

American

WHITEWATER

the Journal of the American Whitewater Affiliation



SUMMER, 1971

Vol. XVI, No. 2



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- Send Advertising copy, proofs and requests for information to the Advertising Manager, Henri Eble.
- Send **Payments for Advertising** and Club Affiliation dues to the Business Manager, Charles Smith.

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The Staff and committee members listed above are unpaid Whitewater enthusiasts who volunteer their time and efforts to bring affiliate/member subscribers this journal. Your contribution of articles, letters, race results and schedules, photos and drawings are essential for their continued efforts and the timely publication of the American Whitewater Journal.

Letters from Readers

Jan. 12, 1971

TAUT-LINE ADVENTURES

Dear Mrs. Sindelar:

I have few words to express my appreciation of receiving **Whitewater** once more, especially since my hopes for another issue had faded away. However, since the magazine (Autumn, 1970) arrived and I did rapidly gobble up its contents, I wish to comment on one article, "Loose-Line Adventures." It may seem to some a less important subject, especially when they consider the short bow and stern loop sufficient and final, concerning this safety matter.

During my 30 years of paddling I recall some occasions of safety line troubles. One dramatic incident once happened when I was playing around in a favorite spot of fast jet followed by a long series of haystacks. I had my bow and stern lines tied together and stretched tighter than a bass string past the cockpit. Capsizing and escaping from the cockpit, my foot caught underneath the line and head down and feet up I was dragged downstream. I could not free myself without the use of a knife which I always carry, and I have never again put a line past the cockpit. Now I use mostly just a stern line fastened with shock cord which works fine and has been safe. (And a bow grab loop, we suspect—Ed.)

Many safety rules including the ones on boat safety lines have changed, adopting a one-sided safety outlook. We know that the slalom experts set the safety rules primarily to their requirements, for which they are sufficient. Also amongst newcomers to the sport they set the trend in activity and type of equipment required. When they talk about touring, it is related to their new concept of this paddling activity, in which case their equipment and safety rules are adaptable.

Let us for example look at a slalom course and the conditions from a safety standpoint, under which a hectic stretch of whitewater is being navigated.

1. The course can be studied before navigation and a previous run is generally possible.

2. Competitors generally are skilled and have the knowledge for recovering from a capsized.

3. Rescue teams are on guard with rescue lines and other equipment. There are always boaters on the water for any assistance.

4. The boater, besides personal safety equipment which he deems necessary, has a minimum weight kayak, provided with maximum flotation.

All these advantages add up to a lot of safety. Bow and stern hand loops not only are more practical for racing, but are sufficient. The craft floats high, a rescuer throws a safety line, and boaters assist.

The new concept of touring involves either day or week-end trips. Longer tours involve daily shuttling of cars or being accompanied by a raft, carrying all essential equipment. In this case a paddler still can equip his lightweight craft with maximum flotation and easily swim the craft to shore. He may have the assistance of the raft or, if car camping, closer access to a road. He can depend on some conveniences.

However, if we consider the original concept of touring, which I in this case specify as wander paddling sport, it is a lost art, known by few of the new paddling generation, at least on this continent. The wander paddler is an independent and self-sufficient person. He navigates all types of water and often may be considered an excellent whitewater boater. Yet, he practices his sport under different conditions. He travels on waterways for days with a heavily loaded craft. His only aid in need may be his companions. He cannot utilize most of the boat space for flotation, which he needs as well for proper wander equipment. A heavily loaded craft is not Eskimo rolled as easily and he needs a long boat line, which no one will pass him from shore.

I would like to add that wander paddling and its many aspects could become a new subject of interest for WHITEWATER and perhaps attract many new members. I personally in my area know of many more wander paddlers than those involved or interested in competition and whitewater only.

Yours sincerely,
 Vern Rupp
 (former AWA Safety Chairman)
 724 Poplar St.
 Coquitlam, B. C. Canada

(We have every intention of including wilderness or wander paddling articles regularly, and we hope that Vern will find this issue particularly enjoyable.)

Robert McNair
 32 Dartmouth Circle
 Swarthmore, PA 19081

Dear Bob:

I agree completely with your "American Canoeing in the Crystal Ball" article (American Whitewater, Spring 1971). The three national canoeing organizations do need to get together and a joint magazine might be an ideal first step.

We can expect many benefits from combining into a single large active organization. I think the greatest benefit would be the political and legal power that such an organization could exert for the preservation and conservation of rivers and related wilderness.

Sincerely yours,
 Don Bodley
 Tennessee Valley Canoe Club
 Safety Chairman, U.S.C.A.
 3003 Ozark Circle
 Chattanooga, TN 37415

April 16, 1971

Dear Iris,

Here's how things stand with Missouri rivers: big promoters and vested interests with their money power and strong public relations (resulting in threats of violence) have recently defeated another rivers bill here in Missouri for the fourth year in five. Neither the people here nor their representatives have ever had a chance to vote on any of the proposed bills.

Where the buck is involved a small minority of money-minded landgrabbers and wealthy developers can hire the brains and full-time paid professionals to influence the news media and rural legislators for their own profit. Our plea was not self-seeking nor was it for profit; however, the news media here made headlines out of the fact that only 350 conservationists showed up at the hearings while the opposition had 1,000. They overlooked the fact that few conservation-minded people act for an ideal while many react if they are told their future profits are threatened. So, money again has won the day. Hence it appears that the most attractive part of Missouri's environment is lost forever!

Sincerely,
 Al Beletz, Club Editor
 Meramec River Canoe Club
 3636 Oxford Blvd.
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OLYMPIC REPORT

By Jay Evans

Official 1972 U. S. Olympic Team Selection Method—Canoe and **Kayak** Slalom

I. LOCATION (Site undertermined at present)

Criteria for Site Choice

1. Suitable river with rapids of not less than Class III.
2. Guarantee of controlled water release for necessary period.
3. Suitable organization or community sponsorship.
4. Preferably near a suitable site for subsequent training camp or convenient to Assembly City.

II. DATE OF TRIALS

July 27, 1972—official day of training on the course.

July 28 and 29, 1972—two preliminary runs.

July 30, 1972—two final runs.

(Note: Dates or schedule may be altered slightly before final plans are made.)

III. REGIONAL QUALIFICATION FOR FINAL TRIALS

Qualification for entry into the final trials shall be by virtue of competition in one of five regions defined by ACA division boundaries.

1. Pacific Division
2. Northwest Division
3. Rocky Mountain Division
4. Western Division
5. Eastern Region (Middle States, Atlantic, Central, Eastern and Dixie Divisions)

Each of the above regions shall designate to the USOKCC by no later than March 1, 1972, three races which will be the official qualification races from that region. These races shall be run under the ICF rules. The Divisional Slalom Chairman from each region will be responsible for reporting the official results from each of these races to the USOKCC within 10 days after the race. No race may be held after July 6.

Any competitor (or team in the case of C-2) who wins one of the first four places in any one of these races and whose score in that race is not greater than 150 per cent of the winner's score

in that class shall be eligible for participation in the Olympic Trials in that class. The 150 per cent limitation shall apply regardless of the geographical area from which the winner comes. Participation of competitors in qualifying races in more than one geographical area is permitted and encouraged. Only U. S. citizens shall be counted in determining the placings in qualification races. Only U. S. citizens may qualify for the Final Trials and qualification is by team in the case of C-2.

A competitor may qualify for the Final Trials in more than one class by meeting the above standards.

Note: Due to water flow restrictions or other pertinent limitations, it may be deemed desirable to alter the qualification procedure slightly to reduce the number of entries to the Final Trials. If this appears necessary, the following change in the qualification procedure may be made:

A competitor may be required to win one of the top four places in two of the three regional qualification races in any specific region rather than only in one of the three races.

This decision will be made after selection of the site of the Final Trials and no later than March 1, 1972.

In case of prolonged illness, injury or other suitable extenuating circumstances, a competitor may be admitted to the Final Trials by permission of the USOKCC based on an outstanding previous record.

IV. PROCEDURE FOR THE FINAL TRIALS

Final Trials shall be run under ICF rules governing International Slalom Races.

Only competitors who are willing and able to represent the U. S. in the Olympics shall compete in the Final Trials.

A. Official Practice Runs

1. Each competitor shall have one and only one practice on the course regardless of the number of classes in

which he is eligible to compete. He may select the class of his choice for the practice run.

2. The official practice run will be made on July 27.

3. All practice runs shall be made under race conditions, i.e., against time and with gate judges scoring the run. Runs shall be in order of class and number.

4. ICF rules governing training runs shall apply and no competitor shall run any gate more than once.

5. Competitors may train on the river prior to beginning of course setup. After course setup has begun, no further training shall be allowed except for the official training run.

6. Violation of these rules may result in disqualification from the Trials.

B. Selection Races

1. **Preliminary Runs.** Each competitor will be allowed two runs on the course in each class in which he is eligible provided that no competitor may compete in more than two classes.

All runs will be made under ICF rules. First runs will be made in each class on Friday, July 28 and second runs on Saturday, July 29.

Order of classes for all runs will be C-2, K-1W, K-1, and C-1. Order within each class shall be by random seeding by the USOKCC or its delegates. Order within each class will be reversed for the second run.

