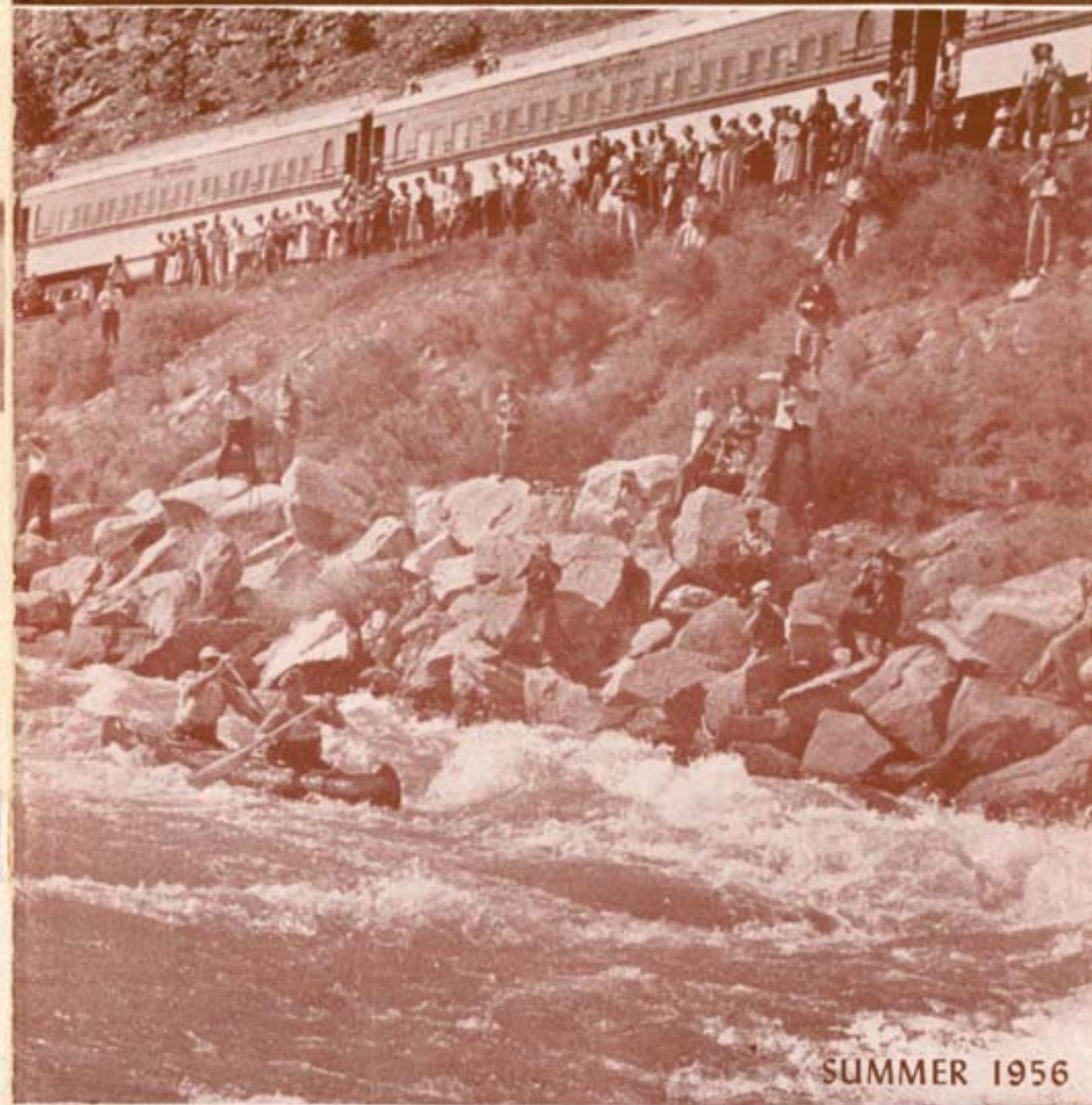


American
WHITE WATER

JOURNAL OF AMERICAN WHITE WATER AFFILIATION



SUMMER 1956

"OF WILDERNESS WATERWAYS AND THE WAYS OF WHITE WATER"

Best for All Three

Slalom Cruising and White Water

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AMERICAN WHITE WATER

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The American White Water Affiliation

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Volume 2

Number 2

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EDITOR.....Dave Stacey

Eastern Advertising Alfred Washington Circulation _____ Clyde Jones

Western AdvertisingJean Bonner Art Roy Kerswill

American WHITE WATER is mailed to all members of the American White Water Affiliation in February, May, August and November. Membership is open to all who are interested in river sport, for the sum of \$2.00 per year.

The magazine welcomes contributions of articles and photographs, but assumes no responsibility for them. Address all editorial and membership material to: Dave Stacey, 601 Baseline Rd., Boulder, Colo.

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COVER—Roy Kerswill and Larry Monninger make Cottonwood look *easy* in the Arkansas Race. Photo by Joan Stacey.

Letters from Readers

AWW appreciates you many kind letters. Because of space limitations, only parts of a few letters can be printed here. They are chosen to give an idea of what we receive.

In answer to your letter to people who had not resubscribed, we received many compliments, and a few interesting answers.

Dear—

I still treasure my AWWA membership; but not \$2 worth, because I am too fat and lazy for white water activity.

Dear—

The AWWA has failed in these respects: None, you have a good magazine and I have enjoyed reading it. It is improving with every issue. I am in business and just do not have enough time to enjoy the great outdoors as much as I would like to. Now own a runabout with 22 horse motor and do a lot of boating on the Missouri river. Enjoy it a lot.

F.O.

On the other hand, many were enthusiastic

Dear ---:

I suggest that you concentrate on river reports, photographs, and articles by the experts on methods of kayak handling. all from diverse parts of the country. I also greatly appreciate the higher class advertisements and encourage more on kayaks and accessories, and camping equipment. Expedition announcements are also very interesting.

You have a very fine and well developed journal, and I am looking forward to its increase in size and more often appearances. Good luck.

Steven S. Webster
(Illinois)

FROM YOUR EDITOR

This column is the place where we can talk about our magazine. Your letters, such as those in the next column, tell us what you are thinking and what you want to see printed. In turn, we use this column to chat about the magazine and the sport.

One of the problems we face is the choice of material. Some of our readers like calm water and some like it rough. Some are from the East, some from the West, and a lot of us are in between. We try to have a balance of material, so that no one will feel neglected.

Sometimes we have to choose our articles on a basis of what we have on hand. If you feel that your particular interest has been neglected, perhaps it has been because no one has sent in a manuscript. Why don't you work up something for us?

We're still hard up for pictures. Each time a deadline approaches, I have to dig into my files to provide some needed shots. Lots of you have better pictures . . . how about sending them in?

This issue has two articles on slalom. It has really caught on in the Rocky Mountain region. There have been a number of races, and all of us have had fun. You don't have to take the matter too seriously, and feel disgraced if you take a gate sideways. Just get out on the river and have fun.

Soon the boating will be over for the year. The Fall issue will report on summer trips and feature information things to keep you busy indoors. There will be articles on boat design, fiberglass construction and other wintertime activities.

Until then, make the most of your summer . . . and drop us a line about what you're up to.

Dave Stacey, EDITOR

. American WHITE WATER

National Slalom Championships; Arkansas River White Water Race

by JOE LACY and JOAN STACEY

THE first American National Championship Slalom Race was held in June this year at Salida, Colorado, in conjunction with the International Slalom competition, and the Eighth Annual Arkansas River White Water Race. The initial heat of the National Championship was run off on Friday afternoon, June 15, with the final heat on Saturday morning.

Showing top form and skill, Eric Seidel, recently immigrated from Germany to Salida, won the slalom handily with 272 points. Another transplanted German lad now living in Salida, Xaver Wuerfmannsdobler, was second with 280.3 points. Third place went to Larry Zuk of Englewood, National ACA Slalom Chairman, with 316.9 points.

In the women's single kayak class, Carol Kane of Salida took top honors, while Elsa Bailey from San Francisco, and Joan Stacey (your Editor's wife) of Boulder, followed in that order. The canoe championship was taken by Larry and Paula Zuk, with Roy Kerswill and Larry Moninger from Denver capturing second, and Don Rupp and Jim Calkins from Pennsylvania in third place.

Seidel first introduced western United States boatmen to the slalom race back in 1953 in Salida. But this was the first official American National Slalom Championship ever to be held. The course was hailed by all as the toughest ever seen, but also the most rewarding. The 14-gate course was located on the Arkansas River in the heart of Salida for a distance of about one-half mile. Rocks presented no problem with high, fast water, but the tricky currents took their toll of many an over-anxious boatman. Gates in the course included four 360 degree right turns, two 360 lefts, two reverse gates, a barrier, a three poles-in-line gate, and four straight-through gates. The number six gate, where three poles were hung about twenty feet apart in line with the current, provided the most difficulty for

the contestants. The first and last of the poles were red and white, with the center one green and white. The roaring current would allow only the top boatmen to back-ferry swiftly enough to slip between the poles without touching. Almost as difficult was the barrier which was hung barely twenty-five feet below and directly in line with straight-through gate number 9. The situation necessitated a strong back ferry through the turbulent backwash of a concrete bridge abutment after making the number 9 gate, in order to miss the barrier. A third point of difficulty was between gate number 12 on the right side of the river and gate number 13 on the left, but only about thirty feet down stream. Boatmen were forced to fight thirty yards across the lull current either in a back ferry or front ferry in order to make the gate. Several of the 360 gates were set close to the shore and many had trouble turning suddenly from a relatively calm backwater into the very swift main current.

The International Slalom event was run with a slight change of course. It was also taken by Eric Seidel, acknowledged as still the top expert in the world on kayak slalom. His total was 267.2 points, slightly better than in the National Slalom. Karl Rupp and Sigi Holsbauer, both of Rosenheim, Germany, finished with 282 and 285.5 respectively behind Seidel. Koger Paris from France; Fernand Goetz of Basil, Switzerland; David Campbell of Perth, Scotland; and Wuerfmannsdobler followed Holsbauer. Larry Zuk was the first American to finish with total points of 508.4.

In the Women's Division, Fritzi Schwingl of Vienna, Austria, the women's World Champion and winner of more than one-hundred white water races, took first with 324.5 points, far better than many of the men. Second came Carol Kane, and third place went to Joan Stacey.

Another competitive slalom event made its debut at Salida this year. Eric Seidel explained and demonstrated with two fellow Germans the slalom team race. Three boats enter the event, and are timed from when the first boat's bow passes the number 1 gate until the stern of the third boat clears the final gate. There are one or two "team" gates in the course, through which the three boats must pass within 15 seconds of each other. Scoring through all the gates is the same as for the single slalom. Those of you who like relay races will go for this event. The spectators really have a hall, especially at the 360 poles in a swift current. Boatmen at Salida immediately took to the idea, and teams were negotiating the gates long after the judges were through deciding the official results. All teams were fairly close with International Team A'o. 1 which included Rupp, Holsbauer, and the girl, Fritzi Schwingl, first; the FibArk team from Salida, with Seidel, Wuerfmannsdobler, and Eric Frazee, second; third place to International Team No. 2, with Campbell, Paris and Goetz; and fourth to a Colorado White Water Association team of Zuk, David Stacey and Willie Schaeffler of Denver.

