

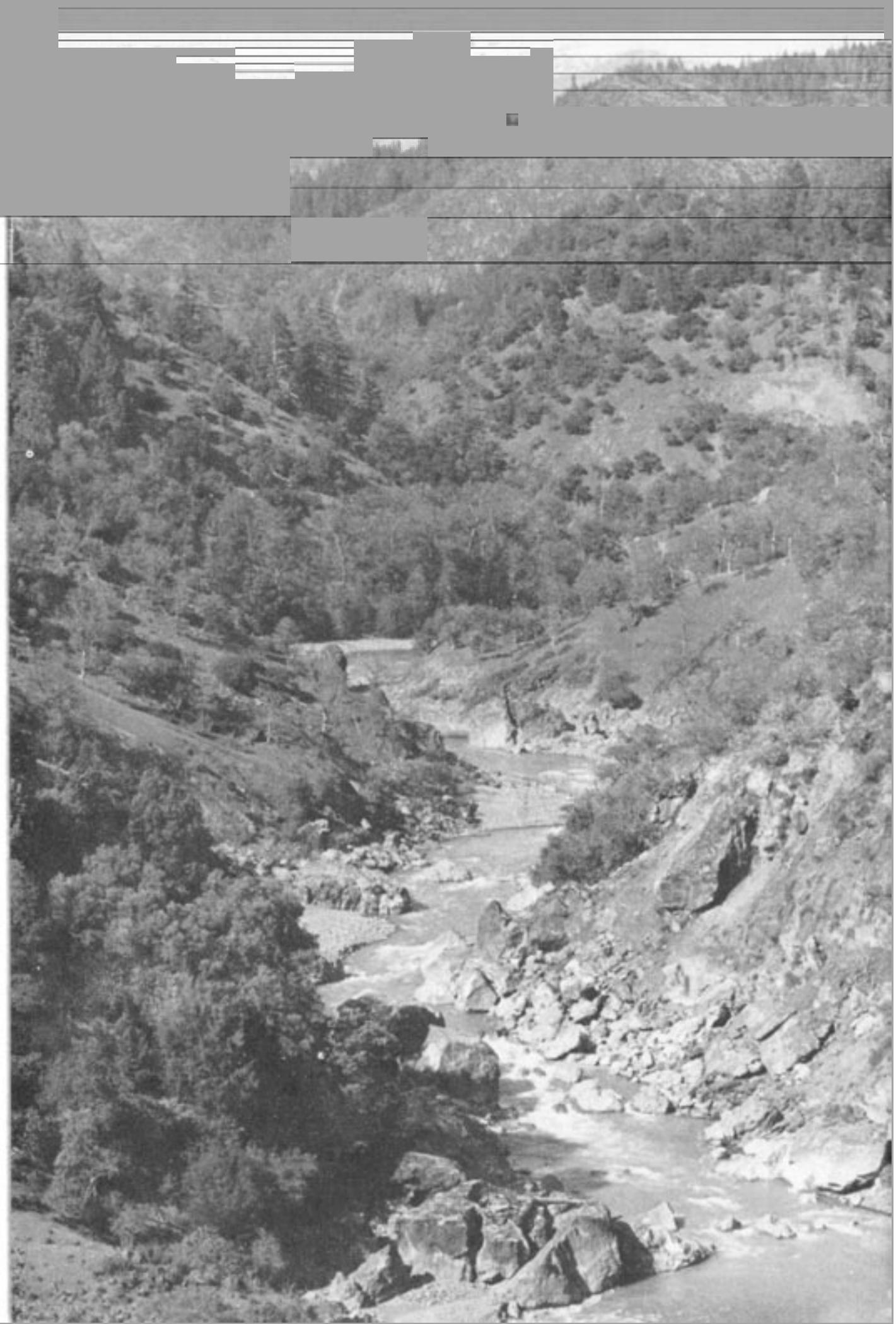
American

WHITEWATER

the Journal of the American Whitewater Affiliation



NOV/DEC 1974 Vol. XIX, No. 6





The American Whitewater Affiliation

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COVER: Dr. Richard Furman in Nantahala Falls, Nantahala R., NC. Photo by Allan C. Parker, Tacoma, WA.

AT LEFT: The Upper Middle Fork of the Eel River is fed in the spring by snow run-off from the Yolla Bolly Mountains. Photo by Joe Bauer. See story, p. 186.

Letters from Readers

To the editor:

The West River races on May 11-12 were a huge success due to the efforts of various individuals. However, the race would not have happened without the efforts of Sandy Campbell. Sandy pulled the weekend together at the last minute when it looked as if there would be no slalom on the West this year. I feel that too many people take this race for granted, and that Sandy's efforts should not go unnoticed.

Eric Evans

Dear Iris,

That was a most interesting and prophetic discourse between Bob Burrell and O. K. Goodwin in the May/June issue. However, the problem is not just the thrill seekers and daredevils. Modern technique is bringing more boaters to difficult rivers with a confidence that may belie the risk. For example, it is not feasible to scout more than a few of the worst drops in the succession of blind rapids we find on the steep rivers we now run. We scout as we eddy hop, as if one is not likely to (1) upset, (2) miss a roll, (3) encounter an impossible boulder pile or falls. How many of us appreciate that it is not our consummate skill that is saving us (even the best kayakers have been known to miss rolls), but the statistical chance against these three unlikely events all taking place in the same rapid?

We watch the leader successfully negotiate a difficult rapid and then decide to try it ourselves. Even if six boaters have made it through, how many of us are cognizant that all that has been established is that the rapid can be run at least six out of seven tries? What odds are we willing to take on our lives? (I prefer to make my decision after seeing an unsuccessful boater swim through). An analogous situation exists

when we make or know of several successful runs on a river at high water.

While there are other interpretations of the tragedies on the Bruneau and Truckee, they may be the first indications that all of us are pushing our luck and doing so in numbers of boaters that are now becoming statistically significant.

Carl Trost
257 Pacheco Street
San Francisco
CA 94116

Editor:

Thank you for printing the poignant, well-written, timely article by Dr. Blackadar on Julie Wilson Falls.

I am sending a memorial contribution to American Rivers Conservation Council as suggested, but wish to point out that your street address is incorrect. The ARCC address is 324 C Street S.E., not 24 C Street, S.E., as you have written.

Very truly yours,
Stephen Greenberger, KCCNY
Member. Sierra Club

September 9, 1974

Dear Iris & Jim:

... I'm happy to see an AWW issue covering safety (Vol. XIX, No. 4, JUL/AUG 1974)... Even in flatwater Minnesota two kayakers drowned—each violated many of the Safety Code rules! I'm sure you will have a great deal of editorial comment but I'll toss my two-bits worth in anyway.

*Big water requires a big jacket—anyone who has swum in heavy water can appreciate this. But a roll in a big jacket requires a somewhat different technique and one must perfect his/her role on both sides since it's hard to swing under the boat. In addition, duffel in the boat also changes the roll characteristics. Roll practice with the big jacket (and duffel) is essential.

*Probably our most common error is following too close in difficult water. The trip leader should establish a minimum (expressed in number of boat lengths) which must be adhered to in rapids. Experienced paddlers should avoid backpaddling in front of novices.

"Lightweight boats made from flexible materials (Kelvar, polyethylene, **polypropylene**, etc.) require support (possibly an ethafoam beam) in the leg area to prevent the deck from collapsing in this area. Boat makers should make this part of the deck as rigid as the hull.

*Big water which, additionally, requires maneuvering is best left to muscle persons; "expert" status alone is not enough. Duffel in the bag requires additional strength.

★ A so-called "expert" who takes inexperienced paddlers on difficult water or intimidates others to run hazardous water is a real menace.

Andrew A. Westerhaus
1905 River Hills Dr.
Burnsville, MN 55337

October 13, 1974

Dear Ms. Sindelar:

In the SEP/OCT 1974 issue of *American Whitewater* there is a picture of a pair of canoeists on p. 169 whom you could not identify. These two men are Ken **Huffman** (bow) and his father Gene **Huffman** in stern from Yardley, PA. They paddle under the Philadelphia Canoe Club, but also belong to the Mohawk Canoe Club. They have been paddling C-2 for many years and placed second in the Internationals held on the Savage River this past Labor Day weekend.