2. **Final Runs.** On the basis of the competitor's better of the two preliminary runs, the first ten in each class shall be eligible for the final two runs, provided that no one shall be eligible for the final two runs who has not achieved a score equal to or better than 150 per cent of the best score in that class. The 150 per cent rule will be waived for any class only if less than six competitors or teams qualify for the final runs on this basis. In no case shall the qualification level exceed 200 per cent.

The course shall be altered as much as is practical between the preliminary and final runs at the discretion of the USOKCC with one official practice run on the new course allowed for the participants in the final runs if time permits.

C. U. S. Olympic Team Selection

1. Competitors will be rank-ordered in each class on the total score obtained by adding the better score from the final two runs to the better of the two scores from the preliminary runs. (Two DNF's in either the preliminary runs or the final runs would therefore eliminate from final ranking.)

2. Nominations for Olympic Team members in each class shall be made on the basis of the rankings in the Final Trials. Performance in qualification races shall have no bearing upon selection.

3. Team members in each class shall be nominated starting with the top-ranked competitors and descending continuously down the list until the designated number from each class has been reached; i.e., if three regulars and one alternate are to be selected, the top three will be chosen as regulars and the fourth as alternate. If any of the top three are unable to represent the U. S., the next ranked competitor shall be moved up.

No alternate shall replace any regular in the Olympic Games except by reason of illness, injury or other inability of the regular. This will apply to both individual and team events.

If a substitution is required, it shall be the responsibility of the team coach to make the final decision.

5. The three individual competitors selected in each class will comprise the

WHITEWATER RACING 1971

32 pages of valuable boating information, dramatic action photos and 3 pages of leading racing events in the U. S. and Canada. Articles include an explanation of whitewater racing, the new slalom rules, racing boat specifications, the English Gate pool training technique, etc. for the benefit of race spectators, beginners and in general those unfamiliar with whitewater paddling. Also: picking a kayak or canoe, learning and teaching the Eskimo roll, getting started in the sport, and whitewater safety. Profits from this publication will help finance the U. S. Team [see page 60]. Price per copy \$1.00 plus 15¢ postage; 10 to 49 copies \$1.00 post paid; 50 or more 75¢ post paid. Send order and check to Whitewater Racing 1971, Box 47, Hingham, Mass. 02043

U. S. team entry in that class also and no separate selections will be made for the team events.

6. Official announcement of the results of the Final Trials and consequent nomination of the U. S. Olympic Team Members shall be made on Sunday, July 30, following the completion of the last race and then shall be promptly forwarded to the USOC.

7. Any subsequent nomination required due to injury, illness or other inability shall be made on the basis of the Final Trial results and shall be at the discretion of the USOKCC.

8. No competitor may compete in the Olympic Games in more than one class. If a competitor becomes eligible in more than one class by virtue of his ranking in the Final Trials in those classes, it will be the responsibility of the USOKCC to determine in which class he shall compete. This decision shall be made prior to the official announcement of Team Nominations on July 30 and shall be based on the overall best interest of the U. S. Olympic Team.

Notes: Considerations in arriving at the above method.

1. This scheme of regional races is deemed the best way of limiting the number of competitors in the Final Trials fairly and with the high probability of qualifying competent contenders without geographic discrimination.

2. The dates of the Trials is predicated upon the holding of a training camp of approximately one week for the U. S. Team members after selection and prior to assembly for departure to Europe.

3. The five regions for qualification represent the five major areas of competition and are the natural spheres of influence.

4. Because of the large number of qualified officials and the manpower needed to run a good slalom, it was deemed desirable to limit the Trials to four days.

5. Provision is made for multiple class entry in the Final Trials in order to increase the probability of selection of the strongest team.

U. S. OLYMPIC KAYAK
AND CANOE COMMITTEE

Poling Is a Whitewater Sport



Syl Beletz, St. Francis River, Missouri, April, 1971. Photo by Al Beletz.

Those interested in a free copy of the poling information, rules and entry information for the National Poling Championships on Labor Day weekend, write Al Beletz, Poling Chmn., 3636 Oxford Blvd., Maplewood, Mo. 63143.

YOUTH HOSTELS IN THE UPPER MIDWEST

The Minnesota Council, American Youth Hostels, Inc. has established the Oneota Youth Hostel in Decorah, Iowa on the North Iowa River. This hostel is open from June to August. While youth groups are the majority served by this facility, others can use the hostel in conjunction with a trip on both the upper and lower sections of this very pretty river.

This winter, AYH established the Crow Wing Youth Hostel in Sebeka, Minn. on the Crow Wing River (a tributary of the Mississippi). This hostel will be open from May to September.

The Ches Perry Youth Hostel in Cable, Wis. already serves canoeists for the Brule, Namekagon, Flambeau and Chippewa Rivers in Wisconsin as well as an overnight stop en route to the Border Canoe Area. This hostel is open all year long for many forms of outdoor recreation.

The Gunflint Youth Hostel, about 45 miles from Grand Marais, Minn. on the Gunflint Trail, is open from spring thaw to winter freezeup as a base camp.

For further information on these and other hostels in the U. S., contact the Minnesota Council, American Youth Hostels, Inc., Box 9511, Minneapolis, Minn. 55440.

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The Petawawa - - I Hear It Coming...

By Ron Reese

The Petawawa, one of the most beautiful back rivers of Eastern Canada, is a river of varied moods. The stillness of numerous small lakes through which it passes contrasts with the boiling waves of many rapids. The Algonquin Indians took respectful note of the whitewater in naming the river "Petawawa"—"I hear it coming."

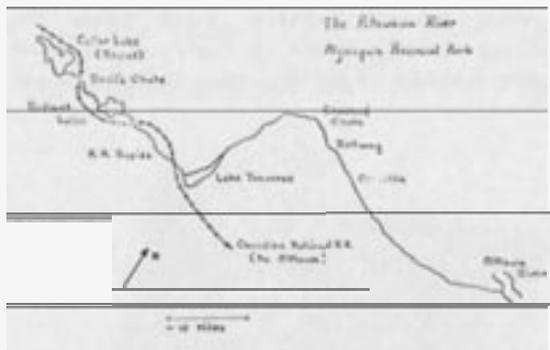
It rises in the North Central regions of the Algonquin Provincial Park in Ontario and flows on a generally eastward path to its confluence with the Ottawa River at the town of Petawawa.¹ The river has been spared from the onslaught of the automobile thanks to distance from the major roadway (Route 60) through the vast park and from Route 17 which parallels the Ottawa River to the north. Though the evidence of timber harvests is visible occasionally, and a railroad parallels its course for 30 miles, the Petawawa still has a very definite wilderness character; along most of its length, the only way "out" is downstream.

A convivial group of eight from the Canoe Cruisers Association of Washington, D. C. ran the Petawawa in early June of 1970. Participating in this adventure were: Bob Harrigan, veteran canoeist, AWA Director, and our chief "scout" as well as "woodgatherer" ("since doing dishes has no glory!"); Dick Weber, built like an ox and carrying as much as one on the many portages, whose talents behind the skillet with our freeze dried foods were eagerly anticipated after each day's run; John Rose, alias Lord of the Flies, who stoically suffered the most from the Black Flies; Bob Shetterly, our expert pancake chef who came prepared for our "Happy Hour" cocktails before dinner complete with martini glass; John Vought, diplomat, who through several days of rain managed to keep the tea dry while everything else was getting soaked; Dennis Conroy, chief organizer and quartermaster without whom we would have spent half our time trying to find the pack with the food in it;

Chuck Gilmore and myself, who executed the only flip and that on a fairly insignificant rapid!

We put in at the whistle-stop railroad hamlet of Brent (on Cedar Lake) and ran down to Petawawa, a distance of approximately 100 miles. Brent is conveniently reached by a three-hour train ride from Ottawa on the Canadian National. The trains in Canada still have a warmth which once characterized the American railroads, and we were only charged \$9 per canoe and \$5 per paddler. This means of access definitely is recommended in the spring when the water level of the river is most exciting, for the road access from Route 17 north of Brent is virtually impassable for anything save a four-wheel drive vehicle at this time of year.

We left Ottawa on the beautiful evening of May 29, but were concerned about the unseasonably warm temperatures. Early June is Black Fly Season throughout the North and we were cutting things close — too close in fact, for



the flies came that day and lay waiting for our tender, urban hides all along the river! We'd planned to reserve a day or two of the week for resting and fishing, but the flies kept us paddling non-stop for five and one-half days.

The train ride to Brent was an experience in itself. Gorged ourselves on the delicious (and reasonably priced) fare offered by the Canadian National, perhaps thinking that for the next week everything would be freeze-dried "revival" meals. Left by the tracks at

11 that night in Brent, we groped through the starlit darkness to the waterfront and paddled the quarter mile to the campsite on a sandy beach to the east of the railroad depot. The beautiful evening prompted sleeping under the stars; however, sleep was interrupted several times by the roar of a few express trains tearing through Brent (any train which doesn't stop at Brent is an express—i.e., virtually all traffic). Worse than that, though, was the arrival in camp of two Canadians at 2 a.m. in a homemade camper with lights glaring away in our eyes, doors slamming, and voices roaring. The Air Force made a retaliatory strike at 5 that morning as Col. John Rose rose for action by banging on the camper containing the now pacific Canadians with a good and noisy canoe paddle! Reveille is early in the Canadian north woods.