Roger Paris, of Orleans, France, bested a tough field of entrants to win the Eighth Annual Arkansas River White

Water Race on Sunday. He had previously won the race in 1954. The wiry Paris powered down the tough 25.7 mile course in 2 hours, 24 minutes and .01 seconds, beating the previous record by more than 14 minutes. Second place went to Sigi Holsbauer of Germany with a time of 2 hrs., 25 min., and 18 secs. For the first time since European contestants have been traveling to the United States for the race, an American placed among the first three finishers in the popular event. The honor went to Lawrence Campton, a native Salidan. His time was 2 hrs., 26 min., 24 sec., only 1 minute, 6 seconds behind Holsbauer.

Roaring through Salida at an estimated 10 miles an hour (which had earlier made the slalom so challenging), the Arkansas was at a higher level than any time in the last few years. Despite the fast results in the race (nine contestants beat the old record set last year) the crowd saw over a half-dozen good spills, including the spectacular one of Karl Rupp of Germany in famous Cottonwood Rapids. Rupp regained his boat and still completed the race in excellent time, placing eighth. Holsbauer, along with many another European, was quoted as saying the Arkansas was the toughest race he had ever seen anywhere.

Each year sees another famous first for

Eric rounds a gate in the slalom



Joan Stacey

American WHITE WATER

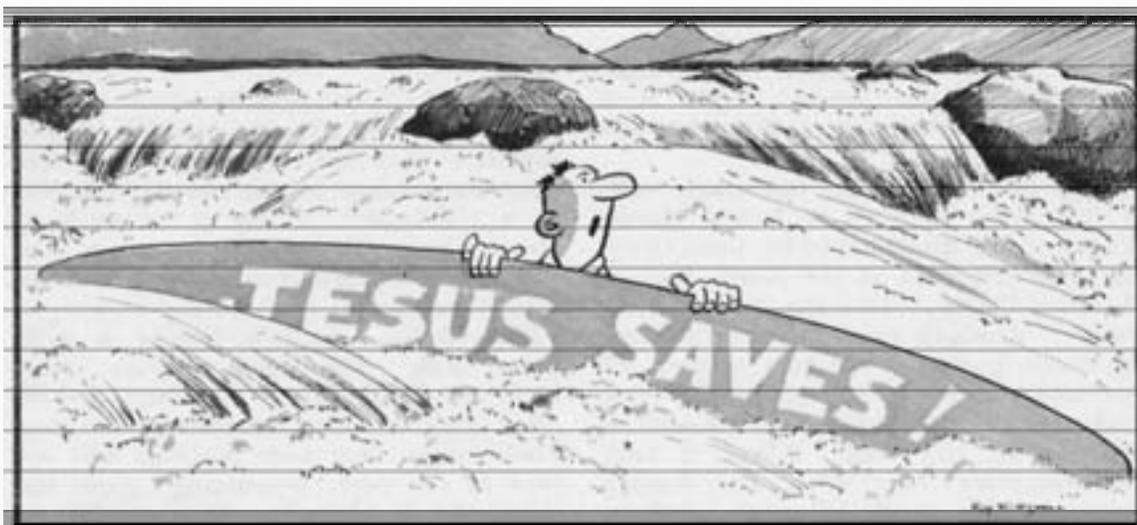
the Salida race, and 1956 was no exception. This year three women piloted single kayaks successfully down the rugged course. Three others entered but were unable to finish. Fritz Schwingl was first, followed by Carol Kane and Elsa Bailey. Their times were a respectable 2 hrs., 29 mins., 20 secs.; 2 hrs., 40 mins., 20 secs.; and 3 hrs., 05 mins., 08 secs. As in the slalom, Fritz's time again was superior to most of the men.

Twenty-nine boats entered the race, the largest number since the event has been held, and an estimated 33,000 people watched from moving cars and a special excursion train out of Denver. A majority of the boats were of the single kayak class this year, with only two canoes en-

tered in the downriver event. Roy Kerswill and Larry Monninger of Denver paddled their specially designed fiber-glas canoe through the grueling course to take first place in 2 hrs., 48 mins., and 36 secs.

It was generally conceded that the three races, the American National Slalom Championship, the International Slalom Competition, and the Annual Arkansas River White Race, all sponsored by the FibArk Club in Salida, were by far the most successful ever held. All contestants, indeed all boatsmen everywhere, owe a vote of gratitude to the FibArk Club for encouraging the sport of white water slalom and down-river racing.

* * *



Roy Kerswill

Races in the U. S.A.

For international competition, the American Canoe Association is the recognized representative of the U.S. They have standard rules for competition which have world-wide acceptance. If you plan a race, it takes little trouble to use the same rules as everyone else. To become a governing member costs \$1.00 for initiation and \$4.00 a year. Here is a list of their officers and chairmen, who will be glad to supply information:

Commodore, William J. Rhodes
6103 Kilmer Street, Cheverly, Maryland
Secretary, Theodore G. Altender, Jr.
1217 Spring Garden St., Philadelphia, Pa.

Treasurer, Edmund White
83 Warren Street, Ramsey, New Jersey
Sailing Canoes, George Wascheck
27 W. 96th Street, New York 25, N. Y.
Cruising and Camping, Arthur Bodin
3215 Netherland Ave., New York 63, N. Y.

Also, W. Van Claussen
Orange Court, Silver Springs, Florida
Paddling and Racing Canoes,
Joseph F. Ryan
85 St. Andrews Place, Yonkers, N. Y.
Slalom, Lawrence Zuk
4585 S. Washington, Englewood, Colorado

American WHITE WATER

Canoeing in Chicagoland

by HAROLD G. "DEACON" KIEHM

The Wilderness! Once regarded by many with a feeling akin to awe, the Wilderness and all its elements (gentle and forceful) have been found friendly to man!

Indeed, long ago men of intuitive insight (among whom can be counted charter members of the near-fifty-year-old Prairie Club of Chicago) understood the almost inexplicable value to mankind of the Wilderness. There exists today woodland (if not "wilderness") areas where all who will may observe the workings of Natural Laws—even in Chicago!

In Chicago? Yes, even in Chicago, where some of the County's 50,000 acres of forested preserves are well within the city limits!

Scarf not, unbeliever, but come with us just north of town to lovely Harms Woods where, unsuspected by 'most every one, the East Fork of the North Branch of much-talked-of Chicago River unobtrusively winds its persistent way through the forest preserves. It goes towards its marriage with the even lesser-known West Fork and ultimately to the very bowels of the teeming city itself. There it loses every semblance of a "river" and, flowing upstream as a result of man's artifices, finds itself confined between man-made canyons of steel and stone!

Or come to the northern edge of the County and behold the historic DesPlaines River steadfastly retaining much of the wilderness qualities the Indians found, as it courses mile after mile through forest preserves.

Wilderness in Chicagoland? Veer off the busy highway just west of Chicago and float in much-storied Salt Creek. There will be thirty miles and more, entirely through forest preserves, of bending, winding, curving stream before reaching the Creek's confluence with DesPlaines River.

Yes, one may still climb the wootland bluffs at Dresden Heights, a midway point on an interesting cruise down the Illinois and Michigan Waterway, where a

profusion of red-bud and columbine makes one unmindful of puffing and gasping for breath in the struggle upward. Here is a high vantage point from which to view the magnificent sight of the Kankakee River and the Des Plaines River combining to form the mighty Illinois. Pointing to those tiny floating objects way below, one might wonder if they were the canoes of the Iroquois Indians themselves. Perhaps before proceeding to their historic campground at Starved Rock they await the passing of that diesel-powered pusher with its string of coal- or oil-laden barges!

When the pressure of too much civilization has one practically bursting at the seams, a week-end, a day or just a few hours in a canoe in the out-of-doors will be a relief-valve. There is so much to arouse one's latent interests, it is like stepping into a different world, where the simple enjoyment of beautiful scenery is enhanced by a tingling feeling of well-being, with every breath of pure, clean fresh air! And there'll be others of kindred spirit to share interests in the new world about you; new horizons will appear in the mere "wondering" about the geography of where one finds oneself; in quietly seeing other forms of life on ever) hand. Suddenly "civilization" seems so very, very far away!

The pursuit of Canoe Cruising in Chicagoland puts one on the trail of the adventurer in whom burns an unquenchable inquisitiveness about what is "around the next bend"! Every outing is a voyage of discovery. And as we become more bold and venture further and further afield our experiences become more and more exciting—then what joy it is to find others with whom to share each stirring adventure! Happy in being able to extend a warm welcome of fellowship to all with similar propensities, The Prairie Club Canoeists have their Canoe Committee Chairman act as a "cruising coordinator," graciously inviting all canoeists to participate in the Club's program of cruises.

Prairie Club membership is not required and anyone interested may register with a small fee with the Committee Chairman and receive "Official Cruise Cards" giving details for each scheduled canoe trip.

Here is the "Open Sesame" to glorious opportunities for becoming acquainted with congenial companions, enriching friendships and experiencing the joy of sharing adventure. From the keen pleasure of simply paddling "around the bend" to the tense exhilaration and thrill of running white-water, the "river-rats" always are there with counsel and advice borne of experience. Over the years Prairie Club "explorers" have "discovered" within one hundred miles of Chicago streams on which fifty or more different one-day canoe trips may be had; combining some will make many delightful week-end cruises, adding enjoyable camping-out opportunities. Beyond the hundred-mile zone, week-end trips become more appealing with emphasis on streams flowing through particularly scenic regions. At greater distances the true adventurer is in his element, enthusiastically seeking

out those "white-water" streams where running rapids is a constant challenge of one's skill.

Chicagoland Canoeists invariably look forward with great anticipation to the Prairie Club's Annual Thanksgiving-time Canoeists' Jamboree—a November weekend at one of the Club's Camps—when canoeists gather from far and near, renewing acquaintances, bragging of their exploits, comparing notes and pictures, describing interesting vacation trips, all the while waxing more and more ravenous for the big Saturday evening dinner which sets off a social evening of exciting canoe movies and square dancing, not to mention a possible animated discussion in some corner on the part of some of the more serious-minded cruisers!

Allied with the AMERICAN WHITE WATER AFFILIATION, The Prairie Club Canoe Committee enthusiastically endorses individual Affiliation memberships for every canoeist and extends a most cordial invitation to all "White Water Men" to avail themselves of Club facilities whenever an opportunity arises.

Chicagoland Get-Together



Harold Kiehm

American WHITE WATER

Rogue River 'Spray Cover'

by RUSSELL WILLIAMS

THE Rogue River is one of the "fighting rivers of the West"; from Grant's Pass, Oregon, it winds its turbulent way through the coastal range for some eighty miles, and then drops gradually and more placidly through the foothills for another forty miles to the ocean. It is an ideal river for a kayak because it goes down in a series of steps—a smooth (but not slow) stretch, and then a rapid. Thus you have time to catch your breath and enjoy the incomparable scenery, before the ominous roar of the next rapid reaches your ears and starts your heart thumping. In addition to this it means you can always get out and look your rapid over before you go down; nowhere on the Rogue are you swept around a corner in very fast water and plunged into an unanticipated rapid—the river man's nightmare.

