

American

WHITEWATER

the Journal of the American Whitewater Affiliation



MAY/JUN 1974

Vol. XIX, No.3

AWA Affiliates

ALABAMA

N. Alabama River-Runners
Assoc.
Carter Martin
2602 Scenic Dr. S. E.
Huntsville, AL 35801

ALASKA

Knik **Kanoers & Kayakers**
Ed Swanson
3014 Columbia
Anchorage, AK 99504
Alaska Whitewater Assoc.
Jim Hunter
Glennailen, AK 99588

CALIFORNIA

Southern Calif. Canoe **Assoc.**
Ron Ceuvorst
3966 S. Menlo Ave.
Los Angeles, CA 90037

Voyageur Canoe & Kayak Club
Leon Hannah
12814 Arminta St.
N. Hollywood, CA 91605

Lara Canoe Club
Harold Black
200 Almond Ave.
Los Altos, CA 94022

Sierra Club
Loma Prieta Paddlers
Joe Kilner
185 Loucks Ave.
Los Altos, CA 94040

Idlewild Yacht Club
Russ Symon, Rep.
800 Market St.
San Francisco, CA 94102

Outdoor Adventures
Dave Orlans
688 Sutter St.
San Francisco, CA 94102

Sierra Club River Touring
Bay Chapter, Bert Welti
1440 Jones, No. 2
San Francisco, CA 94109

Echo Wilderness
Joe Daley
2424 Russell St.
Berkeley, CA 94705

Mother Lode
Whitewater Experience
Pacific High School
Ken Brunpes
581 Continental Dr.
San Jose, CA 95111

American Youth Hostels
Santa Clara Valley Club
R. C. Stevens
5493 Blossom Wood Ave.
San Jme. CA 95124

YMCA of San **Joaquin** County
640 N. Center St.
Stockton, CA 95202

Sierra Club
Mother Lode Chapter
Sam Gardali
914 Stanford Ave.
Modesto, CA 95350

Truckee River Kayaks
Box 1592
Tahoe City, CA 95730

COLORADO

Aspen Kayak & Canoe
Box 1520
Aspen, CO 81611

Colorado White Water **Assoc.**
J. Michael Jacobs
1400 Dayton St.
Aurora, CO 80010

Whitewater Expeditions
Tom Anderson
Bx. A-122
Ent. Air Force Base, CO 80912

CONNECTICUT

Great **World**
W. B. Haskell, Jr.
250 Farms Village Rd.
W. Simsbury, CT 06092

Univ. of **Conn.**
Outing Club
Mary Pfann
Bx. 110 Holcom Hall
Univ. of Connecticut
Storrs, CT 06268

GEORGIA

Georgia Canoeing Association
W. D. Crowley, Jr.
Box 7023
Atlanta, GA 30309

IDAHO

Idaho Alpine Club
Dean Hapmann
1953 Melody
Idaho Falls, ID 83401

ILLINOIS

Illinois Paddling Council
Jack Snarr 2316 Prospect Ave.
Evanston, IL 60201

Chicago Whitewater Assoc.
Bruce Weber
5652 S. California
Chicago, IL 60629

Belleville Whitewater Club
Linda Seaman, Rep.
No. 3 Oakwood
Belleville, IL 62223

INDIANA

American Camping Assoc.
Ernest Schmidt
Bradford Woods
Martinsville, IN 46151

Hoosier Canoe Club
Dennis Flickinger
7224 Tousley Dr.
Indianapolis, IN 46256

St. Joe Valley
Canoe & Kayak Club
Elkhart YMCA
200 B. Jackson
Elkhart, IN 46514

Tukunu Club
Nancy Rea
952 Riverside Dr.
South Bend, IN 46616

Kekionga **Voyageurs**
E. Heinz Wahl, Rep.
1818 Kensington Blvd.
Fort Wayne, IN 46805

KANSAS

Explorer Post 2077
Don Wite
745 S. Cedar
Ottawa, KS 66067

Johnson County Canoe Club
Geo. and Joan Weiter
7832 Rosewood Lane
Prairie Village, KS 66208

KENTUCKY

The Viking Canoe Club
Joe Venhoff
3108 Rockaway Dr.
Louisville, KY 40216

LOUISIANA

Bayou Haystackers
Marsha Gunter
624 Moss St.
New Orleans, LA 70119

MAINE

Sunrise County Canoe **Exped.**
Bx 66
E. Machiar, ME 04630

MARYLAND

Canoe Cruisers of
Greater Washington, D.C.
6827 Red Top Kd., No. 1-B
Takoma Pk., MD 20012

Terrapin Trail Club
U of Md., Kathy Canter
7912-15th Ave. No. 302
Hyattsville, MD 20783

Monacacy Canoe Club
Box 1083
Frederick, MD 21701

Appalachian River Runners
Federation
Joe Monohan, Box 107
McHenry, MD 21541

MASSACHUSETTS

Hampshire College Outdoors
Program
Eric M. Evans
Amherst, MA 01002

Appalachian Mt. Club
Berkshire Chapter
Janice Wolcott
1004 Stony Hill Rd.
Wilbraham, MA 01095

Appalachian Mountain Club
Worcester Chapter
John Dryden
Grafton Rd.
Millbury, MA 01527

Appalachian Mountain Club,
Boston Chapter
5 Joy St.
Boston, MA 02108

MICHIGAN

Raw Strength & Courage
Kayakers
Mrs. John Dice
2022 Day St.
Ann Arbor, MI 48104

MISSISSIPPI

Bayou Haystackers
Gary C. Thnmann
112 Grosvenor
Waveland, MS 39575

MISSOURI

Meramec River
Canoe Club
Michele McNalley
2100 Ravner Rd.
Kirkwood, MO 63122

Central Missouri State University
Outing Club
Dr. O. Hawksley, Rep.
Warrensburg, MO 64093

Ozark Wilderness
Waterways Club
Frank Lane
6729 Kenwood Ave.
Kansas City, MO 64131



The American Whitewater Affiliation

Executive Director
JAMES C. SINDELAR
264 East Side Dr.
Concord, NH 03301

Board of Directors

President
J. Calvin Giddings
1425 Perry Ave.
Salt Lake City, UT 84103

Vice President
Paul Davidson
478 Pythian St.
Morgantown, WV 26505

Secretary
Duane Woltjen
617 Marcel Dr.
Manchester, MO 63011

1972-76
David O. Cooney
21 Haggerty Rd.
Potsdam, NY 13676

Gerald H. Meral
2728 Durant Ave.
Berkeley, CA 94704

Ann Schafer
22406 DeKalb Dr.
Woodland Hills, CA
91364

1972-74
Phillip Allender
Chestnut Ridge Rd.
Morgantown, WV 26505

Don Bodley
3003 Ozark Circle
Chattanooga, TN 37415

Dean Norman
3336 W. 99th St.
Cleveland, OH 44102

Treasurer
CITARLES SMITH
1760 Walnut St.
Berkeley, CA 94709



Contents

ARTICLES

Senior Olympics	Ron Drnmmond	77
What Cost Whitewater.	Jack Snarr	79
Quechee Gorge Revisited	Donald H. Wilson	80
Stay Off My River!	Margie Arighi	84
23-Minute Kayak.	Carl Trost	86
Canogganing Is a No-No in New Mexico	Rio Grande Gurgle	88
Special Feature: DAREDEVILS.		92
Mark Dams With Signs!.	Dean Norman	98
Crisis In River Rights	Carl Trost	100
Harold G. Kiehrn I	Allan Boz	106

DEPARTMENTS

Affiliates	74,107,108	Classified.	103
Letters	76	Book Reviews.	104
Racing Tips	90	Dean's Voyagers.	107

Editorial **Chairman** and **Editor**: Iris Sindelar. 264 East Side Dr., Concord. NH 03301
Southeast Regional Editor: Margaret O. Tucker, 2618 Defoors Ferry Rd., N.W. Atlanta, GA 30318

Midwest Regional Editor: Gary E. Myers. 28 W 136 Hillview Dr., Route 1. Naperville. IL 60540

Editorial Committee: Margatet Tucker, Ed Alexander. O. K. Goodwin, Charles Smith, Geo. Larsen. Ray Gabler, Michael Mutek. Gary E. Myers.

Business Manager: Charles Smith. 1760 Walnut St., Berkeley. CA 94709

Membership Chairman; Circulation Manager; **Surfing** Reporter: Geo. Larsen, Box 1584, San Bruno. CA 94066

Midwest Membership **Chairman**: Fred Dietz, 1590 Sleepy Hollow. Coshocton. OH 43812

Advertising **Dept.**: Jon Arnold. 1738 Mayburn, Dearborn. MI 48218; Rist Bonnefond, 53 Maplewood Ave., Misquamicut. RI 02891; Scott Price, Nantahala Outdoor Center. U.S. 19 at Wesser. N.C., Star Route. Bryson City. NC 28713

AWA Trips Committee Chairman: David Cooney, 21 Haggerty Rd., Potsdam, NY 13676

Safety Chairman: O.K. Goodwin, 1240 Mover Rd., Newnort News. VA 23602
Conservation Chairman: Gerald Meral. Environmental Defense Fund. 2728 Durant Ave. Berkeley. CA 94704

Correspondence Chairman: Lynn Wilson. Box 109, Pluckemin. NJ 07978

Racing Editor: Ray Gabler. 151 Jensen Circle, West Springfield MA 01089

How to Write to American Whitewater: Deadlines for all material, including advertising, are the 25th of Dec., Feb., Apr., June, Aug., and Oct., for Nos. 1, 2, 3, 4, 5 and 6 respectively.

Send Race Schedules and results to the Racing Editor, Ray Gabler

Send **membership/subscription** payments, changes of address, non-receipt of copies to the Circulation Manager, Geo. Larsen

Send requests for advertising information to your nearest AWA Advertising Representative.

Send advertising copy and proofs to the Editor, Iris Sindelar.

Send Payments for Advertising and Club **Affiliation dues** to the Business Manager. Charles Smith

American Whitewater is mailed to all members of the American Whitewater Affiliation, an affiliation of boating clubs and individuals interested in whitewater paddle sport. **Membership** is open to interested individuals at \$5.00 per year and to clubs at \$10.00 per year. Club membership includes listing in the Journal.

Publication is planned at 6 times yearly. Single copies. \$1.00 each. Surplus back copies are available at reduced prices. Write the Circulation Manager for details.

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.

Vol XIX. No. 3 © 1974 American Whitewater Affiliation. All rights reserved.

Letters from Readers

Boaters:

I am informed by my supplier, Howe & Bainbridge of Boston, that Reeves 10-ounce hypalon coated nylon spray skirt material will no longer be produced. I have just purchased a roll of 16-ounce material, which is the only weight now available. It is indestructable, but rather too stiff. If anyone can locate a source of the old 10-ounce material, or even 8- or 12-ounce, preferably 60" white, I would greatly appreciate receiving this information. I offer a free custom skirt to anyone who can help me locate this material. Stew Coffin, Old Sudbury Rd., Lincoln, Mass. 01773.

Dear Iris:

O. K. Goodwin expressed concern that the cover photo showing Martin Begun on the brink of a 15-foot waterfall (Summer '73) might entice beginners to try the same thing, resulting in restrictive legislation. It is interesting to note that California authorities, alarmed over 32 raft/kayak/canoe drownings last year have used the photo without caption in their new safety pamphlet. My own reaction was "Great AWW cover, great photo by Wayne Begun" (recalling the famous Cartier-Bresson's photographic philosophy of "the decisive moment"). But I shared Goodwin's concern when I saw the pamphlet. The state thinks it is an illustration of what not to do. Obviously, an ordinary human being is doing it.

For AWW to put corrective captions on photos showing how real boaters go down real rivers without life vests (or over a waterfall with one) will be received as the obligatory lip service to safety, if the message is received at all (like the message from the surgeon

general). Let's use more imaginative and effective captions, such as "Last photo of Martin Begun" (after all, it was his last photo at the time it was taken).

Carl Trost
257 Pacheco Street
San Francisco
CA 94116

Dear Editor:

I have come across something that I would like fellow canoers and kayakers to be aware of. Affiliated with the Department of Psychiatry at Indiana University Medical Center is an adolescent inpatient and outpatient treatment unit. This unit treats young people who have problems with drugs, school, the law, and other aspects of emotional problems. An integral part of the therapy regime is an organized year-round camping program which is under the direction of a full-time activities therapist, Mr. Ken Guhr, and is one of the few programs in the U. S. of this nature. Everyone knows that money is tight and state budgets are being held or cut. As one can imagine it is difficult to maintain a camping program, let alone expand it. I started thinking about what I have seen and experienced camping with some of these kids and how important it all is and what could be done about adding to it. I remembered that I had an old aluminum canoe which I really didn't use that much and how much it might mean to the program. It struck me that some of you might also have an old canoe (or any out-of-door gear for that matter) which you might want to give to the unit.