Yours truly,

Cindy Hitner, PCC
2905 Guilford St.
Philadelphia, PA 19152

Dear Iris,

In reference to a letter from Gary Myers in Vol. XIX, No. 4: as far as I know (Emily Post I ain't) it is the business, choice, option, etc. of the HOLDER of a professional title whether to use—or not to use—HIS title.

Volunteer-run "journals" of various sports (caving, diving, canoeing, etc.) struggle and scrape for GOOD material, articles, etc. Some last, some don't. The survivors are supported, the victims are usually nitpicked or bickered to death. Serious gripes should be aired—and cleared, but dissenters should ask themselves, "Will this airing help or improve the sport? Or is it really PERSONAL differences? Trivia? Nitpicking? Bickering and/or nitpicking have no place in our sport. Or in our Journal.

My hat is off to the writers (titled, incognito or otherwise) who support the Journal. May they not be discouraged by trivia!

Although taken a bit out of context, I like one comment from Myers' letter: "These guys are good paddlers and good writers, and that's all that should concern anyone who reads this journal."

Good Paddlin'
Joe D. Giddens III
7445 Aberdeen Dr.
Fort Worth, TX 76116

Dear Ms. Sindelar,

We're looking for an 11' inflatable canoe for whitewater that is made of RUBBERIZED CLOTH or some similar STURDY material rather than plastic. (Not the Tahiti-type neoprene canoe.) Who makes them? Please help.

Linda Conklin
13425 Leach St.
Sylmar, CA 91342

(We don't know of any such craft, but perhaps one of our readers will be able to help out.— Ed.)



Joe Bauer runs an almost unportageable class 4 rapid on the Upper Middle Eel River, California. Photo by John Bauer.

The Upper Middle Eel River

by Joe Bauer. Box 394, Inverness, CA 94937

On April 16, 1974, members of the Tomales Bay Kayak Club (Joe and John Bauer and Banana) successfully ran the Upper Middle Fork of the Eel River from below Buck Creek to the Black Butte River.

This was a very special trip for us, not only because it was the first time we had run this beautiful stretch of river, but also because we had no information as to what the river was like.

We knew of no one having run it before, probably because the river is over a thousand feet below the nearest road in a steep canyon. But on the map

it looks great. A 200 sq. mile drainage area and a 53 feet per mile average gradient in the 3% miles above the Black Butte River confluence promised a medium-sized riverbed and lots of action.

Three months before, I had scouted the planned put-in as far as the end of an old logging road. From there we would have to carry our boats for about a mile through the woods.

The carry turned out to be not too bad. There is no trail and it was somewhat difficult to figure exactly where to go in the woods. We stopped to

rest half a dozen times. The morning was warm and sunny and it was nice to be out there.

As we continued into the gorge, it steepened and we soon discovered that we were reaching the point of no return. The only way out was to run this strange river. It would be a pleasure.

The last 50 feet or so above the river drops off very steeply. After much scouting we found a place where we could climb down and lower the boats on ropes.

The river was running at about 1000 cfs, clear green, 45 degrees and tasted very good after over two hours of hiking down into the canyon.

Once on the river we found frequent class 3 and class 4 rapids, mostly not too difficult, but usually hard to scout from the banks. They seem to drop off slowly at the top so that by the time you could see the bottom, you would already

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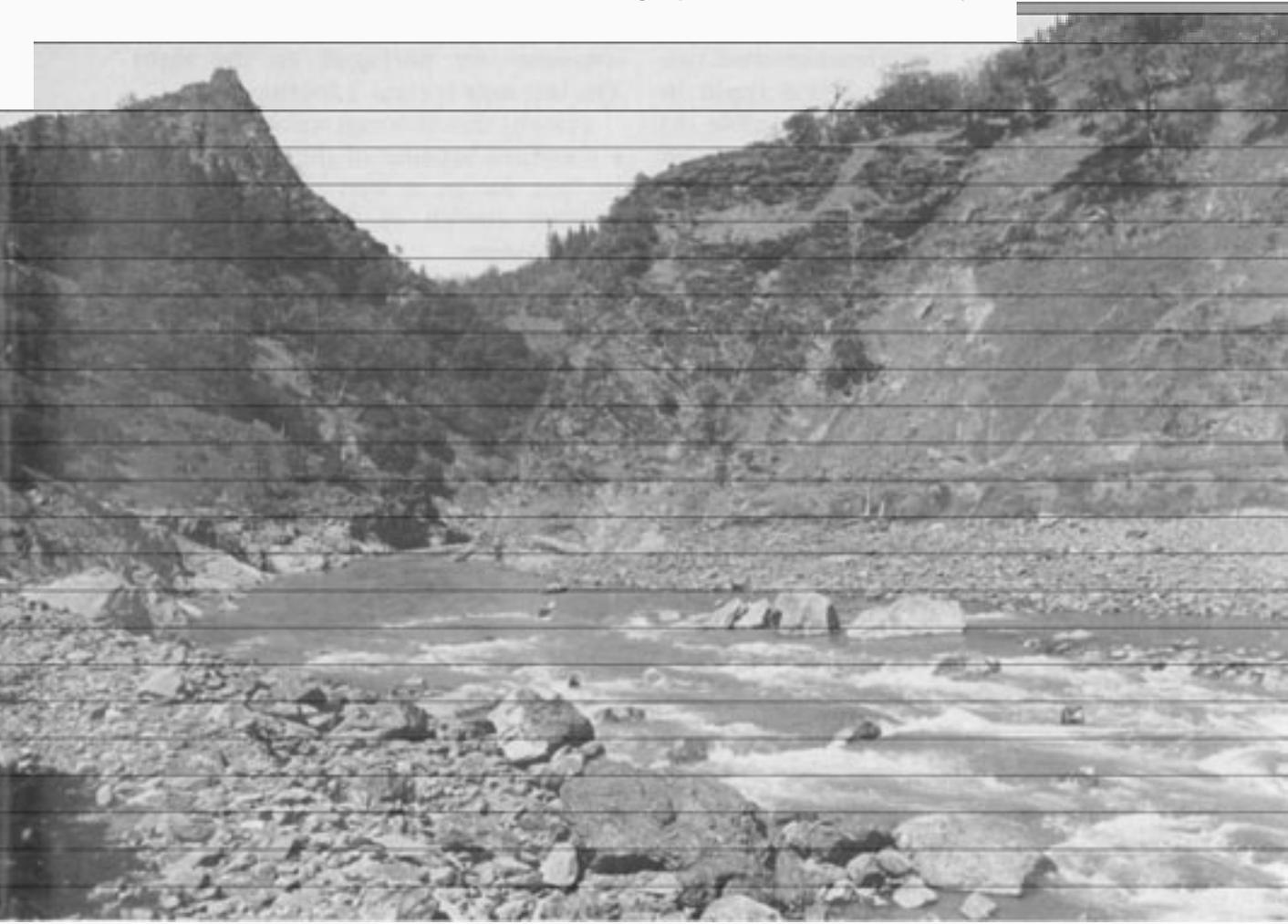
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Banana follows John Bauer into a long rapid at Bar Creek. Photo by Joe Bauer.





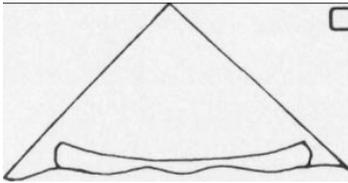
The rapids were frequent and interesting. Photo by Joe Bauer.

be committed. The rapids were so close together that we sometimes scouted two at once. One difficult class 4 rapid in particular was almost impossible to portage because of the steep canyon walls.

About a mile from the takeout there is a very constricted high drop which we

called a class 6. Perhaps runnable by someone—we portaged on the right. The last mile is class 2 touring.

I doubt that this run will ever become a standard because of the difficult put-in, but for us it was worth it to see another stretch of the incredible Eel River system.



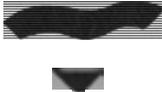
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When writing to authors, affiliate clubs and other non-business sources of information whose addresses are in this Journal, please enclose a stamped, self-

addressed envelope. Why should the folks who answer your questions pay for the privilege? Besides, they will be more likely to answer you promptly. THANKS.



A Method of Kayak Rescue

by Don Sanborn, Hanover, N.H.