This means a 5 to 6 day trip, and although there are accommodations available along the way, we have always preferred to camp out. Our objectives have been the major rivers of the west, and hence the problem of carrying all one's camping gear has been foremost in our minds. This is quite a different matter from taking your single seater kayak along on a formal, guided river expedition. We tackle the river with a boat, a map, what information we can dig up about the rapids, and our gear. We have been down the Rogue four times, and have always shot every rapid. (This doesn't include Raine Falls, which no one ever tries—but I think a kayak could do it.) And only a kayak can run with ease through Blossom Bar. Three of these trips have been made in a two-man kayak, and the fourth with a two-man boat apiece. I think this latter arrangement is the best solution for the combined camping and white water trip, as it greatly simplifies the packing problem, and also allows one person to photograph or take movies of the other in the tough spots.

Our first trip with the standard, and appropriately named, spray cover was a wet one. Part of the time it seemed as though half the river was inside the boat. We developed our own grading system for the rapids, based on whether the bow man (unfortunately myself, being the lighter of the two) was (1) wetted, (2) hit in the chest, or (3) went all the way under. (After reading in the American White Water about all the efforts to grade rapids, I would like to offer this simple method for consideration.) Our fourth trip was a very dry one, and the techniques we worked out I would like to pass along to others, to save them time and trouble.

Our solution was simply to deck over the cockpit of each two-man boat with plywood, leaving an opening of about 16 x 24 inches in the stern, and a potential forward opening, in case one boat should be lost. This is accomplished by building the cover with two openings, and then screwing on a secondary cover over the forward one. Rubberized light canvas is then fastened to the edges of the 16 x 24 cockpit with wooden strips screwed down: the canvas is fitted to come up about the chest of the paddler, where it is held with an elastic band. A heavy duty zipper opens the canvas in front, and strips of old inner tube are cut on an appropriate curve and sewed on either side of the zipper line to help waterproof it. The usual size zippers should never be used; they will catch and stick too easily. This system of handling the cover of a small cockpit is but one of many; it has been all right for us. We have had three upsets in our four trips on the Rogue, and have always been out of the boat in a second or two. However, the excellent suggestions of Dave Stacey (American White Water, February, 1956, Page 18) might well be incorporated.

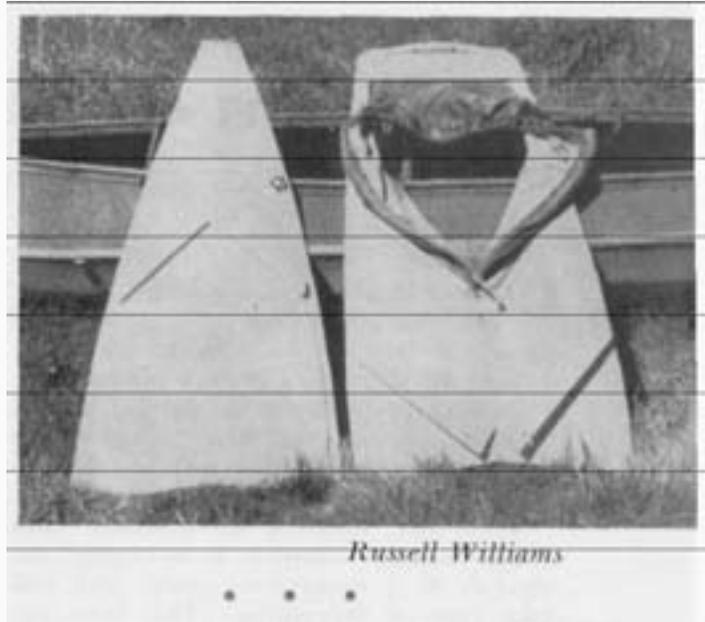
It has seemed to us that the flexibility of

the kayak is one of its great virtues; when you hit a rock the boat tends to give, rather than break. If you put a plywood cover over the whole cockpit and screw it down, the boat becomes quite remarkably rigid. In addition, you have a miserable time standing on your head while loading and unloading your gear. This problem we solved as follows: The plywood cover is made sloping up from each side to the mid-line so as to shed water; it is supported by ribs which butt against the inside of the coaming, or partially by supports carried up and across from the ribs of the boat; it is made in two sections for convenience in transportation: the edges overlap the coaming, and along these edges we put ordinary rubber weather stripping. The whole thing is then fastened down with five or six pieces of braided steel wire, each one incorporating a 6 inch spring. Brass bolts are put at appropriate places through the coaming and arranged to protrude 1/2 inch. At the end of each wire is a metal eye that slips over the protruding bolt. Thus the whole thing is almost waterproof, does not make the boat too rigid, and comes off in a jiffy for ease of loading and unloading. In quiet water you can sit up on top, or, in a hot canyon with no rapids immediately ahead, you can take the aft section off and hook it on top of the bow section.

In the colder waters of the northwest, and especially on a cloudy day, it is a great annoyance to be finally dried out and warm, and then run through a silly riddle in which one perverse wave climbs up on the plywood and runs all the way back to clump itself in your lap. To defeat this we have put on deflectors about 3 inches high, and some 2 feet in front of the cockpit. These fold down for purposes of packing.

All in all, we have found this rig to be most suitable for kayak camping trips, and quite easy to make. There is one alternative and that is the rubberized canvas spray cover. This has to be shaped and fitted, and can be improved with a few plastic stays to prevent sagging. Either way you end up with a boat that is really "water-worthy," and one in which you can carry your gear with some degree of confidence.

American WHITE WATER



News Notes

Roger Paris (winner at Salida) has left for France, but will be back in November to work as a ski instructor. Anyone interested in his Klepper T-65 for \$145, write Roy Kerswill, 1760 Magnolia, Denver, Colo.

White Water in Pakistan

Steve Bradley has just returned from Pakistan, where he was working for Lewell Thomas and Cinerama. They had a camera crew making pictures of white water on the Indus. The idea was to take pictures of a Hart-Sioux kayak (see inside front cover) with their special camera mounted on a rubber raft. When Steve's leave of absence expired, he arranged for Bus and Don Hatch (see p. 17) to take his place. They are there now.

When things have settled down, AWW will carry articles about the expedition.

Advertising

Advertising helps support your magazine. It is also a good investment for the people who do it. No other medium reaches such a group of active, enthusiastic boatmen. Let us all show our appreciation and patronize the firms who advertise in our magazine.

Planning a Wilderness Boat Trip

by FRED R. SAWYER

DO you want to get away this summer on that trip you always dreamed about? A trip can be planned for a few days or all summer. I believe most people who want to do things do not get started because they do not know what to do first. A few suggestions will often overcome an ocean of inertia.

The first method to consider and doubtlessly the simplest is to engage the services of a competent guide who will take care of everything. This costs upwards of \$12.00 a day, and one guide will often take not more than two people. Few can afford this luxury and many just like to be independent. Perhaps I shall receive a few comments from friends in the guiding fraternity. However, let me say I have no axe to grind. All those I know are skilled woodsmen and good companions. If, for whatever reason, you do not have a professional guide, make sure you are a member of a party including one or more experienced woodsmen and boatmen. Novices should most emphatically not go it alone. My object here is to set down a few useful suggestions for those who want to travel the water highways of the wilderness and are willing to mix a little work with play.

Let me point out right here that I do not like unnecessary work. Not that I believe others do, but I have seen many set out on pleasure trips so burdened down with baggage as to make every carry a nightmare and the trip possibly a failure. The paradox is that the owner of the duffle does not believe he is overburdening himself. A few years ago my wife and I were loading our own canoe to set off on a week trip with another couple. The local fire warden sat watching our departure. My friend remarked to him that he was travelling light this trip. The fire warden's reply was priceless. "If that is travelling light, I'd like to see you when you are travelling heavy." The trip leader or some other individual should be

appointed to limit baggage. Going light is a worthwhile objective and details of this problem will work themselves out with a better understanding of the type of trip you want to take and the equipment needed.

Where to go and for how long.

Where you would like to go must first be reconciled with time you have to spend. Some of us are lucky enough to have all summer at our disposal, others just a weekend. With a little investigation, a surprising variety of trips can be worked out for the time allowed. Start thinking about your trip during the winter. Send away for maps of the area. If you are planning a trip anywhere in the U. S., you should first write to the Director, U. S. Geological Survey, Washington, D. C., for a free index map of the state in which you expect to boat. From this map you can order by grid number the detailed topographical maps that you will need to study and take with you on your trip. Cost is 10 cents each. From them you will be able to determine the exact location of falls, rapids, portages, and other important landmarks. From the frequency of contour lines you will be able to estimate the swiftness of streams and nature of terrain. Routes can thus be laid out and oftentimes alternate routes to the same destination.

If you are going to Canada, write to Map Distribution Office, Dept. of Mines & Technical Services, Ottawa, Ontario. Many of the Canadian maps are not contoured but have most of the details required by the boatman. The Canadian National Railways also publishes a booklet listing canoe trips accessible by rail in all the provinces. Upon expressing an interest in one or more of these, the company will send you a complete description and map of the route.

Friends who have been to your chosen waters before can also be a valuable source of information. Take such in-

formation, however, with reservation. Upon arrival you may find the situation far different than described. One man's language and ideas often differ from another's, especially if he is not a boatman. Also water levels fluctuate with advancing seasons and local weather conditions. One summer I planned a trip near the Canadian border. A drought all over New England made the situation look bad. By a long distance phone call to the local fire warden I learned that two inches of rain had fallen at the source of the river. With this information I knew that the river would be passable. I mention this incident to impress the reader

that he should try to get on the spot information if at all possible.

When to go.

Canoeists and fishermen always ask what is generally the best time to go. Regions differ, but here is my experience in the East. For stable pleasant weather go in July or early August. If you are canoeing on large lakes, especially in the north country, this time is strongly recommended. A few stormy or even windy days can wreck your schedule on the lakes. For river trips, May and early June are best for the smaller streams and late June and July for the large rivers.

Bob McNair draw strokes a narrow one



Art Bodin

Distances.

Even the most experienced boatman cannot count on doing so many miles a day on a new river. Yet, if you are to plan a trip from a map, you must make an estimate with reasonable allowances for bad weather, portages, etc. While traveling on lakes with no portages nor serious headwinds, ten miles ought to be easy going for a two man canoe in a day. After you are used to it, you may find it just as easy to double or triple this distance. Four miles an hour is a fair pace. Wind and waves may increase this considerably if they are with you. Just as often, however, they are against you. Remember the slowness of the pace is one of the best things about a trip. A boatman really sees the country. In rivers without rapids you can add or subtract the result of the current's speed multiplied by the time. This will tell you about how much distance you can cover. The presence of rapids on a strange river will slow you down, for they must be scouted. Portaging or lining down is time-consuming. Even if they are navigable, time should be taken to stop and look them over where there is any doubt about the course. Most maps do not indicate the difficulty of portages and rapids. In general, allow an average of half an hour per portage where there appears to be a short haul. A long portage will obviously take longer. The vacationist should try to select routes on his map to avoid long portages. In fact, trips can be planned without a single portage. The decision here is left to the members of the party who know their own capabilities and desires. I can only say—don't be tempted to overreach yourself. Perhaps next year you can try a more ambitious trip.