I am sure some of you can remember a moving or emotional experience that you have had during a river

outing — becoming one with nature and perhaps gaining a sense of inner peace. If you have, then, you must know why I feel a strong need to help these disturbed kids have a chance at experiencing it too. If you also believe as I do and can help, please feel free to contact me. Anything will be appreciated. Thank you.

Sincerely yours,

James C. Cooper, M. D.
1340 Tishman Lane
Indianapolis, Indiana 46260
317-257-6907

Dear Iris,

As a kayaker and being extremely fond of the Chattooga, I enjoyed Dr. Donald Wilson's article "Chattooga" in the Autumn, 1973, issue of AWA. However, let it be known that they are not the first to kayak Section I from Burrell's Ford to Russell's Bridge. My partner, Ron Courtney, and I kayaked this section for the first time on October 16, 1971, and again on April 8, 1972, December 9, 1972, and March 24, 1973. The last time was during the same month that Dr. Wilson ran it. As far as I know, Mr. Courtney and I are the first ones to kayak Section I of the Chattooga River.

Very truly yours,

E. L. Brockelbank
268 Riggs Drive
Clemson, S. Carolina



CANOES WEST
Bags & Packs
Made of waterproofing nylon
Free brochure — write
canoe
california
P.O. Box 61, Kentfield, CA 94904
Dealer Inquiries Welcome

SENIOR OLYMPIC CANOEING AND KAYAKING — THE WAY I SEE IT

by Ron Drummond

What is the most important thing in the world to you? Your own personal happiness.

What contributes as much as anything to your happiness? Your good health and that of your immediate family and friends.

What contributes probably more than anything else to good health and an active, healthy ripe old age? Good vigorous regular exercise.

Why are canoeing and kayaking extremely beneficial forms of exercise? Because they are so enjoyable that you will exercise regularly, and no form of exercise is beneficial if you become so bored that you don't exercise regularly. Also, if you are extremely out of condition from lack of exercise, you can start paddling as mildly as you like and gradually get so you can paddle vigorously which is most beneficial. Competitive paddling adds incentive to paddle vigorously, but unfortunately older people find it difficult to compete against young people. The answer to this problem is to have people compete in different age groups. Canoeing and kayaking have now been scheduled for the Senior Olympics, so people of all age groups, 25 and over, can have the pleasure of competing with a chance to win.

The Senior Olympics, organized by Warren Blaney, are managed by him and his son, Worth. John Vowels, a competitive paddler, will manage the Senior Olympic canoe regatta at Los Angeles on July 21, 1974. This should include competitors from several different countries, and will probably be the most worthwhile canoe and kayak

regatta ever held, because it will encourage paddlers of all ages to get in shape and improve their health.

John Vowels has written the following information on the Senior Olympic canoeing and kayaking regatta.

Time: Sunday, July 21, 1974, starting at 10 a.m.

Place: Ballona Creek — UCLA boat house and ramp, Los Angeles, Calif.

Chairman: John Vowels

Event Directors:

Ron Ceurvorst	C-1-15'
Ron Drummond	C-2-17'
Marv Cornett	K-1-slalom
Bill Bragg	K-1-Olympic flatwater

Events:

C-1-men, C-1-women
C-2-men, C-2-women
K-1-slalom-men, K-1-slalom-women
K-1-Olympic flatwater-men,
K-1-Olympic flatwater-women

Distances: All events for men and women 44 years of age and under will be 1000 meters. All events for men and women 45 years of age and older will be 500 meters.

Age Groups: (25-29) (30-34) (35-39) (40-44) (45-54) (55-64) (65 and over)

Boat Types: C-1 will be 15' club boats (Johnson mold or "short Willits"). Boats will be supplied at the race.

C-2 will be 17' standard touring canoes, any commercial make such as "Vega," "Old Town," etc. A limited number will be available on a first come, first serve basis.

K-1-slalom will be standard white water slalom kayak used in competition. Bring your own.

K-1-Olympic flatwater boats. Bring your own.

Eligibility: Any canoeist or kayaker 25 years or older who can paddle a straight line and wants to compete.

Entry Fees: \$5.00 for first event. \$3.00 for each additional event.

Awards: There will be a participation award for each entrant, and place awards for the first three places in each event.

Rules: American Canoe Association rules.

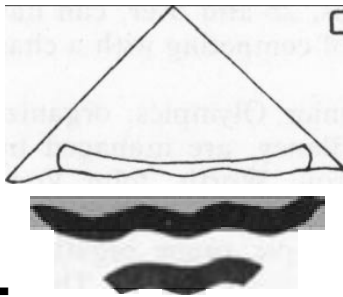
How To Enter: Write to:

Senior Sports International, Inc.
Mutual of Omaha Building
5225 Wilshire Blvd., Suite 302
Los Angeles, Ca 90036 (U.S.A.)

WILDERNESS CAMPING
Bimonthly camping journal

Subscribe by sending \$4.00
for six issues to:

Wilderness Camping
1255 Portland Place
Boulder, CO 80302



**Free
CATALOG**

**CANOE
KAYAK
BACKPACKING EQUIP.**

- **WATERPROOF BAGS** Absolutely water and air tight! Kayak Inflatable Cargo Bags Patented Designs.
- **LIGHTWEIGHT PADDLES.** Canoe or Kayak Eight inch wide ABS Blades
- **BOAT-TAPE,** For Whitewater Repairs
- **BACK PACKS** Tents - Down or Dacron Bags. Many hard to find items

VOYAGEUR ENTERPRISES

P.O. BOX 512-A SHAWNEE MISSION, KS 66201

WHAT COST WHITEWATER: THE \$250 MILLION TROUGH

by Jack Snarr

From time immemorial, state and federal agencies have been damming, channeling and dredging the nation's waterways in the name of social and economic development. Financing of these projects has customarily been preceded by a study which concludes that the dollar benefits will exceed the dollar costs. Benefits have included megawatts of power generated, megatons of freight transported, megacres of flood plain dried out, and megahours of reservoir recreation. Costs have covered timber cleared, farms purchased, dirt moved, and concrete laid, but have universally excluded the cost of scenic and recreational assets dammed from existence.

Ignorance of these costs in the past has been easy to rationalize, for no one really had any idea what the cost of resources might be. But this is no longer the case!

One way to estimate the cost of losing an asset is to determine the cost of its replacement. And this is, in effect, what Senator Robert Taft of Ohio requested of the Corps of Engineers by seeking a study of the feasibility of constructing an artificial whitewater training course adjacent to the Ohio River. The study is now complete, and the figures are appalling. The Corps has determined the cost of construction of 2000 feet of variable class (II-V) rapids as \$5 million! At that, the \$5 million would give only a curved cement chute with boulders, control gates and access facilities. There would be no natural frills: limestone cliffs, wilderness forest, dangling vines, or dripping ground water. The \$2500 per foot would buy only rapids.

Nonetheless, the figure now provides an estimate of one cost previously omitted from cost-benefit studies. Consider,

for example, the cost of replacing the 20-mile section of whitewater on West Virginia's class IV-V Gauley River, which the Corps of Engineers is seeking to flood with backwaters of the world's largest dam: \$250 million, less a few million for boulders not needed in the occasional pools. And this would build a \$250 million trough, not a mountain canyon.

The cost of a Kickapoo, Middle Fork Vermilion, or Big Pine Creek might be less per foot; fewer reinforcing rods and less concrete would be required to contain class I and II rapids than the real biggies, but the excavation would be the same. Maybe \$2000 per foot?

How about it, friends of free-running rivers? What does this do to the cost-benefit ratio for your pet dam project?

References:

1. Feasibility Study for Whitewater Canoe-Kayak Slalom Course, Huntington District, Corps of Engineers, March 1973.
2. "Golly, That's Falling Water," by Charlie Walbridge, *American Whitewater*, XVIII: 60, 1973.

(From the *ILL. Paddling Council Newsletter*, Vol. 5, No. 6.)

FREE CATALOG of
good things for canoeing
camping, kayaking. Write
GREAT WORLD, Dept W.
Box 250, W. Simsbury CT 06092

**NADAWASKA
KANU
CAMP**

CANADA'S FIRST WHITE WATER SCHOOL FOR KAYAKS AND CANOES
with world and Olympic champion instructors

Western and Southern Regional Kayaking and Canoeing Championships 1987-91 **NCC** 2400 West 10th Avenue
Calgary, Alberta T2C 1A1 Canada (403) 247-8842

QUECHEE GORGE REVISITED

by Donald H. Wilson, Hanover, N.H. 03755

Here is a superb whitewater run for the closed-boaters who possess reasonable skill and a reliable roll. The Quechee Gorge has everything compressed into two miles — thundering rapids, chutes, standing waves and big, smiling eddies. It can be run clean, without scouting or carrying — when you know it.

Jay Evans called it "Vermont's Grand Canyon" when he described it in 1966. At that time the gorge was a forbidding mystery, an idiot's delight — fit for madmen and suicides.

Hans Carroll and I ran the gorge several times with increasing joy and confidence. We had always carried around 'The Slot' until Jim Sindelar joined us one day in May.

We drove up route 89 from White River to the Rutland exit. There we turned onto the road to Woodstock and a few minutes later we parked our cars at Dewey Woolens beside the Quechee Bridge (see map). We leaned over the railing in the center of the bridge and, like birds, we saw the whole river below us shining in the afternoon sun.

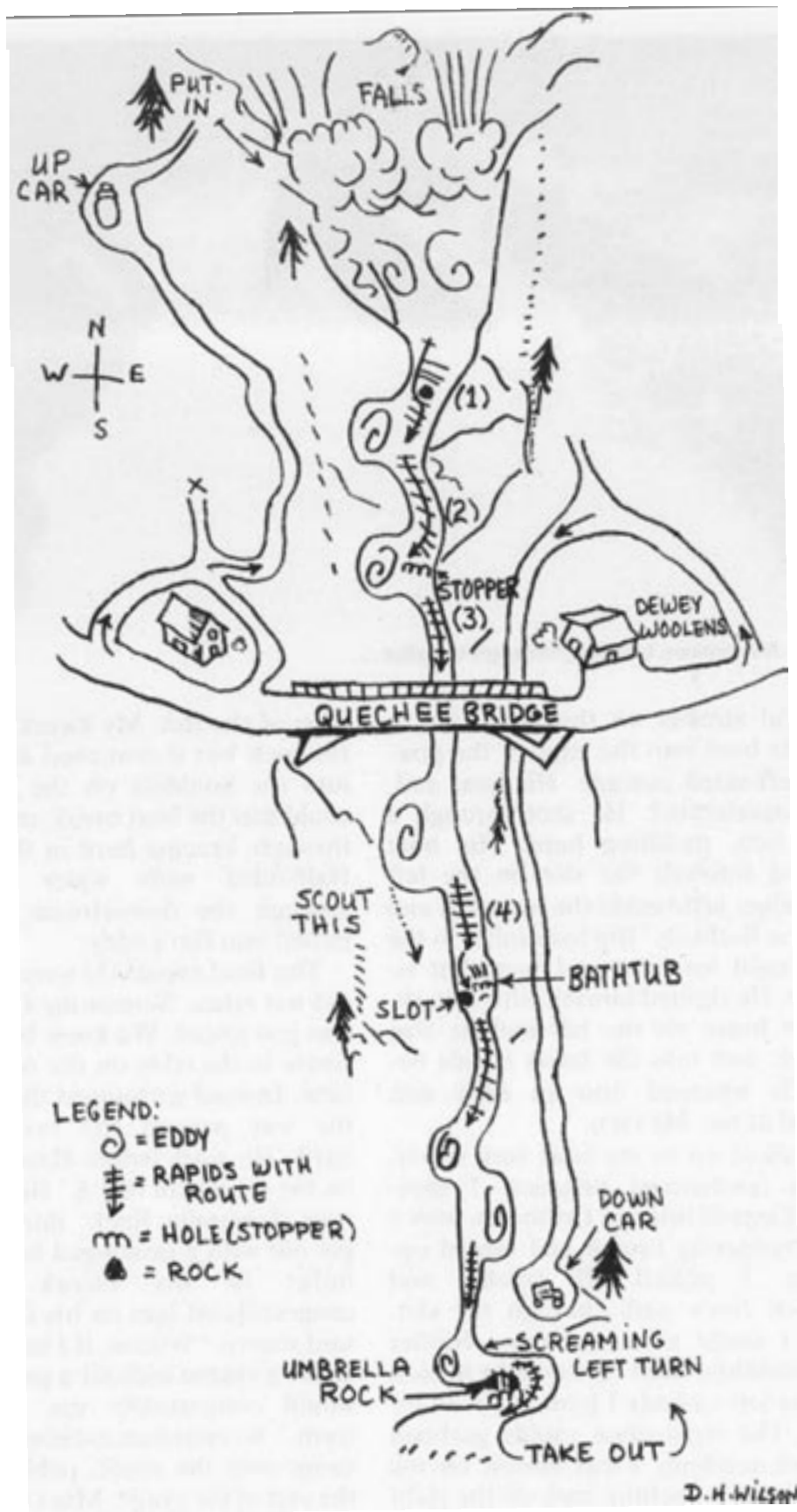
We drove up to the head of the gorge through woods heavy with the scent of pine. The old rutted road was soft with their brown needles. As we changed into our wet suits we could hear the waterfall roaring into the huge pool at the entrance to the gorge. Jim pulled his old, blue C-1 down from the car and with quick springy strides carried it over the rail fence beside the waterfall. Hans and I led the way down the slippery canyon walls to the foam-filled pool one hundred feet below. We wedged ourselves into our kayaks, adjusted our