For those who have recently begun kayaking but have not yet mastered the eskimo roll, the lure of open water may be somewhat diminished by the intimidation of overturning. The time and energy expended in swimming a kayak ashore, emptying it, getting back into it, and paddling back out is physically wearying to say the least, and after a few such occasions enthusiasm tends to wane. This problem becomes magnified if the overturn occurs during a lake crossing or island-hopping in the ocean. The distances from shore involved in these instances could prove disastrous.

Of course one should learn the roll, but despite commonsense and serious admonitions many novices and foolhardy emulators of the "Deliverance Syn-

drome" will still run rivers beyond their competence and paddle distances into wide expanses of water farther than they could ever return by swimming. Furthermore, hanging onto an overturned boat awaiting rescue may take longer than anticipated and in frigid waters help may arrive too late. This article describes a method by which these non-rolling kayakers can, after overturning, get back into their boats and either continue on course or paddle to the nearest shore to empty out excess water—a preferable and faster alternative to swimming ashore or being towed.

A prerequisite to this technique requires one other person in another kayak because this method is based upon mutual effort. One might also add

here that even the most rudimentary safety precautions preclude kayaking alone. If there is more than one companion then the two kayak rescue method described by John Young¹ would be a preferable method.

First, upon overturning, the kayaker should wet exit from his boat immediately, leaving it upside down to retain the trapped air for flotation. He should retain a grip on it to prevent becoming separated from it. The kayaker—now swimmer—should approach his overturned boat beside and facing the cockpit, and while treading water reach under the boat to grasp the far edge of the coaming with one hand; the other hand should grasp the near edge of the coaming. Then, with the near hand shove the boat upwards as though to stand it on its gunwale. Simultaneously, the far hand lifts the opposite coaming vertically as much as possible and pulls it toward the swimmer in one smooth motion. The result is that the kayak is flipped upright, and if accomplished with alacrity only a modest amount of water will remain inside and this can usually be sponged out later in only a few minutes.

The second step is initiated by the rescuer paddling his kayak alongside the uprighted one. Once alongside he places one end of his paddle shaft behind him, clasping it to his rear coaming with one hand—as though he were going to do a paddle brace for getting in or out of his boat. With his other hand he clasps one end of the swimmer's paddle shaft in his front coaming groove. The other ends of both paddles are placed in the respective front and rear coaming grooves of the uprighted parallel kayak. At this point both

1. Young, J. "Rescuing  Overturned Kayak by Two Kayaks," American Whitewater, 14 (2):28, 1968.

kayaks are along side each other with both paddles lying across them, just fore and aft of the cockpits, and the swimmer is on the far side of his empty cockpit.

For the third step, the swimmer grabs the two paddle shafts fore and aft of the empty cockpit and clamps his thumbs under the inside edge of the cockpit. This secures the paddles from slipping and the boat from tipping. Then he pushes himself up to arm's length, lifts his legs up and into his cockpit, and then sits squarely back in his boat ready to paddle.

Assuming the rescuer is close by when his companion overturns, the entire rescue procedure can be accomplished in about a minute and a half, under optimal conditions. This method has also been tested on mild Class III sections of several rivers (just don't go over any drops) and in a lake with two and a half foot waves running.

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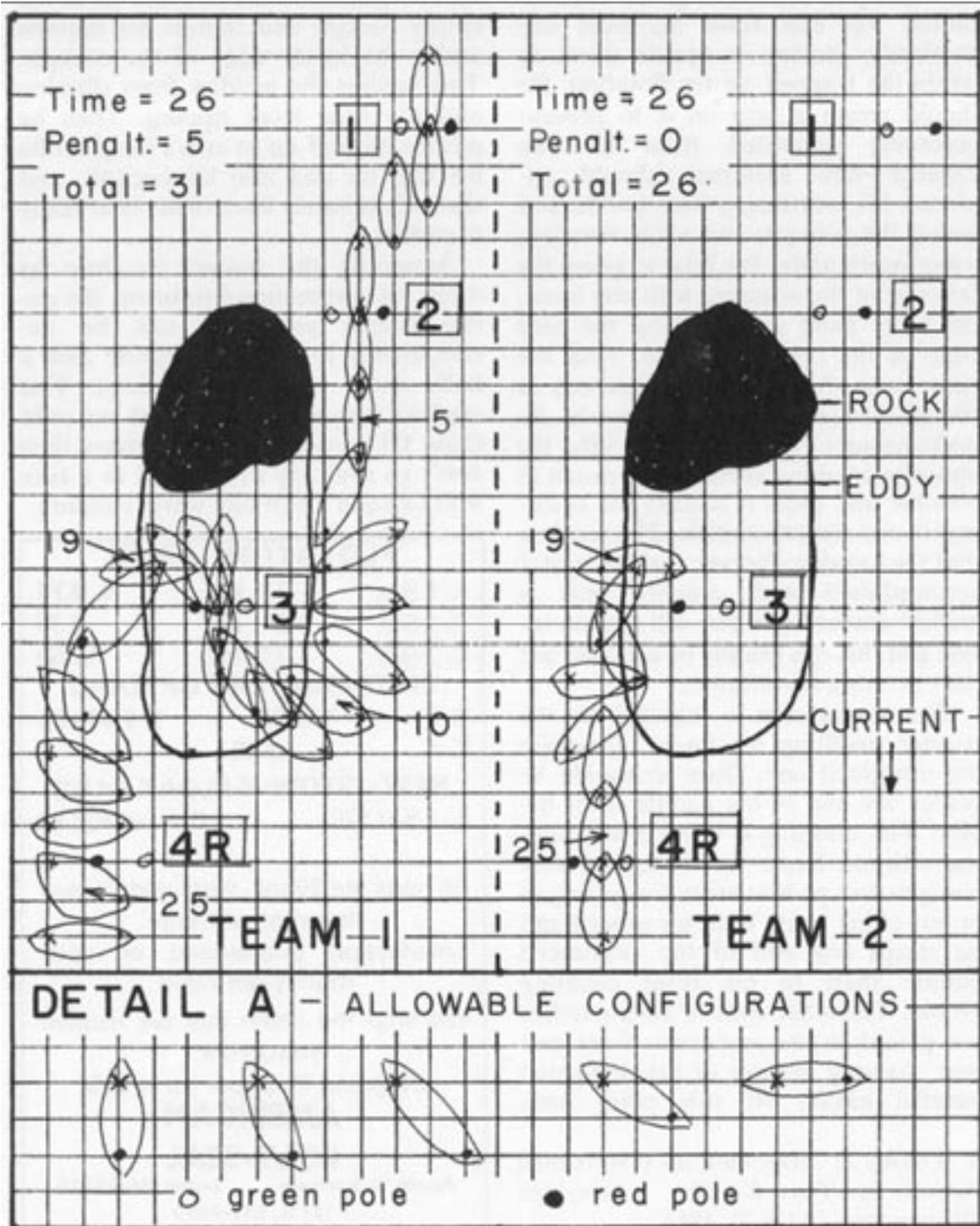
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Graph Paper Slalom

by John Ballard and Phyllis Ballard.

RR No. 1, Box 9A Wading River, New York 11792



A description of a clever game called Race Track in the January, 1973 issue of *Scientific American* gave us the idea to develop Graph Paper Slalom, a simulation of a C-2 white water slalom race. The game as we have developed it to date is simple to play, yet realistically simulates situations which arise in a slalom and calls for teamwork and an understanding of water characteristics to score well.

THE COURSE

The game is played on graph paper with a grid scale of about 5 squares per inch. A schematic map of the river section is drawn on the paper, complete with banks, rocks, and eddies. Eddies should be at least 6 blocks long to allow boats to maneuver in them. Slalom gates are next drawn, each gate being 1½ blocks wide centered on an intersection point of the grid. Denote red and green poles in some manner so the players will know the correct manner of passage. Number the gates and indicate reverse gates. Just as in real slaloms, setting the course in Graph Paper Slalom is an art in itself and it is easy to set gates which are impossible for competitors to negotiate without penalty points.

TEAMS AND BOATS

A team consists of two players, a bow and a stern person, who compete against other teams. The boats which are used are of radical design as they must change length during a race! The rule is that a boat is two blocks long, or as is sometimes necessary, two diagonal blocks long (see detail A on the graph paper).

