



AMERICAN WHITEWATER

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May/June 2011

ROAD TRIP!

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AMERICAN WHITEWATER

A VOLUNTEER PUBLICATION PROMOTING RIVER CONSERVATION, ACCESS AND SAFETY

American Whitewater Journal May/June 2011 – Volume 51 – Issue 3

COLUMNS

- 5 The Journey Ahead by **Mark Singleton**
- 6 President's Message by **Don Kinser**
- 20 Paddler Fitness by **John Amtmann and Jeremy Basler**
- 42 Safety by **Charlie Walbridge**
- 46 News & Notes
- 55 Letter to the Editor by **Pat Wilson**


STEWARDSHIP

- 7 Restore Articles
- 14 California Update by **Dave Steindorf**
- 15 Southeast Update by **Kevin Colburn**
- 16 America's Great Outdoors Initiative by **Kevin Colburn**
- 17 Rocky Mountain Update by **Kevin Colburn and Nathan Fey**

ROAD TRIP!

- 24 Pacific Northwest Huckfest by **Bobby "The Dogg" Miller**
- 33 The Southern Sierra Whitewater Road Trip by **Dan Sadowski**
- 36 The American Road by **Lee Timmons**



 Bobby "The Dogg" Miller finds the SCHWEET spot of Lower Lewis Falls on the North Fork Lewis River (WA).
Photo by Bryon Dorr



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PURPOSE

RIVER STEWARDSHIP: AN INTEGRATED APPROACH

Our mission: "To conserve and restore America's whitewater resources and to enhance opportunities to enjoy them safely," is actively pursued through our conservation, access, safety and education efforts under the umbrella of River Stewardship. The only national organization representing the interest of all whitewater paddlers, American Whitewater is the national voice for thousands of individual whitewater enthusiasts, as well as over 100 local paddling club affiliates.

AW's River Stewardship program adheres to the four tenets of our mission statement:

CONSERVATION: AW's professional staff works closely with volunteers and partner organizations to protect the ecological and scenic values of all whitewater rivers. These goals are accomplished through direct participation in public decision-making

processes, grassroots advocacy, coalition building, empowerment of volunteers, public outreach and education, and, when necessary, legal action.

RIVER ACCESS: To assure public access to whitewater rivers pursuant to the guidelines published in its official Access Policy, AW arranges for river access through private lands by negotiation or purchase, seeks to protect the right of public passage on all rivers and streams navigable by kayak or canoe, encourages equitable and responsible management of whitewater rivers on public lands, and works with government agencies and other river users to achieve these goals.

SAFETY: AW promotes paddling safely, publishes reports on whitewater accidents, maintains a uniform national ranking system for whitewater rivers (the International Scale of Whitewater Difficulty) and publishes and disseminates the internationally-recognized American Whitewater Safety Code.

EDUCATION: AW shares information with the general public and the paddling community regarding

whitewater rivers, as well as river recreation, conservation, access, and safety. This is accomplished through our bimonthly *AW Journal*, a monthly e-news, americanwhitewater.org, paddling events, educational events, and through direct communication with the press.

Together, AW staff, members, volunteers, and affiliate clubs can achieve our goals of conserving, protecting and restoring America's whitewater resources and enhancing opportunities to safely enjoy these wonderful rivers.

AW was incorporated under Missouri nonprofit corporation laws in 1961 and maintains its principal mailing address at PO Box 1540, Cullowhee, NC 28723; phone 1-866-BOAT-4-AW (1-866-262-8429). AW is tax exempt under Section 501 (c) (3) of the Internal Revenue Service.

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The opinions expressed in the features and editorials of American Whitewater are those of the individual authors. They do not necessarily represent those of the Directors of American Whitewater or the editors of this publication. On occasion, American Whitewater publishes official organizational policy statements drafted and approved by the Board of Directors. These policy statements will be clearly identified.

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THE JOURNEY AHEAD

AS YOU READ this column, the Board of Directors and staff of American Whitewater are meeting in North Bend, Washington, on the banks of the Snoqualmie River, for the annual face-to-face Board meeting. American Whitewater Board meetings typically include staff updates on stewardship project work, business reports and an organization overview. Thanks to strong donor, industry, and foundation support the "Great Recession" proved to be a remarkably stable period for American Whitewater. In the midst of a global financial crisis, American Whitewater focused on river stewardship and emerged from the economic downturn with greater credibility.