Finally add your travelling time from home to lake or river and return. You have the approximate total time needed. In addition a margin of one extra day should be allowed for each week of planned travelling, for many factors can change your schedule. The most common is being windbound for a day or more on a lake.

What kind of boat do you need?

Perhaps you already have a canoe. If so, select a trip most adaptable to your craft. For most day or weekend trips on

quiet water any good canoe will do. For longer trips or on fast water the size and model become more important. For carrying two men with their camping equipment, I have found sixteen to eighteen feet the most practical size. Smaller canoes cannot take rough water and draw too much water for shallow streams. On the other hand, the large twenty footer is a canoe of heavy construction and awkward to portage. Single and double fold-boats are also used for long trips. Without becoming too involved in the relative merits of this craft and the Canadian canoe, let me say that the canoe is still preferred by most cruisers for their carrying capacity and comfort on a long trip. Rubber boats have their place on Western rivers. Since World War II they have been used extensively for all kinds of trips. While they weigh almost the same as a new canvas canoe of the same design, the aluminum canoe does not absorb water. By the end of a week's trip, the wood and canvas canoe may absorb as much as ten to thirty pounds of water, an important difference in weight on a portage. Some believe that an aluminum canoe might be impossible to repair in the wilderness. This is not so, for I have seen a torn aluminum canoe temporarily repaired under wilderness conditions with only a paddled axe and car undercoat with cloth for patching and sealing. An accident severe enough to damage an aluminum canoe would reduce a wood and canvas canoe to kindling. (The A.M.C. is now experimenting with flexible fiberglass patches)

Equipment.

Repair kits for aluminum canoes would include the above items plus a small egg-beater drill, rivets, and aluminum patches. For a wooden canoe the kit should contain assorted canvas patches and amberoid or other good waterproof cement.

Paddles. Don't forget them. I do not expect you will leave them at home although I am not alone in this foolish oversight. Select at least three paddles per canoe. How paddles are short, averaging 4½ ft. Stern paddles vary from 5 to 6½ ft. Ash is best for a canoe camping trip where a paddle is put to many uses, such as poling on the stream bed, replacing tent poles and cleaning fish.

Life preservers. Do you swim well? Of course you can, but do the others in your party? Find out in advance. This is an important prerequisite for any kind of boating. Don't scoff at life preservers. They may be bulky and seem like useless baggage. For many years I admit, I never wore one, but experience makes one cautious. Plain kapok types are no good for long trips, for they get waterlogged. Get a life preserver that inflates. They can be stored better when ashore.

A first aid kit is a must even for a couple of days. The simple kit from the drug store will suffice for a weekend. On a wilderness trip of a week or more, you will need something more elaborate. You have to assemble and pack it yourself in a waterproof can. In addition to the usual bandages, tape, and disinfectant include some homely items like aspirin, liniment, and chapstick. Anti-histamine ointments make insect bites tolerable. Small sharp electric pliers are needed to cut off and pull through fish hooks in your flesh. Severe sunburn simply must be avoided. No ointment really helps. A painter of at least 1/4 in. manila should be attached permanently to both bow and stern of each boat. For river work a rope eighty to ninety feet long may be needed for tracking along a river bank against swift currents or for rescue work. Such a rope should be linen or nylon, about 5/12 in. for strength and lightness.

A good axe is a necessity for canoe camping. I prefer not to economize by taking only a hatchet.

All campers have packs but extra care ought to be taken in selecting your pack or duffle bag for trips. Buy a well made bag of waterproof duck. As a double precaution secure a very light neoprene or rubberized bag to put inside your canvas pack. They are no good outside, for they will puncture or tear.

The tent should be light, insect proof, and easy to put up. A two man tent with floor area about 5 x 7 ft., and weighing 7 to 11 pounds is a popular and efficient size. A good one is expensive but a good investment. The so-called mountain tents from Army surplus will suffice but are very cramped if you have to live as well as sleep in them for any length of time.

An accessory to the tent is a separate ground cloth of light neoprene. It will serve many purposes—covering duffles, shielding the fire, or sheltering the cooking and eating area in the rain.

Sleeping bags are familiar to all campers. If you are camping in summer, the inner or outer case of an arctic bag is usually enough. Be sure it has a protective waterproof cover. Again avoid kapok, for it is very bulky and will become musty near water. You can take almost anything during the day, if you can be comfortable at night. Summer nights in Canada can be very cold.

Aside from the general equipment mentioned above, each boatman should have the following basic items in his pack: One and only one duffle bag of waterproof duck, 2 pr. trousers, 2 cotton long-sleeve work shirts, 1 woolen shirt, 2 sets cotton underwear and 1 set woolen (optional), handkerchiefs, toilet kit, 1 large kerchief, hat or visored cap, wash cloth and towel, hunting knife, flashlight and extra set of batteries, soap in box, insect repellent, matches in waterproof case, 1 doz. pr.—repeat 1 doz. pr. heavy wool or cotton and wool socks, 2 pr. sneakers (preferably high ones), folding raincoat with hat or hood, windbreaker, and sunglasses. This outfit includes what the person is wearing and will suffice for five days or five weeks. This is a practical and tested outfit for summer trips and should fit into your duffle bag. If the bag is large enough to accommodate your sleeping bag, so much the better. Elimination of numerous loose articles is important in the boat and on portages.

Fishing tackle, cameras. Keep them to a sensible minimum and not elaborate, but have enough lures and film.

Food and how to carry it.

This vital factor can spell the success or failure of any enterprise. On a canoe trip it must be contained in a small space and is constantly in danger of immersion. I know of otherwise well planned trips being spoiled or even turned back by unwise handling of this problem.

This is not a column on cooking hints but let us see how easily one can plan such a bill of fare. First, make up a list of unprepared foods. Then prepare a menu combining the available foods list-

ed. With a little arithmetic anyone can figure approximately how much of each ingredient will be required to prepare each item on the menu. Most recipes are based on two, four or six servings. Therefore, adjust the quantity to the number of people in the party. Follow the same procedure for each day out. Then it is a simple matter to add the quantities of each ingredient to find how much of each to buy and pack. Of course, I do not expect anyone to carry this procedure to mathematical extremes. This is essentially a guide to estimating your requirements. Buy the nearest unit size package to cover needs. When the food is assembled and packed for the trip, the gross weight as a general rule should be between 2 and 2½ lbs. per man per day.

Package deals or prepackaged meals are aimed principally at hunters and hikers

for a day or two. There are a few good ones on the market but they are quite expensive. Prepackaged meals do not offer a satisfactory bill of fare for a prolonged period. The point I wish to make here is that, while an admitted convenience, a satisfactory food supply cannot be based on them. Without the staples of flour, sugar, fat, etc., there is little or no flexibility. If you want to make a rabbit stew or a blueberry pie, you have the means of doing it with a balanced food list as below. Moreover, if you find you need more corn meal or baking powder because of loss or miscalculation, you have a better chance of replacing it than if you had a complete premixed larder. Finally, I believe you will derive more satisfaction from real camp cooking where you mix and cook whatever you want.

If there is more than one boat, divide

Food List

Staples:

flour
pancake flour
rice
diced potato
instant potato
tea
instant coffee
dried soups
bouillon cubes
peanut butter
jam
honey spread
baking powder
white sugar
dark brown sugar
yeast
mapylene
salt
cocoa
shortening
dried lima beans
dried spinach
macaroni
corn meal

Cereals:

oatmeal
cornmeal
wheatena
maple oats
grapenuts

Fruits:

raisins
dates
~~figs~~
prunes
orange crystals
lemon crystals
dried apricots

Meats:

bacon (unsliced)
corned beef
dried chipped beef
cooked ham
boned chicken

Dairy products:

"klim" powdered,
whole milk
cheese
canned butter

Mixes:

gingerbread mix
cake mixes
pudding mixes

Spices:

mustard
pepper (and salt)
paprika
onion flakes
banana flakes

Miscellaneous:

can opener
detergent
soap
wooden matches
scouring pads
dish brush
swirl mixer
sandwich bags
hard candy
Halizone tahlets

the supply between at least two of them. From early timer canoe men have used a food box, watertight at least on the bottom and sides, as well as strong enough to withstand dropping without springing a leak. These qualifications make it rather specialized; hence you may have to build this yourself. 18 x 12 x 10 inches is a good size. It will need straps and a tump line for portaging. This is your so-called cupboard in which to keep all the small items in daily use, especially those liable to be crushed or broken. A waterproof bag lining is wise. On a short trip all food may be stored here. On a long trip keep a representation here and the reserve in lined canvas packs. This will be both convenient and safe. A lined pack basket may also be used in place of a box to save weight.

A nested set of pots, plates, and cups is a must on boat trips. Get one that includes a frying pan with folding handle. If the party numbers more than four, an extra frying pan will be handy to get meals ready at the same time. A folding reflector oven will relieve the overworked frying pan with baked dishes and fresh breads. If you have never used one, I suggest practicing at home. Accessories include a baking pan, knives, forks, spoons. For containing dried foods you need an assortment of white cloth paraffin treated bags. Line them with plastic food bags. Alone plastic hags are too fragile. For your jam, butter, and matches use screw top or friction top tins. Thus cartons are eliminated and canned foods limited to a few meats and fats.

(over)

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books and ~~maps~~ will help those who are eager but inexperienced. Experience is worth while to plan for it. ”

WHITE WATER CANOEING IN THE 17th CENTURY

Excerpt from
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TO NEW ENGLAND MADE DJRING
THE YEARS 1638, 1663, BY JOHN
JOSSELYN, GENT.

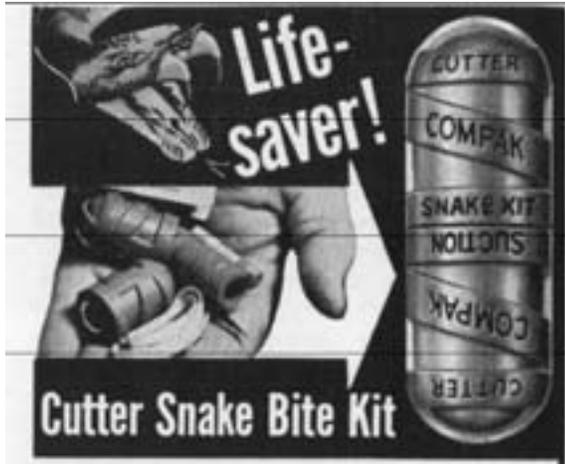
Published in London, 1675

“ALL the Rivers of note in the Country (New England) have two or three desperate falls distant one from another for some miles, for it being rising ground from the sea and mountains withinland, the rivers having their originals from great lakes, and hastening to the sea, in their passage meeting with rocks that are not so easily worn away, as the loose earthie mould beneath the rock, makes a fall of the water in some rivers as

high as a house: you would think it strange to see, yet admire if you saw the bold *Barbarians* in their light *Canows* rush down the swift and headlong streams with desperate speed, but with excellent dexterity, guiding his *Canow* that seldom or never it shoots under water, or overturns, if it does they can swim naturally. striking their pawes under their throat like a dog, and not spreading their arms as we do: they turn their *Canow* again and go into it in the water.”