MOVES

One turn consists of a move by the bow person *and* a move by the stern person. When a paddler is not in an eddy, he may move his end of the boat

zero or one block sideways in either direction perpendicular to the current and one or two blocks *downstream*. The requirement that each move has a component of at least one block downstream simulates downstream drift. When a paddler is in an eddy, he may move his end of the boat zero or one block *upstream*. Eddies allow boats to move upstream and to pivot without losing ground downstream.

The first move for each turn is made by the person who is forward in the direction of travel. This is usually the bow person, but during passage of a reverse gate it would be the stern person. The bow person uses a dot (.) and the stern person uses a cross (x) to mark his position. Play proceeds by drawing a "boat", each person making his move, and then drawing the new boat and so forth.

THE GAME

The game can be played by any even number of players. Each team has an identical copy of the course (if using Xerox to duplicate the course, do not use graph paper with blue lines—it will not reproduce), and works independently at its own pace. Prohibition of verbal communication between partners improves the reality of the game. A count of turns and a tally of penalty points accrued should be kept during the game.

SCORING

Each turn (bow move plus stern move) counts as one second for timing. Penalties for the game are the same as for real slalom competition, but their values are divided by ten. For example, an inside hit is 10/10 equals 1 second, and a missed gate is 50/10 equals 5 seconds. For purposes of judging penalties, the boat is considered to be a straight line of zero width connecting bow and stern paddler positions. If in

moving to a new position during a turn, the boat would hit a pole even though the final position is not in a penalty position, a penalty is scored. Final score for the run is the sum of time (Turns) plus penalty points.

EXAMPLE

In the example, gate numbers are shown in boxes, and selected move numbers are shown with arrows drawn to the corresponding boat position. Team 1 and team 2 follow identical courses until move 20, then the bow person of team 1 makes the mistake of not immediately re-entering the eddy. Drifting downstream, team 1 broadsides gate 3 and incurs 5 penalty points which loses the race for them. Both teams take 26 moves to negotiate this section of the course, but team 2 wins by having a clean run.

FUTURE MODIFICATIONS

The rules of Graph Paper Slalom described here are but a skeleton outline of the total rules you will need to implement to cover situations which will arise during the course of future games. We hope however that the game described here is interesting and complete enough to allow the readers of *American Whitewater* to expand upon it and make a version of it their own. Happy paddling!

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Jim Henry, National OC-I Champ. Photo courtesy Mad River Canoe, Waitsfield, VT

Open Canoe Championships

Midst thick vines, fog and heavy rapids, the 1974 National Open Canoe Whitewater Championships were held on the Nantahala River, Wesser, North Carolina, the weekend of August 10-11, 1974. The TVA-controlled river came up like clockwork by 11:30 every morning giving time for practice runs as well as scenic pleasure tripping. The Georgia Canoeing Association, hosts for the race, had planned well and timing/scoring results were ready almost as contestants crossed the finish line.

On Saturday the 15-gate slalom was held in a 200-yard stretch of rapids in beautiful Carolina sunshine. By 8 p.m. when the last racers had finished their

final runs the sun had disappeared, but awards were given out promptly letting the exhausted racers head off to bed before Sunday's downriver test.

The downriver course covered 8 miles of fairly continuous Class II and III rapids, ending the whitewater section with a difficult drop over Nantahala Falls (a great spectator spot). Next came a half mile portage up a mud bank (where at least one reported snake sighting caused several Northern paddlers to don high boots) and along a railroad track. This was followed by six miles of flatwater.

The day started out with a misty rain as the first canoes left the starting line, one every 30 seconds, but cleared to

sunshine by the time they approached the cameras at Nantahala Falls. A new course record was set by Pete Donovan and Don Goodrich of Bennington, Vermont, who won the men's medium class in the amazing time of 1 hour, 32 minutes and 9 seconds, three minutes ahead of their nearest competitors.

It was a good weekend of hard competition and congratulations must be given to the Georgia Canoeing Association for putting on an efficient, fun Championship competition. Next year's National Whitewater Championships will be held on the Moose River in Old Forge, New York.

**1974 NATIONAL OPEN CANOE WHITEWATER CHAMPIONSHIPS
NANTAHALA RIVER, WESSER, NORTH CAROLINA
AUGUST 10-11, 1974**

C-1

1. Jim Henry
2. Claude Grizzard
3. David Eneguess

Waitsfield, Vt.
Atlanta, Ga.
Dover, N. H.

105.35
106.00
108.17

Mad River Canoe
Vega
Mad River Canoe

C-2 SHORT

1. Brian Locke/George Walsh
2. Neal Sanders/Andy Hailey
3. Russell Dodge/Jim O'Regan

Jay, Me.
Kingsport, Tenn.
Readfield, Me.

103.26
104.10
108.18

Homemade *
Homemade *
Mad River Canoe

C-2 MEDIUM

1. Peter Donovan/Donald Goodrich
2. Robert Waddle/Mike Waddle
3. John Houston/Todd Adams
4. Harry Baxter/Dan Baxter

Bennington, Vt.
Brunswick, Me.
Shelbyville, Ind.
Jackson Hole, Wyo.

92.09
95.10
95.44
99.32

Mad River Canoe
Sawyer
Moore
Mad River Canoe

*The term "homemadr" hard\$ *does justice to these* boats, which are *handcrafted, designed specifically for the team* which *paddles* them, and *often even designed for a specific race site.* —Ed.



Tennessee paddlers Gregg Ginn (bow) and Ohio Knox at U.S. Open Canoe Championships. Photo by Edward Columbus Thompson.



C-2W team Bunny Johns (bow) and Jeannie Brackett of Kernersville, NC at U.S. Open Canoe Championships. Photo by Edward Columbus Thompson.

C-2 MIXED

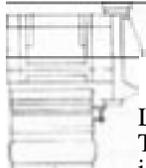
1. Jack Rademaker/Sperry Rademaker	Floral City, Fla.	98.37	Homemade *
2. Errol Schluter/Elizabeth Schluter	Waukesha, Wis.	101.16	Moore
3. Sam Allison/Sue Allison	North Creek, N. Y.	101.23	Mad River Canoe

C-2 WOMEN

1. Michele Piras/Lyn Ashton	Bryson City, N. C.	116.04	Mad River Canoe
2. Bunny Johns/Jeannie Brackett	Kernersville, N. C.	116.26	Blue Hole
3. Kim Goetner/Mimi Wallace	Long Creek, S. C.	119.25	Old Town

C-2 JR.

1. Dwayne Rouse/Randy Rouse	Floral City, Fla.	110.37	Unknown
2. Roger Stone/Kirk Stone	Greenville, S. C.	114.34	Unknown
3. Tom Popp/Eric Popp	Hixon, Tenn.	116.06	Unknown



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John Kennedy (44) and Payson Kennedy (45) dig for a gate at Slalom Championships. Photo by Edward Columbus Thompson.

SLALOM

C-1	Club	Score
1. Charles Walbridge	CCA	305.0
2. Les Bechdel		306.2
3. Stan Wars		337.0
C-2		
1. Harry Baxter/Dan Baxter		283.6
2. John Houston/Todd Adams	USCA	323.6
3. Reid Gryder/John Hixcox	CHCC	324.6
C-2M		
1. Jim Henry/Kay Henry	NVCC	325.4
2. Robert Harrison/Kim Goetner	CCA	327.0
3. David Eneguess/Nancy Widerhold		349.8
C-2W		
1. Miki Piras/Lyn Ashton	CCA	285.8
2. Bunny Johns/Jeanne Brackett	CCC	356.2
3. Falma Moye/Margaret Tucker	GCA	428.0
C-1 JR.		
1. Tom Popp	TVCC	409.0
2. John Kennedy, Jr	NOC	426.8
3. Nat Sparks		455.2
C-2 JR.		
1. Tom Popp/Eric Popp	TVCC	393.6
2. Doug Foster/B. Johnson		646.2
C-2 JR./SR.		
1. John Kennedy Jr./John Kennedy, Sr	NOC	267.2
2. Greg Guinn/Ohio Knox	TSRA	40R.0
3. Bruce Johnson/Roger Losier	GCA	552.8