The sun greeted us that morning while we were packing the two decked Grummans and two Berrigans. Soon we set out across the glass surface of Cedar Lake for the Petawawa. The clarity of the water was magnificent — especially to us Washingtonians who put up with the silty pollution of the Potomac (not the mention the Potomac's other dubious ingredients). Want a drink here? Just dip your paddle and drink from the shaft — a la voyageurs!

A short portage to the left around a low dam at the end of Cedar Lake led us to our first rapid — a nice stretch of Class III-IV water which was a good warmup.² It was characteristic of the rapids downstream — scouting recommended. The Petawawa is a river run frequently in open boats but at lower water levels than prevail in early June. A good amount of whitewater experience with decked boats cuts down on the number of portages — but some are unavoidable.³ The trick is to decide which ones! About a mile later we reached a well-used portage trail, but the going looked good so we gambled and passed through about a half mile of gently curving Class II water until the river began to narrow and we spotted a less-used portage on the left of a long rock-walled chute. Scouting revealed a long 300-yard rapid of good



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Class IV character which we all were anxious to run. It cascaded magnificently through a gorge about 100 feet wide with sheer walls 30 feet high on both sides. The last 100 yards, however, hid rocks visible only from downstream — not even a telltale "pillow" evident from upstream. A capsize above these rocks in the heavy water through the gorge could be serious, for rescue would be difficult and the chances of losing a boat were considerable. Wisdom dictated a portage which was accomplished over a small hill on the left bank, walking perpendicularly to the river (!) to a small pond down below.

After passing beneath a high railroad trestle Devil's Chute awaited us and could be run by experienced persons without scouting. It is about one-half mile long with a rudimentary portage trail on the right bank for scouting if desired. The chutes are fairly obvious and only a minimum of maneuvering is involved in bypassing several large pillows. There are several possible routes, but we found the right branch through the main section of the rapid best.

Five miles of quiet water led us to Radiant Lake where we swam and basked in the warm sun on pleasant flat rocks along the west shore. If you arrive late in the day, there are excellent campsites here. We pushed on with a brisk wind at our backs that sent us flying over the three-mile lake in about 30 minutes. On a sand bar on the far shore where the river picks up again there is a good campsite. Here a dirt logging road crosses the river, whose origin and destination are unknown to us.

The breeze kept the black flies at bay while we pitched camp. We made the 15 miles from Brent to this site in time for another leisurely dip in the lake before dinner. "Happy Hour" cocktails were heartily inaugurated as a daily ritual to mitigate the annoying black flies. A roaring fire and the talents of our chief cook, Dick Weber, transformed those lifeless freeze-dried pork chops into a tasty meal—for eight hearty appetites eager for business!

Clouds rolled in late that evening bearing a few thunderstorms, but we

slept well, except for those in Harri- gan's tent which required almost constant bailing. We needed the rest for the morrow held a strenuous day for us.

The morning was an absolute delight as rapid after rapid came and went be- near our paddles—sheer luxury for scouting was not necessary on any of them. Just above Wagtail Creek, how- ever, my partner Chuck and I tasted the chill of the previous winter. We'd just passed a small island in a short stretch of riffles and were about to en- ter a broad pond. All that appeared to be ahead were a few good-sized stand- ing waves. Off to the left, that's all there were, but we took the center and as we crested one large wave . . . a rockpile awaited us! The wave, unfor- tunately, wasn't able to get the bow over the rocks and we nosed into them with our bow plate. We broached and capsized immediately and the thermal shock of the cold water knocked the breath out of both of us. The outwash took us into the middle of the pond and a long chilly time elapsed before our



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rescue was accomplished. We'd been baptized.4

At this point, 11 miles from the first night's campsite on Radiant Lake, the railroad comes close to the river, quite convenient for the mile-long portage around an old logging dam and some tempestuous waterfalls to the RR trestle crossing the river. This is by far the longest portage on the trip, although probably not the toughest. Watch out for the trains though! One crept up on us unexpectedly as we were carrying our canoes over our heads along the tracks. At 60 mph they cannot stop in time so keep an ear out for them. There isn't much warning or room for you, canoe, and train because the banks fall off sharply in places. Crouching a few feet from a train going that fast can be terrifying. This portage certainly brought home the weight of the case of beer bottles which Harrigan kept in his first aid kit — even when empty. Now dubbed "Mr. Clean" I insisted on packing out **all** our trash, right down to the aluminum foil — a difficult resolution, but one which we lived up to. We put in on the right side of the tracks upstream from the trestle to catch at least one of the rapids. About 100 yards farther upstream from here would enable you to run a tricky Class V which we declined this time. "Monday morning quarterbacking" suggests it could be run.

This "Railroad Portage" signaled the beginning of a strenuous stretch of four miles to Lake Traverse. The river falls more in elevation in these four miles than it does during the rest of the trip. Gradient is about 50 feet per mile and is characterized by thundering rapids up to Class VI in difficulty with arduous portages, lining, or four-man hauls. Portage trails are poor, the terrain rugged, and some of the rapids too heavy for all but the most experienced and daring paddlers — and then only in boats not laden with gear. We spent **five** hours going the next **two** miles from RR portage to Devil's Cellar Rapids before we gave up the plan to reach Lake Traverse that day. Exhausted, but still in high spirits, we camped beside Devil's Cellar Rapid and theorized during our "Happy Hour" before dinner

how it could be run by tossing small logs into the torrent. Huge holes trapped some logs for up to 45 seconds before releasing them.

We slept with the sound of Niagara in our ears that night. The sound was, unfortunately, not from the rapids alone. Heavy rain again left Bob Harrigan abandoned in his sieve of a tent-cum-swimming pool, as Dennis Conroy made a dark and wet "portage" across camp. A drenched Dennis appeared at our tent and a "crying in the wilderness" voice asked if our tent was the "takeout" from the river!

We resumed the trek to Lake Traverse on a cloudy, misty morning and found the going very similar to the previous afternoon — arduous. The last portage of the morning's two-mile ordeal finally presented itself on the right bank along a good level path and ended officially just below a dirt road crossing the river at a nice campsite. The boats were put in about 200 yards upstream from the bridge by going down a steep embankment. All the effort of the past four miles was redeemed by

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that thrilling ride into Lake Traverse. By this time we were all following Bob Harrigan's example in cutting portages down to the bare minimum length. Since it was now past noon, we stopped at the campsite for lunch and repacked the gear in the canoes.

At Lake Traverse there is a Canadian Government radio telescope installation serviced by the road and RR. During a short visit, kindly Canadians gave us two spray cans of insect repellent to restock our supply. Psychological panacea, I'm afraid, for none of the repellent worked very well—and we had six different brands along. We have heard that the Indians managed to avoid being decimated by the flies by abstaining from salt in their diets for three weeks prior to the expected onslaught. Evidently, the salt in our sweat was a sweet variety to the flies. In any case it would be difficult to avoid all salt in our convenience-oriented canned and frozen food world. Motto—take the trip in the middle of May, before the flies.

Most people who run the river put in

here at Lake Traverse to avoid the four-mile stretch of difficult rapids upstream. Here the RR leaves the river and the only way out now is downstream, save one or two old logging roads. Lake Traverse could be difficult water to cross against the wind, but luckily the wind was at our backs as we started up the lake. The flat water encountered on the lake and up the long narrow finger to the dam above Big Thompson Rapids was welcome relaxation after all the portages we'd made in getting down to Lake Traverse from the Railroad Portage. Flat water generally seems a real chore to me in a heavily laden boat, but that afternoon it was a welcome change of pace—and much better than carrying the canoes.

The dam marking the end of Lake Traverse just above Big Thompson must be hauled around and a well-placed island on the right side facilitates this. A full-fledged portage is not necessary, for the rapids below are quite enjoyable. The scenery here is particularly beautiful as the river drops into a deep, island-studded gorge. No

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scouting is needed on either Big or Little Thompson.

Campsites along this stretch are generally nonexistent. We finally found one just above Grillade Rapids on the left bank, though its camel's back topography was suitable for only one small tent. After another one of Dick Weber's creations. for dinner, John Rose decided to try and make good on his guarantee of a fish, made with such confidence at our planning sessions back in D. C. So while we swatted away before our smudge-pot campfire, John set out in his fresh dry clothes for a few casts from Dennis' Grumman. It wasn't long before we heard a big shout and splash; expecting to see John fighting a small whale, we glanced his way. While executing a "double haul," he managed to launch not the lure but himself! John's only regret was changing clothes **before** embarking, for not **all** his clothes were wet. The final humiliation was never getting a fish while on the river.

This incident really brought home to us how exhausting and strenuous the trip was. We didn't realize it 'til the end of a day for the excitement of the whitewater kept us going while the sun was up. Evening was another story, and we usually "set" with the sun. This is certainly not the trip for the casual camper or canoeist.