In the last year, American Whitewater has expanded its regional river stewardship program by adding resources to the stewardship team. These resources come in the form of professional services to stewardship staff. Hydrologists, media consultants, environmental planners and communication specialists all have provided additional support to stewardship efforts. American Whitewater recently hired Megan Hooker, from Portland, OR to the staff. Megan provides vital support on river conservation and restoration projects around the West, with a strong focus on projects in California. In Colorado, AW recently hired Jay Lochert to join the team and work specifically on our Dolores River campaign.

Much of American Whitewater's organizational success is due to an effective partnership between the professional staff and volunteer Board members. American Whitewater outgoing President, Don Kinser, has led this effort. Don has been instrumental in guiding American Whitewater through a remarkable financial turnaround and has been a strong advocate for a renewed focus on river stewardship. Don's fingerprints are on many of the important new governance projects, including: a defined nomination and selection process for new Board members,

a succession plan for leadership, and term limits for Directors.

At the Board of Directors meeting in North Bend, American Whitewater will be welcoming Norwood Scott to his new role as President. Norwood brings an educational background in environmental economics and finance, and is employed by the U.S. Environmental Protection Agency in San Francisco, where he contributes comments to environmental assessments and environmental impact statements.

On a personal note, I've had the great privilege of working closely with Don over the last three years in his term as President. Don has contributed a huge amount of time to American Whitewater, both as our President and also as a key volunteer, spanning a decade of effort, in our legal actions to gain access to the headwaters of the Chattooga River (SC). Don's unparalleled commitments in time and energy are truly impressive. Please join me in thanking Don for his service and welcoming Norwood to his new leadership role.

If you are a member in good standing, serving as an American Whitewater Director is an exceptional opportunity to help foster the continued growth and development of a highly respected nonprofit organization. While serving as a Board Director requires both commitment and energy, it is a rewarding and fulfilling opportunity and a great way to give something back to the paddling and environmental community. Board nomination information and applications are posted to the American Whitewater website: www.americanwhitewater.org.

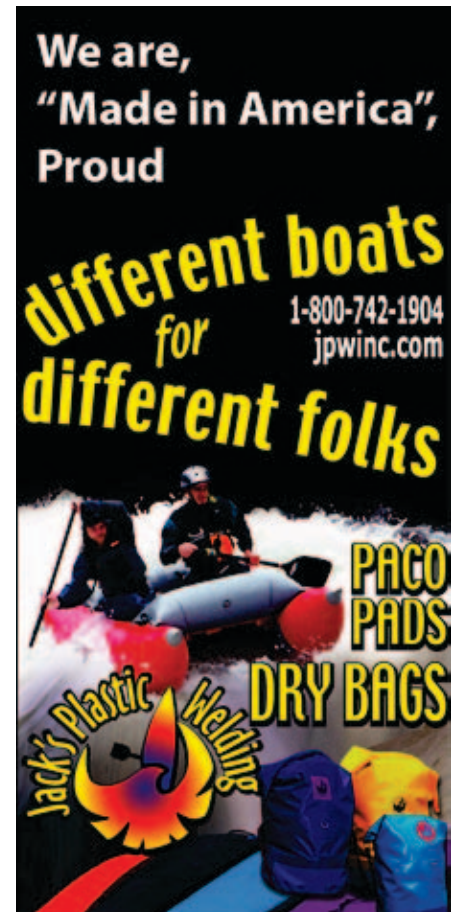
Over 50 years ago, American Whitewater was established as one of our nation's first river conservation organizations. Our founders saw an opportunity to unite paddlers across the country for a common purpose of preserving the integrity of our nation's whitewater rivers. Today, our work continues and we occupy a unique role in the national river conservation movement

connecting those who enjoy recreational opportunities with river conservation goals. Much has changed in 50 plus years, but the commitment to conserving whitewater rivers remains true.

See you on the river,



Mark Singleton
Executive Director, American Whitewater



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PRESIDENT'S MESSAGE

HOPE YOU ARE enjoying a wonderful spring paddling season wherever you might be. For many around the country it has been a long, cold winter.

Three years ago I introduced myself to you as AW's new President. Today, as I write my final President's Message, it is a time for reflecting on the last three years at AW and a look to the future.