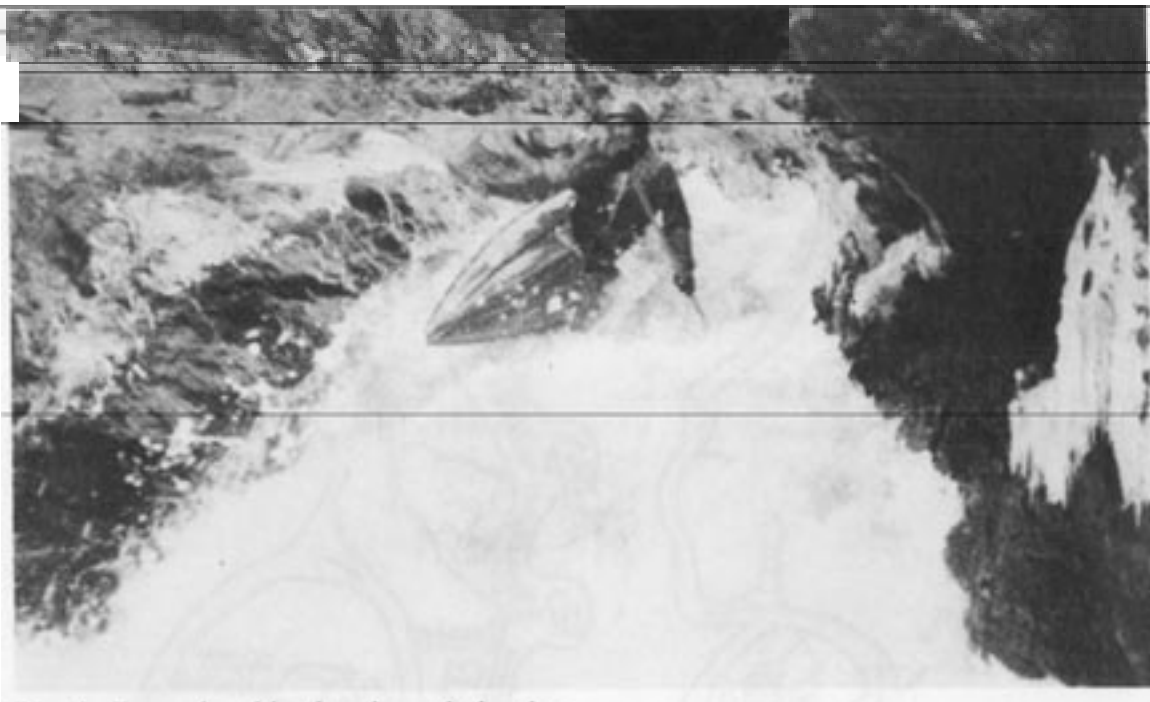
sprayskirts and helmets, and pushed off. We warmed up by rolling and playing in the big eddies at the foot of the waterfall. Then, an upstream peeloff and into the narrowing canyon — committed.

We ran the first rapids (1) to the right-of-center until we passed a large rock over which water poured into a hole. Then we quickly crossed to the left side and tore through a chute of standing waves into the eddy on the right side. We took the second set of rapids (2) right through the middle and into the big stopper at the end. None of us were held for long. We thrashed madly through the foam which completely buried us. The next run (3) was easy and we entered the big eddy on the right above 'The Slot'. Here we beached our boats in order to scout the next, and most difficult, set of rapids. By looking up and behind us we could see tiny figures waving from the top of the bridge, one hundred and sixty-five feet above us.

Jim knelt on the large rock which guarded the slot, memorizing every drop of water. In his usual quiet way he said, "I'll run this." I gulped and replied, "I'll follow." Hans laughed and said, "I'll carry."

Jim slowly walked back up to his 'rubber ducky,' knelt in it and thoughtfully attached his sprayskirt. All the time he was watching the rapids above the slot. He had told us exactly how he was going to run this section and he did so with the precision of a machine. First he moved into a narrow chute of water to the right-of-center just at the head of the rapids. Once caught, he gave two





Even in November, blasting through the slot . . .

powerful strokes on the right side to inch his boat into the edge of the powerful left-sided cascade. His boat suddenly accelerated. He shot through a small boil, paddling hard. His boat plunged through the slot on the left hand edge, just beside the waterfall and into 'the Bathtub.' Big hydraulics in the tub caught his boat and turned it viciously. He righted himself with a feather-light brace on the left and he was through, and into the heavy rapids below. He whipped into an eddy and grinned at me. My turn.

I walked up to my boat very slowly, like a condemned prisoner. I shoe-horned myself into my Lettmann, took a big, shuddering breath and moved upstream. I peeled off quickly and followed Jim's path through the slot. Then I made a bad mistake. Rather than paddling hard on the right to inch into the left cascade I paused for an instant. The right-sided rapids grabbed me and suddenly I was almost on top of the boat-munching rock on the right

edge of the slot. My kayak just cleared the rock but it crunched and slammed into the boulders on the near side. I could feel the boat break and then I was through, bracing hard in the 'bathtub.' Half-filled with water I wobbled through the downstream rapids and pulled into Jim's eddy.

The final rapids (5) were easy but we did not relax. 'Screaming Left Turn' (6) was just ahead. We knew better than to pause in the eddy on the outside of the turn. Instead we hugged the left side all the way around the turn, sweeping hard. The week before Hans had turned on the outside of the 'S.' He was pushed over 'Umbrella Rock' into a hole. He got out with a prolonged brace and two holes in his kayak. When I congratulated him on his fast action he said sourly: "Wilson, if I had leaped out of an airplane without a parachute, you would congratulate me on my fine form." So ended an exciting hour, as we swept over the small, pebbly rapids at the end of the gorge. Mia Carroll, Hans'

daughter, had driven our car down to the takeout spot. A wonderful afternoon!

(Paddlers contemplating this trip should check with property owners for access permission. See the inside front cover of American Whitewater, Vol. XVII. No. 2 for a fantastic Quechee Gorge photo. -Ed.)

CLASSIFIED AD RATES: 30c per word. Send to AWA Editor, Iris Sindelar, 264 East Side Dr., Concord, NH03301.

WILDWATER DESIGNS c/o WALBRIDGE; PENLLYN, PA.

FOR 1974: 19422

• NEOPRENE SPRAYSKIRT KIT. 14" 14.00

• WET SUIT VEST KIT 14.00

• GLOVE AND BOOTIE KIT. 8.00

1/8" NEOPRENE, NYLON BACKED

• LIFE VEST KIT. W/ PVC FOAM 16.00

(RED 18-26 LBS. FLOAT)

BOATBUILDER'S MANUAL ppd. 3.00

• ADD \$1. POSTAGE. CATALOGUE: .25

Easy Rider

We specialize in kayaks and canoes for:

FAMILY BOATING • FISHING AND
HUNTING ■ WILDERNESS TRIPS •
WHITEWATER TOURING ■ WHITEWATER
COMPETITION ■ SURFING

We are the exclusive U.S. manufacturer of top notch slalom boats designed by Paul Hahn, West Germany. Hahn boats won one Bronze and two Silver Medals at the 1972 Olympics.

Complete line of accessories like Kober paddles, Harishak life vests, flotation bags, spray skirts, etc.

Write for free 1974 brochure.

Dealer inquiries invited.

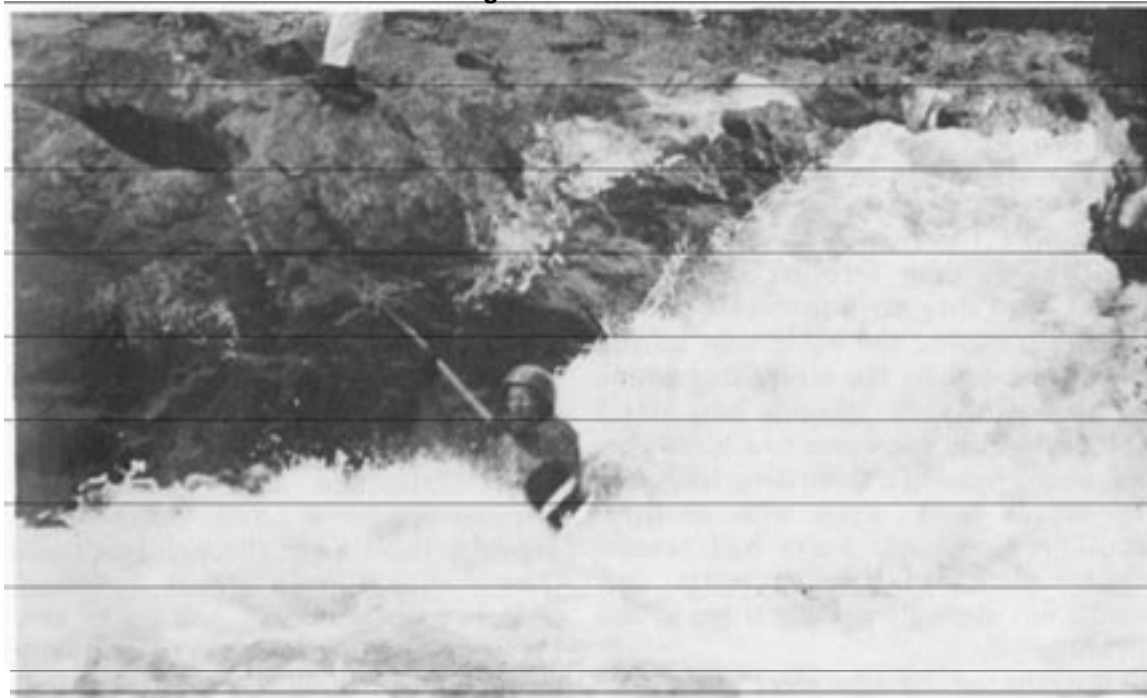
For more information on our Competition boats, touring boats and top accessories like paddle jackets, spray skirts, car racks, etc., write for free Catalog. Dealer inquiries invited.

Easy Rider

FIBERGLASS BOAT CO
8822 S E 39th St. Mercer Island, Wa 98040
Main Office (206) 232-7082

Factory - (206) 232-7082

... and into the bathtub can be exciting.



Stay Off *My* River!

by Margie Arighi, 16624 S. Copley Rd., Oregon City, OR 97045

Whose river is it — the kayakist's, the fisherman's, the jet boater's, or the landowner's? Objectively, the answer seems pretty obvious — it's everyone's — no one small group should have or expect the legal right to keep a river completely to themselves. But if it's so obvious, why it is that some of us ruin a fisherman's fun by playing for ten minutes where he's fishing, or ignore no trespassing signs, or even deliberately block the path of jet boats? Some of it's ignorance and some of it's thoughtless childishness, but whatever it is, it's hurting our reputation as a group, and it's even endangering our privileges to run certain rivers.