Grillade Rapids turned out to be a big easy riffle, while Crooked Chute was another story as we discovered the next morning. A long portage of 2,600 yards is marked, but, as with many of the marked portages, it is easy to shorten them by an amount proportional to one's experience in whitewater. For Bob Harrigan, shortening portages became a pleasant passion. Here one can sneak down close to the right bank to a rock outcropping. An eddy turn is necessary just **above** this feature — else down the chute you go. And this is one chute to avoid. Class VI. Luckily a great run of "easy" Class V lies below the chute which one can take by climbing down from the portage trail. Take the gear to the end of the trail and pick it up after running the rapid. A swift current quickly pulls you around a pool and into the **very**



large standing waves — our bowmen easily were buried in them. It is advisable to stay to the left because both Grummans had their sterns smashed against the bedrock of the river in the five-foot standing waves. Other than that, no real maneuvering is required beyond keeping the boat aligned with the flow — just paddle like hell and enjoy the ride! This part of Crooked Chute alone is worth the entire trip — even with the black flies.

A short distance downstream looms Rollway Rapid which can be run in part (after scouting) to a beach on the right bank. The entire stretch could only be run by experienced crews in decked boats with all safety precautions taken. The portage trail presents no difficulty. It was at Rollway that Blair Fraser, the well-liked Canadian journalist, was killed in 1968. He failed to make the eddy turn into the beach and was swept into the rapids in an open boat. His fellow "Voyageurs" have erected a simple cross in his memory along the portage trail.

While scouting the Natch below, we discovered an ice cave and promptly



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chipped out a nice block for cold drinks and lunch, unfortunately, too early for "Happy Hour" cocktails. The two short, sharp drops which constitute the Natch should be studied carefully as the currents are powerful and a few pillows and boulders are hard to avoid. A rather precipitous portage trail on the left bank certainly made us more daring on the water.

This is the most beautiful section of the river. Steep cliffs close in and the river narrows to 20 feet in some places, though without major turbulence. The dark deep water and high cliffs are striking. The rapids are great for the next five miles. They are all of Class II variety and offer unworried pleasure compared to the first half of the trip. Schooner and part of Five Mile Rapids came and went quickly. We camped midst Five Mile Rapids upstream from Emma Creek on the right bank atop a sandy bluff surrounded by a lovely pine forest. The soft pine needles were in sharp contrast to the rock gardens that characterized earlier campsites. A thunderstorm swept down upon us with hailstones one-half-inch across as we were about to have dinner and nearly blew us off the bluff. Our tents were flapping like ducks taking off, but held without a liftoff, thank goodness; all eight of us were hanging on to the cook fly with one hand and our Happy Hour beverages with the other. All our carefully guarded dry evening clothes got drenched.

A beautiful morning beckoned us on our fifth day. Puffy white clouds dotted a cobalt blue sky. After a hearty breakfast we were off through the rest of Five Mile Rapid and a series of long lakes joined by easy riffles. The miles sped by and it was lunchtime before we needed to stretch our legs some 12 miles downstream. By this time we had left Algonquin Park proper and were at the edge of the Petawawa Military Reserve. At the end of Montgomery Lake a military road crossed the river with an ominous red sign attached: "Attention Boaters!!! When red flag is flying DO NOT PROCEED." A red flag was there all right, but is a flag flying when it is at the bottom of the flagpole? Luckily a ranger cabin is on the left

bank at the bridge, and in checking with the ranger we learned that live target practice, with shells flying across the river, was under way downstream, but that it would be "reasonably safe to go on." "Just don't quote me!" were his parting words.

Below this road the character of the river changes from the pristine wilderness upstream to one with the signs of man increasingly evident. Short stretches are devastated by tank and artillery practice but the detraction is ameliorated somewhat by the nice Class II rapids and one is soon back in heavily forested land.

Downstream, Half Mile Rapid is a good Class IV with scouting a must from either bank. The approach is marked by a log jetty protruding from the left bank. We camped here after making a total of 20 miles from the camp at Five Mile Rapids. Half Mile Rapid is a delight with whitewater to suit every ability — some of us ran it three times. A difficult run parallels the right shore and the fast maneuvering near the end, just abreast of a small island, is a real challenge. An easier course follows the left bank parallel to the log jetty, to the left of the island and through a boulder patch below. One can easily paddle back up along the shoreline and haul over some rocks to a favorable eddy to run the outwash from the first course described above. Huge standing waves make it an easy but real thriller. You could play here for hours and not exhaust the possibilities.

A scenic campsite provides a comfortable carpet of moss and lichen for tents and sleeping bags. Firewood from driftwood along the shore is virtually limitless and the rock ledges make cooking at waist level almost like home. This is the last good campsite along the river from what we could tell. You can walk downstream to a military road bridge and scout the two big rapids below the campsite, which finish off Half Mile Rapid. The first, starting at the bridge, is more difficult than the second, for huge holes are dotted across it. Easiest is the course on the extreme right, using the current to thread sev-

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eral boulders. The left bank is next in difficulty with some maneuvering necessary to avoid a hole midway down. The center has most of the excitement, for some deft ferrying enables one to edge the holes and have a tremendous ride. The last part of Half Mile is quite easy and can be run without scouting on either the left or right of an island which parts the river.

Our last day on the river was another easy one. Flat water with a few intermittent riffles characterizes the portion of the river below Half Mile past the confluence of the Petawawa with the Barron River. Civilization now rears its head as cottages and an occasional motorboat mar the beauty of the silence. One word of caution: Just below a picturesque waterfront "restaurant" on the right bank at the end of Lac DuBois Dur is a non-trivial Class IV rapid which is **not** on the topos. (We'd encountered several rapids not marked on the maps but none except this one were judged very difficult.) It consisted of a 200-yard-long inclined plane with a total drop of perhaps 20 feet. Keep to the left on the approach. Large waves make it very exciting — just try to avoid being swept into a log at eye level jutting out from the rock wall on the left. An impressive run, it merited scouting. We had so much fun on this stretch that our two Berrigans were carried back up for another run. If only a loaded Grumman wasn't so heavy. . . . The rest of the run to the takeout consists of flat water broken by easy riffles.

A sand and gravel pit on the right bank signals journey's end and is an ugly reminder of a return to "civilization." We took out a quarter-mile above the sand hoppers and railroad bridge. One could come as far as the hoppers by staying close to the right bank, but, in any case, do not go as far as the railroad bridge. At the bridge the water plunges over huge boulders and cascades down a canyon for the next half mile. This is a particularly violent section of Class VI water which can safely be run only in the imagination as you scrutinize it from the bridge.

Journey's end. . . . What an exciting trip it was. A bit of us is still up there

now, thanks not only to the black flies, but also to the roar of Crooked Chute and other countless rapids which left us with hearts pounding, paddles flashing and minds refreshed from the beauty of the clear, cold Petawawa. I still hear it coming . . .

NOTES

- Topo maps of the river  be obtained from the Ontario Dept. of Lands and Forests, Room  Parliament Buildings, Toronto 5, Canada, at 6.50 each. Maps necessary:
 - Brent 
 - Brent 
 - Lake Lavieille 31E/16E
 - Des Joachims 31K/4 West Half
 - Des Joachims 31K/4 East Half
 - Achray 31F/13 East Half
- The International Scale for grading the difficulty of whitewater and the level of expertise required is Class:
 - I — Easy — for practiced beginners.
 - II — Medium; intermediate; unobstructed courses with course generally easy to recognize.
 - III — Difficult; experienced, maneuvering required over courses not easily recognized.
 - IV — Very difficult; highly skilled; scouting and fast maneuvering necessary.
 - V — Exceedingly difficult; team of experts with extensive experience, very powerful water, scouting mandatory.
 - VI — Limit of navigability; team of experts (cannot be attempted without "risk" of life).
- We would not recommend taking this trip in an open boat until summer or fall — that is, at a low water level, unless you want to put up with a prodigious number of portages or the risk of swamping midst huge waves with possible loss of boat ensuing. We had approximately 9 full-fledged portages with our decked boats and 7 "haul-arounds" without unloading boats.
- We did not think a wet suit necessary at this time of year, but a trip in early May might require a wet suit top.

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DAMS MIGHT MAKE A LONGER WHITEWATER SEASON, BUT . . .

(See Vol. XVI, No. 1)

By **Jim Sindelar**

Regarding John Wilson's article, "Whitewater in New England," I'm not certain I accept the contention that more dams are either necessary or inevitable as population increases. The justifications most often given by advocates of new dams in this area are power generation, flood control, and recreation, singly or in combination. However it is more or less an accepted fact, even by the power industry, that the most desirable and probably all of the potentially profitable hydropower sites have already been developed in this area (and in most others as well). The reason for this is the huge capacity required of modern power facilities and the large seasonal flow variation of available power. That is, to impound sufficient water to get a dependably constant flow all year, which would be needed for a profitable power operation, would take an impossibly large reservoir—impossible because of topography of remaining sites, economic availability of remaining sites, or both. From a flood control standpoint, experience has shown that since the useful lifetime of a reservoir is limited by siltation to 100 years or so, the better and permanent solution is to control flood plain development and upstream watershed management. As for recreation, my personal feelings are that man's activities in general and his recreation in particular should be tailored to the environment and not the reverse. New ecological studies are continually exposing the folly of past attempts at changing the environment to suit man's immediate needs, and it seems to me that recreation is the last thing that ought to justify new projects along these lines.