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C-1

1. Jamie McEwan (USA)	335.4
2. Bill Griffith (Canada)	337.6
3. Angus Morrisson (USA)	449.3

K-1

1. Eric Evans (USA)	211.4
2. Norbert Sattler (Austria)	215.2
3. Michel Magdinier (France)	250.13

K1-W

1. Carol Fisher (USA)	351.5
2. Cindy Goodwin (USA)	387.7
3. Candi Clark (USA)	434.4

C-2

1. Knight/Harris (USA)	613.0
2. Huffman/Huffman (USA)	650.2
3. Liebman/Feldman (USA)	678.6

**ST. CROIX SLALOM
Taylors Falls, Minn.
Sept. 14-15, 1974**

K-1

1. Pete Cary	299.3
2. Al Button	323.0
3. Eric Albertson	366.7

C-1

1. Charles Steel	349.8
2. Norm Holcomb	375.9
3. Al Button	481.2

C-2

1. Young/Button	638.2
2. Steed/Steed	700.9

K1-W

1. Mary Reinhart	680.4
2. Lucy Honula	930.0

C2-M

1. Holcombe/Holcombe	661.0
2. Hayes/Honula	809.9
3. Button/Button	944.6

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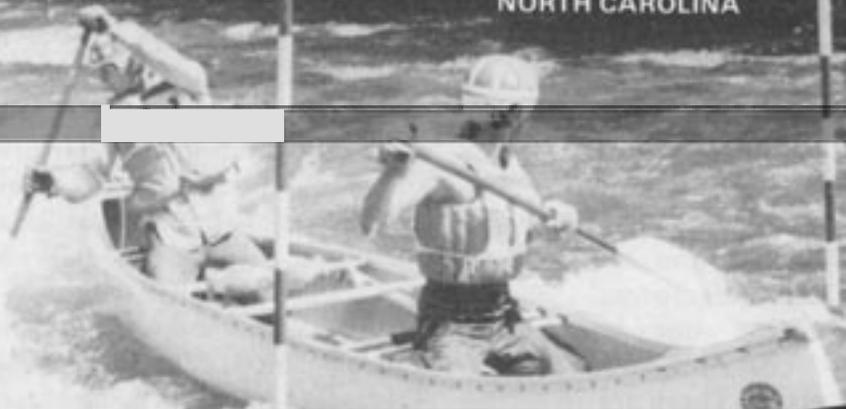
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Whitewater Sport in Poland

by Eric Evans, Hampshire College, Amherst, MA 01002

There has always been a sense of mystery surrounding American knowledge of canoe sport in the communist countries of Europe. This mystery is intensified by the constant success of these countries in international competition. Yet unlike the East Germans, who keep their sports knowledge and training methods a state secret, the Poles freely gave me any information I wanted and answered all my questions.

Whitewater racing started in Poland in the 1930's but it was not until 1957 that a Polish team went to the World Championships. Their first international teams consisted solely of kayaks, and this pattern continued until 1971 when Poland sent its first representatives in C-1 and C-2. Yet despite their long history of activity in the sport, Poland has had some difficult problems to overcome.

Boat construction is limited by the expense and scarcity of fiberglass materials. The country has but one boat builder who produces 50 boats a year in his spare time.

His boats are from Hartung, Lettmann, and Prijon designs. Most of his boats go directly to the clubs, for members of the national team are able to get their boats directly from the western European boat manufacturers.

Flatwater racing has been, and remains, the dominant form of canoeing in Poland. There are 75 active flat water clubs involving over 30,000 competitors. With this tremendous base from which to work, Poland has produced numerous World and Olympic champions. In comparison, whitewater racing has 10 active clubs

and only 400 competitors. Four of these clubs are the most powerful, and send a large number of their members to the national team.

The country is also hindered by a lack of good whitewater rivers, and much of the training and racing is done on relatively easy water. As a result of a lack of numbers, and geographical problems, Poland has produced fine racers only through superb organization of the sport at all levels and a well run national team program.

The organization is headed by the Polish Canoe Federation, a branch of which deals with slalom. This 6-member slalom Board of Directors consists of a member from each of the four strong clubs, the national team coach, and the head of the Polish Canoe Federation. These Board members, who are unpaid, have a budget equivalent to \$15,000 which comes from a government bureau in Warsaw called the Polish Sports Commission. Some of this money is put aside for the national team, while the rest of it goes to the ten clubs. Whitewater racing exists in Poland as a result of this money, and does not function through private and individual funds as in this country.

The national team uses its allotment for travel to international races, room and board at all races and training camps, equipment, uniforms and about \$10 per month per athlete for extra food. The national team coach's salary does not come out of this budget for he is selected and paid on a full time basis by the Polish Sports Commission out of a different budget.

The clubs use their money to purchase boats and fiberglass materials,

for travel to national events, to pay gate judges, to maintain club facilities, and to hire part time instructors. This club system opens up opportunities for young athletes who can not afford to buy their own equipment. A youngster can not only have access to boats and paddles, but can also receive coaching from the instructor. When this racer develops he may travel with the club bus to the races in Poland.

This club system has been the base for whitewater sport in Poland. However, when slalom was introduced into the Olympics at Munich in 1972, Poland became more concerned with their international results. Toni Kurcz was hired as national coach and given a great deal of control over the shaping of the national team. A national training center was established in southern Poland at Nowy Sacz (there had already been 12 in existence for flat water racing). Athletes on the team are required to submit weekly reports on their training to Kurcz. Kurcz himself must report once a month to the slalom Board of Directors on the team's progress and plans. In general, four training camps are held during the year, each of 12-14 days duration. They are usually conducted over the holiday seasons so that all the paddlers can attend. Two are held in the winter where the accent is on physical conditioning through cross country skiing, foot running, weight lifting, and gymnastics. One is held over Easter, and will next year be conducted at Skopje, Yugoslavia (site of the 1975 World Championships). The last camp is run at the end of August in conjunction with the international race near Nowy Sacz. Kurcz has insisted that his racers have a thorough back ground in the paddling of flat water boats before they engage seriously in slalom training. In fact, Gawronski, Poland's top K-1, has

spent enough time in a flat water boat so that he can stand on the edges of the cockpit of a Hunter and paddle it. Kurcz has found that at these training camps he has had to correct some bad habits that the paddlers have picked up at the club level. and this has led to some friction between him and some of the club coaches.

During the season paddlers point toward six major slaloms and one major wildwater race in addition to the one national championship race held in the summer. Team selection for international events is made solely by the national coach. Kurcz lets the athletes know before the season which events are going to count in making his decision. Kurcz has to take many factors into consideration, and he notes that one problem he faces is that some of the racers do well in the easy water races in Poland, yet do not do as well as some others in the tougher water found at most international events.

As a result of a good club system, and of Kurcz's program of late, Poland has had a good record in the World Championships. In 1957 Poland was third in the K-1 team event. and in 1963 (with Kurcz as a member of the team) they placed second in the team event. In the individual K-1 class their highest placing ever prior to the Gawronski era was 7th. Their present K-1 star is 22 year old Wojciech Gawronski who was 7th in 1971, 23rd at the Olympics, 3rd in 1973, and 5th in this year's Europa Cup. In K1 Kurcz has brought along Marie Cwierniewicz who was 4th in the Olympics and second in last year's World Championships. One of the surprises in this year's Europa Cup was the third place finish in C-2 of Jez/Kudlik. The oldest member of their team is only 23 so look for Poland to come on in impressive fashion in the future.

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*

WILDWATER RACING — CHOOSING THE COURSE

by Allan Button

A good wildwater race is a most exciting and demanding test of skill, balance, concentration, judgment and speed. If the racers are evenly matched in speed and endurance, the fine art of choosing the most efficient course may well determine the winner.

Ideally your route should follow the shortest, straightest possible course, and at the same time stay in the deepest, fastest, smoothest water you can find. This whole set of conditions seldom occurs in the same part of the river, so you must develop the art of compromise or choosing the best of several alternatives. Study the river and the current flows carefully and break them down into their simpler component features (standing waves, holes, curves, ledges, boulders and boulder beds, eddies, etc.). Then look for the fastest way through each of these hurdles.

Standing waves and holes: Don't plunge right through the middle! That may be the most exciting route, but each wave peak will slow you down, and a hole can stop you cold. Faster, smoother water is along either edge of a line of standing waves, between the waves and the neighboring eddy line.

Curves: Shorten your route by keeping to the inside of a curve but usually still in the fast current. Run on the inside edge of a curved series of standing waves, not the outside edge. On an "S" curve, cut across the channel halfway through so as to stay on the inside edge of the channel through both halves of the curve.