I attended a hearing on the Rogue River last year at which restricting power boat use on certain sections was being considered. Eastern boaters probably are unaware of the jet boat problem, since most eastern rivers are too small and rocky for jet boats. They are power boats with a motor operated jet pump. They have very shallow draft, are highly maneuverable, and, of course, are run upstream as often as downstream. They are commonly used on some of the larger western whitewater rivers like the Snake (Hell's Canyon) and the Salmon (except the Middle Fork). And they *are* a problem! Even if you didn't mind the wilderness setting being invaded by the screeching whine of an engine, just imagine how you'd feel every time you came to a blind corner or the head of a steep drop (they run up rapids *fast*). Even with an ultra-cautious approach, we've had several close calls. So I hate jet boats, and spoke out strongly against them at the hearing.

But the jet boaters were there too,

and here's what one of them testified. He was on the Rogue that summer (perfectly legally) and encountered a group of kayakists who, on seeing him approach, lined up across the river to block his passage. When they finally did let him through they shouted obscenities at him. He concluded with, "For all their pious preaching, that's what kayakists are like — *they* should be kept off the river — not us." Then he turned to me and said (amid much laughter), "Was that your group?" It wasn't, and I said so, but the damage was done.

And that wasn't the only such episode. I've heard of many more, ranging from verbal battles to deliberately playing in a rapids for a prolonged period to prevent a jet boat from going through. Sooner or later any of these incidents could be used as fuel for slandering kayakists or canoeists as a group.


Jet boats are a problem unique to the west, but private property and fishermen aren't. Landowners and fishermen are both powerful groups, and antagonizing them unnecessarily can have dire consequences for boaters, as more and more restrictions are placed on rivers. I have been at hearings where both of those groups have spoken against boaters. Avoiding landowner problems is relatively easy if you stay off private property (unless you have permission).

But fishermen are a more complicated problem, and boaters antagonize them more through ignorance than malice. I'm an ardent fisherman (fisherwoman?) myself, and know how I'd feel if some boaters came bumbling through my fishing water. I'd be dis-

turbed but resigned if they passed through quickly, but I'd be furious if they stopped to wait for each other unnecessarily or to play in the very spot I was fishing (it *does* disturb fish!).

As you approach a fisherman, look to see where his cast lands — there and directly downstream is where he is fishing. Avoid that spot if possible by a wide margin. Better yet ask the fisherman where he'd like you to pass. And whatever you do, if he has a fish on, stay out of the way! Making him lose a twelve pound steelhead trout will make boaters his lifelong enemy. When you do pass, do it quickly and get out of his fishing water before you stop if possible.

Why should we antagonize these groups unnecessarily when it results in their fighting to keep us off "their" rivers? If instead we just use a little common courtesy, all groups could devote their energies to the most important battle — to keep the rivers as rivers for *all* or us.

(In next issue: How a rod &  club made the Lehigh "off limits" for paddlers. See also P.100.)

INTERNATIONAL AQUATIC ADVENTURES

Ft. Collins, Colo. 80522
(303) 493-3369
P.O. 1396

SUPPORT RAFTS
RAFT TRIPS
COMPLETE OUTFITTING
GUIDE SERVICES

Canoes, Kayaks, Rafts, Accessories

Your one stop whitewater store

KLEPPER

KAYAKS Choice of
White Water Champs



For the most complete selections of White Water Kayaks, knowledgeable people rely on Klepper. They know that at kayak-headquarters they can find the specific boats they need— whether fiber glass or Foldaway models.

Klepper also merits recognition as the leaders in racing craft of extreme design — for top level White Water competition. Typical of this championship group: "MUENCHEN 72" and "LOISACH" in Diolen.

Write for Free Color Catalog WW10

Hans Klepper Corp.

35 Union Sq. West
New York, N.Y. 10003

BUILD A KAYAK IN 23 MINUTES

by Carl Trost

One of the most frustrating aspects of kayaking is having to return to a world of unbreakable, space-age plastics to spend your evenings patching fiberglass, with the smell, stickiness, and itch that goes with it. Each year there is another wonder material that, for some reason, manages to stay beyond the reach of kayakers. The superior cloth-like materials are still much more expensive than fiberglass. The sheet plastics require heat and pressure beyond the means of the amateur craftsman.

Manufacturers, too, are frustrated between the cost of producing a boat by hand operations and the considerable expense of installing a pressure mold. Then, too, plastics that

exhibit unusual toughness are generally lacking in some other important property such as structural rigidity, and a boat would have to be unduly thick and heavy. Then there is still the matter of joining the two halves together, which may be no minor matter if you are dealing with a plastic that is as impervious to glue and solvents as it is to rocks.

Old Town managed to solve these problems with a kayak made from an ABS-plastic and foam laminate, but at a price of \$345. Kayakers continued to speculate about their elusive dreams of the unbreakable boat or the boat stamped out at such a low cost that it would revolutionize the sport. Considering California's epidemic of accidents with low-cost inflatables, I'm not sure we want a revolution in low-cost kayaks, but be that as it may, many boaters are excited that the long-awaited breakthrough is finally here. Not only is the boat just introduced by Hollowform

American Whitewater (AWA) Offers You . . .

AWA Shoulder Patches	\$1.00 each
AWA Decals	3 for \$1.00
Vol. 17, 4 issues of 1972	\$3.00
Vol. 18, 4 issues of 1973	\$3.00

AWA Tells You How To . . .

Make a watertight spray cover (reprint from Vol. 15, #4)....	50¢ ea.
Make wetsuit gloves and boots.....	Vol. 16, #4
Escape from dangerous reversals, souse or suck holes....	Vol. 16, #1
Ride ocean surf in a slalom kayak.....	Vol. 16, #2
Build a fibreglass kayak paddle.....	Vol. 16, #3
Tour Idaho and Oregon whitewater, the Salmon and Rogue rivers. Detailed guide and instructions.....	Vol. 15, #3
Spray cover reprint.....	50¢; individual issues, \$1.00
Specify Volume and Issue Number	
OR get this complete AWA HOW-TO-DO-IT LIBRARY for	\$4.00

Please mail your check to:

American Whitewater • Box 1584, San Bruno, CA 94066

molded in one piece from cross-linked polyethylene, a super-tough version of the stuff from which household food containers are made, the design is by Tom Johnson, and the introductory price is \$130.

I will leave the evaluation of performance and durability to others and the test of time. What is of interest to our discussion is the amazing process by which a hollow object the size of a kayak can be molded in one piece.

We start with Tom Johnson's plug, made four inches longer than a standard kayak and proportionally oversize in the other dimensions to allow for shrinkage of the mold and the final plastic boat. Forms made from the plug are cast in sand, and from the sand molds an aluminum casting is made. The result is a kayak mold of $\frac{3}{4}$ inch aluminum in two halves joined together along the keel and top line of the deck.

The mold is gimbal mounted within an oven (the gimbals will accommodate up to a 17-foot mold). The powdered plastic is introduced into the mold and the mold is slowly rotated about two axes, thus coating the sides with the molten plastic. Obtaining a uniform coating would seem to be problem enough, but the process actually allows desired parts of the boat to be beefed up. Thickness in various sections is controlled by an automatic program varying the speed and pattern of rotation, and by painting areas of the outside of the mold black to increase the temperature at those points. After the first coating is deposited, a second batch of the powdered plastic, this time containing a foaming agent, is released into the mold. This gives the boat an inner coating of closed-cell polyethylene foam to provide thickness and some structural rigidity.

The process takes 23 minutes. Then the oven is wheeled over to a second mold and another boat is started while

the first boat cools. Thus, a one piece kayak, including coaming, is produced every 23 minutes. Only minor manufacturing operations remain: trim the flash from the coaming and install the grab loops, seat, and foot brace. (From the March, 1974 Sierra Club RTS News Bulletin, Modesto, CA)

HAUTHAWAY KAYAKS

640 Boston Post Rd.

Weston, MA 02193

Slalom, Downriver, Touring and Junior Models

Surf Kayak, Lightweight Canoes

Paddles Spray Covers Life Vests Floatation

WHITEWATER WEST

727 S. 33rd Richmond, CA 94804

Slalom and Touring Kayaks

K-2s * C-1s * Open Canoes

Glass Canoe and Kayak Paddles

FLOTATION BAGS

K-1 Set	3% lbs.	\$ 9.75
C-1 Set	5 lbs.	9.75
C-2 Set	7% lbs.	12.50

SPLIT BAGS (SET OF FOUR)

K-1	\$15.25	C-2 \$18.25
C-1	15.25	

NEW—STOW-N-FLOAT BAGS

K-1 Set \$20	C-1 Set \$22.50
--------------	-----------------

All bags are 20 mil. vinyl and carry a one-year warranty.

Satisfaction guaranteed or your money refunded.

We ship the same day we receive your order.

Shipping \$1.25 per set in U.S.

**AMERICAN
POLY-SEAL**

Fourth & Seminole

Lester, PA 19113

(215) 521-9550

CANOGGANING IS A NO-NO IN NEW MEXICO

(From the March, 1974 **RIO GRANDE GURGLE**, Ms. Helen F. Redman, Editor, Route 1, Box 177, Santa Fe, New Mexico 87501)

Last summer (July/August issue) we irresponsibly printed a squib about canoe skiing. It sounded like a crazy bit of fun. And we were amused when we encountered the following announcement in the February, 1974 *Wild Water Splashes* from West Virginia:

"Canogganing Races, or If you're out of Bud, Tough Schlitz!

"Tired of those superjocks whizzing by in their \$400 plastic torpedoes while you are doing all in your power to survive? Have you been looking for a race where it doesn't matter how heavy your boat is, or how much it leaks? This is it! At 2:00 pm Sunday, March 3rd, there will be a downhill kayak and canoe race at the Wisp Ski Area, McHenry MD. No entry fee, abundant beer at exceptionally low prices, and even a pewter cup or stein for first place. The event will be part of Wisp's Winterfest activities held in conjunction with Anheuser-Busch during the March 1-3 weekend. Budweiser is going all out, including their Clydesdale team and two beer wagons."

It all sounded mighty appealing, and we were thinking of inviting the Clydesdales out here. But then we received two local reports from experienced snow-kayakers, canogganers, or what-have-you. From Hugh Turner there is the following:

"I didn't enter this trip report in the log and the details are fading with time. Approximately winter 1968; Jerry Morton and several others were with me. They were making side bets and

laughing a lot. Up to the top of the old beginners' slope at the Los Alamos Ski Area, towing an 'indestructible' kayak (Dufek) laid up by D.W.B. Jones and weighing just under 80 pounds.

"After watching a few tubers make the run, and calculating the best possible take-off spot and angle, I boarded ship with paddle in hand. I had figured all it would take was a good strong brace to change direction and sort of 'side-slip' to slow down. Figured wrong! Speed is hard to determine at a few inches above the snow, but the laughing onlookers later told me it was





ABS Royalex® Canoes

- One-piece, Seamless, ABS Royalex® Hull
- Aircraft Aluminum Upper Structure
- 70 Pounds Weight, Complete

LAST YEAR WE WERE FOUND IN TENNESSEE.
NEXT YEAR . . . ? ? !



SUNBRIGHT, TENNESSEE 37872

DURABLE WHITEWATER PRODUCTS



ABS Bladed Paddles

- UV Protected ABS Blade
- Neoprene-covered, 6061-T6 Aluminum Shaft
- Sensuous T-Grip

THIS YEAR WE COVER THE SOUTHEAST.

. . . ? ? ! *See your dealer or write us.*

about 25 mph when I attempted the first 'side-slip'. Kayaks, unlike skis, have no edges. Frontwards, backwards, or sideways, slowing down was not one of the possibilities.