In May 2008 when the Board of Directors elected me to serve as AW's President we had no idea that we would soon be working in one of the worst economic environments in AW's history. However, thanks to some great advice from the late David Ennis, AW moved our reserve fund out of the equities market well in advance of the market crash and as a result we avoided the massive losses that many other similar organizations sustained. David's foresight, along with the Board's fiduciary oversight and our staff's conservative financial management allowed AW to thrive even while some other organizations floundered. Today AW is able to expand our river stewardship work around the country in great part due to our financial stability and strength. I am proud to have been a part of AW's financial turnaround since joining the Board in 2003.

Last year we updated our Constitution and Bylaws, including new term limits for Board members and improvements to our nomination and election process that will strengthen our governance and ensure AW remains a strong advocate for rivers for many years to come. We also instituted an electronic balloting process for the first time that increased member participation in our election process by tenfold. This is very healthy for our organization. Our open nomination process for new Board Members (that closes on July 1, 2011) is your chance to get involved and make a difference.

There have been many successes at AW over the past three years including:

- Our important work in Colorado, which grew from its infancy in 2007 when Nathan Fey joined our stewardship staff to become a strong voice in a state that is facing many issues important to all whitewater enthusiasts. Nathan's work in Colorado has made a big difference and AW is building on Nathan's successes with the addition of a second stewardship position to focus specifically on the Delores.
- The removal of Dillsboro Dam (NC) and the local community's change in attitude from hostile to cooperative once they realized that a flowing river is an awesome resource. This also clears the way for recreational flows on a number of noteworthy rivers in western NC.
- Long awaited access for paddlers to the Ausable Chasm (NY), which came only after ten years of hard work.
- The opening of Ohiopyle Falls (PA) to paddling after many decades of effort by many local volunteers.
- AW's efforts on the upper Chattooga River reached a key milestone last December when Federal judge Michelle Childs denied the government's motion to dismiss AW's legal challenge. This takes the fight to a new level: the paddling community will finally get its day in court. I am hopeful that we will get to paddle the upper Chattooga River someday soon.
- AW's effort to get aging dams removed and bring rivers back to life has gained great momentum. The removal of dams like the Elwha and Condit are just around the corner.

At our May board meeting in North Bend, Washington I will be handing the gavel over to the next president of AW's Board of Directors, Norwood Scott. Norwood has served as a member of AW's Board

since 2001 and has just been elected to his last term on the board. During our time together at AW I have come to know Norwood well and he has become a good friend. He lives in California, a state where there is much work for AW to accomplish. I am confident that Norwood will be a competent and effective leader for AW over the next few years. Please join me in welcoming Norwood Scott to his new role as AW's President.

One of the most rewarding parts of my role as AW's President was been working with our great staff, led by Mark Singleton, AW's Executive Director, and Kevin Colburn, AW's National Stewardship Director (who just celebrated his 10th year working for AW). It has truly been a pleasure working closely with Mark and Kevin over the last three years. AW is blessed to have both Mark and Kevin as leaders in our organization and I am honored to call them both friends. While I worked most closely with Mark and Kevin during the last three years, all of our staff has been great to work with. As paddlers and proponents of river stewardship, we are lucky to have them all working for our interests.

Finally I want to thank all of you, AW's members, for your awesome support of this great organization and for allowing me the opportunity to serve. It has been both enjoyable and extraordinarily rewarding to be part of such a great group of people who all share a passion for wild, free flowing rivers. I look forward to continuing in my role as a member of the Board and continuing to help American Whitewater in any way that I can.

See you on the river,



STEWARDSHIP

RESTORE

BY KEVIN COLBURN

THE FOLLOWING PAGES are an excerpt of a special feature developed by the Hydropower Reform Coalition (HRC) called *Restore*, featuring various river restoration stories from across the country. You may recognize the author, Christian Knight, from his impeccably researched and written articles in *Paddler Magazine*. AW staff teamed up with our partners in the HRC and Christian to produce this publication in order to share the stories behind some of the incredible dam removal and other restoration projects that we are currently working on. We're introducing some of the work that was done for *Restore* here, in the *AW Journal*, to highlight for our members some of the great stewardship work that is being done across the country.

We are at a unique point in the development of America's rivers, one in which the social and environmental impacts of dams are becoming increasingly clear; century-old dams are nearing the end of their structural lives, and climate change is inspiring new interest in hydroelectric power development. We work with the HRC seeking a fair and fully informed process for considering how our rivers and dams should be managed. We hope that you find this special feature thought provoking and informative.

If you're interested to learn more about the Hydropower Reform Coalition, you can check out their website: hydroreform.org. There you'll also find a link to the full version of *Restore*, the publication from which the following six pages are excerpted.