Ledges: Avoid the backrollers at the bottom if possible; try the edge of the chute over the ledge—it may skirt the roller. Be sure your route over the ledge is deep enough; running aground will lose you valuable seconds.

Boulder beds: Try to find a straight line channel of fast water. Zigzag turns burn up energy and put you through eddies and slow you down. Use the "pillows" of water diverting around boulders to help push you safely around those you plan to pass close to; this reduces the amount of active maneuvering you have to do.

Eddies: Generally avoid them. A spinout into an eddy is a major disaster costing up to thirty seconds and untold misery to the struggling, discouraged racer. You will have to cut through some in boulder beds. They do make good short cuts around very sharp bends in the river. When you do paddle through an eddy, enter it only at a small angle to the eddy line to avoid being spun out.

Sneaks: Look for little secondary channels to help you past some dangerous turbulence or stoppers in the main channel or to avoid following the main channel wide around a curve. Don't overdo it however. Sneaks can be dangerous because of their narrowness and need for precision maneuvering. They can change drastically with changing water levels too.

Plan your course in advance and learn it as thoroughly as possible. Make the transition from one feature to the

next as smooth and as straight as possible; avoid sudden sharp panic turns by making your maneuvers well in advance of the obstruction to be missed or the channel to be negotiated, so that you can hit the channel straight and fast.

Finally, test your ideas. If you can, run the course with another racer, splitting up at alternate routes, or time yourself through the various routes, comparing how much time and energy each requires. Try to catch the river at racing levels; routes change drastically with water level.

If you have chosen the best course for your style of paddling, you will be well along toward victory in that race. Your confidence that you know where you are going all the way down the river will add surprisingly to your speed and smoothness of execution in the race.

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Andy Westerhaus passing a hole in the Wind R. Canyon. Photo by Joanne Westerhaus.

Western Wyoming Whitewater

by Andy Westerhaus, 1905 River Hills Dr., Burnsville MN 55337

This year twenty Minnesota paddlers discovered that Big Wyoming includes their whitewater. Large winter snow accumulation, wet and late spring snows, then a rapid and prolonged warmup brought streams up to record flows throughout the northern Rockies. We arrived about two weeks after crest but still found most streams at normal high spring levels.

The rivers we found in Western Wyoming provided the widest spectrum and most interesting water I've paddled anywhere. I was also surprised at the near total absence of any whitewater boats in the Jackson area. The ratio of miles of quality whitewater to number

of boats is probably the highest of any area in the lower 48 states. I offer the following rivers as evidence of their quality whitewater.

WIND RIVER CANYON

This canyon, carved over a period of 500 million years, through many geological formations almost forces one to ponder man's relative insignificance compared to the age and size of this creation. Again and again I tried to compare a generation with a million years. Frequent rapids interrupted my thinking. Between the rapids one could watch the eagles soar near the tops of the vertical cliffs, and see mergansers

protecting their large broods near the river's edge, examine room-size boulders in the river and try to locate where they broke free from the cliffs.

A road runs along the right bank throughout the canyon. Many pullouts allowed us to scout the entire river with little effort. The river looked like a grade II-III "piece of cake." We overlooked one key thing—the height of the overlook. The road runs 50-150 feet above the river bed, making scouting unreliable, a lesson well learned. Furthermore, some of our judgement may have been biased by reports of open canoes successfully running this water in July. We didn't realize that the July 1974 level was higher than anything in the past 20 years.

The Boysen dam ponds the Wind just above the canyon, allowing the water to warm to a nice (by Western standards) 62°. We put in below the dam and were off to a real ride. For openers the river was flowing along at 5 mph in the quiet spots. The first wave in the first rapid was backrolling and stopped Lee Kochel in his C-1. Lee was able to maneuver and roll on the face of this wave but soon he and his boat went through the wave, not at the same time. The river below was heavy and continuous with large holes near the banks. The heavy waves in the middle were relatively safe but big enough to force Lee's boat to do unassisted enders. Fortunately Lee and his boat were comfortably separated since an uncontrolled boat in heavy water is a real hazard. A half mile later the rapid abated and Lee was able to get to shore.

The Pink Canyon (granite formation) segment contained some very heavy water followed by a monster hole which looked tough to avoid so we drove the boats around this area. Below the Pink Canyon the river slowed its pace, allowing us to enjoy the scenery. Rapids



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came at rather frequent intervals. Just about every one contained formidable holes which were easy but mandatory to avoid. Some of these rapids contained spectacular heavy water—the biggest I've paddled.

The last rapid in the canyon put it all together. This one began with a huge hole which blocked the right two-thirds of the river. Another hole, a few boat lengths downstream, blocked the left one-third of the river. Below this the river was quite narrow, leaving a long series of pyramidal waves, the largest probably five to six feet. One of these waves collapsed on Rick Gustafson's kayak and flushed him through its base. He got in a quick roll before the next wave—a fitting farewell to a great river.

UPPER WIND

The Upper Wind near DuBois looked as though it contained some good whitewater but locals thought barbed wire may be strung across the river in places. Exploring such a river would take a great deal of time and care but I think the paddler would find some nice water here.

GREYS

This heavily forested beauty joins the Snake just below the Little Grand Canyon. We scouted this gem from the Little Greys River to the Snake, but didn't paddle it since it was getting late in the day. At two places there were difficult (grade V) rapids which I would carry around but the rest of the river (where visible from the road!) looked like pure joy. At less water the entire stretch could probably be paddled without portage.

Kidney Canyon. Photo by Andy Weserhaus.

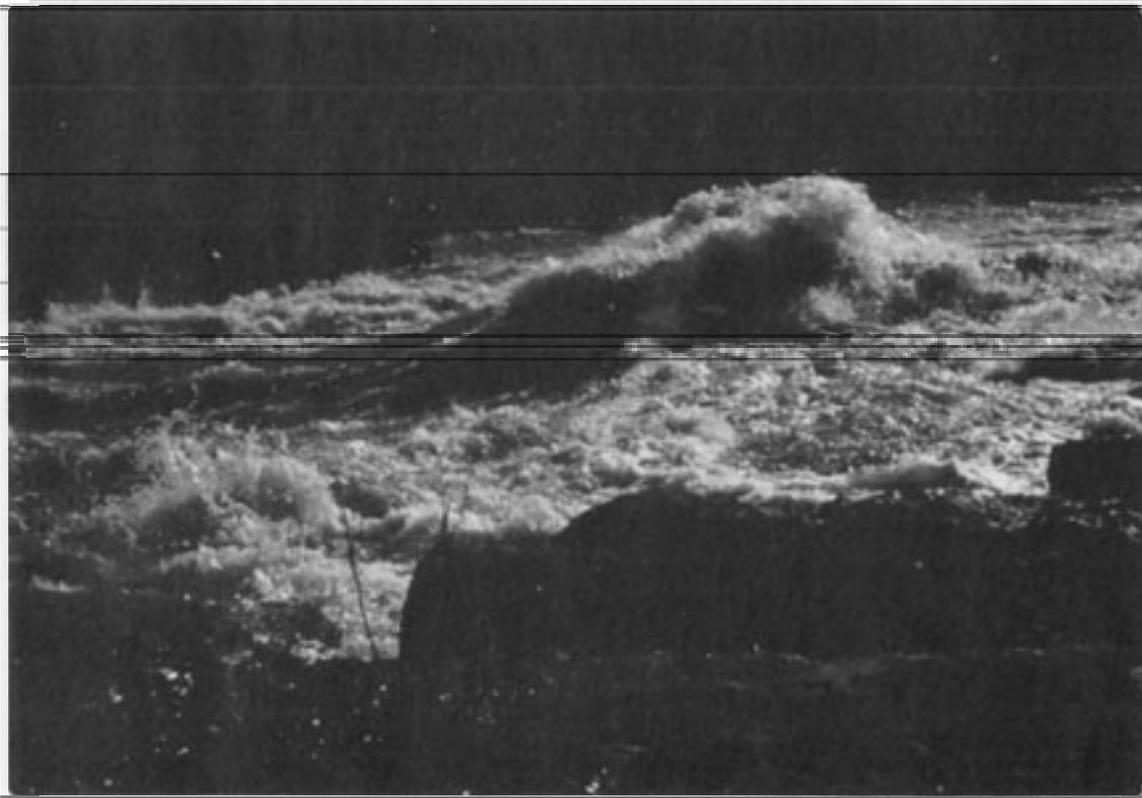


NORTH FORK SHOSHONE

This river flows east from Yellowstone National Park through the spectacular Wapiti Valley. As one descends through this valley the scenery changes from heavily forested greens to dry, semi-desert browns. In many places the soft red rock has been eroded into weird 3-D formations and pinacles.