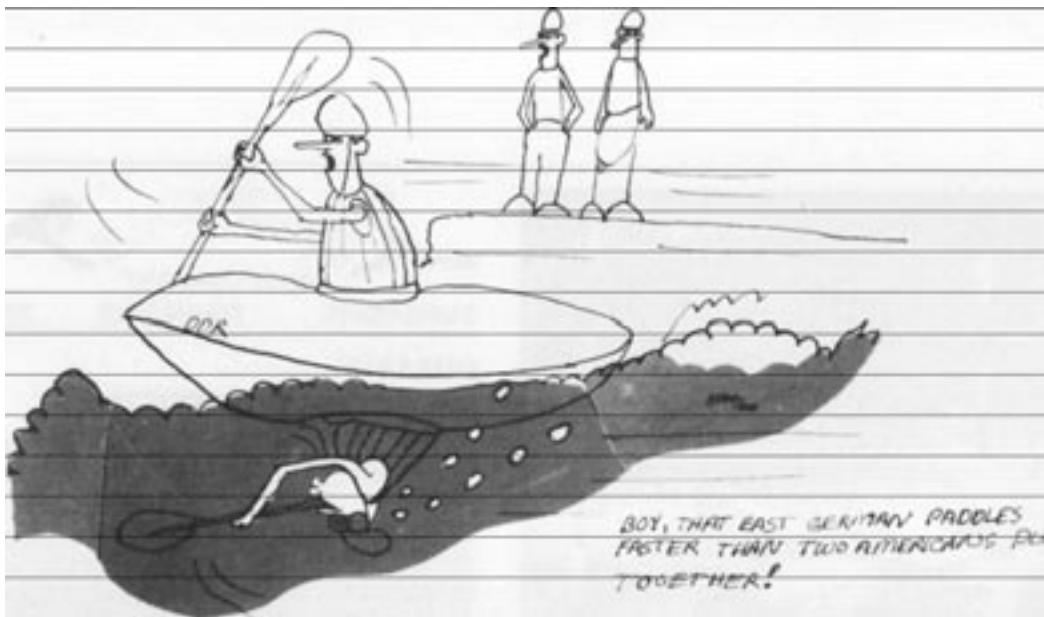
"As the lodge loomed closer and speed increased, I made a hasty decision to Eskimo roll in a last ditch attempt to slow down without abandoning ship. The rest wasn't clear even at the time, but the seat broke out, the paddle snapped, along with multiple contusions and lacerations to my person. Laughs and money changed hands among the onlookers. The speed estimates range from 30 to 40 mph just before "roll time".

"I won't draw any conclusions from this episode other than the one I arrived at at the time—not again until I get

some edges and a quick-release safety binding of some sort."

That was pretty daunting, but then Doug Murphy stopped by on his way from Albuquerque to Taos, holding his head upright in a somewhat gingerly fashion (his collar bone wasn't broken after all, only things sprained) and provided a 1974 report on this sport in New Mexico. It seems that he attempted a run down U.S. Hill (between Taos and Penasco) in a kayak. He experienced the same loss of control and failed to miss the looming tree.

Doug's comment on the sport is that it is not one for New Mexico—only for Kansas, where there are neither hills nor trees! Besides, they're closer to the Bud.



RACING TIPS

This column, a regular feature of American Whitewater, is designed to help the novice racer develop better techniques. Each "TIPS" column will feature a specific slalom or downriver racing skill. Please send questions or situations you'd like discussed to:

*Ray Gabler, AWA Racing Editor
151 Jensen Circle
W. Springfield, MA 01089*

THE FORWARD STROKE for K-1 by Eric Evans

In whitewater kayak slalom and wild-water racing the stroke most used, and abused, is the forward stroke. The technique used in flat water kayak racing is applicable to the whitewater competitor, for both types of racers are interested in going as quickly as possible to the finish line. As in the pole vault, the forward stroke is a subtle blend of various components. In its finest form the stroke should be a smooth, cyclical motion with no jerkiness or hesitation.

It is important that the paddler has a proper grip on the paddle in order to execute the stroke. The paddler should hold the paddle above his head and make a right angle at the elbow with the upper arm and the forearm. The paddler's hands should be equidistant from each blade, rather than choked up

towards one blade or the other. With tape one can mark the correct position on the shaft for constant reference.

Paddling forward is a combination of pulling with the bottom hand on the side that the blade is in the water, and, at the same time, pushing with the top hand. Too many people make the mistake of *only* pulling with the bottom hand. Since a paddler is basically pulling himself up to his paddle, it is vital that the blade be inserted as far forward in the water as possible. To do this the top arm must straighten completely, as in a fully extended boxing punch. The top arm may cross over the center line of the boat during its push, but not to too great an extent. The stroke should end at the racer's body, and not continue beyond it. For all that does is lift water up and does not send the paddler forward.

In the forward stroke a paddler should use his trunk muscles as much as possible, as they are bigger and stronger than his arm muscles. Pretend that the spine is a pivot, and really put your back into the push of the upper arm. Keep in mind that the boat should be kept as still as possible with no bouncing or swaying from side to side.

To get the blade an extra inch or two more forward during the last stages of the upper arm push, a paddler should release the last three fingers of his hand



ABOVE: Peggy (Nutt) Mitchell; **BELOW:** Charlie Steed; 1973 Jamaica, VT Races. Photos  Stowe Photo.

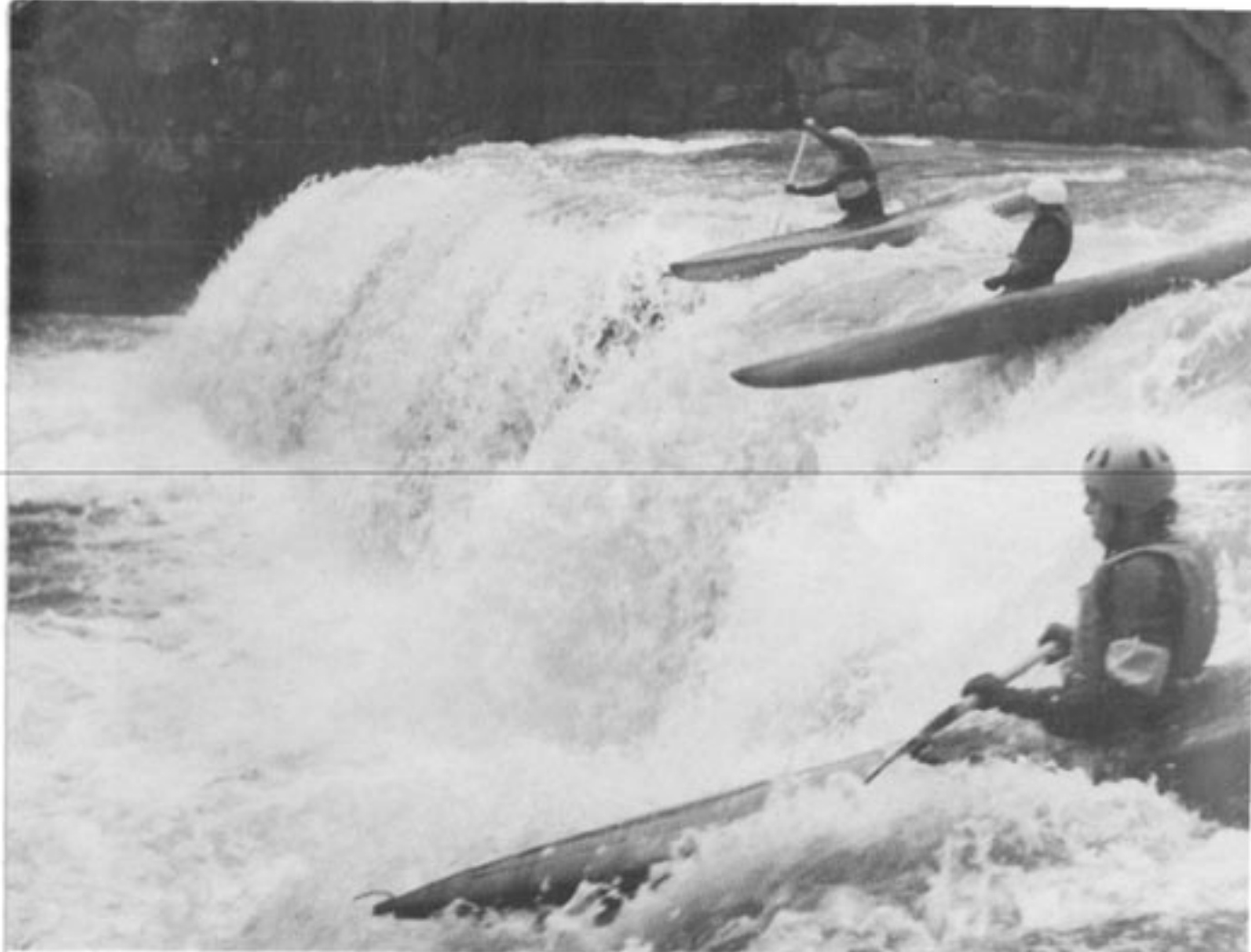
from the shaft. This will also relax the forearm for a split second and relieve the tightness that many people experience in their forearms. Many people have a death grip on their paddle which causes cramping in their forearms during the later stages of a race.

There has been much discussion about stroke rate in relation to racing. Strokes are counted for a minute, and when each blade hits the water that is counted as a stroke. Generally, the higher the stroke rate the faster one will go, although much depends on a person's body build, and the quality of each stroke.

Points to remember

1. Put the blade in the water as far forward as possible.
2. Finish the stroke at the body (take the blade out of the water at the body).
3. Use the spine as a pivot to get the trunk muscles involved in the stroke.
4. Relax the fingers for a second at the end of the push.





Team run of Potter's Falls. Foreground: Kenny Cooper; middle: Martin Begun; Background: Mark Hall. Photo by Wayne Begun.

Feb. 22, 1974

Dear Iris:

This is partly in response to Mr. O.K. Goodwin's (AWA Safety Chairman) letter in the winter, 1973 issue.

I would estimate that some eighty (80) runs have been made off Potter's Falls to date by our club members, and I am now convinced that this drop is safe for *experts* in *properly equipped decked boats*. We have had no hints of possible injury to boaters and have had only two incidents of boat damage. One occurred when a kayak ran the falls too close to the bank and hit bottom and broke out a toe brace. The other occurred when a kayaker insisted on pad-

dling his 20-pound glass-only boat off the falls. He broke it in half. We have one club member who regularly runs the falls in a C-1 with no thigh straps or toe braces.

Concerning my exploits: I will have to admit I was not the first to run Potter's Falls. *The* man's name is Mark Hall. Nor was I the second or third. I just happened to have a photography nut for a brother.

Potter's Falls *is not* a "daredevil" stunt if one is an *expert* in a *decked boat*. The only daredevil was the guy who tried it first. The numerous safe runs since then have proven this. **IT IS LARGELY THE UNIQUE STRUC-**



Harper McKee attempting Rainie Falls on the Rogue R. (Oregon) in an inflatable Pyrawa. He actually made it upright but was sucked back into the boil and flipped. He said he probably would NOT try it again. Photo by Bryce Whitmore.

"DAREDEVILS"

TURE OF THIS PARTICULAR FALLS THAT MAKES IT SUCH.

As for the issue of printing or not printing the article, I have no opinion yet. So far I haven't heard of any water-fall injuries directly or indirectly related to the article. Hopefully, there won't be any. The only problem we've had so far has been with open boaters. Several of them have had the idea that they would be the first to run it in an open canoe. About all we've had to do to quickly change their minds was to show them the falls.

Martin Begun
106 Colby Rd.
Oak Ridge, TN 37830

VOL. XIX/3



O.K. Goodwin AWA Safety Chairman
1240 Moyer Rd., Newport News, Va.
23602

Dear O.K.:

I am writing you in the interest of safety about a matter that is beginning to disturb me, but which no one has brought out on the table. When you or any one of us writes about safety, the usual thing to do is warn the neophytes,

trot out all of the business about paddling flooded rivers by inexperienced adventurers, no life jackets, cold water, the "Deliverance Syndrome", and all the rest. I don't mean to say that this is not important because we all know that this right now is our most significant source of accidents.

That the Chattooga claimed 8 lives last year amongst those trying to emulate Bert Reynolds speaks for itself. In each of our states, we can point to some stupid incident where a fatality occurred as a result of ignorance of the basic AWA rules. What concerns me is that I don't think the rules go far enough. We all cluck our tongues at the news of each fatality, feel sorry for the victims, quickly reassure ourselves that it didn't happen to anyone from "legitimate" paddling circles, and cringe because we think whitewater paddling may get a black eye from the notoriety.

But I think it is time to extend the rules to ourselves, to take some introspective measures at how we are paddling, and to criticize that sacred cow of all whitewaterdom, the truly expert paddler. It will be from his ranks that we will soon be hearing of fatalities.

Already the rumors and accounts of top grade paddlers who have been killed on European rivers are being heard. These fellows are pushing themselves into more and more difficult water. They are exceeding the 6's assaulting rivers in flood, and ignoring the things we preach as basics. Some are not making it and this will soon happen here.

Many of the hotshots feel that there are certain streams where wearing a life jacket does not apply to them. They are not only setting a bad example for the person who doesn't know any better, they are violating sensible rules. But that isn't what concerns me. What does concern me is that more and more ex-

pert paddlers are exposing themselves to senseless dangers. Running the Yough and the Cheat Canyon at 4' and over, running the Gauley at 3500-4000 cfs + , in the winter yet, the New River Dries at 20,000 cfs (also winter) and who are running all sorts of flooded rivers.

