in 1960. He claims rides were terrifically fast and thrilling but short (about fifteen to twenty seconds).

What about equipment? An experienced surfer can surf almost any rigid or folding kayak or canoe if he picks his time and place. However, by use of a nominal amount of specialized equipment and a few minor modifications in his boat the average kayaker or



The kayaker can still turn . . .

canoeist can speed his learning time of the sport, minimize risks, cut down on the physical effort required, and make the sport a much more thrilling and pleasant one.

A skin-diving wet-suit will keep you as warm as toast even on a rainy winter day. It also acts as a lifejacket and protects you from abrasion. For fifty bucks (half that if you get a kit and make your own) you can't go wrong.

The Nose Doesn't Know

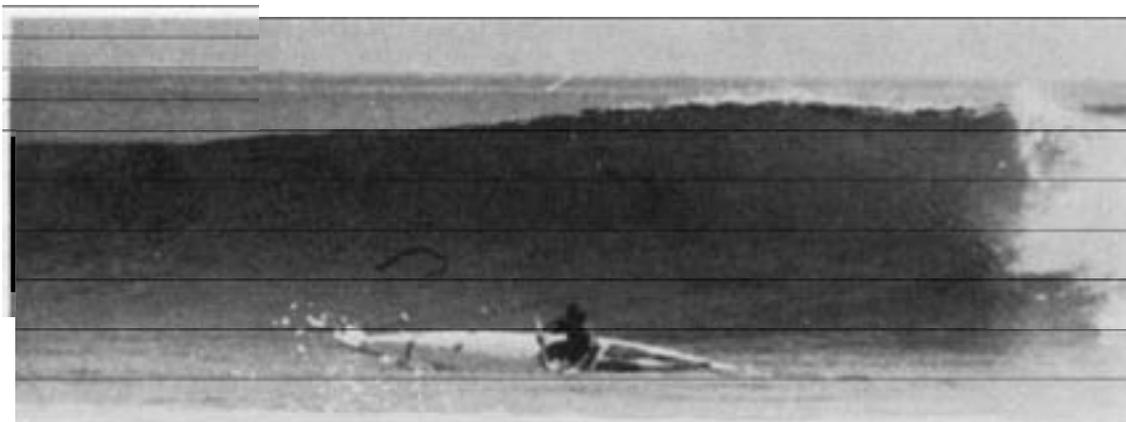
In surfing, kayaks sometimes have a tendency to slide to the bottom of the

wave, burying the nose and sometimes the whole front end of the boat under the water. "Pearling," as this is called, can put you in the drink fast. An easily constructed bow piece will largely eliminate this hazard. What the bow piece does is to provide a planing surface that comes into play the moment your bow starts to go under water and immediately brings the bow back to the surface and keeps it there, thus enabling you to maintain control of your boat.

For foldboats it can be made of plywood and tied on with parachute cord.

. the white stuff drives you faster than the green.





A quick turn under the gun.

On rigid kayaks it is easy to mould a removable fiberglass nose cone over the front end of the boat and then to this attach the planing surface. A 3/16" bolt secures it.

To minimize further the danger of pearling, the cockpit of my boat is placed eight to ten inches aft of the usual river-running position. This modification has saved me from some nasty spills and in addition seems to have made the boat more maneuverable than her sister craft.

Two large separate watertight compartments, one forward and one aft, will increase the safety of the sport and materially cut down on the physical effort involved. If you ever have to swim or paddle a boat full of water several hundred feet to shore in moderate surf against an outgoing tide you'll understand the enthusiasm with which I make this recommendation.

A spray sheet and/or skirt are almost a must, for without them your boat or cockpit will soon be filled with water.

A spare paddle lashed to the deck may prove to be a life-saver. When the surf is good I break an average of one paddle a day and in big surf carry two complete spare paddles lashed to the deck.

The Ride Toward the Beach

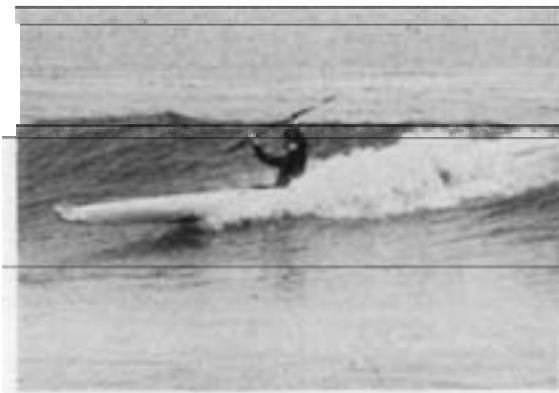
The basic principle of surfing is simple. You merely get the wave to pick up your boat and carry it in towards shore. The wave is a constant hill which re-creates itself at about the same speed you slide down it. There is another terrifically dynamic whipping force in the wave that you can convert

into a powerful propelling force by using the advanced surfing technique of "sliding the waves," but we'll talk about that later. In beginning surfing it is best to run the waves "straight off," that is with the boat at right angles to the length of the wave and heading straight to shore.

Before we try to catch our first ride we should realize that there is a very definite tendency for the wave, as you ride it in, to cause the boat to broach to. This action can be controlled by using a stern rudder applied on the side of the boat opposite to the side to which the boat is turning. To be effec-



A firm rudder is all-important.



Switch the rudder swiftly . . .

tive the rudder must be applied before the boat has turned very far. Once the turning motion gets well started you won't be able to bring the boat back to the desired right angle position unless your boat has a large amount of fore-and-aft rocker, and you may break a paddle in trying to do so. You also have to be careful not to oversteer. If you turn past the ninety-degree point, quickly change and apply the rudder on the opposite side.

Actually the easiest position to hold is with the boat just a frog's hair off center. If you hold it properly you can go all the way to shore without having to change your rudder to the other side.

To drop the wave you merely remove the rudder and let the boat broach to. If that isn't fast enough remove the rudder and apply it vigorously on the side to which the boat wants to broach.

Brace Toward the Ocean

You may also encounter another problem. Just before the wave breaks the tendency to broach is magnified and you may find yourself almost parallel to the wave and just at that point the wave will break right on top of you. This will be a disconcerting experience the first few times it happens. But do not be alarmed: all you need to do is paddle-brace--or if the wave is pretty big, dig your paddle into the ocean side of the breaking wave. If you do this properly your deck will roll towards the ocean and your bottom will be exposed (with no sharp edges to catch in the water) as you blithely ride the wave all the way to shore sideways. Experience will show you how far to paddle-brace. If you roll over towards

the ocean you're bracing too hard. If you roll over shoreward you're not bracing hard enough.

There is another problem, though, to going in sideways in front of a wave that has broken. This is that it is difficult, often impossible, to drop the wave. You may be able to drop it by using a strong combination paddle brace and draw stroke on the ocean side of your boat and at the same time shaking (as in a hula dance) and repeatedly rolling the bottom of your boat out of the water. Using these tactics you can sometimes climb to the top of the white stuff and eventually lose the wave. If you find you can't drop it and see you're going to wind up against a cliff, don't be a hero. Roll over and bail out of the boat, being sure to do so before you are too close to the cliff.

I would also suggest that if you feel yourself start to capsize, particularly if it's a sideways roll, **don't fight it**. Throw yourself forward on your deck with paddle held parallel to and on top of the deck **and stay there** to minimize the resistance to rolling. In this way the wave can roll you to its heart's content (probably one or two times) but you won't twist your hip or back. When the turbulence subsides merely complete your eskimo roll and continue surfing.

Catching a Ride

O.K. now let's catch a wave and see what happens. Let's assume you've successfully gotten through the shore break and are sitting in your boat in the surfing area facing seaward. Sud-



. . . to escape the breaking wave.



A firm brace out to sea . .



. . . or even no brace at all.

denly you notice a large swell coming towards you. From previous observations you know this wave is going to make up steep at just about the point where you are so you turn your boat shoreward, keeping an eye on the wave that is rapidly bearing down upon you from behind.

When it's about five to ten feet away start paddling **HARD**, straight for shore. As the wave begins to come underneath you, you'll feel the boat begin to rise and pick up momentum. At this point paddle like mad and **throw your body forward**. As you feel the boat begin to slide down the surface of the wave apply a stern rudder to hold the boat at right angles to the wave. Boy, what speed—what a thrill! Look at the spray your bow is making.

But watch out; you've oversteered and she's starting to turn toward the rudder side. Immediately apply your rudder on the opposite side and bring her back to about 90 degrees and so on in towards shore. Just before the shore is reached and the wave breaks apply your rudder vigorously to make it broach to and in fact turn out to sea again. Wow, that was close! Another three feet and you'd have gone "over the falls" (or over the break). Thrilling, wasn't it?

As you gain in experience you will find that once you've caught the wave you can let your boat turn more nearly parallel to the wave picking up tremendous speed and covering lots of ground. This is called "sliding the wave." To do this you must have a boat with lots of

fore-and-aft rocker or surf your boat well over on its side.

Eventually you'll find you can go almost anywhere you wish on the wave. You'll "slide" right, turn and "slide" left, run it straight off for a ways, etc. When you achieve this degree of control you'll really **say** it's the sport of the Gods. Good sliding to you!



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Canoe Surfing in the East

By Gordon T. "Mike" Howes

Why canoe in the surf? It's fun! It's exciting! It's a challenge to your skill, knowledge and courage. Teamwork is important. What more could one ask of a sport?

It can be as thrilling as the roughest and fastest river white water. Going out and coming in through even a light surf is something not soon to be forgotten. The great sports of surfboarding and outrigger canoeing can be adapted to the standard canoe. There is no greater thrill in this world than to guide your canoe safely and expertly down the front of a wave with the speed of an express train, the spray and foam leaping past your face.

If you live near the shore it is a good idea to know how to use your canoe in the surf as a safety skill and even a means of transportation. A canoe can and has been used to perform a rescue in the surf when there were not other available means. If you learn, you will certainly be a better and safer all-around canoeist.