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Glines Canyon Dam reveals the wear of age. It traps 14 million cubic feet of sediment.

photography by thomas o'keefe



This time, it's for real

Efforts to remove the Elwha River's two dams began two decades ago. But the August 2010 announcement of a \$27-million contract gives advocates genuine optimism for a 2011 start date.

Twenty years ago, Gordon Grant sat around the dinner table with fellow scientists, making wagers on a napkin.

The bet: the fate of the Elwha River's two dams—the only man-made barriers obstructing the pristine river's source in the mountains of Olympic National Park from its mouth at the Strait of Juan de Fuca 45 miles and 4,500 vertical feet downstream.

And Grant, being a skeptic, waited until the last of those scientists had placed his wager.

"I, of course, would pick the one day after the last day claimed," says the Forest Service hydrologist,

responsible for modeling the removal. "It's been on the books for 20 years. The removal date has been pushed back four times."

The dams' fifth removal date is October 2011. And if Grant were sitting around the dinner table with a bunch of scientists and a spare napkin, the date he'd scribble on that napkin would be October 2011.

"It does look like it'll come out in the next year," he says.

The delays resulted from similar—but more intense—issues that have delayed the removal of so many unproductive dams throughout the United

States. Permits. Red tape.

Now that the removal seems imminent, however, Grant—and the group of scientists to which he belongs—has shifted his attention from the question of when the dams will be removed to how. How do you make thousands of tons of 100-year-old concrete disappear? How do you delete 20 million cubic yards of trapped sediment from an empty lake? How do you undo a century's worth of human interference?

Of the 600-plus dams removed since the Kennedy administration, Glines Canyon would represent the biggest. Elwha Dam would be the second largest.

No one has ever done this. Except by model.

In 2010, a team of engineers from the University of Minnesota's National Center for Earth's Surface Dynamics built a 35-foot long precisely scaled model of the Elwha River out of concrete and plywood.

And since that time, Grant has been testing a series of hypotheses with the model.

The first lesson he learned is that the natural erosion method used during the Marmot Dam removal won't work for the Elwha and especially for the Glines Canyon Dam. Most of the 800,000 cubic yards of sediment stacked up behind the 47-foot-high Marmot Dam was front-loaded, as if consolidated at the end of a wheelbarrow. All it needed was a big gush of water to shove it out. The 17 million cubic yards of sediment behind Glines Canyon Dam, by contrast, is dispersed throughout 140 of Lake Mills' 415 total acres. The gush of water would be more like the spout from a garden hose cutting a channel right through the middle of it.

"It would leave a 115-foot-high canyon full of

unstable sediment," Grant says. "The thing would be calving, landsliding and bleeding for years to come."

The best method, Grant says, is to remove the dam 15 vertical feet at a time, then drain and repeat this process over and over and over again.

"If you do it in stages, if you allow the river to reach equilibrium with each new stage," Grant says. "Each new stage redistributes the sediment. Each time you lower the dam, you have a new delta. It's a very effective strategy." This method releases about 25 percent of the sediment and redistributes the rest along the sides of the canyon.

The dam would be gone in two years.

But the model revealed another potential hazard.

The current, given too much freedom, could wander away from the location of its buried riverbed and cut a new

channel through the sediment along one side of the canyon or the other. This could undercut the canyon's unstable sediment walls and result in a perpetual state of landslides and salmon-choking turbidity levels. To avoid this problem, Grant says,

an excavator will cut a pilot channel through the middle of the riverbed.

And, if the 45-mile river replicates its 35-foot scaled model, the Elwha River could once again host runs of 400,000 salmon per year relatively soon.

But it wouldn't be the same river that it was before 1910, when the Elwha Dam severed the river's lower 4.9 miles from its upper 38 miles.

"In the lifetime of a river, a dam that sits there for 100 years matters very little," Grant says. "Fundamentally, once you remove a dam, you initiate a set of processes, some fast, some slow, by which the river reestablishes a new equilibrium. The new equilibrium may have never existed that way before. It's a new river, a new equilibrium."

ELWHA DAMS

- Owned by U.S. Dept. of Interior
- Elwha built in 1913; Glines built in 1927
- Combined capacity of 28.1 megawatts
- 18 million cubic yards of sediment; 14 million behind Glines Canyon Dam
- Removal would restore 70 miles of habitat
- Both dams impound combined 36,500 acre feet of water



Removal of Cove Dam provided 30 miles of critical habitat to a threatened species.

photography by idaho parks and recreation



A fair trade

To pay for the removal of the Bear River's Cove Dam, conservationists had to give up 17 cfs. In return, they got 30 miles of restored river habitat.