However I do agree that if new dams **are** inevitable, we should try to exploit the situation to our best advantage. And we should certainly try to get releases from existing reservoirs.

In this connection, I would like to

point out that there is a **LARGE** difference between a "well regulated river" such as the Androscoggin (which has very little fluctuation in its rate of flow) and a river which is subjected to large periodic flushes (which would be required to furnish whitewater from reservoirs of limited capacity). A "well regulated river" is everybody's friend. But large periodic flushes are likely to be opposed by almost everyone concerned except the river runners. Fishermen (they like weekends too) usually find fishing poor during periods of high water and in addition, could easily be caught unaware by a sudden rise in the water level unless careful planning, scheduling, and publicizing were done in advance. The same argument (potential danger) can be expected from vacationers and riverside residents with small children who are prone to play near rivers and brooks. And of course the familiar "bathtub ring" argument would probably be heard from users of the reservoir itself and adjacent landowners if the releases entailed any significant draw-down.

We might anticipate further opposition from the Fish and Wildlife Departments. It is a fact that the long range plans are to reestablish anadromous fish runs in most of the large East Coast river systems. It is also a fact that on many dam controlled rivers, the corporation controlling the river flow is itself restricted by the Dept. of Fish and Game or other regulatory agency as to either (1) how much water can be released, according to some seasonal schedule, or (2) a maximum rate of increase which cannot be exceeded at any time (more or less geared to the maximum that could have occurred naturally), or both. For California's North Fork of the Feather River (National Championship W.W. and Slalom site in past years) where the desired whitewater level is 1200 cfs

or above, the release maximum rate of increase or decrease is **300** cfs per hour.

Also of importance for the New England area is that there are significant topographic and climatic differences which would affect the operation of dams here, making them much different than those, say in the West. True, California generally **does** have whitewater late in the season because of the large reservoirs in the mountains. However the **reasons** for releasing water late in the season — large scale power generation and irrigation — are largely absent in New England. Thus the whitewater might have to serve as its own reason, which is something we really have neither the numbers or muscle to depend on at present.

Once the dam exists, the administrator is subjected to arguments from not just river runners, but the integrated sum of all groups concerned, and thus can be expected to yield to those exerting the most pressure.

Further bearing in mind the fact that new dams would necessarily be located in places where the river beds are constricted (requires shorter dams) and where the river beds drop a lot (more reservoir capacity and head), the probability is high that any new dam would require the sacrifice of some desirable whitewater areas in hopes of getting a longer season in return. I think the above speaks well for caution and careful study on our part regarding present and possible future river use by other groups, and if at all possible, **written guarantees** of usable water re-

lease before we add our support and endorsement to any such new project. As for existing structures, we should certainly try for releases and cooperation by the owners and administrators, but should be prepared for the opposition which may well be directed at us from other groups.

And while the rest of the hard core boaters are meeting with the Army Engineers and promoting dams at the head of their favorite runs, I think I'll be surfing . . . my eco-conscience hurts.

EAST COAST SURFING?

Rumor has it that the West Coast is the only place to find good surf. Not so. The Easterners have been surfing on Nauset and Coast Guard Beaches on the Cape, Hampton and Rye Beaches in N. H., and all along the popular Jersey and Long Island coasts for years.

While there have been few kayak surfing meets on the East Coast, the Ledyard Canoe Club of Dartmouth College held its First Annual East Coast Kayak Surfing Championships May 29 at Hampton Beach, N. H.

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Don Golden rides a wave through a kelp bed off Pleasure Point at Santa Cruz, Calif. Note bow piece elevator plate. Photo by Peter Whitney

Ocean Surfing A River Kayak

By Don Golden and George Larsen

(Kayak Surfing, A Growing Whitewater Sport—As more and more whitewater river kayakers are discovering the thrills and challenge of mastering ocean surf in a paddle-craft, and as the search for whitewater action becomes more critical, AWA in the pages of this quarterly journal will continue to publish exciting, informative boat-surfing stories. We are particularly anxious to hear from boat-surfers besides those in California; what's doing elsewhere on the continent? In the World?! If you have stories, information, photos, questions or whatever send them to your Surfing Reporter, George Larsen, Box 1584, San Bruno, Calif. 94066. Together with the expert guidance of Don Golden, a top kayak surfing expert, and an expression of interest from our reader/members, AMERICAN WHITEWATER will continue to bring you the wonderful world of ocean-surfkayaking.—Ed.)

If you like speed, thrills and chills and don't mind a few spills; if you like to flirt with what looks like disaster but really isn't, try surfing your whitewater river kayak. A slalom type kayak is the most maneuverable in surf and is lots of fun in little two to three-foot waves. In larger waves you may enjoy having a bow piece which is an attachment that generally prevents pearling, the tendency of the kayak to dive under water as it slides to the bottom of a wave. Pearling can put you in the drink fast. An easily constructed bow piece provides a planing surface that brings the bow back to the surface as

soon as it starts to dive, enabling you to maintain control of your boat.

The best surfing area has a long fairly shallow, sandy bottom 4 to 6 feet below the surface. We want swells that make up steep and come in for a long distance that way without breaking or cresting over as our best rides come before the wave breaks. As a beginner, don't surf alone. You may need help if you fail to roll up from a tip-over. Wear a helmet, a life jacket and wet suit protection if the water is cold. Your kayak should have flotation bags fore and aft. A nearly watertight spray cover is desirable. (See AMERICAN WHITE-WATER, Volume XV, No. 4.)

Getting out through the break can be troublesome for a kayak-surfing beginner. If possible paddle around the break, if not, time your paddling so as to go over a wave before it breaks or to charge through the soup after it breaks; whichever way, once you've committed yourself, lean forward and paddle hard. Attack! and you're through the break facing seaward. You notice a large swell coming towards you. From observation you know that this wave is going to make up steep just about where you are so turn shoreward, keeping an eye on the wave rapidly bearing down on you from behind. When it's 5-10 feet away start paddling HARD, straight for the shore. As the wave comes under you, you'll feel the boat rise and pick up momentum. NOW, paddle like mad, throw your body weight forward. As you feel the boat slide down the surface of the wave apply stern paddle-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: Quick, apply opposite rudder and keep heading directly for the shore. Just before the shore break is reached apply strong rudder to turn out to sea again Wow! that was close! Another 3 feet and you'd have gone "over the falls" (or over the break). Thrilling, wasn't it?

A surf wave is different from river current in that the wave moves through

the water, but the water itself moves very little. So to prevent tipovers one leans downstream on a river, but out to sea or into the wave in ocean surf. A surf wave is a constant hill that re-creates itself at the same speed you slide down it.

You may find yourself parallel to a wave just as it breaks right on top of you, a terrifying experience the first few times it happens. You must immediately ATTACK! . . . Lean towards and dig your paddle into the breaking wave. If you brace into the wave just hard enough, and experience will teach you that, you will blithely ride the wave all the way to the shore sideways. If there are rocks or a cliff shoreside add a drawstroke to your oceanside brace together with a hula-like shaking of the hips and you may be able to climb to the top of the broken wave and paddle out to sea again. If you can't escape from the wave, bail out well before you get smashed up against the cliff or rocks, and if possible hang on to your boat.

As you gain experience you will find that once you've caught the wave you can let your boat turn nearly parallel to the wave picking up tremendous speed and covering lots of ground. This is called "sliding the wave." To do this your boat must have lots of fore and aft rocker as in many whitewater slalom kayaks or its cockpit should be shifted aft so that the rear of the cockpit is about 55 inches from the stern. If you do not have a Shoe (the latest in small wave surfing kayaks) or a slalom kayak and have no desire to shift your cockpit aft perhaps the following technique will still permit you to slide a wave. First, after picking up the wave straight off (surfing towards shore), let the kayak swing a little to the side away from the break (if there is one), lean your kayak well over on its ocean side and apply your stern rudder on the opposite (shore) side. Or second, once you've picked up the wave, grab your paddle by the blade and put your stern rudder in as far aft as possible. If neither procedure works

alone try combining them. If after numerous efforts you still can't keep the kayak from broaching and are still interested, shift the cockpit aft on one of your older kayaks or better still break down and buy one of the Shoes designed by Mike Johnson of Costa Mesa.

Once you've mastered the technique of sliding the waves you'll really know the thrill of surfing. You'll be master of the wave and, wave formation permitting, be able to go wherever you wish on the wave by running straight off, sliding right or sliding left at will. In many surfing areas rides of 300 to 400 feet at speeds of from 10 to 25 miles per hour are possible and in some areas the ride can be as long as half a mile.

When you've experienced a few of these you'll really say surfing is the sport of the Gods. Good sliding to you!

(Don Golden has kindly offered to answer kayak surfing questions in future issues of AMERICAN WHITEWATER. Send your questions to Don at 4209 Howe St., Oakland, California 94611).