The epitome of course was that account that appeared in *Sports Illustrated* about running alone down some horrendous Alaskan river. What really disturbed me was that no one spoke out or questioned the propriety of such publication of all that we preach against. Maybe we should keep still and not dare to criticize the experts. After all, someone has to run the river the first time. I only ask, is there an upper limit that we can predict or that we can say is off limits *before* someone has to go and kill himself to prove it?

These people I referred to above who are doing all of this mind-bending paddling are running into trouble. If they were coming through unscathed, I wouldn't be taking the time to write you now. But they *are* getting stuck in keepers for 10 and 15 minutes against their will. They *are* flipping in huge holes only to emerge 30 yards or more downstream while their boat doesn't appear for another 5 minutes more, nowhere close to where the paddler came up. They *are* having very close calls and many of them realize it. A few have even given up such antics as a result. How do we reach the rest? OR SHOULD WE TRY?

I have inspected some rapids that I would not personally run at any time and I have inspected them at very low water. I noticed that through the rocks of these rapids there were many underground channels. Some reappeared shortly, some did not. Some had large openings that would suck much water in, but some were obstructed by other rocks or debris that would suck the



ABOVE: Martin Begun running Hall's Falls (named for Mark Hall, first to run **it**). Located 50 yards downstream of Potter's Falls, Hall's Falls is less spectacular but much more dangerous. **It** is definitely for daredevils only.

BELOW: Mark Hall swimming Hall's Falls after dumping in the first drop. Fortunately he only suffered a few bruises to his posterior and ego. Photos by Wayne Begun.



water in, but not permit a body to pass. What happens when a paddler flips in a biggy, is sucked down into one of these funnels, and held in such a crevice?

Another thing I think needs tightening up is the practice of derating a Class 6 rapids to a 5 once it has been run. *Dammit, that is not what 6 means.* There are rapids that can be maneuvered with skill AND luck, but it is still a *risk of life* and that risk will always be there.

Please do not think of any of this as blame on you or anyone else. I just feel that this is the way we are drifting and I ask some questions. As AWA Safety Chairman, I would like to see you raise points such as this for discussion.

Safely yours,
Bob Burrell

Mr. Robert Burrell
1412 Western Avenue
Morgantown, West Virginia 26505

Dear Bob:

I am already on the record in opposition to anything that might restrict my freedom to participate in this sport in any way that I see fit (*Whitewater*, Fall 1973). I want to make my own decisions as to what risks I am willing to undertake. I think I can make fairly sound judgments as to what level of activity I am prepared for and I hope I will always be mature enough to make the right decision.

This is the position that I take on *anyone* participating in *any* level of this sport.

That there are hazards in the sport is undisputed. That these are progressively more violent at the higher levels of activity is also obvious. That more of the better boaters are beginning to encounter these dangers in their activities is apparent from the dramatic accounts we read of broken boats, flips,

suck holes, violent water and near-starvation on remote wilderness trips after an accident.

Much *has* been said about the beginner and novice boaters who encounter problems through sheer ignorance. I have voiced my opinion that the only solution to safer boating for them is education. But education is not the answer for the so-called "expert" boater. He has gained his expertise through education. His knowledge of boat, river, paddle techniques and hazards has been a devious process; now he has arrived; he is the best!

What then can be done to head off the imminent disaster that is waiting this paddler?

A plea for saner action? Hardly! The thrillseeker is of a reckless breed. Even as he surveys the challenge he is facing, isolating the individual hazards and weighing his chances of success or failure, the desire for that rare elation of accomplishment is overriding his fear of accident. The exercise of reason may delay his daring deeds but eventually he goes and does the things he wants to do in a table stakes gamble with death.

Shall we curtail the activities through restriction of those waters or events known to have serious hazards? Maybe. But if we start placing limitations, where will we stop? This is the fallacy of legislation. *Safety cannot be legislated.* The deeds will be done by the doers, in or out of the law. Trying to protect each paddler from himself is utter futility.

No, it seems inevitable that thrillseeking will continue. As long as the human animal is what he is we will have those who push at the limits. Exploring. Reaching. Daring, and inevitably, we will see some disasters.

The public begs for it. Every account of every stupid act of daring is drooled over by those who get their kicks out of someone else's suffering. All of us have applauded the fantastic films of the

Wolf River, Menominee River, Olympics, Deliverance. We have devoured the accounts of dam-jumping, falls-jumping, hot-dogging, paddling the floods and class VI waters. If anything, we are responsible for the ridiculous things being attempted today. When we are willing to call a spade a spade and a stupid-ass a stupid-ass maybe there will be a return to sanity.

I'm not holding my breath.

There are too many platforms available from which these exploits are extolled. This magazine is one of the very few which has taken ~~any~~ stand on limiting the coverage of unsafe practices. As long as there are the thrill-promoting rags on the news stands there will be doers (and death) for them to publicize.

Some of the thrillseekers of whom we are talking are close friends. I will continue to marvel at their exploits, try to protect their freedom and wish them well. I will also tell them what I think about their suicidal activities.

Particular hazards peculiar to the thrillseeker's activities:

1. Hypothermia—Many of the activities are possible only during the spring thaws which exposes the paddlers to the *lowest* extremes of temperature.

2. Wilderness—The unknown streams of remote areas are most attractive to thrillseekers. To be "the first" they will go anywhere.

3. Removal from Safety of Numbers—Doing his thing alone—the thrillseeker voluntarily severs the connection with possible help in the event it is needed. Even as one of a large group, he frequently circumvents possible help by the very nature of the waters he dares.

4. Height—dam-jumpers, falls-jumpers are no worse (or better) than the cliff divers of Monterrey, the high divers of Wide World of Sports who just recently set a new world record, or that English

gent who goes 40 feet into 13" of water.

5. Keepers—The more severe "souse" holes, reversals or vertical eddies that don't give up a victim easily are not treated with sufficient respect.

6. "Suck" Holes—(The proper use of the ~~tem~~)—Those porous or open submarine channels through which the water flows but which prevents the passage of boat or body. A submerged strainer! Several recent accounts tell of near-misses.

7. Violent waters—Strength and stamina are most critical in the extremes of turbulence being dared. Maybe you have enough—maybe you don't!

8. Debris-filled Waters—(Common in flood)—Flotsam and jetsam usually accompany high waters. The next hole you enter may have a tree or two in it to keep you company.

Your letter raises the question. If there are any simple answers, I'm sure I don't have them. I'm a tongue-ducker. I believe that I will learn of the death of more than one of our better paddlers in the near future through foolhardy activities, but I honestly do not believe that it is possible to curtail this foolhardiness without violating individual freedom of decision and I am opposed to that.

As you have suggested, the issue does need to be aired. (The '74 U. S. *Whitewater* Program has an excellent feature.) It will be brought up again, periodically. Perhaps in this way, we can help classify the excessively hazardous activities as what they are and label those who pursue them as *what they are*. Mature paddlers will have to make their own decisions as to whether or not they want that name.

Sincerely,
O. K. Goodwin
Safety Chairman
American Whitewater Affil.



MARK DAMS WITH SIGNS!

by Dean Norman

Veteran canoeists have always been aware of the extreme danger created by small river dams. The dams are often almost invisible to a boater coming down the river, and the hydraulic currents at the base of a dam can trap and drown even the best swimmers who are wearing life jackets. Trip leaders for canoe clubs learn where dams are located, and make certain that no one accidentally goes over the dams, and canoe clubs often publicize warnings to the public about the danger of river dams.

The sport of river canoeing has begun to grow so rapidly in recent years that I think canoe clubs should do more to prevent accidents at dams. Specifically, the clubs ought to put up warning signs near the river upstream from dams. If you think you can get public officials to take this respon-

sibility, consider what has happened in Ohio during the past year.

In the spring and early summer of 1973 eight canoeists were killed in Ohio when they accidentally went over dams. A bill was introduced in the state legislature to put up warning signs near dams. The Ohio Department of Natural Resources held a conference in October of 1973, and several hundred canoeists travelled to the state capitol in Columbus to attend. The canoeists were emphatic in urging the state to mark dams with warning signs — to give this subject the first priority in developing canoeing in Ohio. The sympathetic attitude expressed by state officials led canoeists to believe that something might be done. But in the spring of 1974 the state officials were saying they lacked the funds, personnel and authority to put up warning signs, and

the drownings began again. Two men in a raft went over a dam on the Cuyahoga River on March 10 in an area that had been receiving a lot of publicity as a proposed national park. **The state was spending millions of dollars to acquire land and scenic easements for the park, but a man drowned because the state would not spend just a few dollars to put up a warning sign near the dam!**

The Keelhaulers Canoe Club based in the Cleveland area decided to stop wasting time and energy on urging state officials to act, and the club allocated funds to make and post warning signs. The signs are not needed by club members, because the leaders of club trips know of the location of dams. Since the warnings are for the benefit of the general public, people are being asked to contribute money to help pay for signs, and the Keelhaulers hope to be able to mark all the dangerous dams on rivers in northeastern Ohio.

If canoe clubs all over the U.S. would take up similar projects, the dangerous dams could be marked within a few months, and many tragic canoeing accidents could be prevented. If you think your public officials will do this job — lotsa luck. But if they are like the officials in Ohio, there will be a lot of drownings before anything is done.

It is usually young men in their teens or twenties, men with a love for the outdoors, men who have an urge to enjoy the excitement of a river paddling adventure, who are killed in these accidents. Sure, they make mistakes by not learning about the river before making a trip, by not getting in touch with a canoeing club, and by not seeking advice about the sport of river paddling before trying to run a river. But who is so smart that he hasn't made some dumb mistakes on a river? I should be dead half a dozen times for the mistakes I made when I first took up canoeing, but I was lucky. Every time

I hear about some young guy getting killed in a canoeing accident, I think, "That was me, except I was lucky, and he wasn't."

Experienced canoeists have got to do more than urge people to join our clubs, or urge public officials to act. We can't afford to lose those young men who care about the environment, but who are not yet aware of the hazards on a river. We've got to stop these drownings.

DEALER INQUIRIES INVITED

DAUBER

FLOTATION

Electronically sealed-One year Guarantee
20 mil. vinyl-convenient valves

KAYAK	3' long	\$5.75 ea.	<small>All Items Post- Paid</small>
	3½' "	\$6.25 ea.	
	5' "	\$7.75 ea.	
CANOE	C-1	\$7.75 ea.	
	<small>C-1 Bag is 4 ½' long.</small>		
	C-2c	\$9.50 ea.	

C-2c is a 5' long center bag.
Can be used in open canoe

NEOPRENE SKIRT

Lined 1/8" nitrogen blown domestic material. Taped and sewn seams. \$23.50 ea.

Indicate make and model of kayak or canoe.
Send pattern if in doubt of size or style.
6% Sales Tax for Pa. Residents

DAUBER CANOE & KAYAK
P.O. Box 59-W
Washington Crossing, Pa. 18977

WHITEWATER PHOTO POSTERS

Look for **Stowe** Photos in this issue and in the Autumn, 1973 AWA Journal. Then order your favorites, specifying issue no., page no. and photo caption. Postpaid, no C. O. D.'s.

20 x 30 Poster.	\$18.00 ea.
20 x 24 Poster.	15.00 ea.
16 x 20.	11.00 ea.
11 x 14.	8.00 ea.
8 x 10.	5.00 ea.

STOWE PHOTO
MOUNTAIN ROAD
STOWE, VT 05672

THE CRISIS IN RIVER RIGHTS

by Carl Trost, 257 Pacheco Street, San Francisco, CA 94116

If appeals are not successful, recent court decisions could virtually eliminate river running from all but a few California rivers. A memorandum of intended decision states that the Russian River, traveled by thousands of canoeists each weekend, is non-navigable because, like most of the streams in the state, its flow was not perennial prior to the construction of upstream reservoirs. In an equally stunning decision, a kayaker was given a criminal conviction because he followed the common practice of putting in at a county road bridge.

The trouble on the Russian River started in 1970 when a local park department attempted to discourage canoeists from using Del Rio Woods Park as a take-out by limiting parking to local residents and extending a log boom across most of the river, forcing canoeists away from the park, but at the same time creating a hazard in conjunction with a dam immediately downstream. Bob Trowbridge, owner of a 500-canoe rental agency (now about double that), taking issue on navigation, safety, and parking, obtained a restraining order and the legal fight was on. Among those joining opposite sides of the fray were the Sierra Club (as a limited party to the suit) and the upstream landowners, with the usual claim of non-navigability. Most of the landowners agreed to a stipulated judgment of navigability in exchange for Trowbridge's promise to clean up after the weekend hordes. The forthcoming decision¹ is based on the claim that the river is historically non-navigable because prior to the existence of upstream reservoirs the river had no flow during the months of September and October.