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sent in by *L. K. Moorehead*.



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Stop, You Barrelers!

by ELIOT' DUBOIS

illustrated by the author

For the purposes of this article, a "barreler" is defined as a guy who barrels through, down, or over bad rapids and falls without first stopping to look them over. Barrelers fall into four major categories: "beginner barrelers," "follower barrelers," "leader barrelers," and "expert barrelers." I shall discuss each in turn.

Beginner barrelers: A few years ago my wife and I led an AMC group down a small New Hampshire stream without any really difficult rapids. But there were a great many undermined trees sticking into the river and sometimes almost completely blocking it from bank to bank. Most of the people on the trip had previously been on one or two instruction trips, and perhaps an intermediate trip. They had developed a fair degree of skill in dodging rocks and in going downstream with a minimum of maneuvering. In spite of this, my wife and I had an extremely nerve-racking time with our crew. When confronted with a tree across the river, instead of setting (back ferrying) to the

bank, they would glide serenely on while the trip leaders shouted and prepared rescue operations.

The trouble, of course, was their training; they hadn't been taught the art of stopping when necessary. Beginners should be given lots of practice in setting, or going back and forth across the current. When they are taking their first runs downstream, they should practice landing in eddies beside swift current. If a beginner always brings his boat to the bank in a quiet pool, he isn't learning white-water fundamentals, even though he may be learning to zig-zag beautifully between rocks.

A "follower barreler" is a guy who fails to stop when the lead boat stops. There is some overlap with the beginner category here, except that many follower barrelers are perfectly capable of bringing their boats to the shore in fast water. Their trouble is probably mental. They become hypnotized by the river and fail to notice the trip leader who is waving his arms from the bank. On a local trip about fifteen years ago, the leader stopped above a chute we call "the funnel" and signaled to the other boats. Then he shouted. Then he gave up, grabbed his movie camera and took some dramatic upset pictures. The entire remainder of the party plunged through the funnel. Fortunately nobody was hurt.

The cure, again, lies in training. All newcomers to the sport should be schooled in the doctrine that when the lead boat stops, everybody stops.

The wise trip leader "tests his brakes" before coming to a bad spot. He pulls over to the bank above some relatively harmless drop and looks back to see if the rest of the party is doing the same. Some people may be annoyed at the delay, but if there are any "follower barrelers" in the group, they'll be spotted.

A word of advice if you're in a following boat: It's all right to trust the trip leader up to a point, but remember that the prime responsibility for your life and limb rests with yourself. If the lead boat



surges through a chute that you prefer to look over, by all means land and look it over. Cuss out the lead man too.

This leads to the subject of the "leader barreler." He is a guy who is supposed to be leading a trip but he behaves more as though he were trying to escape from the rest of the party. He barrels through rapids which are easy for him, definitely too difficult for the people trying to follow him. The lead ~~man~~ should realize that the people behind are accepting his judgment to a great extent. He should stop above places that constitute a hazard for the weakest boat in the party. He should also help people get into the eddy by directing them from the bank, pulling his boat out of the way, etc. His object should be to get the whole party down unscathed.

The last two categories, follower barrelers and leader barrelers, apply chiefly to organized trips of the type in which there is a definite lead boat. Some of us are used to more informal trips, in which a party of three or four evenly matched boats go downstream without any "when I stop, please stop" formalities. It is in this sort of a situation that we run into the "expert barreler," sometimes known as the blasé barreler." He is a guy who is too good to stop. "Yes" he thinks, "there seems to be a lip up ahead and it's hard to see beyond that because of the mist, but I'll find out when I get to it. Whoops! Gurgle. . ." Next time his companions will invite someone who is less of an expert, but who has more common sense.

What is a barreler? Or, putting it differently, when should one stop? Let us assume that you are drifting down the center of a river and you come to some obstacle, a chute, a tree, a falls. By doing something with your paddle, or oars, you'll be able to get to the bank, unless you've passed a "point of no return." Once you've passed that, there's no stopping for the river velocity exceeds your paddling speed. If you're close to one bank, the point of no return may be considerably further downstream. You may consider that the various points of no return form a "line of no return." This will generally bow upstream, but its shape for any given obstacle depends on current, available eddies for landing, rocks that prevent you from making a

American WHITE WATER



landing and so forth. If you approach a serious obstacle, or even a possible serious obstacle, such as a bend in the river with the water going "swoosh" around it, make your decision before crossing the line of no return. You may be able to edge a bit downstream by working over to the bank. If you are still in doubt by the time you reach the line, land and look the place over. Just what you have to look over and just what you ran run without stopping depends on your individual ability and the ability of the other people in your party. No matter how expert you are, if you can't see what the water does when it goes over the edge of something, you'd better land.

The difficulty with getting people to stop, is that stopping is a bother. Barreling is often fun. I have been all kinds of a barreler myself, enjoyed it, and almost drowned at it. I urge all barrelers to stop. If necessary, join Barrelers Anonymous. If you can't stop barreling, give up your canoe, foldboat or rubber raft, and ~~buy~~ a good watertight barrel. That is the proper craft for a harreler.

PROFESSIONAL CANOE RACE

On Sept. 1, there will be a race from Grayling, Mich., to Oscoda-Ausable, on the Ausable river. First prize is \$1,000.00. This is the tenth year the race has been run, and the record time is 17 hours, 27 minutes. (What a grind!, Ed.)

CANOEING IN CHICAGOLAND

This is a guide to river trips in the Chicago area. It was compiled for the Chicago Chapter of the American Red Cross by our old friend, Harold Kiehm. Ask for a copy.

#

A Boating Dictionary

by WOLF BAUER

The following definitions were compiled by the Washington Foldboat Club under the leadership of Wolf Bauer, 5213 11th N.E., Seattle 5, Washington. Wolf has long been a leader in river boating, specializing in a foldboat. This partial compilation of definitions is one of a series covering boats, boat accessories, still water (salt and fresh), running water, techniques and river touring.

In this issue *American White Water* presents a second installment of TERMINOLOGY. The first appeared in the November, 1955 issue. More will be present in later issues.

NOTE

These terms relate to the all-around foldboating activities as practiced by the Washington Foldboat Club for the past seven years and are taught and used as basic terminology by all members. It should be understood that descriptive adjectives are added to many terms to qualify or describe specific conditions, objects, or acts. We feel that standard terminology (with local variations) is prerequisite to the proper development of the paddle sport.

BOATS

HULL Outer body or shape of the kayak. Also designates capsized boat.

SKIN Hull material, such as rubber or canvas, usually flexible. Generally refers to submerged section of hull.

DECK Upper permanent cover stretching across hull and surrounding cockpit.

COCKPIT Open space for seating paddlers and pas-

sengers.
COAMING Raised border framing the cockpit. Sometimes called washboard. Ties center cross-frames together.

BOW Front or "fore" part of the boat.

STERN Rear or "aft" part of of the boat.

GUNWALE Upper edge of boat side.

CROSS-RIBS (also termed *Frames* or *Cross-Frames*) Laterally spaced wood members giving cross-sectional strength and shape to hull. Usually 5-7 per boat.

STEMS

How and stern pieces giving shape to boat ends, and to which are fastened keel, longitudinal ribs, and deck spars.

LONGERONS Usually round sticks or dowels linking bow and stern pieces with cross frames. Uppermost pieces called gunwale or side frames or boards.

KEEL Keel frame is the bottom member of the boat, to which cross frames are fastened and upon which passengers and dunnage rest. Usually hinged to allow lever-action compression of boat frame into skin or hull.

DECK SPARS Longitudinal members supporting deck fore and aft.

KOCKEK The flare or rake of the keel line, i.e. the amount of rise of the bow and stern keel sections above an actual or assumed level line at keel center. This keel flare (along with underwater cross-frame width) determines in large measure the maneuverability and wave-climbing action of the boat.

BEAM The width of the boat or hull. Usually refers to the widest section.

FITTINGS Various metal brackets, clamps, guides, latches, tubes, locks attached to wood frame members for fastening together without use of tools.

TRIM Position of loaded boat in the water. Boats are trimmed high or low fore and aft, depending on the performance required for any particular type water.

DRAFT Depth of lowest point of hull below the waterline.

FREEBOARD Vertical height of gunwale above boat waterline.

BOAT ACCESSORIES

SPRAYCOVER Waterproof cover slipped, clamped, or wedged over or onto coaming to cover cockpit for rain and wave protection. Usually with circular apron around manhole to cover paddler's waist. Cover slips off readily in emergencies.

LINES Ropes, 1/4" manila or glass fiber (which floats) fastened to boat ends and called **bow** and stern line (painters) with bright colored floats attached. Used to fasten or pull **boat** or line boat around obstacles. They are coiled and wedged loosely on stern deck, and are about 20 feet or more in length.

WAVE COAMING An attached V-shaped shield of canvas or wood just ahead of the cockpit to break waves. Also called **WAVE BREAKER**.

PADDLES Means of propulsion. Double-bladed shafts separated or fastened in the middle by sliding tube joint.

PADDLE BLADES Flat or curved (spoon-shaped) surfaces of paddle ends, kept parallel to each other or "feathered" at right angles.

DRIPRINGS Rubber washers slipped over shafts near blades to prevent water from running along shaft onto hands and boat.

FLOATS Inflated innertubes, beach balls, or special air bags wedged under bow and stern decks to improve boat buoyancy when capsized.

SPONSONS Inflated tubes fastened or built into hull along gunwale just above water line to add **stability** and **buoyancy** in emergencies.

KEEL STRIPS Narrow rubber or skin-material strips cemented along bottom of hull over lines touched by keel and longerons.



REPAIR KIT Small assortment of tools and mending materials carried in waterproof container.

LIFE: PRESERVER A buoyancy-improving article that can be worn by **paddler** under certain hazardous conditions. Coast Guard approved whenever used on salt water.

SAILING GEAR Items under this term include various standard type well known sails, sheets, mast, boom, gaff, halyards, stays, rudder with foot peddle, tiller, and tillercable, keel or leeboards. Rudders are usually pivoted for shallow water use.

SEA ANCHOR Any drift reducing anchor, often a tapered canvas sleeve that may be dragged by drifting boat on a line to slow down drift and aid in holding bow into the wind and waves.

STILL WATER (SALT AND FRESH)

WAVES In general, an undulating propagating movement of the upper water layer in which the water particles themselves describe a periodic vertical circular movement without continuous movement from the original position. There is a slight current on top of waves through surface friction by wind action. Wave action extends only a few feet below water surface.

WHITECAPS Waves building up or increasing in size during wind action with crests overturned.

SWELLS Waves of decreasing size after wind ceases and after waves leave wind area.