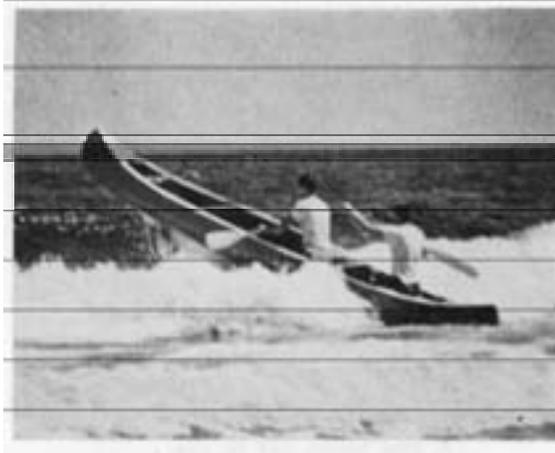
The Choice: Aluminum

What kind of equipment is best for use in the surf? The most satisfactory canoe to use is a 15- or 17-foot aluminum. Aluminum is stronger than wood or canvas and resists wear by sand. The 17-foot model seems to perform the best. Next in order of choice would be molded plywood—then a fiberglass-plastic and finally, wood-and-canvas.

It is essential, for safety, to have built-in flotation in the ends. It will also be easier to empty the canoe in waist-deep water, by simply turning it up high, on one end, and flipping it right side up.

Paddles should be strong oak, ash or maple and perhaps a little shorter than you normally use. They will be subjected to the greatest strains. Always carry two extra paddles with you—you may break one and lose another.

A large sponge or can is a necessity for bailing. Kneeling pads should be



Even low waver will give trouble.

used and should either be fixed in the canoe or be floatable.

Even if you are a swimmer experienced in the surf, it is mandatory to wear an approved life jacket or a wet-suit. You can get twisted, knocked and thrown about quite easily.

The Basic Skills

What skills and knowledge will be of use in the surf? The most important things to know are good basic canoeing skills with the emphasis on sweep, push and draw strokes. J-strokes and ruddering are also important. The ability to feel your canoe and change your balance with its movement will mean the difference between being part-wet or all-wet. It will be necessary for you to change paddling sides very quickly without losing strokes—sometimes repeatedly and quite fast.

You should know something about surf conditions and their effect on the canoe. The most important thing to understand is the wave. The water in a wave moves in an elliptical path—forward, down, backwards, upwards, then back to its starting point. As the wave reaches shallow water the peak of the wave is forced higher and higher until it falls over on itself—"breaks."

One of the first things you will notice as you look at the surf will be the fact that the waves do not come in at constant intervals, but in groups or sets, each one seeming to be bigger than the last one; then there will be a lull, or a relatively calm spell, before another set comes in. You will notice that the waves very seldom come straight in at 90



Going out to the surf.

degrees to shore, but are angled from one side or the other due to the wind.

Watching the surf, you may notice some spots that look different from others. The waves won't be as big, may not even break; the water may be a different color, there may be a jumble of little waves or whitecaps, or even churned-up sand and some debris moving seaward. This is a runout, rip, sea-puss or offshore current—all names for the same thing. These currents are caused by the returning action of the waves as they roll back down the beach or by the water running back out to sea through a hole in the bar or reef. They are extremely dangerous to swimmers but most helpful to a boat or canoe in getting offshore.

The formation of bars or reefs is indicated by breaking waves or light-colored water somewhat offshore, with rolling waves and darker colored water near shore. Sometimes the only way to get over the bar or reef is to go out in the runout or rip. On most of our beaches the tide rises and falls approximately twice in 24 hours, giving about six hours between high and low tides. This can be important to the canoeist because at high tide the surf may be entirely different from low.

The wind is one other major factor to take into consideration. A light offshore wind—one blowing from land to sea—will make the water smooth, with small waves ideal for canoeing. However, as you get farther from shore, and later in the day, the wind will pick up. If you are very far out it may be difficult to get back—and the other side of the ocean is generally a long, long way off!

If the wind is light onshore, from sea toward land, the surf will generally be moderate with not too many bad spots. One good thing here is that if you get tired or have trouble, you will drift ashore somewhere. If the wind is quartering off the water, blowing at an angle toward land, a rough choppy surf can be expected. The set or drift, which is a current parallel to the beach, is caused by the wind. It is important to take this current into consideration when going out and coming in.

Getting Out There

So much for getting ready. Now to get started. First, study the surf. Look for the lulls between sets of waves, look for the runs or rips, notice the exact angle that the waves approach the beach. If the waves are small enough you can start when you feel you are ready. If there is any size to the waves wait for a lull or pick a runout or rip current. The next principle is to keep the bow of the canoe at right angles to the waves at all times. If you let the canoe get even a little off this right angle position the first wave will turn the canoe broadside and the next will roll it over. This is the most important thing to keep in mind.

Carry the canoe into, knee-deep water. The bowman gets in, keeping aft of the bow thwart, and steadies the canoe with his paddle. The sternman stays in the water, near the bow of the canoe, keeping it at right angles and lifting it over the waves. If there is a strong set or current parallel to the beach it will have to be compensated for along with the angle of the waves.

When the lull comes push the canoe



Weight is back in boat.

out. The bowman pulls and steadies the craft while the sternman quickly climbs in from about waist-deep water.

He keeps his normal paddling position: with the bowman back of his normal position, the bow is light so that it will ride high in the water, to lift up and over the incoming waves.

Crossing the Break

Once you get started, keep on going as hard as you can past the first break of the surf. This is the most crucial point—it is absolutely necessary to keep the canoe at right angles to the waves. You may have to change paddling sides very rapidly and use very hard ruddering strokes. If the wave is going to break on you the best procedure is to drive through and hope for the best. Even with a small light surf you may get some water in the canoe.

If, farther out, you have a bar to cross with more breaking waves on it, you use the same methods. You will have a better chance here to avoid the first part of the breaking wave, which is the most dangerous, by speeding up or slowing down. You may be able to spot a run or rip through the bar which will make it quite easy to get out.

Once outside the last break you can relax, bail your craft and assume the normal position and enjoy a paddle on the big waters. When you are out on the ocean it is important to keep an eye on the wind. An increase in strength or change in direction could make things very difficult and embarrassing for you. If there is an offshore wind, stay close in—the water will be smooth and the paddling decidedly



They just barely made it.

easier. The farther offshore you go, the stronger the wind and the rougher the water. With an onshore wind the sea will be choppy and can become difficult.

Coming Back In

Now that we have you out in the ocean it becomes our task to get you safely back to shore. This is perhaps a little more difficult to do while staying dry than going out. If you don't want to ride the surf, use the following tactics: bring the canoe to a right-angled position to the waves, with the bow toward the beach. The bowman should shift to a position behind the bow thwart. The sternman should shift to a high kneeling position with one leg in front of the stern thwart and one behind. From this position he will be able to move quickly forward or aft as the trim of the canoe requires.

The surf will look deceptively light when seen from seaward, but don't be



This pair did not . . .



. . . and here's the result.

fooled. Pick a lull and start in slowly. It is important to move slower than the waves. As you come near the break, you will feel the stern of the canoe lift. Backwater hard, and move your weight aft! It is important to keep the canoe from moving forward with the wave.

After the wave rolls by, move your weight forward and paddle forward on the back of the wave. Try to avoid the point where a wave would break on top of you by slowing down or speeding up. Here is where maintaining a right-angled position to the waves is most important. If you get the least bit out of line even a small wave will roll you over.

Watch your lulls and try to come in with them. When nearing shore, pick a small wave and paddle in on the back of it—not the front.

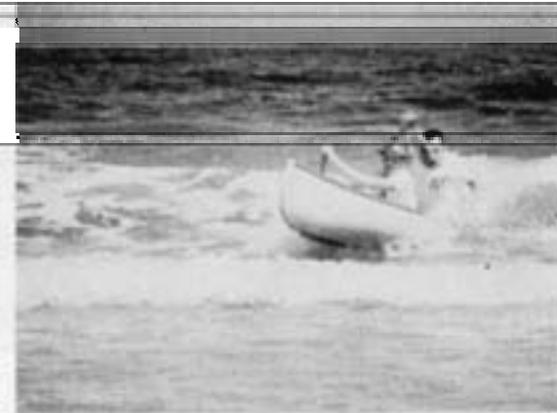
Another method is to come in with the canoe in just the reverse position, bow out to sea, stern toward shore. The paddlers, in the same position as before, backwater toward shore on the backs of the waves—holding or paddling into their fronts. This method allows you to keep an eye on the on-coming surf and to pull hard into it. This is the method used by surfmen when they bring dorys and skiffs in through heavy surf.

Riding the Waves

The third way of getting back to shore is to ride the wave in. This takes skill, judgment, knowledge of surf and some luck. To ride a wave in, you must first trim your canoe as before, bowman kneeling just behind the bow thwart, and the sternman in high kneeling position straddling the stern thwart. Starting well outside the breaking point, pick a small or middle-sized wave as it approaches and start paddling toward shore so that the canoe is moving in the same direction as the wave and near the same speed.

As the wave comes under the canoe, you will feel it pick up and start to skid down the front of the wave. Now, unless you are highly skilled and lucky, all control will be lost and you'll broach to and roll over in a welter of foam and water.

Stop paddling, move your weight aft quickly, to lift the bow out of the



Getting a ride.

still water in front of the wave, and use strong ruddering action to keep at right angles to the wave. If you don't lift the bow it will sheer off, and at once you'll broach.

If the wave is large and steep there is grave danger of the canoe "pearl-diving" when the bow is driven down into the still water in front of the wave. The wave then pushes the stern right up and over, and the canoe pitch-poles. This is very dangerous both to canoes and canoeist. There is the added possibility of the bow hitting the bottom. If this happens you scratch one canoe.