Dr. Kay Swanson and Jack Nicol joined us for a July 4 paddle. Paddlers are not numerous in this area but the quality of these big water boaters is outstanding—both on and off the river.

We ran the last 20 or so miles above the Buffalo Bill Reservoir. This stretch provided an abundance of heavy grade II-III water (our hot dogs found a few places to do enders) and one interesting rapid called the Devil's Elbow. The Devil's Elbow was a long lazy S of heavy waves (up to four footers) but amazingly free of any nasty holes, a delightful run.



Standing wave at the Lunch Counter (Snake R.). Photo by Andy Westerhaus.

SHOSHONE CANYON

The Buffalo Bill Dam impounds both forks of the Shoshone. The canyon begins above the dam and runs for two or so miles below the dam. At 7500 cfs and 100 ft./mile gradient it was for spectators only. It was placed on my list of no-no's at this level. Nevertheless, it was interesting to scout and observe the huge hydraulics. Local paddlers had a good run through here at 400 cfs.

LITTLE GRAND CANYON— SNAKE

The Snake flows rather leisurely along the base of the Teton Range, collecting water from all the rivers which drain in Jackson Hole. Emerging from this elongated basin the Snake has carved the Little Grand Canyon (LGC). Although the LGC is somewhat deeper than the Wind River Canyon,

the latter is more impressive since its cliffs are nearly vertical.

We hiked down to the most difficult rapid in this section, a rapid called "The Lunch Counter." (You don't eat there, it eats you.) The Lunch Counter is a narrowing of the river with a possible total drop of about 10 ft. The entire river forms a "vee" leaving a series of huge pyramidal waves at the bottom. At 22,000 cfs these waves were honest eight- to ten-footers, the biggest river waves I've seen and quite impressive to a flatland kayaker.

After scouting the Lunch Counter and hearing that hydraulics in other parts of the LGC were flipping 19-foot Green River rafts (a boat eminently qualified for this type of water), we decided to cross the LGC from our 1974 list. Joerg Steinback led a group of Minnesota kayakers, without incident,

down the LGC one week later (the volume was still a respectable 12,000 cfs).

GRANITE CREEK—HOBACK

Granite Creek joins the Hoback River, which in turn joins the Snake above the Little Grand Canyon. We put in on Granite Creek about two miles above the Hoback. The creek was running full and fast. The first half mile was very steep, approximately 150 ft./mile gradient, and provided the busiest paddle I've had. After this the creek slows somewhat and flows through an open meadow. This meadow is over a mile long and provides the paddler with a unique view of a steep gradient stream. We had an upset in this area. The swimmer was able to get to shore with relative ease but boat rescue was a problem due to the total lack of eddy water near the banks. Two of us were able to slow the boat's

descent by pushing it into the bank while an alert third paddler was able to spring along the bank and catch up with the boat.

The Hoback provides about 10 miles of interesting paddling, some heavy water, great scenery, and a number of bridge access points between Granite Creek and the Snake.

GROS VENTRE

The Gros Ventre (pronounced "grow vahnt"—French for "great belly," referring to an Indian gesture seen by early French trappers) flows westerly from the Wind River range into the Jackson Hole area. This river flows toward the Teton range, providing great views of these magnificent mountains from many different vantage points on the river.

The most interesting aspect of this river is the Gros Ventre Slide—a massive landslide which occurred in

MAP-Chattooga River "The Deliverance River"

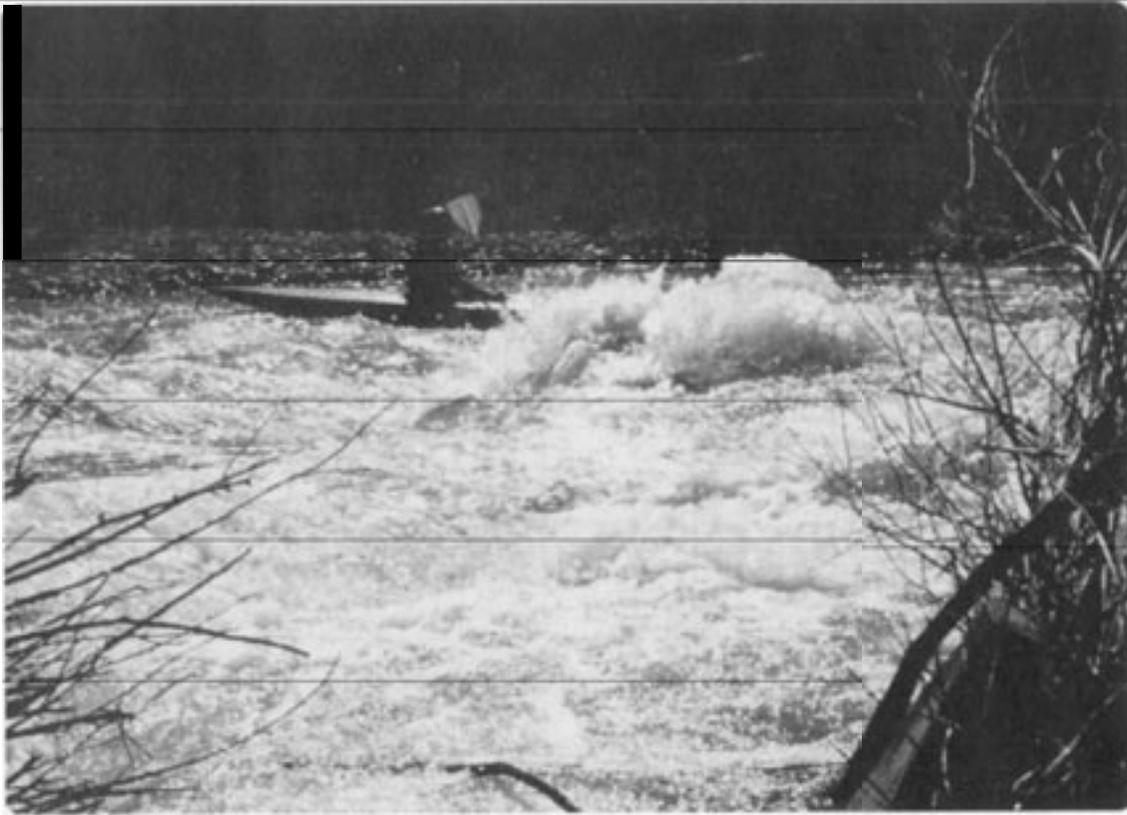


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Joanne Westerhaus below Gros Ventre Slide. Photo by Andy Westerhaus.

1925 and filled the river valley with rock and debris, forming a large lake behind a 225-foot-high natural dam. Spring floods in 1927 broke a channel through this dam—leaving a two-mile-long spillway full of huge boulders.

The Slide provided our most exciting and difficult paddle. The large volume of water (3.5' at the Kelly gauge) covered most of the boulders but left many holes in their wake. The further we went down the Slide, the steeper and narrower it became. The volume seemed to increase also! The increased flow may have been a mental state but I think some additional flow came from seepage through the rock slide. The density of the boulders and construction of the channel forced the boater to punch through or out-manuever many holes in rapid succession, a mentally and physically

exhausting task. We called this run "The Holy Land." I wouldn't care to paddle through here at any higher water.

The Gros Ventre also provides some delightful, intermediate-class whitewater runs, one of which was made starting on Crystal Creek, which joins the Gros Ventre, taking out above Slide Lake. The second run was made starting below the slide and ending at Kelly. This run provided outstanding views of the Teton Range.

Hints for Western Cruising

* June has high water, July medium, and August low or unrunnable but only for an average year (if such a thing exists).

* Most rivers have both intermediate and expert runs.