WAKES Diagonally formed waves of all shapes, side waves, produced by many vessels. The properties of wakes are a function of vessel size, speed, and shape of bow. Stern wakes are displacement swells slowly following the vessel and are also variable.

SUKF Breaking waves over shallow bottom and along shores. Wave speed increases near crest due to ground friction at bottom, thus steepening and shortening the waves until they overturn.

UNDERTOW Variable outflowing current flowing down shore bottom under incoming surf and wind action.

FETCH Length of open water to windward influencing wave size.

TIDES Periodic movement of sea water (and all water in a small way) pulled toward moon (and sun to smaller extent) as water passes under this pulling influence during daily rotation of earth, thus causing two daily tides, one a direct pull and the other a reaction on the opposite side of the earth. The total effect modified by the opposition or intensification of sun-moon in their particular relative position. Highest (spring) tides when moon is full or new, twice a month (reinforcing effect of sun and moon.)

TIDAL CROP Steep and irregular short waves, often having appearance of standing waves, caused by opposition of tidal currents, or of counterflow of wind and tide.

TIDE Term for low tide. Ebbing is receding of current out to sea.

FLOOD TIDE Term for high tide. Flooding is raising of water level on incoming tide.

SLACK TIDE Condition of minimum current at either full low or high tide in period of current direction change.

EDDIES See *River Eddies*. In principle similar to reaction currents of fast and deep rivers flowing against and around projections.

TIDE FLATS Shore lands of slight slope exposed at low tide.

REEF Any hard rocky ledge just below or above surface or otherwise deep water surrounding it or adjacent to it. Often barnacled in Puget Sound.

SHOAL Any shallow water area adjacent to deep water, usually sandy and not rocky. Such as a "bank" of sand, but always just under water.

KAY Any small or large shoreline indentation on fresh or salt water creating a more or less crescent-shaped bight open to the larger waterway.

COVE A small bay more deeply indented and more protected or surrounded by shoreline than a bay. May have a narrow entrance or be partially or completely hidden from the main body of water.

SOUND Large body of salt-water partially protected from the ocean but connected by one or more waterways.

STRAIT Long passage of water usually a mile or more in width connecting two larger bodies of water.

HARBOR Refers to ability of a cove, bay, or waterway to shelter or protect, and thus may be any type of water partly surrounded by or adjacent to shoreline.

HEADLAND A projecting shoreline, also called a head, point, or promontory, conspicuous by its extension into the main body of water.

SPIT A low sandy or gravelly promontory or fill, built up by lateral currents and waves piling up shoreline erosion products. If a side sweeping current flows past the end in one direction, the spit may build into a "hook" or sickle-shaped embankment. If such deposition extends across mouth of bay or inlet, it is called a "BAR" and may be above or below water surface.

KELP BED Floating bulbous plants with streaming oriented leaves usually anchored to reefs, showing current direction in tide flows and proximity to shallow water, barnacles, etc. in Puget Sound.

NAUTICAL MILE 1/60 of a degree or one minute of latitude. 1.15 miles equals 1.00 nautical mile or knot. One land mile (statute) equals 0.87 nautical miles.

FATHOM Nautical water depth measure equivalent

to 6 feet.

KNOT One nautical mile. In speed, 13% faster than MPH equivalent.

CHART Nautical map scaled in nautical miles showing topography of land in feet and depth of water in fathoms. Also lights and lighthouses, longitude and latitude, and special navigational features.

IDEAS

Please share your bright ideas with the rest of the fraternity. Jot them down, and send them to the editor.

PADDLE HOLDERS

The metal ones catch or scrape the hands and elbows. Try the small white bumpers that canoeists use to prevent scraping against locks or banks. Lay the paddle on the cord, swing the bumper over the shaft, and under it again. This holds the paddle firmly and saves the deck as well. (Bruce Grant).

PADDLE TIP GUARDS

We find that fiberglass makes a more rugged tip protector than does metal, and is much less likely to split. Present technique is to cut a strip of cloth about 2" wide, and on a bias of 45 degrees to the threads. This makes it easy to form around the compound curves at the ends of the blade. Clean the paddle tip for about 2" on each side, down to bare wood.

Mix about an ounce of resin so it will gel in about 15 minutes (watch the drastic effect of temperature on gel time). Then apply it to the bare wood and let set until tacky. Now press on the cloth in the proper form, and let set about 10 minutes more. Now give a coat of plastic to fill the glass fibers and provide a smooth surface.

After curing overnight, sand the rough edges. To cover the sanding marks, make a hot mix of resin (meaning short gel time—about the same 15 minutes). Dilute this with one part acetone to 4 parts of resin, and brush on a thin coat. Let cure overnight before using.



Conservation Committee

Oscar (Oz) Hawksley has accepted the chairmanship of the Conservation Committee for this year. The other members will be announced in the next issue. For information on the subject, write to him at Central Missouri State College, Warrensburg, Mo.



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BOOK REVIEWS

Canoeable Waterways of New York State.
By Lawrence I. Grinnell. Pageant Press, Inc., New York, 1956. 410 pages, photographs, two-color folded map. \$5.00.

Reviewed by Louise F. Davis

This guide is the product of explorations during 37 years by our most persistent compiler of canoeing guides, Lawrence Grinnell. The new book is ambitious in the subjects covered as well as the geographic area included. Part I comprises practical information on selecting canoe routes, procuring maps, carrying canoes by car, fishing, camping, and safety procedures.

Part II describes the canoeable rivers of New York State, starting with information on the physiography of the state as it affects the rivers, a listing of the watersheds and tributary rivers, and explanatory material pertaining to the river descriptions. There follows the annotated list of canoeable rivers. The descriptions are frequently narratives of the author's scouting trips and are both readable and useful. Dangerous spots such as dams and severe rapids are emphasized by exclamation points in the left margin. The hazards of certain sections are amusingly and clearly pointed out by accounts of involuntary swimmers and wrecks suffered by canoeists. Unusually difficult stretches which are seldom run, such as parts of the Neversink and the upper Hudson, are covered by quoted reports from other people who have explored them. Features of scenic, scientific, and historical interest are pointed out. Condensed data are given for rivers in other states which are within 100 miles of New York City. Parts III & IV have accounts of the canoeing possibilities of the state's lakes and canals.

The appendix contains a bibliography, descriptions of chain-lake trips, and a group of statistical tables to delight the scientifically-inclined. Here one can find summarized such facts as canoeable length, width, attractiveness, difficulty rating, gradient, and average rate of water

flow of individual rivers. A folded map of the state shows each river with symbols to denote the rapidity and attractiveness of its various sections.

The author's wife, Julia, has contributed mightily to this book by assisting in the explorations and by taking most of the excellent photographs.

Those who have the good fortune to start their white water canoeing with a well-organized club can learn from the club how to go about it in an agreeable and safe fashion. In this book, Lawrence Grinnell helps his other readers by giving them the benefit of his long experience. His suggestions and admonitions are practical and reasonable. A highly skilled group will find his estimates of difficulty and danger quite conservative and this is as it should be. Nothing can do our sport more harm than encouraging inexperienced people to tackle difficult rivers.

Canoeable Waterways of New York State is a delightful book which often betrays the humor, the zest, and the discernment of its author. It will be a rare canoeist who can spend an evening reading it without starting to list the rivers he must explore on the next high water.



You and Your Canoe. By O. J. Cock. Illustrated by John Ryley. Ernest Benn, Limited, Bouverie House, Fleet Street. London EC 4, England, 1956.

Reviewed by Bruce Grant

Written by the Chairman of the British Canoe Union's Proficiency Committee, this practical guide deals primarily with foldboats and the double-blade paddle.

The Indian or Canadian canoe, so well known and loved in America, is comparatively rare in the British Isles. While there are a number of excellent books on canoeing (Canadian style), we have not had so good an introduction to the folding kayak as this little book by Oliver Cock.

Mr. Cock was leader of the British Team at the World's Canoe Slalom Championships in 1955, has indulged a good bit in sea canoeing, and has traveled extensively the rivers of Europe. He is exceptionally well qualified to author this practical guide to safe foldboating.

We heartily recommend this book to every beginner for the worth of the advice it contains. You will enjoy also the many humorous yet meaningful sketches by John Ryley.

* * *

CANOEING

The Red Cross has just put out a manual on canoeing, published by Doubleday and Co. It is obtainable at local Red Cross chapters for \$1.25. We'll do a review in the next issue.

BOATERS IN IOWA

Do you receive the "Iowa Conservationist"? It is a nice little magazine with lots on boats and fishing. As an example, the April, 1956 issue has an article on "Small Boats in Rough Water." Published monthly, you can get three years worth for \$1.00. Send to Conservation Commission, E. 7th and Court Ave., Des Moines 9.

* * *

GUIDE TO CANADIAN RIVERS

There is a wealth of information in a little booklet put out by the Canadian National. For a copy, write Mr. A. P. Lait, Special Traffic Bureau, Canadian National Railways, Montreal, Que., Canada, and ask for "Hunting, Fishing and Canoe Trips in Canada."



SLALOM SINGLE, a champion for competition. Orange deck.
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First

Eastern Slalom Championship

by ROLAND PALMEDO

TIMIDITY is not an outstanding characteristic of the Eastern white-water enthusiast. but it took several years before the slalom advocates in this part of the country screwed up their courage sufficiently to run a race, and call it an Eastern Championship.

Perhaps there was good reason for this. When a "Championship" event is held, there should be a considerable group of competitors of some degree of skill, as well as a race committee that can organize the event adequately, set a proper course, and conduct the race creditably. Thanks to the pioneering of the Buck Ridge Ski Club (Philadelphia), and to a lesser extent of the Appalachian Mountain Club, the time had come by this Spring. None of us had had any experience outside the East with slaloms, either as competitors or officials, and thus had to learn everything from the "book."

The event was successfully conducted on Sunday, April 29, 1956, on the Slalom River, near Middletown, Conn. This stream is typical of New England rivers, with fast but smooth-flowing sections alternating with boulder-strewn passages and confused white water. However, it is on the small side. The latter characteristic facilitated setting the gates, and a road of sorts made it possible to transport the craft from finish back to start.

There are those in the East who are skeptical of introducing competition into the white water sport. These enthusiasts like it the way it is, and are fearful of what may happen as the result of the rivalries and intensity of competition. There are individuals in all fields of activity who do not take kindly to competition, whereas others get a very keen enjoyment out of it. Sports such as skiing and canoeing, which are not primarily games, are fortunate in that the participant can devote himself either to the recreational or

the competitive form of the sport, or both, as he feels inclined.

One thing, at least must be said for competition—in all fields it develops efficiency and skill in the personnel involved, and improvement in the equipment. Consider this principle with reference to a factory, automobile racing, skiing, merchandising, golf, building materials, radio. It is a common denominator of all.