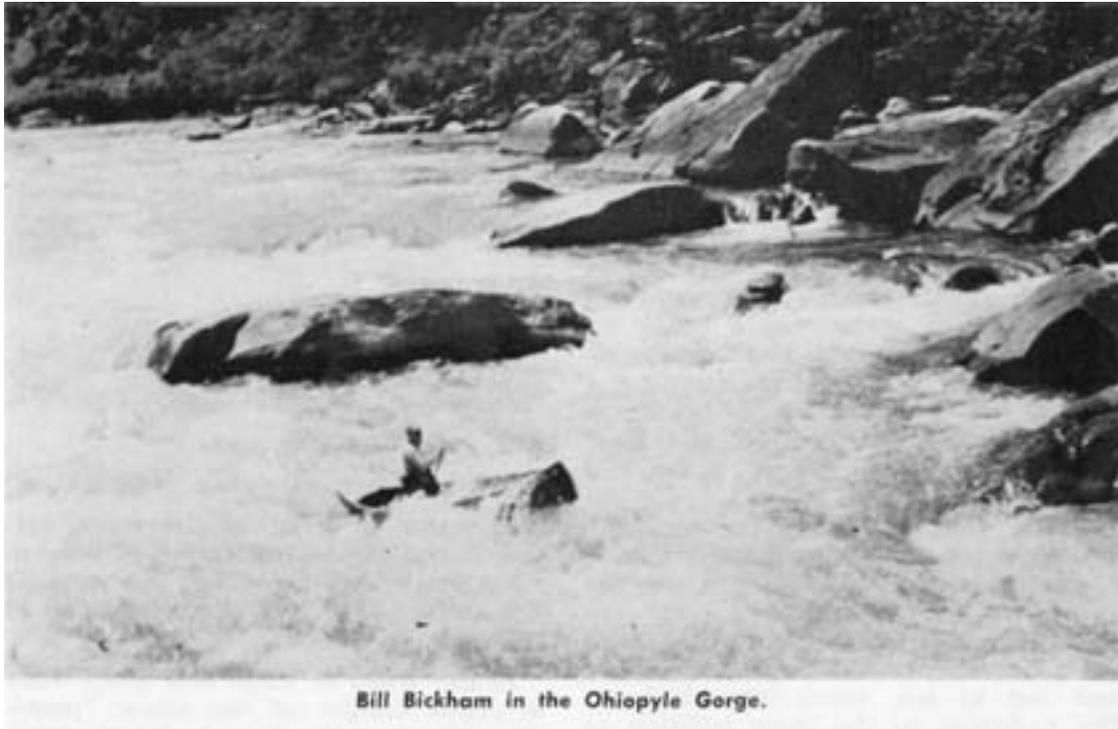
You Will Take Water

If the wave is steep, the stern of the canoe will be so deep in water that the canoe will ship some water and possibly swamp—this may also happen as the wave breaks. But you still must keep the weight back.

After the wave breaks it will take very strong ruddering action and some shifting of balance to hold a straight course. With some practice, you will be able to ride right up to the beach and canoeist.

There is a great challenge for the canoeist in the surf and certainly many thrills. The feeling you get when riding down the front of a wave at twenty-to twenty-five miles an hour, with the foam flying and the canoe vibrating, can be compared with some of the greatest thrills in your life.





Bill Bickham in the Ohiopyle Gorge.

Youghiogheny Escapade

By Tom Smyth

June, 1959. School was over. We needed the catharsis of a good white-water run. Unfortunately, our busy little Central Pennsylvania streams had withered as spring neared its end. To find water we studied maps and the early excerpts from Burmeister's "White Water Boating," finally choosing the Youghiogheny River, a neighbor to the Cheat.

Below the falls at Ohiopyle, Pa., we were warned against trying the gorge by anxious local citizens who asserted (contrary to fact) that it had never been successfully run. We embarked, and then hastily stopped to look at the first rapid, a long ledge and boulder system with heavy current. I made an inauspicious start, running most of it backwards. Then we scouted again. The river dropped much faster and swept past a large midstream boulder to become a seething white mass in a deep basin. I took it near the middle and arrived with a dry mouth and a load of extra ballast at an eddy below. Bill Bickham followed suit.

Viewing our wild rides, Dave Kurtz

decided to play it cool and hug the right shore. He would have made it if someone hadn't screamed advice at a decisive moment. The rescue was a success.

The river continued dropping heavily (115 feet in 1% miles) through natural broken dams of huge boulders. We scouted twice again but found no real difficulty. Eventually, several miles of flat water paddling brought us to S. Connellsville.

Burmeister had called the Ohiopyle Gorge class VI. Upstream in Western Maryland was another section he rated the same. We tried this next.

Below the Sang Run bridge the little river was wide and flat. Petty maneuvering in shallow water took us through the gravel beds for a couple of miles. Then real nonsense began. We found ourselves at the top of a ledge—almost a falls. It was runnable only by sharp zig-zag, ending in a chute along the left bank. Now we were at the top of an "irrigated rock garden" four miles long and almost 400 feet high. The little river filtered through a nar-

row gorge choked with boulders and barred with ledges. Practically all of it warranted scouting, but we had time to look at only the most extraordinary pitches. A couple of times the entire flow plunged under boulders and the canoes had to become airborne. Elsewhere there were turns so tight that only the fifteen-foot canoes could snake through; my seventeen-footer was simply too long. After about two miles a stretch of ordinary "expert" water gave us needed respite. Then stunt paddling recommenced.

At a particularly nasty corner the whole flow made a tight turn between a cliff and a large boulder. The skeleton of an oak tree blocked the passage. Jumping out, I lined and lifted my canoe from the cliff. Bill, though, thought his fifteen-foot Grumman might squeak by. It didn't.

Salvage Attempt

We spent two or three hours in futile attempts at salvage. Our block-and-tackle and a long pry pole proved inadequate. A wire saw broke after an hour of use. My axe had been left in the car. Even deflecting the current with a dam made by rolling rocks off the cliff failed as there was no place for the water to go but past the canoe which slowly began to break up.

Eventually, with the afternoon wearing on and unknown problems ahead, we went on, leaving Bill to hike out with his pack. Our strength and adrenalin reserves were long since gone. I found myself singing in a foolish, light-hearted way. Pausing in a pool above one six-foot ledge, I stood to inspect the chute below. Suddenly, the canoe shot backwards through an unseen chink in the rim. The canoe made a successful run with me playing rudder under it. Another three miles or so of moderate water have faded from memory.

Our chief reaction was incredulity. As Bill remarked, if we had seen almost any part of the middle section in advance we would have called it unrunnable and gone elsewhere. With high water the section must be incredible indeed.

In retrospect, the school year was almost too well forgotten.



An irrigated rock garden.



Only the 15-footers could make it.



Bill Bickham shortly before he "bought it."

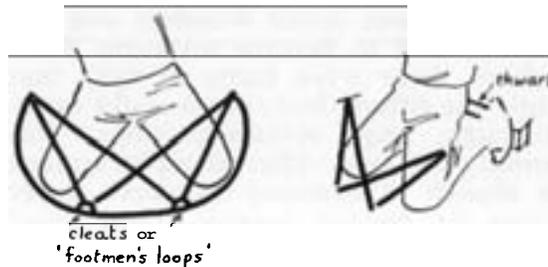
Making Knee-Straps for a Canoe

By Bob McNair

The ski binding is taken for granted and today no one would think of trying to ski with toe straps. Yet many run rapids without knee straps in their canoes. Some paddlers just schuss the rapids with very little maneuvering. But I found when I started playing the rapids with eddy turns and paddle braces and such that slipping knees spoiled the sureness of my maneuvers. Trousers on aluminum were very slippery unless already wet. Some types of knee pads helped, others didn't, and bare knees slipped even in knee pads.

At the suggestion of Roger Paris and Paul Bruhin I tried knee straps. They are in both of my canoes now and I consider them more essential than splash covers. Better control means fewer spills. Here is my recipe for knee straps.

A single canvas strap seven or eight feet long with one buckle does the



How to string it.

trick for one end of the canoe; I put cleats of hardened aluminum on the bottom, riveting them into my aluminum canoe and fiberglassing them into my fiberglass canoe. The centers of these brackets are 3" to right and left of the keel centerline.

The fore-and-aft location is important but depends on you. I like them about three inches back of my knee tips when kneeling. This brings them an inch or so back of where your knee touches the bottom. For the upper anchor I tried locations from in line with the



Bob McNair in harness.

—Photo by Patricia Woodbridge.

cleats to the seat thwart. I much prefer the seat thwart which also happens to be the easiest place to loop them.

These straps give excellent knee control of the canoe and yet go loose and free as soon as the knees are brought together. I mention this because some people who suffer from claustrophobia may still insist on capsizing.

Better systems of knee straps or leg braces will surely be developed and described in these pages. But I wouldn't wait if I were you. The added control and confidence will increase your fun this season. Canoe bindings are here to stay too.

(Ed. Note: Those who do develop such better systems, please share your ideas with our readers. This is an important and neglected accessory!)

Magazine Articles

Martin Vanderveen has an article on foldboating in the June issue of *Camping Guide*, under the title, "A Yacht in a Knapsack." Your Editor, incidentally, is represented in the April/May issue of the same publication with a piece on Sports Car Camping. George S. Wells, editor of the *Guide*, is an AWA member.

The April issue of *Popular Mechanics* carries the slalom chapter from "White-Water Sport," under the gee-whiz title, "The Wildest Ride on the River." Illustrations are by John Sibley (though the credits were inadvertently left off).