Up until October 2006, the Bear River began its 500-mile journey to the Great Salt Lake in eastern Utah's Unita Mountains, 100 miles away. Along the way, the river visited Wyoming and Idaho, and then Wyoming again before it circled back into the state of its origin and spilled into its destination.

In those 500 miles, the Bear River plummeted over six dams and, for 26,000 feet, funneled through an open, concrete and wooden flume. The Bear River's journey from the Unita Mountains to the Great Salt Lake is still basically the same today as it was in September 2006—except for one small but significant detail: It now plummets over five dams, not six. And no longer does it have to funnel around Black Canyon in a six-mile-long wooden flume.



The key to agreement was 17 cubic feet per second of water.

This, due to a creative solution proposed by an energy company official and the willingness of conservationists, such as Idaho Rivers United, American Whitewater and Trout Unlimited, to work with it.

PacifiCorp had agreed in 2002 to strongly consider removing the unproductive 26-foot-high by 140-foot-wide Cove Dam and all of its facilities. But that removal would have cost the company more than \$3 million.

And PacifiCorp hadn't included the costs of Cove Dam's removal in its budget. The only money it could devote to its decommissioning would have to come from other funds, such as the habitat mitigation fund.

"No one wanted to give up their fund," says Charlie Vincent, a regional representative for American Whitewater. "So we looked at grants. But grants are for thousands of dollars. Not millions."

After 10 months of dead ends, PacifiCorp project manager Monte Garrett asked if the signatories would be willing to give PacifiCorp 17 cfs of water.

Up until 2002, you see, PacifiCorp had the right to funnel all of the water around the six-mile-long Black Canyon and pump it through a powerhouse at the end of the gorge.

The agreement of 2002, however, mandated the release of 80 cfs into Black Canyon—an amount devoted to restoring some habitat for the Bonneville Cutthroat Trout. Garrett calculated that PacifiCorp could pay the \$3 million removal bill with the extra revenues generated from an additional 17 cubic feet per second of water.

The environmental groups concerned with the health of the fish, in turn, realized habitat recovery could work with 63 cfs, nearly as well as with 80 cfs.

Both sides took the deal.

The agreement freed up 30 miles of river, restored habitat to the threatened Bonneville Cutthroat Trout, and guaranteed whitewater releases for paddling enthusiasts. "Reestablishing as much connectivity

as possible will help that species to survive," says Kevin Lewis, conservation director for Idaho Rivers United. "Reestablishing a habitat where fish can move up and down the river is a big win."

A hundred years ago, the Bonneville Cutthroat

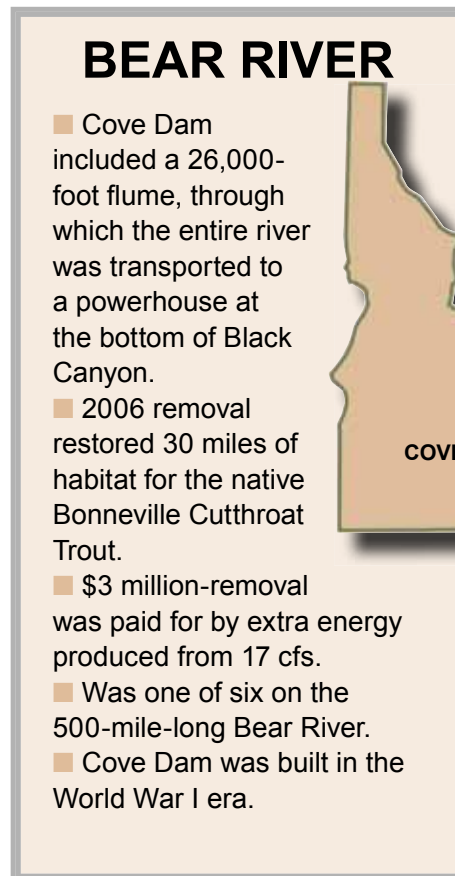
Trout migrated freely through the Bear River. They were easy to catch, highly nutritious and plentiful to the point of being a nuisance. For

70 years, starting in the 1850s, communities near the Bear River relied on the Bonneville Cutthroat Trout for food and for trade. And that intense reliance, combined with six World War I-era dams, strained the species' survival. Now, it

is listed on Utah's Sensitive Species list.