A Surfing Bow Piece Alternate

By Don Golden

For a beginner who doesn't want to make a bow piece until he finds out whether he enjoys surfing, here's a simple routine that will eliminate the chance of pearling: Inflate a car inner-tube. Tie it to the top of the tip of the kayak bow; tie a long line to the stern end of the inner tube and stretch the inner tube as far aft as possible, holding it in that position by tying the line around the cockpit ring; take a short line, tie it around one side of the inner tube, draw the line under the bow and tie it to the other side of the inner tube. While not ideal this will prevent pearling. It may cause you to lose a few waves because of the resistance of the tube, which does not supply a planing surface, to the water.

(If there's sufficient interest AMERICAN WHITEWATER will publish details on how to construct a fiberglass surfing bow plate. Write Box 1584. San Bruno, Calif. 94066).

WHITEWATER BOOKS

Whitewater Sport by Peter Whitney, \$4.50 plus 25¢ postage; Fundamentals of Kayaking by Jay Evans, \$3.00; The Exploration of the Colorado River, Major Powell's diaries., \$4.75 plus 25¢ postage. Send order and check to AWA Guidebooks Committee, Ed Alexander, 6 Winslow Ave., East Brunswick, N. J. 08816

CANOE NEWS QUARTERLY

Official publication of the United States Canoe Assoc., Inc. Issued quarterly. Spring Issue, 1971 has extensive Canoe Mfg's Directory including specifications and prices. Membership/subscription \$4.00 a year. Send application and check to: E. Heinz Wahl, 1818 Kensington Blvd., Fort Wayne, Ind.

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The "Shoe", A Surf / Kayak

Reported by George Larsen

Merv Larson of Southern California has evolved a highly sophisticated surf-ski design, a paddle ski that can perform wonders in the hands of an expert but is quite unstable for the beginner.



Don Hansen, Surfyaak manufacturer, demonstrates Mike Johnson's design in Southern California Surf Photographer, Mike Doyle

With the river whitewater kayaker in mind, Mike Johnson, also of Southern California, designed a surf/kayak that allows the experienced kayaker to make an easy transition into surfing with just mastering the waves to learn. Using the surf-ski bottom he helped Merv develop, Mike designed a new kayak that looks like a squashed wooden shoe in profile. It's almost as maneuverable as the surf-ski, much less tippy, more comfortable and faster in flat water paddling. Don Golden, top-expert in big surf kayaking, considers the Ski and the Shoe the most maneuverable, the most fun in 10-foot or smaller surf; for the few who want to paddle three or four miles to get to secluded surfing spots or for the gutsy experts with a yen for jumbo surf, 15 to 20 feet, he recommends a modified river whitewater slalom kayak, which is also a fun boat in smaller surf.

Mike Johnson's surf-kayak or "Shoe" is manufactured as the Surfyaak by Surf/Kayak Company, Box 218, Encinitas, California 92024. It's 9 feet 8 inches long 22 inches wide, weighs 37 pounds; is of all fiberglass construction.

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RACE RESULTS

By Bob Alexander, Race Editor

Penn State Pool Slalom—Feb. 14, 1971—11-gate course with 2 rolls

C-1		K-1		K-1W	
1. J. Sweet	78	1. J. Stuart	79	1. L. Holcombe	93
2. D. Kurtz	91	2. S. Draper	80*	2. C. Goodwin	103*
3. N. Holcombe	92	3. B. Alexander	80*	3. C. Clark	103*
C-2				C-2M	
1. Benham-Benham	83	1. Sweet-Shuster	89		
2. Draper-Shultz	86	2. Irwin-Clark	98		
3. Connet-Bliss	87	3. L. Holcombe-J. Yearick, Jr.	106		
C-2W					
1. Stein-Shuster	155				
2. Rayburn-Goertner	224				
3. Draper-Draper	386				

*Ties are broken on the basis of the better non-counting run.

Rockford Pool Slalom—Feb. 20-21, 1971—15-gate course

C-1 Expert		C-1 Intermediate		C-1W Expert	
1. A. Button	123.6	1. D. Anglin	304.0	1. B. Losick	199.0
2. S. Powers	125.0	2. J. Jonker	376.3	2. M. Uhalde	257.2
3. E. Olsen	147.4	3. G. Southard	416.3	3. J. Anderson	320.4
C-1W Intermediate		K-1 Expert		K-1 Intermediate	
1. K. Williams	355.0	1. S. Powers	104.6	1. F. Young	328.0
2. B. Wanson	630.4	2. A. Button	124.0	2. B. Leja	365.6
		3. E. Olsen	168.8	3. M. Milbach	469.0
K-1W Expert				K-1W Intermediate	
1. J. Westbrook	178.8	1. K. Williams	331.7		
2. B. Losick	189.8	2. D. Edwards	419.1		
3. J. Anderson	194.0	3. E. Kroupa	590.2		
C-2 Expert				C-2M Expert	
1. Brummund-Powers	149.0	1. Button-Wanson	157.8		
2. Nichols-Olsen	155.2	2. Nichols-Westbrook	168.9		
3. Button-Young	185.2	3. Powers-Anderson	169.1		
C-2M Intermediate				C-2W Expert	
1. Jonker-Kroupa	315.4	1. Williams-Losick	206.4		
2. Laing-Wilcox	326.6	2. Wanson-Uhalde	228.0		
3. Campbell-Edwards	363.0	3. Anderson-Westbrook	233.9		

KCCNY Pool Slalom—Mar. 7, 1971—12-gate course with 2 rolls

C-1		K-1		K-1W	
1. W. Yeisley	109.7	1. S. Draper	90.9	1. L. Ashton	107.1
2. J. Holcombe	109.9	2. J. Fisher	96.8	2. L. Olsen	126.1
3. E. Bliss	111.0	3. D. Guskey	99.5	3. B. Holcombe	129.8
C-2				C-2M	
1. Shultz-Draper	91.7	1. N. Holcombe-B. Holcombe	97.6		
2. Benham-Benham	92.5	2. Connet-Wright	110.8		
3. J. Holcombe-N. Holcombe	101.6	3. Gertler-Ashton	146.4		

Race Schedule Change: Due to the pre-Olympic rates in Augsburg, Germany, the National Kayak Slalom Championship has been rescheduled one week earlier. The dates are as follows: Regional Championship, August 7 and 8; Training Camp, August 9-13; National Kayak Slalom Championship, August 14; Downriver Race and Kayak Polo Championship, August 15.

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John Burton, 1969 U. S. Team Captain, at Jamaica, Vt., 1970

1971 U. S. WHITEWATER TEAM

K-1:

Al Zob, Bellevue, Wash., S; Sandy Campbell, Amherst, Mass., S; Eric Evans, Hanover, N. H., S; David Nutt, Etna, N. H., S & W; Dick Sunderland, Berkeley, Calif. W; Gunter Hemmersbach, San Francisco, Calif., W; Bill Funk, Martinsburg, W. Va., W.

K-1W:

Linda Hibbard, Milton, Mass., S; Lynn Ashton, Kensington, Md., S; Peggy Nutt, Taftsville, Vt., S & W; Louise Holcombe, Cheverly, Md., S & W; Cindi Goodwin, Newport News, Va., alt. W.

C-1:

Wick Walker, Fort Devens, Mass., S; Jamie McEwan, New Haven, Conn., S; Sandy Morrison, Williamstown, Mass., S; John Burton, Chapel Hill, N. C., S & W; Al Button, St. Paul, Minn., W; Russ Nichols, Huntington, N. Y., W; John Sweet, State College, Pr., W;

C-2

Frank Schultz, Bellefonte, Pa. and Steve Draper, State College, Pa., S; Bob and Dave Benham, Yardley, Pa., S; Bill Heinzerling, Waitsfield, Vt. and Sid Feldman, Binghamton, N. Y., S; Brad Hager and Bill Endicott, Amherst, Mass., S & W.

C-2M

John Sweet and Anne Shuster, State College, Pa., S; Josef and Jirina Sedivec, La Mirada, Calif., S & W; Tom and Nancy Southworth, Media, Pa., S & W; Norm and Barb Holcombe, Bellefonte, Pa., S & W. (S-slalom, W-wildwater)

Supporting Staff

Head Coach, Jay Evans; Manager, Bill Riley; Team Physician, Capt. Geoffrey Smith, M.D., Medical Corps., U. S. Army; Team Photographer, Jonathan Fauer; Press Officer, John P. Wilson; Administrative Assistants, to be named.