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Wilderness Cruise by Foldboat

By Thomas D. and M. Louise Brock

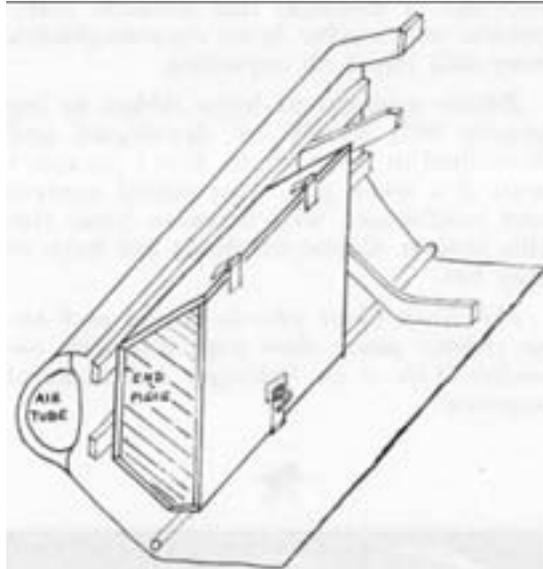
Although we had spent a number of years in Canada with an aluminum canoe, our purchase of a folding kayak made us want to attempt a wilderness trip in this boat. However, it was obvious that it would be more difficult to arrange provisions, sleeping gear, tent, and clothing in a decked folding boat than in an open canoe. Therefore we spent a long winter with the folding boat assembled in our living room while we made measurements and tried various ways of packing our gear.

The first question was, would it be possible to take all the gear and food for two people for two weeks in this boat? After much thought and discussion we finally decided we could do it. We would like to tell you in this article how we finally arranged our things and give you some other comments about wilderness travel with a folding kayak.

We realized that every cubic inch of space would have to be used. It seemed to us that most of the weight should be in the center of the boat to make it ride better in the water. Therefore, we had to devise a method by which we could use the space alongside the seats. After much measurement we decided to construct lightweight wooden boxes which would fit in this area. Although these wooden boxes would be very odd in shape, they would have enough capacity to hold most of our food. We constructed four of them—two for the starboard and two for the port side, although there is actually room for six boxes in the boat. Each box rested between a pair of ribs and filled up almost the whole space at the side of the hull, but we still had plenty of room to sit and move around.

Cardboard Models

The actual construction of these boxes was uncomplicated, but we found it very helpful to make full-scale cardboard models first to be sure that the angles and dimensions would be correct. Then, with the aid of a circular

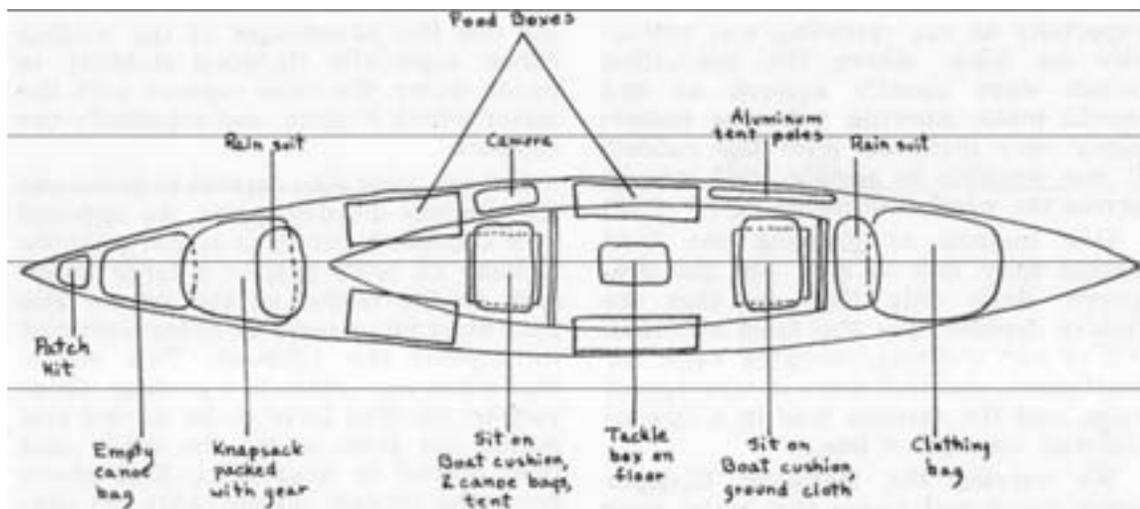


POSITION OF FOOD BOX IN BOAT

saw, we cut the pieces and assembled them. We used $\frac{1}{4}$ -inch plywood for the boxes and waterproof marine glue, also nailing all the joints with brads. The edges were then filed smooth and sanded, and they were given two coats of marine paint. The lid of each box was fastened with two brass hinges and a brass hasp, and we also used brass nuts and bolts.

This construction made them essentially waterproof, so that our food would remain dry inside even if the boxes sat out in a heavy rain. The boxes were held in place by ordinary clothesline which was tied around the stringers. It took some ingenuity to decide the best way of fastening them. Because of the shape of the hull at this area, the widest part of the box had to be at the top with the narrowest at the bottom. This meant that when the ropes were untied, the boxes slipped automatically down and towards the center of the boat.

Further, the boxes could not be taken out of the boat without the passenger



METHOD OF PACKING INSIDE OF BOAT

getting out—a definite but unavoidable disadvantage.

The diagram of one of these boxes gives an idea of the shape. It should be emphasized that such boxes must be custom-made for each folding boat, and although our dimensions would be fine for another Klepper Aerius two-seater, they might be of no use for any other Klepper model or any other brand of foldboat.

Our canoe trip was planned for the Temagami Provincial Forest District of Northern Ontario. This wilderness area is ideal canoe country. With topographic maps from the Canadian government we planned a canoe trip of about 120 miles which was to occupy two weeks' time. We were very conservative in the estimate of how many miles we could paddle in a day and found that we could make the trip in considerably less than two weeks. However, it is nice to have at least 3 or 4 days' margin in case of extremely bad weather or some other calamity.

We purchased most of our groceries for the trip at North Bay, Ontario. We got many dried items as well as canned things like bacon and butter. Although they did not provide the most sumptuous meals, they were nutritious and adequate for the job at hand (and left a minimum of dish washing).

At the beginning of the trip not all of the food would fit in the food boxes.

The extra food was placed under the rear deck, requiring an alternate position for the clothing bag.

Although it is permissible to make a fire anywhere in the Temagami Provincial Forest, and although in many places firewood is provided, we elected to take a small Primus stove and white gasoline. This made it possible to cook a meal in any weather, and we found it much quicker and easier than building a fire. We took our gasoline in aluminum quart containers such as mountain climbers use, and we found that two quarts was sufficient for the whole trip with plenty to spare. This added little extra weight and made life more pleasant. One rainy day we even cooked breakfast in the tent.

Down to the Plimsoll Line

When we finally were all loaded and pushed away from the shore, it was quite shocking to see how low in the water we were sitting. Our folding boat, which handled so quickly and easily when empty, paddled like a water-soaked log. We were to find, however, that as we consumed more and more of our food, and as our muscles grew stronger, the paddling became easier. By the end of the first week paddling had become a real delight.

We found that a pedal-operated rudder was almost essential on this trip,

especially as our canoeing was primarily on lakes where the prevailing winds were usually against us and would make steering with the paddle alone very difficult. With the rudder, it was possible to paddle well into or across the wind, compensating for drift.

Our method of packing the boat varied from day to day, but the diagrams show only the one that we finally decided was the most efficient. All of our clothing, sleeping bags, air mattresses, and tent were in waterproof bags, and the camera was in a special inflated waterproof bag.

We carried the standard Klepper spray cover and found this to be very useful. One day we had an all-day hard rain. With the spray cover in position and wearing hooded rain parkas, we paddled comfortably. At the end of the day we had remained completely dry while people we saw in open canoes were extremely unhappy because they and most of their gear got soaking wet.

The Only Foldboat

Although the Temagami territory is wild in comparison to most areas in the U.S., it is not what could be called an absolute wilderness. There are many other canoeists, so one is never completely alone. But we were the only couple in a folding kayak, so we found ourselves being continually hailed by interested observers. A number of the people we talked to actually had foldboats at home but did not think it was possible to take a canoe trip in one. We always spent a few minutes point-

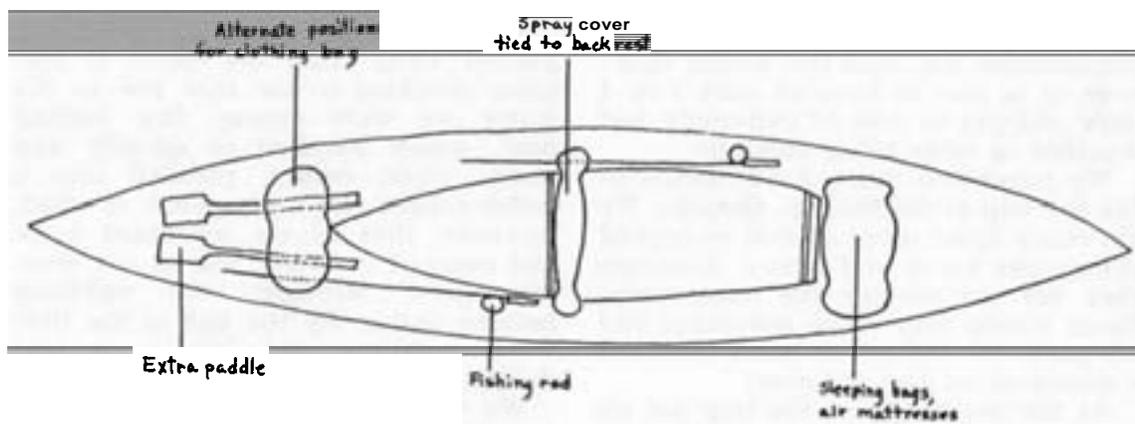
ing out the advantages of the folding canoe, especially its good stability in rough water, the close rapport with the water which it gives, and especially the comfort.