* Wear a wet suit (45°-55° water temps

WESTERN WYOMING WHITEWATER

Name	Location	Volume* 1st week July 1974	Vol Max 19
Wind River Canyon	South of Thermopolis	5,160	5,
Granite Creek	30 mi. SE of Jackson	500	
Hoback	20 mi. SE of Jackson	2,500	4,
Snake ^{**} Little Grand Canyon	15 mi. S of Jackson	22,300	35,
Gros Ventre	15 mi. NE of Jackson	2,000	4,
Greys	30 mi. S of Jackson	1,000	1,5
N. F. Shoshone	20 mi. W of Cody	3,500	8,0
Shoshone Canyon	Cody	7,530	12,0

* Volume is given in cubic feet per second. **The Wind, S**
are pure guesswork.

** Difficulty was for 1st week July 1974 levels which are

are common).

* USFS maps of National Forests and and USGS topos are a good combination.

* If you wish to paddle the heavy water: Get a reliable roll on both sides. Be in shape. Wear a big jacket (30# of flotation) for rivers over 2000 cfs. Get some heavy water experience (for Midwestern boaters the Kettle at five feet or the Peshtigo at 20"). Be able to run sideways and backwards well.

* Beware of sunburn.

* Don't scout canyons from above.

* Natural hot springs are a delight after the cold water; inquire locally.

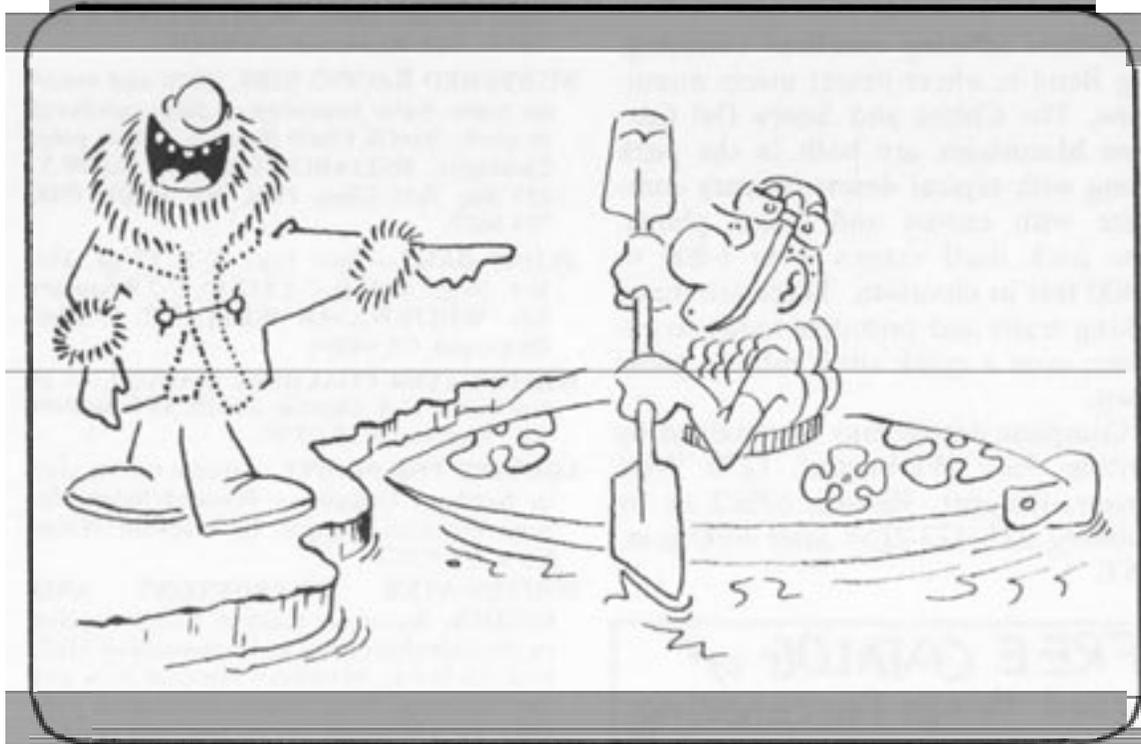
* In addition to the streams described in this article, the following are also outstanding:

Gallatin and Stillwater (north of Yellowstone)

Clark Fork Canyon (lower end only) and Rock Creek (northeast of Yellowstone)

South Fork, Main Fork and Main Salmon, Selway, Locksa and St. Joe (Idaho)

Main Fork, Flathead (west of Glacier National Park).



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Canoeists from across the country will be gathering at Big Bend to run the Rio Grande River. There are three river runs through Big Bend: Santa Elena Canyon (a 2 day 17 mile trip) Mariscal Canyon (a 1 day, 10 mile trip) and Boquillas, Canyon (a 2 day, 23 mile trip). Total river distance covered is 50 miles. All three trips will be through shut-in areas with 1,200 to 1,500 ft. cliffs. You can come for any period of time you wish.

Besides offering excellent canoeing, Big Bend is where desert meets mountains. The Chisos and Sierra Del Carmen Mountains are both in the park along with typical desert country complete with cactus and yucca plants. The park itself ranges from 1,800 to 5,400 feet in elevation. There are many hiking trails and primitive roads to explore, even a quick silver mining ghost town.

Complete details may be obtained by writing Stan Warburton, 1270 West Green, Decatur, Illinois, 62522 or by phoning 217/423-2157 after 6:00 p.m. CST.

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BOOK REVIEWS

BRITISH COLUMBIA CANOE ROUTES, written, compiled and edited by Canoe Sport British Columbia, 1974. Paperback, 112 pp. \$3.75 from Western Heritage Supply Ltd., P.O. Box 399, 27247 Fraser Hwy, Aldergrove, B.C. VOX-1A0.

This excellent guidebook is the updated, slicked-up version of A *Canoe Trip Guide for British Columbia*, editions 2 and 3 of which we reviewed in Vol. XVII, numbers 1 and 4 respectively. Besides detailed descriptions of 92 trips in beautiful B.C., it contains a preface roughly similar to the AWA Safety Code, several good black and white photos, and some historical notes. Did you know that Lytton, at the confluence of the Fraser and the Thompson, is believed to be the oldest continuously-inhabited settlement in North America? Those users unfamiliar with the term "chain" as a unit of measurement will have a bit of trouble with the descriptions, however; be now informed that a chain equals 66 ft., and 10 chains equal one furlong. —Iris Sindelar

CANOE TRAILS OF SOUTHERN WISCONSIN, By Michael E. Duncanson. A Wisconsin Tales & Trails publication. Paperbound, 64 pp. \$4.95 from Wisconsin Trails, P.O. Box 5650, Madison, WI 53705.

This is the third in the Wisconsin Tales & Trails *Canoe Trails* series and appears in an attractive, magazine-size format. It has apparently been painstakingly researched by the author, a major improvement over the first two books of this series. The book will appeal mainly to flatwater paddlers since there are virtually no rapids in this area (a fact I can vouch for, having spent the

first 20 years of my life in Southern Wisconsin) and fulfills its purpose quite adequately: the maps are large and readable, there is much detail and many notes of scenic and historical interest, and the photos are interesting and of good quality. However, those interested in paddling Wisconsin's whitewater would be well advised to choose Bob and Jody Palzer's *Whitewater; Quietwater* (\$7.95 from Wisconsin Hoofers Outing Club, Wisconsin Union, Madison, WI 53706) rather than the *Canoe Trails* series. The Palzers' treatment of Wisconsin's whitewater is much more consistent and accurate. Besides, the total price for the three *Canoe Trails* books is \$17.70. Still, flatwater buffs will find *Canoe Trails of Southern Wisconsin* a reasonable buy. —ILS

AN ILLUSTRATED HISTORY OF SMALL BOATS: A HISTORY OF OARED, POLED AND PADDLED CRAFT, by Percy Blandford. Buckinghamshire England, 1974. Hardcover, 130 pp. \$9.50 from Transatlantic Arts, Inc., Levittown, NY 11756. The principle interest of this author is "pulling" boats—life boats, rowboats, etc. with a chapter devoted to small boat crossings of the Atlantic. However, there are five pages dealing with European canoes and kayaks and seven pages for the bark and skin boats of North America (cf. Adney & Chappell's classic 242-page *Bark Canoes and Skin Boats of North America*, Smithsonian Institution, Washington, DC, 1964 which we got in 1968 for \$3.25. I believe this is back in print with a higher price). Whitewater racing is disposed of in one paragraph. Although the author could obviously have done a lot more with his subject, still it is quite an interesting book with many good photos and plates. —ILS

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