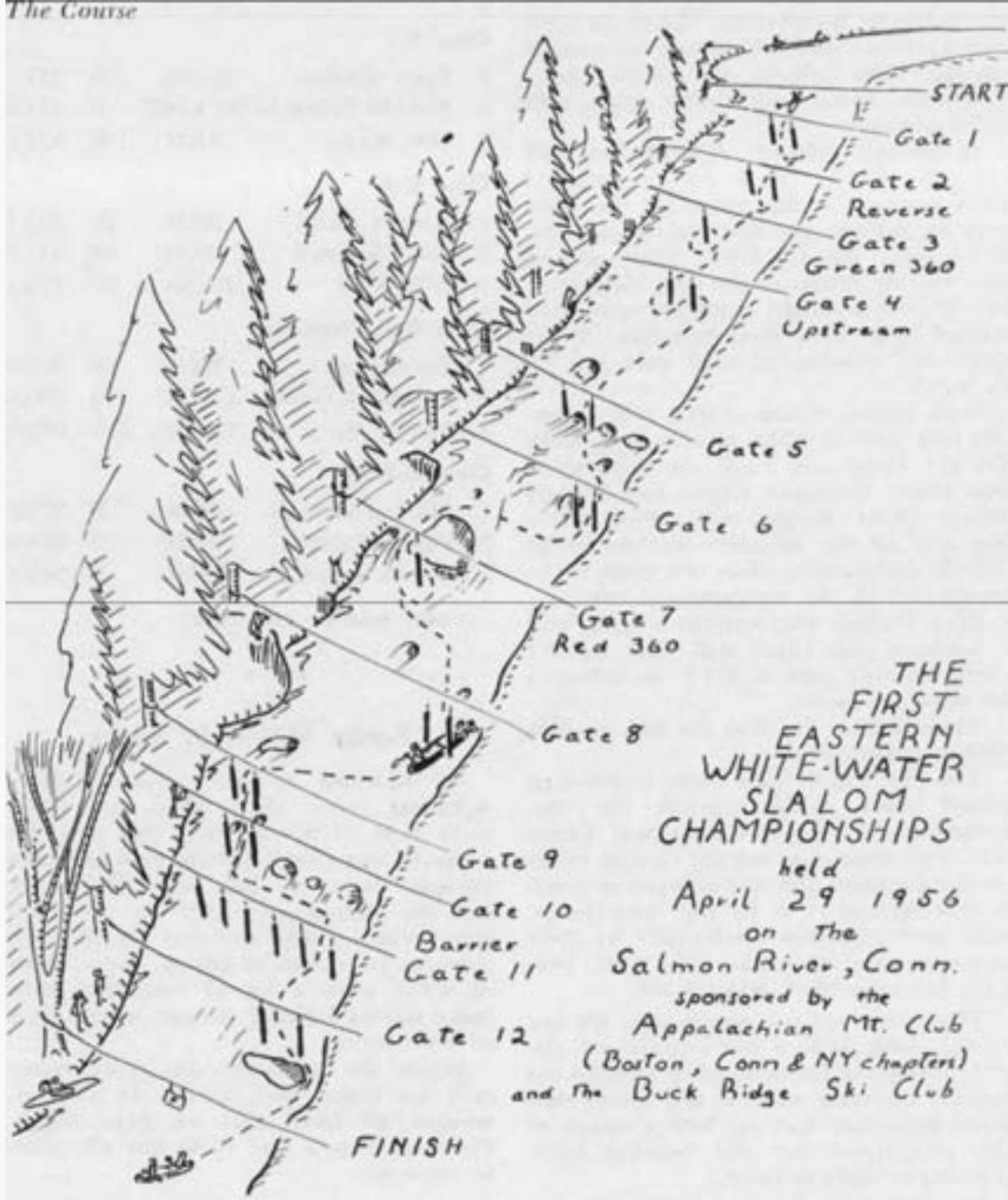
The slalom in skiing was originally designed to test the skill of the runner in downhill "bush-whacking," or running through a wooded or obstacle-strewn slope. The course was set so as to require all sorts of turns in sequence, on slopes of various grades. Thus the hazards of recreational skiing were reproduced in compact form, and for the recreational skier there could be no better training.

This principle, I think, should apply to white water boating. If it is, it will attract to this form of competition many who are interested more in improving and testing their skill than in winning prizes or beating others.

The course for the Eastern was set with this in mind. Although its length has only 1500 feet of river, this was enough to be some slight test of endurance for most entrants. There were only twelve gates, but these included a reverse gate, an upstream gate, two 360-degree turns, as well as a number of straight-forward gates set with careful regard for submerged or exposed rocks on the approaches or exits. After a somewhat tortuous succession of four gates, number nine and ten were in line in fast water, and tempted the competitors into excessive speed, for 25 feet beyond number ten was a barrier stretching three-quarters the way across the river. This necessitated a cross-river "set" in order to negotiate number eleven.

In order to give everyone enough canoeing and a maximum of slalom

The Course



Eliot DuBois

practice, the rule prohibiting practice runs was waived.

The C-2 class brought out some keen competition. Don Rupp (Ruck Ridge) with his twin brother Harry had won this event in the Brandywine Slalom in 1954 and again in 1955. This year he teamed up with Jim Calkins, the Club's Canoe Chairman, to take top honors again, with 333.4 points.

In the C-2 (Mixed), Hob McNair and his wife, Edith, (Ruck Ridge) retained their primacy in this event for the third year by making the best run of the day, 272.0 secs., penalty free. Their second run was the fastest of the day, 252.9 secs., but 20 points penalty made the score 9/10 second more than their first run. Their quiet and coordinated team work is a joy to watch.

Nick Jacobs (Conn. AMC) had a penalty-free run of 279.6 to run away with the ■ Class, and made the day's third best time. Georgine Barrie and Pamela Foster (Buck Ridge) with 397.6 had a big lead in the women's doubles event (which incidentally, does not seem to be recognized in the international rules).

Eliot DuBois, who handles a canoe and a foldboat with equal skill, took the F-1 event handily with a 337.2, including a 10 second penalty.

These people are thus the first Eastern Slalom Champions.

The first slalom team event in the East pitted Buck Ridge against the Appalachian Mt. Club, Connecticut Chapter. The team race was the closing event on the program and was enjoyed as much by the spectators as by the competitors, who were exhorted vociferously by their club-mates on the banks. The AMC won with 345 over Ruck Ridge's 362.

The water was just about right for the event. Aside from a few immersions, the only untoward incident came to light on Sunday morning when it was found that some fisherman had cut half a dozen of the pole-supporting and hoisting lines. (Comment unfit to print.)

Next year we hope to have another slalom on this fine river and also one on the Brandywine, with one of them the Second Eastern Championship.

Here are the three first place winners in each class, with their best runs:

Class C-1	Club	Penalty	Score
1. Nick Jacobs	CAMC	0	279.6
2. Donald Pratt	CAMC	10	400.2
3. Robert Field	<u>CAMC</u>	70	102.0

Class F-1

1. Eliot DuBois	BAMC	10	337.2
2. Roland Palmedo	NYAMC	0	434.0
3. Don Rupp	HRSC	130	522.2

Class C-2

1. Rupp-Calkins	HRSC	20	333.4
2. Good-Kendall	RRSC	50	337.7
3. <u>Allis-Allis</u>	BAMC	20	352.1

Class C-2 (Women)

1. Rarrie-Foster	BRSC	20	399.6
2. Loveday-Loveday	CAMC	110	520.6
3. Fellows-Rury	CAMC	320	682.3

Class C-2 (M)

1. McNair-McNair	BRSC	0	272.0
2. Palmer-Fellows	1	0	278.0
3. Jacobs-Loveday	CAMC	0	289.8

Come join us next year!



Rocky Mountain Races

In addition to the famous Salida-Arkansas races, there were two other races held in this region. One was the annual Clear Creek Slalom, held at Idaho Springs, Colo. on July 8th. The other was the slalom sponsored by the Blue River Yacht Club, and run for the first time on June 30th at Dillon, Colo. Both of these were a lot of fun, and help make slalom a major feature in this part of the country.

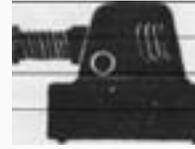
While the magazine can spare space only for major race results, we will announce all races that we hear about. Please drop us a line about any you plan to organize.



PATRONIZE the firms who promote the sport with advertising. TELL THEM you saw it in American WHITE WATER.



Film Fun



American WHITE WATER presents its list of available movies for your pleasure and instruction. No doubt there are many yet unlisted. If you know of any movies or slides, please send names and data to AWWA's film editor, Bill Buchman, at County Line and Gulph Creek Roads, Radnor, Pa.

TYPE OF FILM		TYPE OF WATER		TYPE OF BOAT	
Si	silent	Sw	water	Cc	Canadian canoe
Os	optical sound	Ww	white water	K	kayak
Ms	magnetic sound	R	rocing	F	foldboats
T	titles	S	slalom	Rr	rubber rafts
B&W	black and white	Sa	sailing	Cb	cataract boats
C	color	Cr	cruising	Oc	other craft
RESTRICTED TO GROUPS			COST OF USE		
Ag	any group	Co	camping	Fr	free for cost of postage
ACA	ACA connected groups	Sc	scenic	RS	rental cast
AWWA	AWWA connected groups	Te	technique	Exs	exchange showings

BIRCH HARK CANOE, 16 mm., Os, Ag, C, 15 min., Fr., Quebec Publicity Bureau, 48 Kockefeller Plaza, N.Y.C. 20, N. Y.

HRANDYWINE SLALOM, 16 mm., Si, Ag, Cc, S, Fr. ACA, AWWA, 15 min. Kobert McNair, 32 Dartmouth Circle, Swarthmore, Pa.

CANOEING FOR BEGINNERS, ENGLAND, in 3 parts, 16 mm., 950', 41 min., Si, B&K, T, Sw, Te.

1. Kiver touring section Sierra Club 6255 Chabot Kd., Oakland 18, Calif. Fr. ACA, AWWA.
2. Can be purchased from British Canoe Union*

CANOEING IN COLORADO, 16mm., 44 min., Si, T, C, Ww, Cc, F. Lawrence Zuk, 4072 S. Washington, Englewood, Colo.

A CANOE EXPEDITION, 16mm., Os, HAW. Te, 20 min., \$62; rent \$4.20; C, \$124, rent \$6.90. Roy Scouts of America, 2 Park Avenue, N.Y.C. 16, N.Y.

CRITERIUM DE RIVIERE SPORTIVE, 16mm., 400', 16 min., Si, B&W, Cc, Ww, K. Kiver Touring Section, Sierra Club, 6255 Chabot Rd., Oakland 18, Calif. Fr. Ag.

THE ESKIMO and HIS KAYAK, 16mm., 425', 18 min., Si, B&W, T, K, Sw, Te.

1. Kiver Touring Section, Sierra Club, 6255 Chabot Rd., Oakland 18, Calif. Fr. ACA, AWWA.
2. Can be purchased from British Canoe Union*

FOLDBOATING ON WASHINGTON RIVERS, 16mm., 600', 25 min., Si, C, Sw, Ww, S, Sa, Cr, Se, Te. Washington Foldboat Club, c/o Wolf Bauer 5213-11th N.E., Seattle 5, Wash., Fr.

HOW TO BUILD A CANOE, 32, 35mm, slides, C, B&W, Te. Sierra Club, River Touring Section, 6255 Chabot Rd., Oakland 18, Calif.