But we were also careful to point out the obvious disadvantages. As opposed to a Canadian canoe, it is not possible to keep all one's gear in a large knapsack in the center of the canoe. The gear must be in small bundles scattered throughout the foldboat. This means that when one comes to a portage, these various bundles have to be untied and pulled out from under the decks and then placed in knapsacks. This slows down the process considerably. At several portages we arrived at the same time as other parties in Canadian canoes. They were often across the portage and on to the next lake in less than half the time that we took. However, since we were not in any hurry, this was not really a disadvantage but only a nuisance.

Trouble at Portages

Another disadvantage of the foldboat is the difficulty of carrying it. Although one person can carry one without too much trouble, provided he makes a carrying yoke at the balance point, we wished to carry the boat together. If one person stands at each end, carrying it is difficult, especially over long, rocky portages, because the center of the boat, where all the weight is, bounces up and down.

We finally hit upon a method which seemed to work fairly well and which



METHOD OF PACKING OUTSIDE OF BOAT

others might want to know about. The boat is carried upside down, with the rear back seat (which is cushioned) upon one's neck and shoulders. This places the bulk of the weight of the boat on one person in a fairly comfortable position. The other person holds the front of the boat and guides it. We found this method to be quite easy, and neither of us felt overworked. However, the person in back with his head within the boat cannot see more than five or six feet ahead, and although he can choose firm footing, he cannot enjoy the scenery of the portage. In addition, mosquitoes have a field day on his head and back.

It usually took us three trips at every portage, one for the boat and two to carry our food and gear. We could have carried all this in one or two trips if we had wanted to load ourselves more heavily, but this was a vacation. We had seven portages, the longest being 2½ miles, with a rise of 90 feet, and our shortest was a mere carry; three portages approached a mile in length.



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The Psychology of Esquimautage

By George Siposs

All last winter, we found our thoughts were on the rivers and lakes again. After skiing we would sit down and oddly enough the conversation would center around kayaks. Thinking back on last year's adventures, I said to myself, "It is time to start **thinking** about eskimo-rolls or, as the French call it, esquimautage." Yes, thinking about it is just about the most important part of training, and keeping in shape mentally.

I assume at this point that the reader is sufficiently familiar with the technique of rolling and that he has done several rolls without outside help. Therefore the only thing that remains now is to prepare himself mentally so that all his movements will be reflexes when the time comes. It is clear that there is no time to think when one is upside down (though the Hindus seem to think otherwise). I would like to pass along some of the thoughts that went through my mind when I was first trying this maneuver.

The biggest mistake beginners make in rolling is that they try to figure out which is the left side of the boat to a person standing on the shore. This is a mistake, as the side on the boatman's left (or right) is always the left side **relative to himself** though it appears to be the right side to a person on the shore. Everyone has a favorite side for performing the roll. One just has to remember to detach himself from the surroundings mentally and immediately to put the paddle to the starting position after he has capsized.

Breathing is the Key

While studying movies of upsets, we found that there is almost a **full second** before one's face hits the water, even if the upset is by surprise. Therefore when you feel yourself going over, take a fast but deep breath. This is the best preparation of course, but in the moment's excitement few of us seem to

remember this. The best training for this is to take a deep breath when leaning over, when trying a new stroke or when going through waves, etc. In a short time this will become second nature or reflex to you.

Having a good supply of oxygen is the first step to success. Breath control is the oft-forgotten rule of racing. During the 100 metre run, competitors take only three breaths. It takes months of practice to do this unconsciously. In downhill or slalom skiing, competitors are trained to **remember** breathing. This may sound ridiculous, but it has been proven that during periods of intense concentration and excitement, one tends to forget to breathe. Halfway down the slope the skier might find himself out of breath or weak and dizzy and this makes him panicky.

The remedy is simple: Every few seconds exhale forcefully, then take a deep breath. The point I am trying to make is this: when running white water never be caught out of breath. A good supply of oxygen keeps you mentally alert and ready for emergencies.

Another factor in successful rolling is keeping water out of your nose. One gets used to the face mask during the swimming pool sessions. The use of masks is important because the paddler can observe the position of the paddle relative to the boat while under water. Once one masters the roll the mask and even nose-clips must be left off so that when the paddler has to make a roll unprepared, the water hitting his face will not temporarily stun him. The only remedy I can offer here is simple. Press your lips together and up against your nose to prevent water from entering the sinuses. This facial contortion works for me and amuses my friends no end, but it is effective.

Grasp Paddle Firmly

As you are rolling over, grip your paddle very strongly. Remember that

the whole paddle will be under water and the force of the water may be strong enough to jerk it out of your hands. The screw roll is increased in effectiveness if one hand slides along the shaft of the paddle to the neck where the blade starts. You should familiarize yourself with the feel of the blade at this point so that even when your vision is useless you can tell the exact angle of your blades. It may be necessary to pull the paddle forcefully alongside your boat if you capsized in a far out position.

Once the paddle is alongside the boat, and the blades are at the correct angle (you can tell this by feel) you are ready to roll up. Be calm, keep your head. You probably have a mental image of the river: if it is at least three feet deep you have plenty of room. In wild rivers a bicycle-type crash helmet is a very good protection.

It is surprisingly easy to roll up in a fast river when going downstream. As your body hits the water it creates resistance, thereby slowing you down. Since the water now goes faster than the boat the force of the onrushing water on the blade, which is set at a climbing angle, tends to give you additional lift. When facing upstream, such as crossing a current, roll down on the upstream side of the boat, **roll up on the downstream side.** The fast water will again tend to lift you out.

In movie shots of eskimo-rolls it is easy to see that the average roll takes very little time. So little in fact that your face is under water for less than two seconds. This is worth considering; even on a short breath you can try at least two rolls. If the first attempt is unsuccessful, it is probably because you were over-anxious. Pull the paddle back to starting position, and start from scratch. Keep your head, condition yourself mentally by going through the above routines several times. Keep your knee-brace tight, lean forward and—**GOOD LUCK!**



From Your Editor

The accent on surfing in this issue is no mere accident. The magazine for the first time is being edited in a coastal city.

Seasonally, too, the emphasis is appropriate. The rivers will soon be in decrescendo in many parts of the country. Those of us who do not have the advantage of the late run-off of the Rockies and Sierra might well turn to the white water that is flavored with salt.

You will find it thrilling. Don Golden, for one, is a surf specialist who has solved the old problem of the husband who wants to go to the mountains while his wife wants to go to the seashore. He used to run rivers with the Sierra Club R.T.S. But now, Don goes to the seashore and has his white water too. His article, which leads the magazine, is as authoritative as you could find.

Don had to fight for what he learned

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—sometimes, oddly enough, against men who you might think should have been friendly—the surfboarders. For obscure reasons of a tribal nature, Don often found their hands raised against him. They claimed he got in their way, mowed them down; occasionally they would form a floating barricade out in the area where waves form, to prevent him from getting his start. Once, one even threatened him with a knife.

He has earned their respect. Boarders now come up and examine his kayak and paddles, and watch with admiring envy as he gets rides on waves they can't quite catch. They admit that in many ways—speed, for one—the kayak is a better surf vehicle than a board.

Don is a strong advocate of safety. Surf is different from river white water in that the current doesn't

quickly take you near to land. You should know how to eskimo-roll (or at least, to get back into a tipped kayak) before you go very far out, your boat should be filled with reliable flotation chambers, you must have a wet suit (preferably) or lifejacket (minimum requirement). And don't go alone until you become an expert.

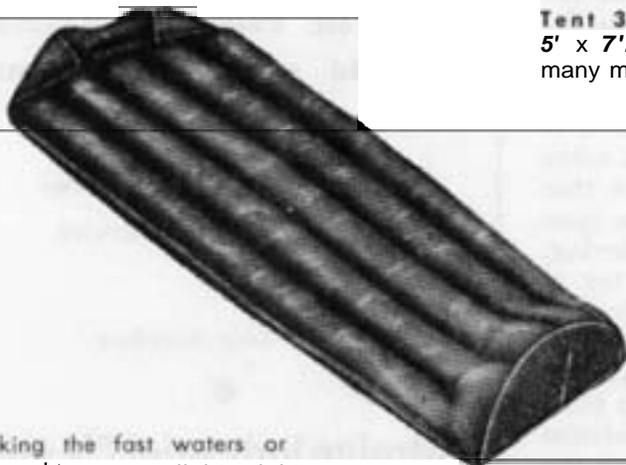
The article on surf canoeing by Mike Howes gives the Atlantic Coast representation, which is important because surfing of all kinds has not developed there as much as it has in the Pacific.

Canoeists are advised to read and consider Bob McNair's short article on knee-straps. These are almost universally used in European competition, very widely in white-water cruising. AWW would like to hear from the first U.S. canoe team to succeed in a tandem eskimo-roll.

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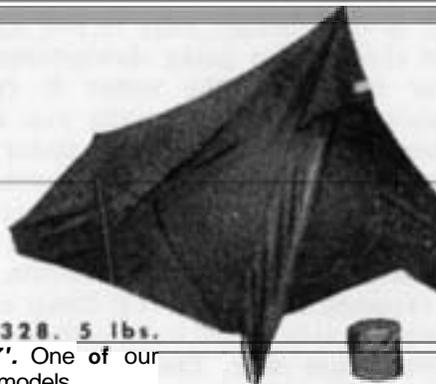
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Conservation Comment

By DAN BRADLEY

AWA Conservation Chairman

Selway-Bitterroot Controversy. For nearly a decade now there has been an increasing divergence of views (to put it gently) between the Forest Service and conservationists over the substance of the wilderness policy and its execution in our national forests. In effect, Chief Forester Richard McArdle has imbued the Forest Service with his great vision of "multiple use," a politically useful term which to this untutored mind seems to signify all things to all people—timber for lumber interests, grazing for stockmen, mining for prospectors (including Serena phonies), mass recreation for sportsmen and their families, and access roads for all—leaving the otherwise useless mountain peaks for those annoying cranks who are always crying for (or in) the wilderness.