The removal of Cove Dam, however, represents a possible comeback point for the Bonneville Cutthroat Trout. And the opportunity revealed itself in the non-functioning flume of Cove Dam.

"The flume had become a significant maintenance problem," says Dave Eskelsen, spokesman for PacifiCorp's subsidiary Utah Power. "It would have required wholesale maintenance construction. As we looked at the work required to operate Cove, it made more sense for our electricity customers to decommission the project than to perform this kind of work needed to keep it running."





the last benefit

Dams provide an array of benefits to society. But as they age, those contributions morph into liabilities of safety, economics and environmental harm. The last gift of an aging dam might be its own disappearance.

STORY BY RICH BOWERS ■ PHOTO BY THOMAS O'KEEFE

Eleven years ago, a bell in a church's steeple began ringing up on the hill. It had rung every Sunday since the late 1800s to usher in Augusta, Maine's French Catholic parishioners. But on July 1, 1999, it was ringing on a Thursday. And instead of ushering in another congregation, it was ushering in a new era. A new era of dam removal. The Kennebec's Edwards Dam was the first removed by order of the Federal Energy Regulatory Commission. And since then, owners and regulators have removed another 460 — accounting for nearly half of the 836 removed dams counted by American Rivers, the national non-profit river restoration organization.

This trend acknowledges what dam removal advocates have been saying for some time: That all dams — even the best-built dams — age.

This is true of the dam built yesterday. It's true of the 18,690 built in the 1960s (according to the Army Corps of Engineers) and it's especially true of the 14,615

completed before the turn of the century.

As dams' structural integrities deteriorate, so do their benefits to society.

The power they once generated is weakened by a century's worth of accumulated sediment pressing against their bases. The fields they were retrofitted to irrigate may now be parking lots.

These diminished benefits come with risks—the risks of breaches that could result in catastrophic flash floods; bankrupting repair requirements; harm they impose on our most threatened species.

"The number of deficient dams has risen to more than 4,000, including 1,819 dams with high hazard potential," asserted the American Society of Civil Engineers' 2009 report card. "Over the past six years, for every deficient, high-hazard potential dam repaired, nearly two more were declared deficient. The average age ... exceeds 51 years."



The gorge wall of Cornell University's Triphammer Dam was completed in 1902.

In these circumstances—when environmental damage or safety risks outweigh the economic or power benefits of maintaining the dam—the Hydropower Reform Coalition recognizes that dam removal is an increasingly useful tool for river restoration.

The Coalition also recognizes the value of maintaining—and upgrading—some dams, especially those that produce sufficient energy.

"More than 2,500 megawatts of power could be added by simply improving efficiencies at existing hydroelectric plants and adding hydro to non-generating dams," concluded the 1997 U.S. Hydropower Resource Assessment for Washington State.

THE NORTHWEST PERSPECTIVE

Dam removal has been studied or successfully undertaken on more than 80 rivers in Alaska, Montana, Oregon and Washington. This includes dam

In these circumstances ... the Coalition recognizes that dam removal is an increasingly useful tool for river restoration.

removals on Oregon's Rogue and Sandy Rivers, Idaho's Bear River, Washington's Trout Creek, Montana's Clark

Fork, Oregon's Hood River, and others. A number of additional dams are either currently under study for removal or are being removed, such as Condit Dam on Washington's White Salmon River, Mill Pond on Sullivan Creek, Elwha and Glines Canyon dams on the Olympic Peninsula, Iron Gate, Copco, and J.C. Boyle dams on the Klamath. A number of other dams, such as the Middle Fork Diversion on Washington's Nooksack River and Growden Dam within Washington's Colville National Forest are also being considered for future removal.

Dam removal in the Northwest has restored hundreds of miles of river and provided more fish, wildlife, recreation, improved public safety, flood protection, and better water quality.

STEWARDSHIP

CALIFORNIA RELICENSING UPDATE

BY DAVE STEINDORF

THE LAST SIX months have been extremely busy in the world of hydropower relicensing in California. American Whitewater is actively involved in four ongoing relicensing processes in the state. These include: the McCloud/ Pit project, operated by Pacific Gas & Electric company, the Yuba/ Bear project jointly operated by Pacific Gas & Electric Co. and the Nevada Irrigation District, the Middle Fork American River project, operated by the Placer County Water Agency, and the Bullards Bar project on the North Fork Yuba River operated by the Yuba County Water Agency. These projects are in various stages of the relicensing process.