KAYAKING ON THE SOUTH COAST, ENGLAND, 16mm., 325', 14 min., B&W, T, K, Surfing.

1. River Touring Section. Sierra Club, 6255 Chabot Rd., Oakland 18, Calif. Fr. ACA, AWWA.
2. Can be purchased from British Canoe Union"

MICHIGAN CANOE TRAIL, 16mm., sound and Si, , Fr, Ag, 11 min., (Loaned outside of State of Michigan only in May, Sept, Dec.) Michigan Dept. of conservation, Film Loan Service, Div. of Ed., Lansing Michigan.

ORIGINAL WHITE WATER CANOEING MOVIES, 16mm., Si., B&W, Neil Douglas, Box 664, Meriden, Conn. For sale @ 10c/ft.

AN OZARK FLOAT, 16mm., 400', Os, C, Missouri Conservation Commission, Jefferson City, Mo.

PADDLE A SAFE CANOE, 16mm., Os, C, Cs, 20 min., Public Ed. Dept., Aetna Life Affil. Co., Hartford 15, Conn., or Mills Bldg. Calif., Fr, Ag.

(over)

PADDLE POINTERS, 16mm., Si, script, BRW, 15 min.; \$22.25; rent \$2.00. Dale E. Roe, 906 Fallon St., Oakland 7, Calif.

PORTAGE, 16mm., Os, 21 min.; C, \$180, rent \$7.50; B&W ~~\$90.~~, rent \$4.00. International Film Bureau, 57 East Jackson Blvd., Chicago 4, Ill.

QUIET AND WILDWATER, FOLD-BOATING IN GERMANY AND USA, 16mm., 1600', 46 min., Si, C, B&W, F, Sw, Ww, R, S, Fr. Klepper Co., 1472 Broadway, N.Y.C. 36, N.Y., Fr, Ag.

ROCKY MOUNTAIN RIVER THRILLS, ~~16mm.~~ 400', 14 min., Cc, Kr, Cb, Oc, Ww, K. Chamber of Commerce, Salida, Colo., Fr, Ag.

RUNNING GREEN RIVER IN CATARACT BOATS, ~~16mm.~~ Cb, Sw, Ww, Se. Motion Picture Bureau, Union Pacific KK, 1416 Dodge St., Omaha, Nebr.

SCHOOL OF SLALOM, GERMANY, 8 mm., ~~200'~~, 15 min., Si, B&W, T (in German), F, Ww, Sw, S, Te. The Banton Corp. c/o Mr. R. Godon, 24 Calif St., San Francisco, Calif., Fr, Ag.

SLALOM MEISTERSCHFT, etc., Germany and Europe, 16mm., 400', 17 min., Si, C, BLW, F, Ww, R, S. Klepper Co., 1472 Broadway, N.Y.C. 36, N.Y., Fr, Ag.

SONG OF ALGONQUIN, CANADA, ~~16mm.~~, 20 min., Os, Cc, Sw, Se. Canadian National Railways, 210 Post St., San Francisco, Calif., Canadian National Railways, 353 5th Ave., Pittsburg, Pa., Fr, Ag.

WHITE WATER AMMONOOSUC RIVER IN NEW HAMPSHIRE, 16 mm., 15 min., Si, C, Ww, J. H. Watson, Dartmouth College Films, Raker Library, Hanover, New Hampshire, \$1.00 rental.

WHITE WATER MAGIC or NEW ENGLAND CAN BE FUN, Os, C, Ww, Te, Cr. Contact: Neil Douglas, Box 664, Meriden, Connecticut.

WILDERNESS CANOE TRIP, QUETICO SUPERIOK WILDERNESS, 16 mm., 1600', 44 min., Os, C, Cc, Sw, Cr, Ca, Se. ~~16mm.~~ Sierra Club, 1050 Mills Tower, San Francisco 4, Calif., Fr, Ag.

WILDERNESS RIVER TRAIL, DINOSAUR NATIONAL MONUMENT, 16 mm., 1000', 28 min., Os, C, F, Rr, Ww, Cr, Ce.

1. The Sierra Club, 1050 Mills Tower, San Francisco 4, Calif., Fr, Ag.
2. Appalachian Mt. Club, 5 Joy St, Boston, Mass .
3. Izaak Walton League, 31 N. State St., Chicago, Ill.
5. Izaak Walton League, Mining Exchange Bldg., Denver, Colo.
5. Wasatch Mt. Club, 1528 S. 10th St., Salt Lake City, Utah.

WILDWATER CANOEING IN THE FRENCH ALPS, ~~16mm.~~ 375', 14 min., Si, B&W, K, Ww.

1. Robert McNair, 32 Dartmouth Circle, Swarthmore, Pa. Fr, ACA, AWWA.
2. Can be purchased from British Canoe Union*

*There are additional films that can be purchased from: British Canoe Union, 33, The Avenue, Radlett, Herts, England. The cost of B&W is about 1.65 pence/ft and 7d/ft. for color, plus about 5/-for postage.

MORE BOATING ARTICLES

Please let ~~us~~ know of any interesting articles you see.

~~Wild~~ Water, by Wallace Schwass; National Parks Magazine, April-June, 1956 (An article about rivers ~~in~~ Wisconsin)
The River, The Raft—and Tragedy, Life Magazine, June 25, 1956 (An ~~example~~ of really ~~asking~~ for it)

~~Boating~~ the Beartrap, by Erwin Bauer; Sports Afield Fishing Annual, 1956

While Water's Wrath, by Bob Ajemian; Sports Illustrated, June 11, 1956 (A story about the Arkansas Race, with two page color picture of your Editor in Cottonwood. Rush out and huy a hundred copies.)

Shooting the ~~Wild~~ Colorado; Argosy, June, 1956

Block Canyon, by E. W. McCray; True Magazine, May, 1956

(About two Reclamation engineers going through the canyon)

American WHITE WATER



Club Activities



While American WHITE WATER cannot list every scheduled trip, by every boating club, it would like to help its readers get in touch with nearby activities. To end it lists a number of clubs and how to get in touch with them. Will those who not listed please write to the editor, so that they can be listed in the next issue?

As an addition to the clubs listed in the Spring Issue, here are some more:

Metropolitan Chicago Council, AYH
431 South Wabash Ave.
Chicago 5, Ill.

Potomac Area Council, AYH
1740 K St. N.W.
Washington 6, D. C.

Metropolitan Detroit Council, AYH
4864 Woodward
Detroit 1, Mich.

Wisconsin Council, AYH
161 W. Wisconsin Ave., Suite 5091
Milwaukee 3, Wis.

Metropolitan New York Council, AYH
14 W. 8th St.
New York 11, N. Y.

Canadian Youth Hostels Assoc.
1 A Classic Ave.
Toronto 5, Ontario, Canada

* * *

Pittsburgh Council, AYH
6300 Fifth Ave.
Pittsburgh 32, Pa.

Tell all your boating friends about American WHITE WATER. Better yet, send us their addresses. We'll mail them a sample copy.



COUNT ME IN

as a member of the American White Water Affiliation. I understand that as a member I will receive four issues of American WHITE WATER magazine. Here is my \$2.00. My address is.



Type of boat preferred: _____

Boating club membership if any: _____

Suggested article subject: _____

(OVER)

The American White Water Affiliation

We are many individuals who wish to promote river touring, and to keep informed about wilderness waterways and the ways of white water.

We are an affiliation of outdoor groups, outing associations, canoe clubs, ski clubs, hiking groups, all interested in river touring for our members. Our groups range from the Appalachian Mountain Club in Boston, to the Washington Foldboat Club in Seattle. These groups have pioneered in developing river know-how. They are the local sources from which flow the currents tributary to our growing sport. Through group representatives, the knowledge of all is made available to all.

We are a non-profit organization. Our organizational simplicity permits all dues to go directly to the building of our magazine and services.

OUR PURPOSES

To encourage exploration and enjoyment of wilderness waterways; to foster research, development, and teaching of improved techniques and equipment designs for safely negotiating white water; to protect the wilderness character of our waterways for the growing number who are discovering the rewards awaiting the river tourist.

OUR PUBLICATION

All members receive our quarterly magazine "American WHITE WATER," which is a voice for all American boatmen. You are urged to contribute articles, pictures, cartoons, information and ideas (ideas to increase the fun of our sport and ideas for improving our services to you).

MEMBERSHIP

Tell your friends who might enjoy canoeing or canyoneering about the AWWA. Their \$2.00 will help foster enjoyment of wilderness water and bring each into the boating fraternity through the pages of American WHITE WATER magazine.

Robert McNair, Secretary
32 Dartmouth Circle
Swarthmore, Pa.

THE PERFECT GIFT FOR OUTDOORSMEN

A gift membership in the AWWA is an excellent remembrance for any sportsman. Surprise a friend with four issues of American WHITE WATER. His or her first issue will contain a card announcing your gift . . . do it today.

As a member of the American White Water Affiliation you automatically have a guiding hand in this magazine. Your suggestions and comments are important. Write in your ideas now . . . we all want them.

(OVER)

A NNOUNCING:

Canoeable Waterways of New York State and vicinity

By **LAWRENCE I. GRINNELL**

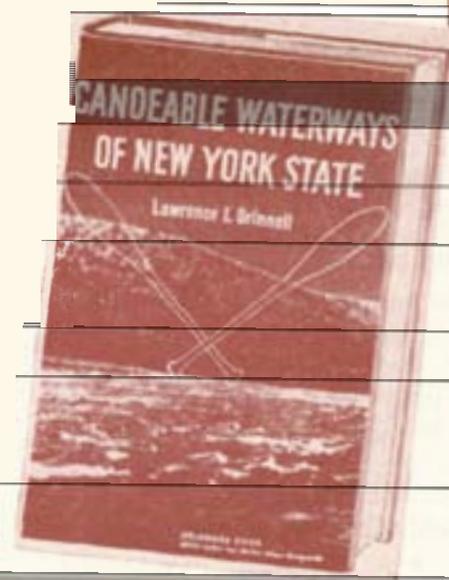
A comprehensive guide for white-water canoeists, veteran and novice, based on the author's firsthand experience in cruising **4,700** miles of New York waterways. Brimming with useful information on planning and organizing canoe cruises; describes physiography of rivers, lakes and canals available—mileage, widths, difficulty rating, other features of interest.

A book of extraordinary beauty; includes **50** photos of exciting moments and 2-color fold-in map. **420** pp.. water-repellent cloth, **\$5.00.**

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Grumman 17 Footer: Lightweight — 59 lbs. Standard — 73 lbs.



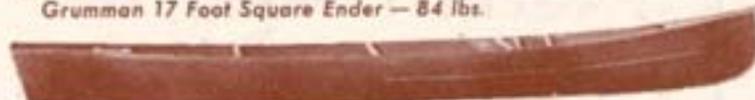
Grumman 18 Footer: Lightweight — 71 lbs. Standard — 83 lbs.



Grumman 20 Footer: Standard only — 113 lbs.



Grumman 17 Foot Square Ender — 84 lbs.



Grumman 19 Foot Square Ender — 116 lbs.



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