Wilderness, to Dr. McArdle, is a highly restrictive single use, and he has no great use for it. Apparently it offends his grand design of the mostest use for the mostest people—and the mostest profits for the Forest Service.

Traditionally, of course, ever since the days of the first Chief Forester, Gifford Pinchot, the Forest Service has not been greatly concerned with conservation for non-use. Such a concept was outside Pinchot's philosophy, and even now when, as Dr. McArdle puts it, "the Forest Service is in the recreation business to stay," the idea is that the national forests should be developed for productive use of some sort, rather than left untouched. McArdle may be right when he says that his is the only government agency which officially recog-

nizes wilderness and has set aside vast areas of protected unspoiled forest lands. It is also true that under his administration there has been a steady diminution of such protected areas.

Enter the AWA

Most of the controversies over this persistent attrition have concerned mountain areas in which waterways were not directly involved. A couple of years ago, however, Oz Hawksley led an AWA-sponsored float trip down the Clearwater North Fork in an effort to stimulate a greater appreciation of its wilderness quality in opposition to the Bruces Eddy dam. The next year he found that the Forest Service had bulldozed a road almost the whole length of the river, and at some points so many tree trunks had been dumped into the water as to make it hazardous for float trips. This was not, however, a protected area, and the Forest Service was within its legal rights in ruining this area for our purposes.

So Oz shifted to the Selway River, which is in the protected Selway-Bitterroot Primitive Area, and he found it a glorious wilderness river of rare quality (see story in November 1960 AWW). And now the Forest Service proposes to tear that up as well, in a devious maneuver. It would reclassify a large part of the Primitive Area into Wilderness, but open up the Selway watershed to "multiple use" and slice the present protected area in half.

At this point, I suspect, the patience of the conservationists has been exhausted, and they are rolling up their heavy artillery to fight. An exhaus-

tive review of the points at issue and the background of the controversy appears in the current issue of **The Living Wilderness**, which you are urged to look up at your library.

The present Primitive Area extends 85 miles from near Missoula southwest to the Salmon River, and some 50 miles across its girth. It is one of two protected wilderness areas in continental United States of more than one million acres, and it is precisely this enormous size which makes it of such rare value for scientific study. One road crosses the lower portion of it, circling away from the upper Selway basin. There are two spur roads, one along the Selway to Paradise Guard Station, the other along Running Creek to a private ranch which has been imposed upon the natural environment (one wonders how come?). The Forest Service proposes to close the gap with a road along the Selway River to Running Creek, and since the roads destroy the wilderness quality of the area, it is throwing open the whole 15-mile-wide band to "multiple use"^m—specifically, logging and hunting. The dismembered section along the Salmon River will remain Primitive Area subject to further reclassification.

The Selway River itself is also unique

in that this 50-mile stretch from Paradise to Meadow Creek is one of only two unspoiled wilderness rivers remaining in the Northwest.

Little Support at Hearings

Hearings on the reclassification proposal were held in Missoula, Mont., and in Lewiston and Grangeville, Idaho, on March 7, 9, and 14. According to reports from The Wilderness Society and the Sierra Club, some 150 individuals appeared to express their views. Oddly, rather few supported the Forest Service proposal as is: logging and mining interests, with some chamber of commerce representatives, urged even further encroachment on the wilderness area, while many others urged retention of maximum protection, with only minor adjustments of boundaries. Stewart M. Brandborg of The Wilderness Society was formally authorized to speak for the AWA; he read into the record a statement from the AWA Conservation Chairman and also Oz Hawksley's first-hand account of his float trip.

Most remarkable was the great number of men and women of Idaho and Montana, from all walks of life, who in many cases took off from work and traveled considerable distances to speak, with the vigor and conviction of personal knowledge, in defense of wilderness values.

Good, solid, knowledgeable letters to the Hon. Orville L. Freeman, Secretary of Agriculture, are still very much in order if you hope to save the Selway. This Selway-Bitterroot reclassification may well become the hottest controversy since Dinosaur, and certainly it is the gravest issue in which we have become intimately involved in the few years I have been plugging Conservation for the AWA. * * *

Colorado Madness Infects Pennsylvania. Veteran readers of this page may recall that a couple of years ago the state senate of Colorado was seized with the notion to license all boats, hand- as well as mechanically-powered, operated in all waters of the state (including, possibly, Junior's spring-powered speedboat in the family bathtub). By dint of the strenuous efforts

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of our valiant Colorado affiliate and a number of other outdoor groups, this wild idea was laughed out of committee and a more sensible law was passed in conformance with the Bonner Boating Safety Act enacted by the U.S. Congress in 1958.

Now quite a number of influential people in Pennsylvania have been bit by the same bug, and a bill has been introduced in the state senate, with strong bipartisan support, which will require the licensing of all craft, rowboats and canoes and kayaks as well as powerboats. Everybody with an old tub under the porch of his weekend cabin on the Susquehanna or some backwoods pond will be taxed therefor; likewise groups from neighboring states driving into Pennsylvania for a weekend on the Lehigh or Pine Creek Gorge will run into aggravating difficulties with the law. And what of the hundreds of paddlers to be found on various parts of the borderline Delaware, riding the current from one side of the state line to the other—'twill keep a passel of law officers jumping and scurrying quite some to nab such as set foot on the sacred soil of Penn's Woods! This law will also hit the kids' summer camps hard—especially the non-profit organizations like the Boy and Girl Scouts—if they are to be taxed for every canoe and every rowboat, and this is where canoeing safety is taught.

Let's be perfectly clear about this: Licensing is **not**, as some pretend, merely registration of ownership for a small fee; licensing is regulation and control. It will give local law officers the authority to blow the whistle on white-water river cruisers and stop them from running "dangerous waterways" when said lawmen are hardly likely to have the specialized knowledge of river hydraulics or of the qualifications of the paddlers to be a competent judge. Instances of this have already occurred,

The Bonner Act had two objectives: to control the ever-increasing menace of recklessly operated outboard speedboats on overcrowded lakes, and to establish a base for uniform laws among the several states. Powerboats scooting at high speed around a lake

can be a danger **to others**, but hand-boaters risk only their own lives—and that very rarely.

The man to write is Senator Leonard C. Staisey, Chairman, Committee on Fish, Game, Forests and Waters, Senate of Pennsylvania, Harrisburg, Penna.

As of April 15, no hearings had been held. But a new bill, HR. 1258, has been introduced in the lower house of the legislature, which does not require licensing of hand-powered craft but empowers the Fish Commission to enforce whatever "safety regulations" it sees fit. These are left vague, and should be spelled out in the law, lest everything from number of people in canoes to which rivers we can run be regulated.

On this bill, letters should be sent to Hon. Charles J. Jim, Pennsylvania House of Representatives, as well as to Sen. Staisey.

It should be carefully noted by all, however, that the idea of licensing all craft appears to be the brainchild of powerboat men, and they are pushing it on an interstate scale. It is most important that each AWA affiliate keep a sharp watch for any legislative activity in the boating field, and report any significant developments to Bob McNair immediately.

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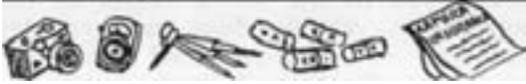
Write for details:

**5525 East Bails Drive
Denver 22, Colorado**

White-Water Camera

By Martin Vanderveen

Heigh-ho. Spring's here. Camera's packed, plenty of film in the bag, meter working OK, tripod handy, and camera



insurance up to date. Ready to load up and start out?

WHOA! Slow up there boy! Hold on a minute before you go out and do a lot of wild shooting with that camera.

Let's stop and think. Are we going to make the same old shots we did last year and the year before, or shall we do a little advance planning and get something different and better this year? That's the magic word—**plan-**ning; and its magic companion is editing.



First of all, let's start the season off with a resolution or two. 1. I resolve to carry my meter with me and use it. 2. I resolve to use a tripod whenever I can set it up. Then we won't have to tell a suffering audience, "This one's kinda dark because the light wasn't as strong as I thought, and the next one's a little blurred because I got so interested in the action that I forgot to hold the camera steady." Good excuses are no substitute for good pictures.

Looking Backward

Having decided to take all first-class pictures, let's think back over last year's work to see what improvements we can make. The day of the race we got some swell action shots of boats going through that tricky chute, but when we compare 'em they're all alike except for the personnel involved. The pictures seem to get rather dull when we look at one after another.



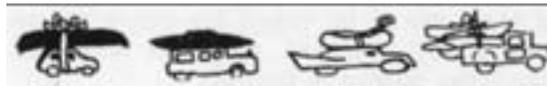
Don't get discouraged, though; it's easy to make a more interesting sequence. Why not introduce the viewer to the scene by backing off and getting a long shot of the entire rapids section,

then a medium shot showing the group of waves before we get down to those close-ups of one boat in one wave? We can break up the sequence by an occasional shot of the audience and their rapt expressions or the safety team fondling the heaving line. We can make the close-ups themselves more interesting by varying the camera position; shoot one paddler from a low angle and the next from a high position; get one just entering the chute, one half-way down and one emerging at the bottom; maybe even go upstream and get a couple of rear views. If somebody spills, get him coming dripping out of water. Presto. A professional-type sequence that will interest everybody.



And Club Outings

Let's take a less spectacular event such as an ordinary club outing. We can start out with a picture of a couple of road signs or a copy of a map to establish the locale. Next we might show a few of the cars arriving with



a variety of craft on and in them. We might follow this with a series of somebody assembling a foldboat, starting with the bundle of sticks on the ground and progressing to the sleek finished craft.

How about shooting the line of cars starting the shuttle, then a pattern shot of the boats lined up on the bank to show a time lapse before we picture the returning cars with their springs sagging under the weight of a dozen passengers?