THE HYDROLOGICAL CHARACTERISTICS OF THE UPPER HUDSON

By David O. Cooney

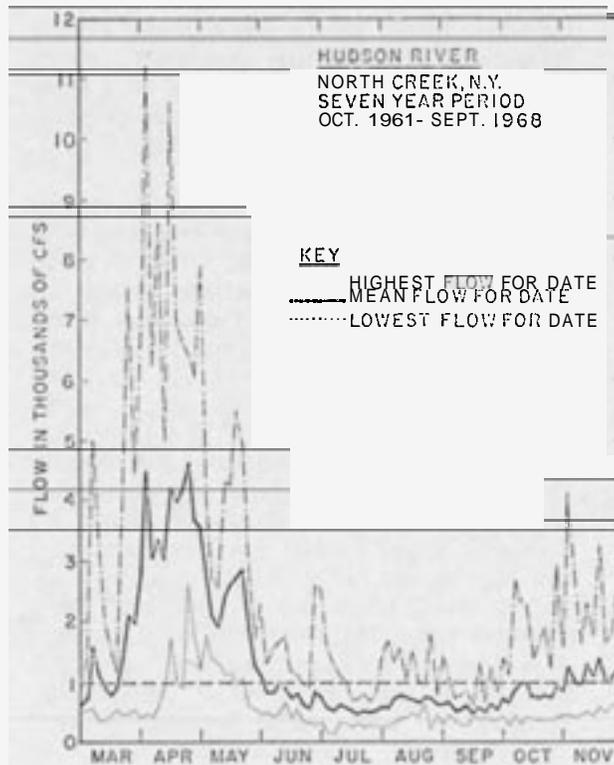
The upper Hudson River in New York's Adirondacks certainly contains one of the best combinations of wilderness scenery and whitewater in the East. Walter Burmeister, for one, has called this stretch of river "the most spectacular course in the East." The gorge run, in particular, from the Gooley Club near Indian Lake to North River, is undoubtedly a classic whitewater trip. After running the 15-mile gorge section by kayak for the first time in early June of 1970, I was so impressed with the experience that I decided to make a study aimed at determining the "runnability" of the gorge at various times of the year. My investigations confirmed that the boating season on this stretch is, like on many of our Eastern rivers, disappointingly short, being confined mainly to April and May, although runs during this period are quite reliable. However, certain possibilities for making runs at a few other times during the year did suggest themselves. Some of the specific results of the study will be presented here, as they may be of interest to Eastern whitewater enthusiasts.

There are many reasons why a careful survey of the flow characteristics of the upper Hudson's gorge section is merited. Besides being a classic stretch of river and a very popular run for many clubs in the East, the shortness of the runnable season and the wide variations of flow that occur during the spring runoff make it desirable for boaters to have some basis for predicting when the gorge is fairly high and suitable for advanced boaters, when it is medium to medium high and appropriate for intermediates, and when it is just plain unrunnable. In many years the conditions which might properly match the river with the boating skills of a particular set of individuals may prevail for only a couple of weeks. Another reason for studying the flow of the upper Hudson is that it is perhaps typical of many of our Eastern rivers,

and its analysis gives one a better feel for these other rivers.

Flow data in terms of mean daily flows recorded at North Creek, New York, 6 miles downstream of North River, were obtained from the U. S. Geological Survey publication "Water Resources Data for New York—Part 1—Surface Water Records" obtainable from the USGS Water Resources Division in Albany. For the 7-year period October 1961 through September 1968 (a "water year" runs from October through September), mean flows for the 1st, 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, and 28th of each month, March through November, were averaged. December to February, generally icebound, were omitted. The accompanying hydrograph shows the average mean flows for the months considered for the 7-year period, along with the highest and lowest flows recorded for each date also indicated.

While this figure might at first glance



year	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
1968	127	25 ⁵	31	13	12	0	0	—	—
1967	3	30 ¹²	30	5	0	9	3	17	30
1966	27	21 ⁶	31 ³	16	0	1	2	0	7
1965	3	19 ³	20	0	0	3	0	14	23
1964	27	25 ⁷	31	2	0	4	0	0	4
1963	6	30 ¹⁰	31	5	0	7	0	0	2
1962	2	30 ¹⁴	24 ²	0	1	8	4	28	16
1961	—	—	—	—	—	—	—	0	11
Ave. Days Per Mo.	11	26	28	6	2	5	1	8	13
% Runnability Per Mo.	37	86	91	20	6	15	4	27	44

seems overly complex, its study can reveal a great deal of useful information without undue effort. The great variability of flow during the spring thaw is evident, e.g., on April 4th a flow of 11,200 cfs occurred one year, 480 cfs another year. The variability of spring rains which melt the snows quickly often create periods of flows much higher than the mean for a few days (this is why the "highest flow" line jumps around very considerably in the March-May period). For the most part, however, these flow surges are of short duration, lasting only a few days. This is also especially true of the flow surges which occur during the summer months. Thus, while the highest 7-year flows in August are generally more than 1000 cfs, the probability of a flow of more than 1000 cfs on any August day is barely much more than 1 in 7, as we shall see later.

The main questions of real practical importance to whitewater boaters with respect to the data are: what periods nearly always offer boating, when are runs of marginal likelihood, and when are runs normally impossible? To answer such questions we must first see some criterion for minimum "runnability." Walter Blank (AWA Journal, Summer 1969) indicates that 3.5 feet on the North Creek gauge is the minimum level for running the gorge, with 4.0 feet minimum for an exciting run, and 6-7 feet being unusually high, providing a wild (but not necessarily dangerous) time. My only run thus far was at a level of 3.44 on June 4th, at which level I found the course marginally shallow at both ends, especially just above North River where the river broadens considerably. The gorge itself

was a rocky but enjoyable Class II-III. Conversion from gauge height to flow can be made using the following rating table, which is fairly recent:

feet	cfs	feet	cfs
2.5	281	5.0	2960
3.0	571	6.0	4860
3.5	981	7.0	7300
4.0	1530	9.0	13400

Assuming 3.5 feet as a minimum reading for a run, a flow of roughly 1000 cfs or better would be needed. The hydrograph indicates that, in general, flows of 1000 cfs or more prevail from the spring thaw until about the end of May. Clearly, May is the best all-around month, flows being usually high but not floodstage at the beginning of the month and just high enough for a run at the end of the month. The table below indicates for each water year the number of runnable (more than 1000 cfs) days in each month. The superscripts on some of the numbers denote the number of days when the flow exceeded 5000 cfs—a level when groups should be particularly careful that no weak boaters attempt the run.

A few interesting conclusions can be drawn from this table, notably:

(1) April and May are months of high runnability, with very high flow days (5000 cfs or more) being common in April.

(2) Except for a couple of years when suitable flow persisted well into June, the month of June is not really very favorable. This contrast with May shows that the "end of May—first of June" period is generally a pretty sharp demarcation point with respect to running the gorge.

(3) July and September are essentially totally unrunnable

(4) August, surprisingly, has, in about half of the years shown, enough heavy rain to produce almost a week or so of sufficient flow. Although one normally should not count on an August run, those within easy reach of the Hudson might check for acceptable conditions after periods of unusually heavy rain.

(5) The rains either strike hard in October, or they don't! A run is possible when they do.

(6) March and November offer significant chances for runs in many years, but conditions are naturally very cold (frequent ice) and would be suitable only for those adequately protected—and then ~~only~~ after a careful check on ~~ice~~ conditions.

In sum, it appears that, unfortunately, the only dependable levels for the average Eastern white water club occur in April and May—a conclusion which might have been obvious to many familiar with the Hudson, without any extensive data analysis. What does seem useful, and not obvious, are the chances for a run during some months (August, October) when one might not think of

trying, and the utter futility of hoping for a run during other periods, e.g., between the time the water drops in June through July, and during September. The data also show that floodstage surges occur sometime between the last week in March and the middle of April, requiring a check of the flow on almost a daily basis for safe boating during that period.

Current flow can be checked by calling the Telemark gauge at North Creek, telephone number (518) 998-3014. The signals are interpreted as described by Robert Thomas (AWA Journal, Autumn 1969) and Walter Blank (AWA Journal, Summer 1969), that is, a series of buzzes for gauge height in tens, units, tenths, and hundredths of a foot, each series spaced by silence. A single long buzz denotes a zero (the tens place is virtually always a zero, as can be deduced from the rating table). It would be interesting to look at data for other good rivers in the East, hopefully to find out if they might offer better prospects for enjoyable runs during the fall, for example, when the colors are out and Indian summer prevails.

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DAMN THE ENGINEERS--BUT LET THE RIVERS RUN!

By Dean Norman, 14206 Gilmore St., Van Nuys, Calif. 91401

The recent popularity of river paddling is no fad. The hordes of people who are paddling canoes and kayaks on wilderness rivers have rediscovered an ancient thrill that has its roots far back in time.

The originator of the sport was George Ugg, a Missing Link who lived in a sycamore tree on the banks of the Niangua River during the Pliocene geological era (about ten million years ago).

George and everyone else in those days used their hands for one basic purpose—to grab and hold branches while swinging through the trees. Oh, sometimes George held onto the branch with his toes while he picked persimmons with his hands. But he never swung a baseball bat or passed a football with his hands. The only sport in those days was survival.

George was in love with a female

Missing Link who lived on the other side of the river. Her name has been lost to history, but we will call her Jane for literary purposes.

Every evening George would grab onto a long branch of his sycamore tree that extended halfway across the river. Then he would swing hand over hand almost to the end of the branch, and let go.

He would drop about five yards and grab onto a branch that extended from a tree that grew on Jane's side of the river, and then swing on over to make love to Jane.

One evening the branch on George's tree snapped at a point about six feet from the end, and George fell screaming into the river. Luckily he fell right onto the back of a crocodile. Well, the stomach, actually, because the croc was floating on his back and sleeping at the time.