Increasing litter and vandalism have caused rural property owners and their minions of the law to be somewhat threatening towards outsiders. Landowners rightfully claim that their property lines extend to the center of rivers and county roads. However, the right to travel navigable rivers and the use of pleasure craft as a test of navigability has been upheld in California by the Fall River decision (a perennial river).^{2, 3} County road easements permit travel across the land, and boaters have assumed the easements to be wide enough for parking and for access on trails alongside bridge abutments. Faced with local hostility at the Kern River, Bakersfield kayaker John Sweetser obtained the services of an attorney, then entered the river on the Rancheria Road easement and started paddling. He was detained by a private patrolman until he could be cited for trespassing by a sheriff's deputy. The judge avoided the question of navigability, but held that Sweetser had no right to use the easement (the precedents cited pertained to easements granted to private parties rather than public agencies — a basis for appeal).⁴

Attorney Fred Fisher, with the San Francisco firm of Lilick, McHose, Wheat, Adams, and Charles, is optimistic that the Russian River decision can be reversed upon appeal. There is no state precedent, but there is federal law establishing the navigability both of intermittent streams and of waterways capable of being rendered navigable.

Fisher has agreed to take over Sweetser's appeal and will handle the case without fee. Sweetser, however, must meet court costs and expenses

(primarily the air fare to Bakersfield) in his lone fight on behalf of California river runners. Fisher believes the chances of the appeal are excellent and that favorable decisions on both of these cases will establish important boating law in California.

Navigation and access rights are issues vital to boaters throughout the United States. While most of us sympathize with the problems of the landowners, the hostility has existed long before the pressure of population was felt in the countryside. In listening to the irate landowner, one senses the element of bluff and fear — fear that a lone kayaker crossing his property will establish a precedent (even though part of the argument is the claim that the river has been "ruled non-navigable"^{*}), or fear that the fisherman paying one-hundred dollars for the privilege of fishing a "private" stream will realize that the stream can be had free by canoe. There is no point in arguing the matter — no one thinks he knows the complex laws of navigation and trespass better than the irate landowner. A courteous and sympathetic audience is sometimes allowed to pass.

Nor is it wise to precipitate an arrest on an unfamiliar battlefield. An arrest for trespass may be the least costly and quickest way to get a legal decision, but the decision is in the hands of a justice or municipal court judge sympathetic to his local constituents, the defendant is

often poorly prepared or not committed to the cost of proper litigation, there is not the same right of appeal, and unless the defendant had the foresight to have a court reporter present, there is no transcript of the proceedings.

The procedure for a club that is encountering these difficulties is to appoint a coordinator to gather information on the various incidents and determine the critical areas and priorities, starting where the chances for success are best (a national coordinator within AWA may also be advantageous). Obviously, the assistance of an attorney familiar with the idiosyncracies of navigational decisions and local rulings is essential. Club members can do much of the otherwise costly leg work: determining land ownership, obtaining addresses of adverse parties, obtaining copies of deeds of highway easements, providing historical information on land and river use, taking photographs of rights of way with markers placed at the measured boundaries and showing pertinent fences and terrain.

Consideration should be given to tactics that may be more favorable than the stream side arrest. A statement of the boaters' rights and applicable court decisions, including the recourse for false arrest or detention at gun point, can be sent to landowners and district attorneys with a courteous request for their cooperation, to be followed by a stronger letter threatening suit for recalcitrant cases. Some of us carry such a document⁵ in our boats as a last resort, but it is presented more effectively by certified mail than at a riverbank confrontation. The irate landowner doesn't want to see it (he already knows the law!) and is more likely to relent to show his own "graciousness" than by being challenged.

A county district attorney can be

^{*} When a landowner states that a river is not legally navigable above a certain point this usually means that a government act has recognized the use of commercial vessels up to that point. This does not negate the question of navigability upstream, but the issue must be decided on its merits, stream by stream. The Fall River decision established that the uppermost reach of a small California stream could be considered navigable despite miles of downstream falls and major dams before its waters reached anything remotely navigable in the commercial sense.

asked for an opinion on navigability, or any legislator can request such an opinion from the state attorney general. There is some persuasive value to such opinions, although they are not legally binding. Obviously, such action is requested only when there is reason to believe the opinion will be favorable and with the office supplied with the evidence favoring navigability.

A. legally binding declaration of navigability can be obtained only by court decision or legislative act. A legislative act is hard to bring about and may still require court implementation. Court determination can be obtained by provoking prosecution for trespass, bringing suit against those interfering with public rights, asking the local district attorney to institute legal action, and asking the state attorney general to take legal action (the last two measures have practical and political drawbacks).

Similar litigation can be brought to establish access over public lands. In addition, two remote possibilities may exist: establishing implied dedication of private property through years of unrestricted public use; and, at least in California, a public resources code requires that when state land fronting on a waterway is sold, public access must be maintained.

Extra-legal problems that have been encountered are the closing of an important access when private land changed ownership and the posting of a "no-parking" zone for a mile on each side of an access bridge. There is also the possibility that easements with steep embankments or even the rivers themselves could be legally closed for reasons of safety. Club purchases of land at vital access points are a possibility. In California, a riverside parkway with bike paths and boat access has become a reality in one suburban area.

What is happening in California is a warning of what may come in other states. Unless club boaters act now to secure their rights, the growing popularity of river running among unorganized individuals will lead to restrictions, negative legislation, and convictions that establish harmful precedent. With hordes of boaters on some streams, litter, drownings (22 in *California last year!*), helicopter rescues, and laborious searches and body recoveries in difficult canyons, the wonder is that some of our popular river counties have tolerated the sport this far.

I wish to express my appreciation to Mr. R. Fredrick Fisher for the background on the cases cited and for much of the other material⁶ upon which this article is based.

References

1. **Hitching v. Del Rio Woods Recreation and Park District.**
2. **"Key Fall River Ruling,"** by Ed Neal, AWW vol. XV, no. 3, page 11 (Autumn, 1970).
3. **People v. Mack**, 19 Cal. Ap. 3d, 1040; also, 97 Cal. Reporter 448 (1971).
4. **People v. Sweetser.**
5. **"Right of Navigation by Canoe and Kayak in California,"** a typewritten legal memorandum of national scope published as "The Right to Navigate Our Rivers," by Bestor Robinson, AWW vol. IX, no. 2, page 11 (Autumn, 1963).
6. **"Legal Rights of Boaters to use California Streams,"** memorandum by R. Fredrick Fisher to the River Touring Section of the Sierra Club.

CLASSIFIED AD RATES: 30c per word. Send to AWA Editor, Iris Sindelar, 264 East Side Dr., Concord, NH 03301.

CLASSIFIED

CANOE TRIPS WEST, INC. — Guided trips, classes and store. Marin County's canoeing center. For brochure write: Box 61, Kentfield, CA 94904. Tel. (415)461-1750.

WILDERNESS CANOE TRIPS — Small groups guided in northern Quebec. We customize the trip for your group. DAUBER CANOE & KAYAK, Box 59, Wash. X'g, PA 18977.

SLALOM TRAINING CLINIC — Tariffville, CT. August 3-4. Sponsored by the Ledyard Canoe Club. Write Jay Evans, 201 McNutt, Hanover, NH 03755.

CANOE INSTRUCTORS REQUIRED IN England (kayak) and France (Canadian) for short/long periods March-September. Details and Appl. form from Christopher Greene, P.G. L. Adventure Ltd., Station St., Ross-on Wye, Herefordshire, Great Britain.

CANOEING WATERS OF CALIFORNIA, By Ann Dwyer. \$4.00 postpaid & tax (CA res.). G. B. H. Press, Box 61, Kenfield, CA 94904.

WHITEWATER COACHING MANUAL by Jay Evans, U.S. Olympic Coach. A guide for the serious racer and the person who wants to help him. \$5.201 McNutt, Hanover, NH 03755.

RIVER SUPPLIES — Rafts, fiberglass and inflatable kayaks, life jackets, waterproof bags, boxes, oars, paddles, wet suits, neoprene, adhesives, etc. Send for free catalog to Northwest River Supplies, P.O. Box 3195(c), Moscow, ID 83843. (208)882-2383.


NUMBERED RACING BIBS — Souvenir type or reusable. Name imprinted or plain numbered in stock. Start & Finish Banners. Catalogue. RELIABLE RACING SUPPLY, 253 Bay Rd., Glens Falls, NY (518) 793-5677.

CANOE & KAYAK PADDLES — Handmade wooden slalom paddles by Keith Backlund, formerly craftsman with Dagger. Write for free information: WOOD-LYTE PADDLE CO., Rte. 1 Box 409, Boalsburg, PA 16827. (814) 466-7486.

SPRAY SKIRTS — 1/8" neoprene/nylon back — \$21 pp. Colors: blue, orange, black. Send waist size and colors. WHITEWATER WEST, 727 S. 33rd, Richmond, CA 94804.

FLOAT BAGS — Split bags: K-1 \$16, C-1 \$15, C-2 \$21 postpaid. 15 mil reinforced vinyl. WHITEWATER WEST, 727 S. 33rd, Richmond, CA 94804.

VOL. XIX/3



SHOP THE SEDA WAY
for the fastest most complete
whitewater equipment


**CANOE
KAYAK
PADDLE
LIFE VESTS
SPRAY COVERS
HELMETS
FLOTATION BAGS
GEAR BAGS
PADDLING JACKETS
BOAT CARRIERS**

SEDA The name to remember
for ONE STOP complete
whitewater outfitting

From your favorite dealer or write
For FREE Catalog.
SEDA PRODUCTS, P.O. BOX 5509
Fullerton, California 92635
Phone: (714) 525-6033

**EVERYTHING
for
CANOEING**

HIGH QUALITY AT RIGHT PRICE



BOOK REVIEWS

Sierra Whitewater: A Paddler's Guide to the Rivers of California's Sierra Nevada. by Charles Martin. Fiddleneck Press, P.O. Box 114, Sunnyvale, CA 94086. 1974. 192pp. \$5.95. It is indeed a pleasure to see this superlative book come onto the market. The author is a long-time California boater who has personally run most of the rivers described, and the few that he hasn't are described by other long-time paddlers whose judgement we also respect (Carl Trost, among others). The introduction is excellent, including classification of rivers and levels of skill, equipment, safety, getting started, how to organize a trip and remarks about the river descriptions. The author has added a class to the usual six standard ICF river classifications: VII stands for "death trap," meaning that once you get into the situation, there's no way out. The book is written mainly for boaters in closed boats, since that's how the author ran the rivers, although various other types of craft are discussed briefly. Eighteen river systems are described in detail. Descriptions are written entertainingly as well as being factual and accurate—reading them is almost like being back at the Bay Area RTS meetings and listening to the grand tales about the previous weekend's exploits. The photos are great, too. The book is concluded by a comprehensive discussion of conservation issues, of major import to California since dams and diversions have claimed, are claiming and are planned for many of the most enjoyable Sierra runs. The conservation groups concerned with this problem are listed and briefly described. There is also a good list of suggested reading. All in all an outstanding guidebook for which there was a glaring need. A complementary guide

book on the coastal rivers by Dick Schwind, ***West Coast River Touring Guide. Rogue River Canyon and South***, will appear shortly; these two guidebooks, with Ann Dwyer's ***Canoeing Rivers of California*** (aimed mostly at open canoes), should give the would-be paddler of California rivers a good, solid base. We are particularly glad to see seasoned paddlers like the above authoring guidebooks, rather than those who, despite their lack of experience, try to capitalize on the dearth of guidebooks by putting together one based mainly on hearsay and others' descriptions.

Explorers Ltd. Source Book, compiled and written by Explorers Ltd. Harper & Row, NY, 1973. 384 pp. \$4.95. Here is a book for anyone who wants to find out how to get into any of the various "adventure" sports (including many you probably never thought of—dog sledding, anyone?). We'll limit our discussion to the River Touring chapter since that's what we're most familiar with. First, one of the best introductions we've seen so far written for the general, non-paddling public. A fairly exhaustive discussion of the various types of equipment available, slightly outdated already, however, since things have been happening so fast in the realm of boat materials (see Carl Trost's article, p. 86, this issue). A brief description of the three major paddling organizations in the U.S. and their publications. A listing of some of the best-known paddling supply companies and their addresses. A good list of paddling technique books and a brief review of each. In a word, the authors have put it all together for anyone who is interested in getting into the sport. We predict that this book (very similar in size and format to ***The Whole Earth Catalog***) will be high on people's Christmas lists this year.