By all means take the usual shots of the scenery and the paddling on the river, but look around for some new angles to make them more interesting. If there are kids on the trip, keep an eye on them—their antics can enliven your pictures immeasurably. The same

thing holds for pets. If your club collects a trip fee you can always get a laugh out of a picture of the collector with his hand outstretched.

In other words, plan in advance as much as possible, and keep the idea of continuity uppermost in your mind. You'll still have to keep your eye open for those unexpected grab shots, but they're just a windfall and the planning is all-important. This is oft-repeated advice to movie-makers, but it applies equally well to slides and just plain black-and-white.

Bracket Your Exposures

In addition to the planning, you can borrow another idea from the pros to get good pictures—bracket your shots.

 Of course when the action is violent we have only one chance, but when the pace is more leisurely we can get picture insurance by photographing the same scene from a couple of different angles.

When the meter leaps to one end of the scale in the highlights and sags to the other end in the shadows, try one shot at the highlight reading and one at the shadow reading as well as the more conventional average exposure. Occasionally these off-beat exposures give us striking pictures.

Once we have our pictures what do we do with them? Show them of course. Don't reach for the projector too soon, though. There's another essential operation that comes first. If we have a trace of artistic ability or a flair for entertainment, or even a drop of the milk of human kindness (toward our audiences) we will edit—and edit carefully.

The person looking at a picture album has an advantage in that he can flip the pages fast to get past the dull stuff. The movie or slide audience, on the other hand, may be bored and unhappy captives when the show gets tedious. They are at your mercy—and you can be merciful to them by being ruthless in your editing. Chop out that fuzzy and dull footage in your movies, and throw away the blurred or badly exposed or repetitious slides. Don't show 'a dozen almost identical views just because this one shows good old

Joe and that one's a picture of our pal Jim. Make up prints to give to Joe and Jim if you wish, but keep your slide or movie show concise and fast-paced.

Don't be afraid to rearrange the sequence of your shots to create better continuity and more interest. There's no law that says you must show pictures in the order in which you took them. Don't hesitate to throw in scenes from another trip or even another year in order to make a sequence more complete or more interesting.

The pace of our show is within our control. A movie scene should be no more than three to five seconds if it is static, and no longer than necessary if it shows action. If the action is of considerable duration, get several short scenes from different angles. A slide should appear on the screen no longer than it takes to give a very concise one-sentence commentary. No matter how beautiful the scene, it can become deadly boring if it remains on the screen too long.

How long should a show run? Opinions vary here, but I favor a showing time of 45 minutes to an hour. Then the audience doesn't have time to get tired or bored. Even the top-notch professionals limit their shows to an hour or an hour and a half.

Happy shooting!

And If You Dunk...

Among the items in my mailbox since the last issue was one query of general interest: what do you do if, in spite of all your precautions, your equipment takes a dunking? Three procedures have been suggested: taking the camera apart and drying it; immersing it in kerosene; and immersing it in water. Your author had no ready answer, but his suspicions were confirmed by Cam-Tech Camera Repair of Chicago—none of them is recommended.

The repair firm suggested drying in the sun as the safest procedure, although it might not be feasible or entirely successful. Summary: follow the admonition in the last issue—carry camera insurance.

SECRETARY'S SOAP BOX

By Dave Morrissey
AWA Secretary

We would like to welcome three new affiliates, and extend our best wishes for a grand boating season:

Greater St. Louis Council of the AYH, Inc.; Earl C. Biffle, Representative, 12 Lake Road, Fenton, Mo.

Delaware Canoe Club of Easton, Pennsylvania; Ed Ott, Representative, 729 Cattel Street, Easton, Pa.

Purdue Canoe Club, Eddie Petry, representative; Co-Rec Gym, West Lafayette, Indiana.

* * *

The AWA is in the final stages of becoming a corporation. The corporate form, as most of you know, limits the liability of the officers and members of an organization. In other words, as long as the AWA is an unincorporated body and it sponsors trips, such as our "Wilderness Trips," and an accident occurs and the court finds that the officials involved have been negligent, it is possible that not only officials directly responsible but other officers and members may be liable. This is a pretty unlikely situation, but even though it is remote, it certainly would be unwise to continue as an unincorporated body.

A word of warning to affiliates sponsoring white-water racing events; if you are unincorporated and are sponsoring such events, **waivers** are not sufficient protection against liability. A court may decide that waivers are against public policy and that the club was negligent in permitting an individual to compete.

The ballots are out on a vote for a decal or insigne for the AWA. Whatever the result, the insigne selected does not have to be permanent and if an improved design is forthcoming, we should not have any qualms about adopting another. * * *

The Tennessee Legislative Council has just completed a report on boating laws. The report is favorable to white-water enthusiasts, but it also poses some sobering thoughts in regard to other states. Here is an excerpt:

"The ten-horsepower limitation set in the Federal act (Bonner Act) appears to have been arrived at arbitrarily . . . there is feeling among the boat owners that rowboats, canoes, etc., which are not powered by a motor or boats with such small horsepower that they could not create a water hazard should be exempt."

The report cited the laws of nine other states, two of which—Alabama and Minnesota—license **all** boats. The report also stated that Fred B. Lifton, Legislative Coordinator, testified in favor of licensing all boats pointing out the benefits available to individual boaters through reciprocity agreements. Lifton also mentioned the Council of State Governments as supporting the registration of all boats. Apparently the Outboard Boating Club has convinced the Council of the efficiency angle. In any event, affiliates should be aware of such legislation and prepared to supply state legislators with information.





More fun than a roller-coaster—1959 Clearwater.

AWA Summer Trips

In any voluntary organization, the making of a constructive suggestion—sometimes even offering a carping criticism—makes you—presto!—a "volunteer" to do something about it. So it is with the AWA.

Bob Simmonds wrote in to the management to complain mildly that American Whitewater Affiliation cruises were all

- a. Far away from the great population centers;
- b. Expensive.

Oz Hawkslev, chairman of the Tria Planning committee and conductor of most of those supposedly costly and remote wilderness trips, didn't waste any time arguing. He latched on to Bob. That is always the way to accept criticism.

So Bob will act as a kind of letter-box or bulletin board for those who want to arrange less formal and difficult do-it-yourself river trips this summer.

Call him our own Miss Lonelyhearts. Give the following information:

1. Dates of vacation.
2. Area you will consider cruising in.
3. Class of water preferred.
4. Other pertinent facts, such as type of boat, whether bow paddler is

wanted, car and canoe rack data, camping and tentage available.

Bob will then notify people of like interests, but will **let them do their own arranging**. These are not and cannot be trips for which the Affiliation is responsible. We do not even vouch for our members' credit ratings, much less their companionability.

If you get a husband or wife through us, you're on your own.

Write: R. T. Simmonds, R.R. 2, Granville, O.

Moreover, if you want to be invited on trips elsewhere in the country, write to one or other of the affiliate representatives listed on Page 36.

Meanwhile, the wilderness trips—which are among the most extraordinary outdoor experiences this country affords—seem to have caught on, after some lean years. Oz reports that all the trips below except one are booked solid.

But there were, at the time of writing, still several places available on the August 6-13 trip on the Main Salmon. Write to Oz Hawkslev, Route 5, Warrensburg, Mo.

* * *

Perhaps, having referred to Bob's

comments on the remoteness and expense of the wilderness trips, we might properly note that these are:

- a. Remote because the country's only completely unspoiled scenery exists in the West alone, and there only in a few States. Surprisingly enough, when we sought to present a list of completely unspoiled wilderness rivers to a Presidential recreation commission this year, we could nominate only **five!** All were in Utah, Idaho, or Montana.
- b. Conducted either at cost or at a loss. The AWA is not conducting luxurious safaris.



San Juan Guide Ready

Walter Kirschbaum made a special trip down the San Juan in April to refresh his memory before preparing the river guide that we promised in our last issue. The guide describes the Glen Canyon run, too. Walter rates both these as intermediate, and the guide contains ample warning of Piute and Thirteen-Foot rapids, which he rates as portage-worthy for all but top paddlers.

Copies of this excellent work may now be had by writing him at his new address: Route 1, Box 522, Morrison, Colo.

Walter will lead an intermediate trip down the San Juan, and will take even "experienced beginners" through Glen Canyon—provided the signup is sufficient. Cost about \$50; dates (tentative) June 14-20.

The Guidebook Outlook

The most ambitious guidebook project in hand is still Walter Burmeister's "Appalachian Water," with detailed ratings and descriptions of hundreds of Eastern streams. This will be a priceless asset to our sport, and there are promising indications that it may soon see the light in printed form.

Send your check for \$5.00 to Ed Alexander, 6 Winslow Ave., East Brunswick, N.J., if you are willing to be a pre-publication "investor" in the project. This will be credited to the final price, of course.

Trip Schedule

SELWAY No. 1, July 4-10. A pristine wilderness.

SELWAY No. 2, July 12-18.

MIDDLE FORK OF THE SALMON, July 20-27. A trip of about 107 miles from Bear Valley to Salmon River.

MAIN SALMON No. 1, July 28-August 4. Start and meeting place will be at the end of Middle Fork trip. This is the "River of No Return" and is another Idaho classic which has plenty of water even fairly late in the season,

MAIN SALMON No. 2, August 6-13. Same as above trip except passengers may be met in Riggins (Aug. 3) if they wish. Cost \$125.

There will be no extra charges for passenger shuttles on any of the above trips. Days of land travel will vary according to where passengers are picked up. The reservation deposit will be \$10 and will hold the reservation until June 15 when balance on all trips will be due.

Write to: Oz Hawksley, Chairman, Trip Planning Committee, Route 5, Warrensburg, Mo.

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RACING REPORT

By GEORGE SIPOSS

After several weeks of unsettled weather the sun finally shone in Ontario in time for the third running of the Credit River White-water Derby and Slalom. The Ontario Voyageurs put much effort into their sponsorship of this event, intended to attract isolated paddlers from their area and to publicize white-water sport.