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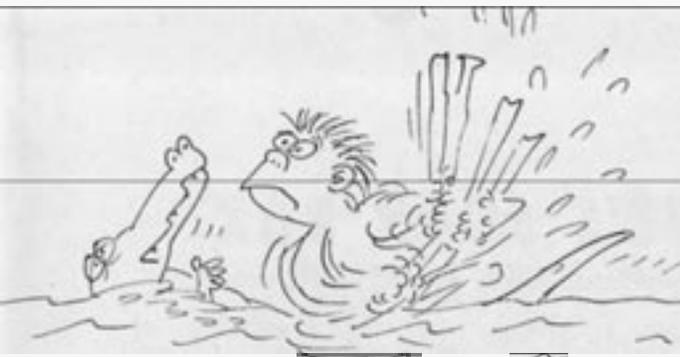


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It knocked the wind out of the croc, so the animal was unable to give George any trouble right away. The croc also began to sink for lack of air in its lungs, and George was panic stricken.

He was still holding the six-foot length of branch in his hands, and he lashed out in an effort to save himself. It happened that George was a natural born paddler, and his panicky branch wavings were perfect J strokes.

With the croc slowly sinking under him, George paddled straight as Cupid's arrow to the other side of the river, and he and Jane had their usual rendezvous.

Thereafter George always crossed the river by jumping onto the stomach of a sleeping crocodile, and paddling furiously across the river before the croc could get its wind back.

The reason that George didn't simply swim across the river is because he wasn't smart enough to think of that. Remember we are talking about a time in the history of mankind when the brain was a very primitive organ, and just not capable of thinking of things which would be obvious to a modern brain.

From this simple beginning the sport of river paddling developed. One of George's sons (who was nearsighted) jumped onto a log one day, thinking that it was a sleeping crocodile. He discovered that one could paddle a log just as easily as a crocodile, and without running the risk of being eaten by your boat.

But a genius is seldom appreciated by his wife, and so it was with George and Jane. After ten years of marriage Jane had all she could take from her idiot husband, and she decided to split.

The only log Jane was strong enough to drag down to the river was a log that had been hollowed out by termites. She bashed one side out of the log dragging it over rocks, and there was the invention of the dugout canoe!

George still had the hots for Jane, and he wasn't about to let her get away easily. He raced to the riverbank to stop her, but Jane was already halfway across the river in her dugout log.

George jumped a floating log and struck out after her. But in his haste he jumped onto the back of a crocodile who wasn't asleep, and who didn't get his wind knocked out in the maneuver.

And so George discovered still another way to cross a river—inside of a crocodile. In a sense you might say this was the invention of the kayak, a craft that was later perfected by making it out of a dead animal skin instead of a live one.

Anyway, you can see that man's love for river paddling goes deeper than anything except his love for a woman. If you haven't tried river paddling yet, that explains why you sometimes feel a vague emptiness in your life.

It is only when a man and a woman are together, stroking their paddles rhythmically to propel a canoe or kayak down a river, that they can feel really complete and fulfilled.

Acting in total ignorance of this basic human need, the U. S. Army Corps of Engineers, the Bureau of Reclamation, the Soil Conservation Service and the Federal Power Commission have been destroying the natural beauty of free-flowing rivers to produce less basic needs such as electricity, irrigation, and flood control.

For what it may be worth in educating the public about the crisis, I contribute the following eco-slogan for use on bumper stickers, demonstration signs, paddle blades, etc.

"DAMN THE ENGINEERS — BUT LET THE RIVERS RUN!"

AWA EMBLEMS FOR MEMBERS

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PRESIDENT'S SOAP BOX

By Ed Alexander, President, AWA Board of Directors

Early this season when I started visiting the race sites in the East I saw a white Station Wagon with a C-1 and a C-2 on top pulling up to the course, and was impressed by its license plate which reads:

AWA

Your editor Iris Sindelar and her family emerged from this vehicle in ready participation of all the race activities.

Congratulations are due both Iris and Jim in more ways than one. Now that you all have received and enjoyed Volume XVI, Issue No. 1, permit me to mention that AWA has won its race with "Sir Stork" by a boat length. Word has it that as AWA went to press, Iris went to the hospital to present Jim with a son and Chuckie with a new playmate, Joel. Congratulations to all the Sindelars who have shown tremendous enthusiasm and perseverance, traveling the Eastern race circuit together actively participating in the competition of C-2M, C-1, C-1W and C-2 events. May continued good health, happiness and enthusiasm spell a bright future for you all.

It is most gratifying to see the enthusiastic response the revival of our AWA Journal has evoked.

Old timers in the Affiliation, newcomers and the membership at large are appreciative and extremely proud of our new editorial chairman, Iris and our Circulation and Production Manager George Larsen, to have published the very fine Issue 1 of Volume XVI. The response of the general membership to our appeals for participation in the preceding issues has been most exem-

plary, and the results, of course, have borne fruit in the very fine coverage of all facets of our sport and interests expounded upon in Issue No. 1. You will find a continuity of this type of presentation in this and all the following issues.

With your continuing support of this fine publication we are certain to be on the move upwards to a circulation we had strived and hoped for in the past, but never quite reached. Now we can visualize goals way beyond those points.

Presently I am investigating and pricing binders which we hope to make available to our subscribers, allowing the volumizing of each year's issues into an attractive and practical booklet. It has also been suggested, and, I believe, well supported to continue the pagination per volume from page 1 (front cover of Issue 1) to page 144 (back cover of Issue 4). We invite your thoughts on this proposal, visualizing the possibilities of multi-year indexes of perhaps 2, 3 or 5 year intervals.

On my travels this spring from area to area and from race to race, it has been impressive to see the enthusiasm and expertise with which the new Slalom Rules have been applied. In my observation, however, a few important shortcomings have left some questionable decisions. Let us discuss some of these aspects. At times the new rules had not been made clear to the judges and interpretation had been vague. This was particularly noticeable when gate stations were manned by other than competitors.



Also in several points-in-question the so-called experts failed to emphasize their own convictions of interpretation.

Hopefully, as the seasons progress we shall receive more precise interpretations and learned opinions with which to instruct and entrust those who will be calling the penalties. Certainly our National Team members and coaches as well as accompanying observers will return from Europe after the summer, hopefully able to instruct us all in the best application of the 1971 Slalom Rules.

A few other observations at the races bear mentioning. With many new innovations of forms, communications, equipment and techniques the trend towards "INSTANT SCORING" is now almost a reality. This helps keep the competitors, team leader and coaches well abreast of their standings and make possible corrections in the preparations for the individual competitors' second runs. The results as such are legendary, when mere seconds or even fractions will separate first and fifth place in many instances.

In this vein I should like to call the attention of race chairmen to the importance of providing sufficient personnel from among competitors as well as qualified non-competitors to man the many stations from where the final results will eventually be computed.

Prepare your starters, your gate judges and timers as well as your scoring personnel with the proper knowledge, background and equipment to fuse their observations into a coherent, prompt, final tally. It is extremely important that, in all fairness to the racers, alert and fresh officials be on their stations at all times. To ascertain such program, a person should not be expected to

remain on a gate judging station for more than one large or two small classes at any one time. Sufficiently qualified relief crews are of paramount importance in every race to provide fair and competent judgments at all times.

Once again I cannot stress enough the importance of qualified safety and rescue teams along and at the end of the race course. Hopefully these men and women should never have to be employed, but, if their services are only to be used once in a season, their qualified assistance is justified.

HELP WANTED

It is with regret that we had to accept the resignation of Bob Burleson as executive director of the American White-water Affiliation.

We are presently looking for a qualified replacement, and would appreciate volunteers or nominations of willing and able candidates. Please send your nominations to Ed Alexander, to any of the directors, or the editor.

Once again I am urging the membership and officers of our affiliation to send in your nominations for a new board of directors. Now that our communications are current, we must aim towards an election of officers before the end of our current year.

FROM THE EDITOR:

Most of you are probably wondering about the page numbering of this issue. We decided to go ahead and number it as proposed in Ed Alexander's Soap Box so that if reader response to the hinder idea is positive we won't have to wait until 1972 to make the necessary pagination change. If response is negative, however, we'll have only one or two oddly-numbered issues (collectors' items?). Hut above all we want some sort of response!

Upcoming: An exciting account of a foldboat trip on the Colorado (better wait and read this before you try it, though!), more how-to-do-its and a treatise on how-versus-stern in C-2, to mention only a few things.



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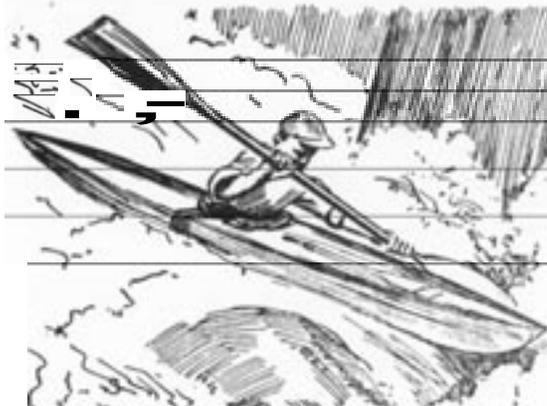
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