McCloud

Pacific Gas & Electric's McCloud/Pit project is in the last phase of relicensing. In February the Federal Energy Regulatory Commission (FERC) issued its final environmental impact statement for this project. The flows that are recommended by FERC are a substantial improvement over the current flatline base flows that exist below McCloud Dam. American Whitewater worked diligently throughout

this process to ensure that a more natural flow regime would be included in the new license conditions for this project. These flows will greatly improve the health of the McCloud River and provide important boating opportunities. The next step in the process is for the recommended flows to be reviewed by the State Water Resources Control Board. After this review process a new license will be issued.

Yuba River

Since 2005, American Whitewater has been engaged in the relicensing of several hydroelectric projects that impact the entire Yuba River watershed. In December of 2010 American Whitewater, along with other members of the conservation community, filed extensive comments on the draft license application that was submitted to FERC by Pacific Gas & Electric Co. and the Nevada Irrigation District for Yuba/Bear/Drum-Spaulding Project. These comments, over 100 pages, covered flows, habitat modeling, water supply, and a myriad of other topics. An area of specific interest for American Whitewater has been to describe the importance of having spring snowmelt flows that gradually recede into the summer. We were quite pleased when many of the other resource agencies also highlighted the need for snowmelt recession flows in their comments. This is



Bullard's Bar Dam on the North Yuba (CA) is part of the Yuba/Bear/Drum-Spaulding Relicensing Project.

Photo by Brad Brewer

a strong indication that this concept of flow restoration, which was originated by AW, is taking hold in the relicensing community. In a world that often changes at glacial speed, this is a significant sign of progress.

We are currently awaiting the licensee's final license application, which is expected out in May of 2011. We expect to begin the process of negotiating actual flow conditions for this project in the latter part of 2011.

The Yuba County Water Agency (YCWA) is in the beginning phase of relicensing its dams on the North Fork and Middle Fork Yuba Rivers. This project diverts water from the Middle Fork Yuba River into Bullards Bar reservoir on the North Fork Yuba River. We are currently designing the studies to be conducted by YCWA over the next several years. We expect to be conducting whitewater flow studies on several of the project reaches in 2011 and 2012.

A raft runs Tunnel Chute Rapid on the Middle American (CA), where a relicensing offers possibilities for enhanced flows.

Photo by Nate Rangel



In 2009 American Whitewater worked with the YCWA to conduct a flow study on the reach from Bullards Bar reservoir to Englebright Reservoir. The boaters who paddled this stretch of river found that this relatively unknown run included top quality Class V whitewater. California paddlers should be excited and on the lookout for opportunities to explore some lesser-known runs in the Yuba drainage in the near future.

Middle Fork American and Rubicon Rivers

The relicensing of Placer County Water Agency's (PCWA) dams on the Middle Fork American and Rubicon Rivers is at a critical phase of negotiations. American Whitewater has attended well over 20 meetings for this project in the last six months alone. We, along with members of the Foothill Water Network, filed comments on the Draft License Application in November of 2010. Like the Yuba and the McCloud, one of our primary goals on this project is to create more natural snowmelt flows for the Rubicon and Upper Middle Fork American Rivers. We are also working to create a flow schedule on the Middle Fork American below Oxbow Powerhouse that will meet the needs of a variety of users. This reach, which includes the Class IV Tunnel Chute run, also includes a number of Class II/III opportunities further downstream. Another objective in this relicensing is to improve the whitewater



park at the old Auburn Dam site. Currently there is limited access to the site, boaters typically have to paddle the entire seven-mile reach, or hike a half-mile, to reach the site. We hope to reach agreement on most of the license conditions by September of 2011.

American Whitewater continues to restore the rivers in California via the FERC relicensing process. Dave Steindorf, Bob Center, Theresa Simsiman, and Paul Martzen have been at the core of this effort in California. Collectively they have spent thousands of hours working on these projects just in the last year. We continue to succeed in our primary goal, which is to restore the rivers of California for future generations.

TWELVEMILE CREEK DAMS GIVE WAY TO HISTORIC RAPIDS

BY KEVIN COLBURN

AS I WRITE this article a backhoe is jack-hammering the first of two—or hopefully three—dams slated for removal on Twelvemile Creek in upstate South Carolina. Removal of the first dam appears to be moving swiftly, and removal of the second is scheduled to occur this summer. A third dam is currently being considered for removal. These dam removals are the result of a legally mandated clean-up effort, designed to mitigate the impacts of the dumping of 400,000 pounds of PCBs in the stream. American Whitewater and Foothills Paddlers advocated for the recreational benefits of these dam removals. As the water levels drop and the dams are removed, bedrock rapids will emerge that have not been seen for generations.