For the first time an equal number of kayaks and canoes competed. Even at post time canoes were being unloaded from cars, while their owners hurried to fill in entry forms. Several weeks of concentrated effort to advertise and publicize this race had finally paid off. Newspapers, weekly magazines, television and radio carried announcements about this exciting race.

A huge crowd turned out to see the downriver race on Sunday morning. Due to the low water condition, the best time was a relatively slow 34 minutes 17 seconds posted by Kurt Vonesch of the Voyageurs. In C-2, Fawcett and Judge were winners at 37.56. Roger Parsons of the Mohawk Rod and Gun Club came in first in the C-1 class. Two young flat-water racers came from Montreal to compete in F-2. Gyapay and Dobyin pulled away from the rest of the field to finish first at 35.12.

The Canadian Army Signal Corps provided radio communications between start and finish. Spills were few and far between even on the infamous Maturity Rapids. The low water and tricky currents made a giant slalom course out of the river.

The slalom race took place in the afternoon. Conforming to the new international rules, there were no loops, but properly placed upstream gates and free gates provided plenty of opportunity to demonstrate one's skill. No. 12 was a reverse gate in a very strong current and this was where the men were separated from the boys. Several narrow gates and ferry glides gave chances to demonstrate techniques.

McNair and Tostewin showed supe-



Paul Bruhin, 1961 Brandywine.

rior skill in negotiating the course and won their class. A perennial participant from Brantford, Ont., Mike Hitchon finally realized his dream by winning in the C-1 class.

In the kayak class in a close finish, Kurt Vonesch turned in the lowest score. He also was the recipient of the annual "Man of the Day" trophy donated by the Hammer-Ekeland Company for the lowest combined downriver-slalom scores.

The annual Klepper Challenge trophy went to the Ontario Voyageurs Kayak Club after winning it three times.

1961 Racing Schedule

Race dates should be confirmed by writing to the organizers. Competitors cannot expect to be admitted to events on a last-minute basis.

June 9, 10, 11: Arkansas River International Slalom and Downriver Race. Salida, Colo.

Write to: Ralph King, **FIBARK**, Salida, Colo.

June 10-11: Delaware River Downriver Race (tentative). Sponsored by KCCNY.

Write to: William Prime, Williams

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Club, 24 E. 79 St., New York 17, N. Y.

June 24-25: Pacific Invitational Slalom and Downriver Race. The San Francisco Bay Chapter of the Sierra Club is scheduling this event, tentatively for the Merced or Feather River.

Write to: Maynard Munger, 375C Somerset Rd., Oakland 11, Calif.

July 1-2: National Slalom Championships, Salida, Colo.

Write to: Ralph King, FIBARK, Salida.

July 3-4: National Downriver Race, probably on the Colorado River or nearby, sponsored by Colorado White Water Association.

Write to: Allen Schell, 2500 14th Ave. Ct., Greeley, Colo.

July 22-23, 26: World Slalom & Downriver Championships, East Germany.

Write: Robert Harrigan, 5113 Wehawken Dr., Washington 16, D.C.

U. S. SLALOM TEAM

We've just received word that U.S. selections for the Slalom World Championships, to be held in Dresden July 22-23, have been announced by the ACA.

Men's **F-1:** Erich Seidel, CWWA; Ted Young, CWWA; Eric Frazee, CWWA; and Bryce Whitmore, Sierra Club RTS.

Women's **F-1:** Carol Dailey, CWWA; Elsa Bailey and Jackie Paris, Sierra Club RTS.

C-2: Berry-Harrigan; Worrell-Swenson; Kerswill-Kidder.

The other selections were not available at press time.

It would be nice to record that all these people would actually be at Dresden, and in good enough time to train for the tough course and competition. In Europe, their clubs and federations would pay their expenses to assure this; here, most of them will have to pay their own. Here is another reason all U.S. paddlers should join our Affiliation, so that some day we can be sure our country is adequately represented.

The "Marlboro Man" in the HAMMER "Champion" runs the rapids of the turbulent Feather River in California.



The "Marlboro Man" Courtesy Universal Pictures

This classy Single has been designed especially for the American White Water and built with German craftsmanship and quality. The pronounced rocker, insuring high maneuverability, and the exceptional stability make the "Champion" the ideal single seater in which to enjoy the thrills of fold-boating.

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Safety Notes

With this issue, Red Fancher resigns as Safety Chairman, a post he has held for a year. His successor is John Bombay of the Sierra Club River Touring Section. Send him your safety items and ideas at 601 Oakland Ave., Oakland 11, Calif.

By Leonard Fancher

Dick Beaumont of Eatonville, Wash., at the age of sixteen was recognized as a leader of his class. Because of his initiative and understanding he had been selected as a representative of Future Farmers of America.

Further to prove his ability and initiative he constructed a 16-foot kayak as part of his school workshop program. Unfortunately the school program did not include proper use of the craft and safety precautions on white water. I am sure the Washington Foldboat Club would have furnished this information had they been approached.

Dick, along with two of his classmates, chose to celebrate Washington's Birthday by trying out his pride and joy on the Nisqually River.

Unlike the other boys Dick was NOT wearing a life vest and none had protection against cold water. Perhaps having three passengers in the craft was their biggest mistake.

The release of water from an upstream spillway dam sent two surprise wave crests down on the boys. The first wave either swamped or capsized the craft, and while his friends were attempting to save Dick, the second wave struck and washed him out of their grasp.

Dick's swimming ability was not

Classified

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recorded nor the temperature of the water, but there could have been only a few minutes during which Dick's life might have been saved.

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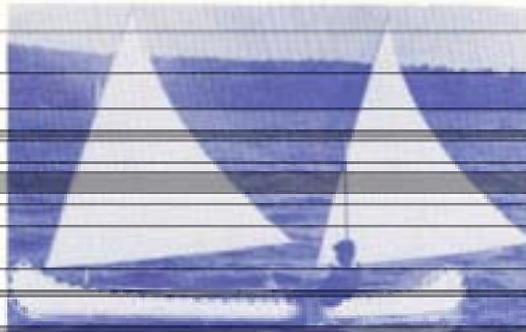
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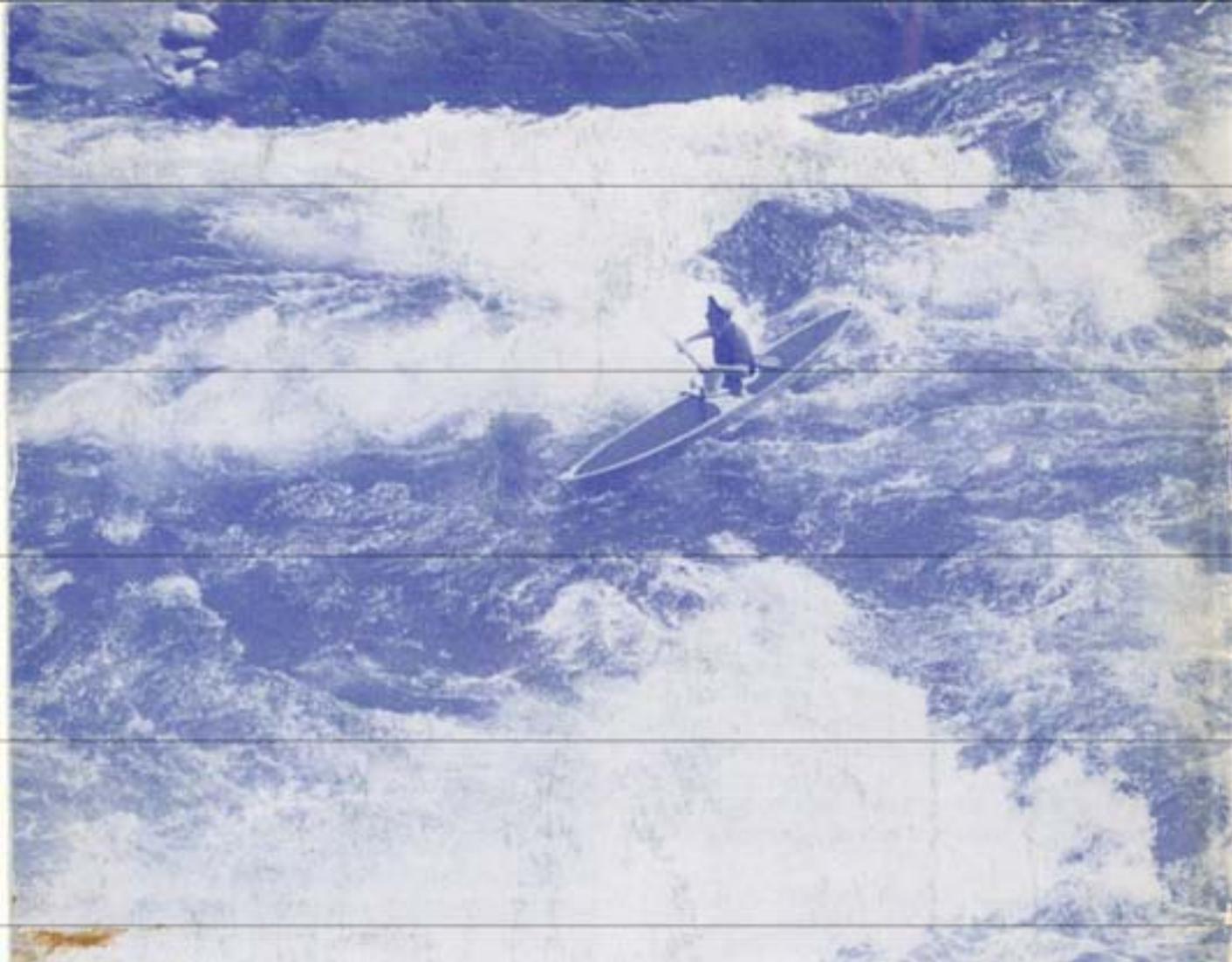
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