A Sketchy Introduction to Whitewater and Kayaking, by Bev and Fred Hartline, 2714 N.E. 94th St., Seattle, WA 98115. A concise outline, via sketches and brief comment, of the essentials of whitewater paddling technique. As the authors state, this will not replace John Urban's *Whitewater Handbook for Canoe and Kayak*, but it should come in handy for teaching sessions and for review purposes—the learner can stow it in his lunch bag and glance through it during the lunch stop when questions and situations are fresh in his/her mind. 45c each plus postage (& tax in Washington). 20 or more copies: 35c ea. plus postage (& tax), ship. wt. 30 oz. 100 or more copies: 29c ea. plus postage (& tax), ship. wt. 9 lbs.

The Kayaker's Expose', by Milt Jines. 1974. 56 pp. Put a little class on your coffee table with this booklet of over 50 cartoons. Rated "G"—you won't even have to worry if the kids happen to pick it up. Since one's sense of humor is a pretty subjective thing, we are publishing an example rather than trying to describe it. To order, send \$2.25 (& 12c tax in Calif.) to: KAYAKER'S EXPOSE, 1752 Monticello Rd., San Mateo, CA 94402.



Maryland-Pennsylvania . Countryside Canoe Trails: Central Maryland Trips, by Wm. M. Robinson, Jr. Appalachian Books, Oakton, VA 22124, 1974. 34 pp. \$1. The first in a series on canoe trails in Md. and Pa., this contains brief general descriptions of three central Md. rivers and a couple of reservoirs, intended to "increase interest in these streams in order to foster conservation efforts." It's a pretty tiny book, but then a buck doesn't buy you much of anything these days.

U.S. Whitewater '74. Ed. by Jean Goertner (see ad below). Formerly the *U. S. Whitewater Racing Program*. this fine annual gets better every year. Lots of interesting articles relating to all areas of whitewater paddling, with emphasis, of course, on racing. Includes also the ACA National Paddler Ranking. The photos are outstanding. A very good buy in our opinion. — ILS

1974 WHITEWATER RACING PROGRAM

Contains complete race schedule as well as paddler rankings and information about whitewater racing, races, racers and rivers.

\$1.50 + .35 postage

Bulk orders of 25 or more may be obtained at **\$1.25** each postpaid.

Quantities may be obtained on consignment for sale at races and club events; distributors may keep 25¢ per program for their club or individuals. Help is requested at the local level for distribution.

Also available: colorful U.S. Whitewater Team posters at **1.50** each + .35 postage. Profits on the above items go to support the development of the U.S. National Whitewater Teams, slalom and wildwater.

Order from: FRED YOUNG

P. O. Box 246, Roscoe, IL 61073

HAROLD G. KIEHM I

by Allan Boz

After 43 years of active paddling and various outdoor activities, leukemia finally caught up with our friend Harold, as he passed away suddenly last January 26, at 71. He started canoeing back in 1931 with the Prairie Club of Chicago in a new Old Town he christened Nauti-Gal which, after many years and much abuse in whitewater was followed with an identical Nauti-Gal II, and then with two more canoes.

Harold served on most Prairie Club committees, plus Chairman of the Canoeing Group (among others), where he was always at the ready to lend an oar and encouragement to landlubbers with individual and class instructions covering the basics and safety. The same dedication, enthusiasm and cooperation he extended as Membership Chairman to the AWA above and beyond the call of his office. Many a five or six double-sided letter he banged out on his typewriter to folks who heard about AWA and wrote him for advice regarding certain streams involving all parts of the country — those letters (and also his regular correspondence), expressed his enthusiasm in his own inimitable commentary and good-fellowship, with a plug of course, to join AWA.

Harold was a rugged, vibrant piece of controlled dynamite — a promotor of AWA who spread his warmth, hospitality and engaging smile of friendship among all those he knew — as they know only too well. His unbounded spirit, energy and drive were truly a dedication to whatever he was doing, spreading cheer all the while — surely, a man who left all of us grateful for knowing him and his many deeds, and a friend whom the AWA will miss greatly,

indeed.

To his sons, Harold II, John (Jay), and daughter-in-law Judy, and the three grandsons, our deepest sympathy in their loss. To his widow, Pauline, to whom he had been married not quite six months, we extend heartfelt condolences. P.S. Harold's first wife, Betty, died four years ago after almost 40 years of constant and devoted companionship, during which she shared all of Harold's many activities.



U S I S C A

1974

I desire to support the United States Slalom and Wildwater Canoe Team.

Name (print) _____

Address _____

Date _____

Type of Membership:

- ☐ \$100 Sponsoring
- ☐ 50 Supporting
- ☐ 25 Contributing
- ☐ 10 Associate
- ☐ 5 Paddling

Amount enclosed \$ _____

Amount pledged \$ _____

USISCA

State College, PA 16801

Box 921

Contributors will receive a decal.

U. S. Income Tax Deductible.

JACQUES AND PIERRE.....THE VOYAGEURS



"Don't eat all of that oatmeal, Pierre. We have to patch the canoe."

AWA Affiliates, *continued*

MONTANA

Montana Kayak Club
Doug Abelin
Box 213
Brady, MT 59416

NEW HAMPSHIRE

Appalachian Mt. Club
N. H. Chapter
Wayne H. Huff
175 St. Anselm's Dr.
Manchester, NH 03102
Franklin **Pierce** College Outing Club
Anthony Rice
Bx 546 Franklin Pierce College
Rindge, NH 03461

NEW HAMPSHIRE (Cont.)

Ledyard Canoe Club
Jay Evans
Hanover, NH 03755

NEW JERSEY

Adventures Unlimited
Homer Hicks, Box 186
Belvedere, NJ 07823
Kayak and Canoe Club
of New York
Ed Alexander, Rep.
6 Winslow Ave.
East Brunswick, NJ 08816

NEW MEXICO

Rio Grande River Runners
Buck Cully

2210 Central Ave. SE
Albuquerque, NM 87106

Albuquerque Whitewater Club

Glenn A. Fowler, Rep.
804 Warm Sands Dr. S.E.
Albuquerque, NM 87123

NEW YORK

Adirondack Mt. Club

Schenectady Chapter
Betty Lou Bailey

Schuyler 16,
Netherlands Village
Schenectady, NY 12308

(Cont. on Back Cover)

AWA Affiliates, *continued*

NEW YORK

Hadley Whitewater Club

Richard Lange
1339 Rowe Rd.
Schenectady, NY 12309

Ka-Na-Wa-Ke Canoe Club

Arthur Miller
407 Beattie Street
Syracuse, NY 13224

Niagara Gorge Kayak Club

Doug Bushnell
41-17th St.
Buffalo, NY 14213

Adirondack Mt. Club

Genesee Valley Chapter
Doug. Smith, Rep.
769 John Glenn Blvd.
Webster, NY 14580

Genesee Down River Paddlers

Al Carlin
RD-2 Proctor Rd.
Wellsville, NY 14895

NORTH CAROLINA

Carolina Canoe Club

Tom Erikson
Box 9011
Greensboro, NC 27408

Nantahala Outdoor Center

Payson Kennedy
Star Rt. Bx. 68
Bryson City, NC 28713

OHIO

Columbus Council, AYH

Joe Feiertag
1421 Inglis Ave.
Columbus, OH 43212

Toledo Area Canoe & Kayak

John Dunn
5837 Elden St.
Sylvania, OH 43560

Keel-Haulers Canoe Club

John A. Kobak, Rep.
1649 Allen Dr.
Westlake, OH 44145

Cuyahoga Canoe Cruising Club

Chuck A. Tummonds
10465 SR 44, Box T
Mantua, OH 44255

Wilderness Adventures

Charles Comer
256 Forrer Blvd.
Davton, OH 45419

OREGON

Oregon Kayak & Canoe Club

Box 692
Portland, OR. 97205

PENNSYLVANIA

Canoe, Kayak & Sailing Craft

Douglass Ettinger
701 Wood Street
Wilkinsburg, PA 15221

Oil City Canoe

Rt. 62 N, Rd. 2
Oil City, PA 16301

Allegheny Canoe Club

Walter Pilewski
131 Park Ave.
Franklin, PA 16323

Penn State Outing Club

John R. Sweet
118 S. Buckhout St.
State College, PA 16801

PENNSYLVANIA (Cont.)

Wildwater Boating Club

Robert L. Martin
LD 179
Bellefonte, PA 16823

Philadelphia Canoe Club

Dr. David Knight
4900 Ridge Ave.
Philadelphia, PA 19128

RHODE ISLAND

Rhode Island River Rats

Rist Bonnefond
53 Maplewood Ave.
Misquanicut, RI 02891

SOUTH CAROLINA

Carolina WW Canoeing Assoc.

Jerry L. Paul
3412 Harvard Ave.
Columbia, SC 29205

Savannah River Paddlers

Explorer Ship 121 &
Sea Scout 404
Jim Hill
1211 Woodbine Rd.
Aiken, SC 29801

TENNESSEE

Tenn-Tucky Lake

Canoe-Camping Club
Calvin Philips, Jr.
612 Shelby Ave.
Nashville, TN 37206

Tennessee Valley Canoe Club

Geo. M. Marterre
Box 11125
Chattanooga, TN 37401

Carbide Canoe Club

Herbert Pomerance
104 Ulena Lane
Oak Ridge, TN 37830

E. Tenn. WW Club

Tom Berg, Bx 3074
Oak Ridge, TN 37830

Choto Canoe Club

Anne Phillips
3811 Woodhill Pl.
Knoxville, TN 37919

TEXAS

Down River Club-Dallas

Paul W. McCarty
Oak Lea
Irving, TX 75061

Texas Explorers Club

Bob Burleson, Rep.
Box 844
Temple, TX 76501

Explorer Post 151

Tom Sloan, Scoutmaster

2008 Bedford
Midland, TX 79701

Explorer Post 425

Joe D. Giddens III
7445-Aberdeen Dr.
Ft. Worth, TX 76116

UTAH

Wasatch Mt. Club

J. Dewell
56 N. 800 West
Woods Cross, UT 84087

VERMONT

Marlboro College

Outdoor Program
Malcolm Moore
Marlboro, VT 05344

VERMONT (Cont.)

Northern Vermont Canoe Cruisers

Edwin Amidon, Jr.
Bx 254
Shelburne, VT 05482

VIRGINIA

Canoe Cruisers Assoc.

John Sessler
1623 Seneca Ave.
McLern, VA 22101

Blue Ridge Voyageurs

Ralph T. Smith, Rep.
8119 Hill Crest Dr.
Manassas, VA 22110

Coastal Canoeists, Inc.

Tom Frink
319-65th St.
Newport News, VA 23607

Explorer Post 999

R. Steve Thomas, Jr.
3509 N. Colonial Dr.
Hopewell, VA 23860

WASHINGTON

U of W Canoe Club

IMA Bldg.
University of Washington
Seattle, WA 98105

The Tacoma Mountaineers

Kayak & Canoe Comm.
Bob Hammond
3512 Crystal Spg.
Tacoma, WA 98466

Whitewater-Northwest Kayak Club

Box 1081
Spokane, WA 99201

WEST VIRGINIA

Wildwater Expeditions Unlimited

Thomas Dragan
Bx 55
Thurmond, WV 25936

WISCONSIN

Sierra Club

John Muir Chapter
Jim Senn
10261 N. Sunnycrest Dr
Mequon, WI 53092

Kayaks Ltd.

John Weil
5980 Dawson Ct.
Greendale, WI 53129

Wisconsin Hoofers

Outing Club
Shirley Delsart
1309 W. Dayton
Madison, WI 53715

Wolf River Canoe Club

R. Charles Steed
Wolf River Lodge
White Lake, WI 54491

CANADA

B.C. Kayak and Canoe Club

1606 W. Broadway
Vancouver, B.C., Canada

Federation Quebecoise de

Canot-Kayak Inc.
881 Est. Boul. de Maisonneuve
Montreal 132, P. Q.
Canada. H2L 149

AUSTRALIA

Indoomopilly Canoe Club

Box 36, Indoomopilly,
Queensland, Australia