The removal of a dam on Twelvemile Creek begins.
Photo by Joey Manson

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STEWARDSHIP

FEDERAL AGENCIES UNITE IN SUPPORT OF RIVER RECREATION

BY KEVIN COLBURN

"In many parts of the country, community access to rivers and lakes for recreation—fishing, boating, and swimming—is limited. Comments from the listening sessions call for the federal government to provide more incentives, expertise, and financial assistance to increase access to waterways."

-America's Great Outdoors Initiative Report

IN FEBRUARY THE Obama Administration released the much-anticipated report on their America's Great Outdoors Initiative. The impact of the paddling community can be seen throughout the report, a testament to the great feedback paddlers provided at listening sessions and in written comments. The report lists enhancing river recreation and conservation as one of the top 10 pathways to reconnecting Americans and nature. Importantly, the AGO Report is an action plan, and AW staff are working closely with agency leaders to implement some exciting new and enhanced programs. Here are a few ideas from the AGO Report that we have high hopes for.

New Leadership

Overseeing many of the river access efforts will be the new Federal Interagency

Council on Outdoor Recreation (FICOR). This group will coordinate recreation management, access, and policies across multiple agencies to improve public enjoyment and recreational use of federal lands and waters. Here at AW we can't overemphasize the value that this council could bring to the paddling community. We'll be working closely with them to offer ideas and guidance.

Funding for River Access and Conservation

The Report recommends full funding of the Land and Water Conservation Fund (LWCF) from federal oil and gas revenues and further prioritizes river conservation and access for use of those funds. The LWCF is one of the few tools available for buying river access areas and corridors from willing sellers, and has been used to enhance access to rivers like the White Salmon in Washington and many others. A fully funded LWCF would be a great resource for paddlers to draw on when river conservation and access opportunities occur.

Federal Facilitation of River Access

This is a major goal of the AGO initiative and can have a wide range of applications. One action outlined in the Report is to align and improve efficiency among federal and



The America's Great outdoors Initiative should help protect the lands and provide the resources needed to protect river access across the country: from shaping large scale bridge projects to provide river access, to simply maintaining important trails like this one on Oregon's Sweet Creek.

Photo by Nate Pfeifer

local transportation and infrastructure agencies to promote community access to neighborhood waterways. The best example of such a project is a bridge replacement: where once we might lose traditional access now we should get improved access. This goal could also lead to new support for lifting the few values-based federal closures of rivers like the Chattooga and the rivers of Yellowstone and Yosemite National Parks.

New Water Trail Program

The AGO Report initiates a new process to designate AGO National Recreation Blueway

The America's Great Outdoors initiative could help protect public access and other values on regionally important and under-protected streams like North Carolina's Watauga River.

Photo by Paul Martzen



Trails. These “water trails” or “blueways” are nothing more than rivers targeted for special conservation and access emphasis. American Whitewater strongly believes that all rivers are “water trails” that should be open to public enjoyment. With that said, we are optimistic that this program can bring new federal support for access to many whitewater rivers.

New Wild and Scenic Rivers

The report calls on agencies to “Work with Congress to consider new congressional designations of or additions to wilderness, wild and scenic rivers, national parks, national wildlife refuges, and national conservation system lands.” The Wild and Scenic Rivers Act protects rivers from new dams and diversions—a role that is becoming increasingly important. American Whitewater is working on several efforts to designate new Wild and Scenic rivers, and enhanced federal support will be welcomed.

New Urban River Resources

The Report outlines a goal to “Strengthen federal partnership work on urban waters and support related agency-level programs, such as the proposed EPA Urban Waters Initiative,” and states that “Through federal coordination and community partnerships, these programs revitalize urban waters and the nearby communities. They transform overlooked assets into treasured centerpieces and drivers of urban revival.” There is a possible connection between this goal and the creation of whitewater parks and other river-oriented parks.

Healthier Rivers

The AGO initiative is all about reconnecting Americans with nature, and to help meet that goal the Report wisely includes numerous actions to protect and restore rivers’ natural values. These actions include prioritizing conservation funding, restoring fish passage, and other river restoration projects.

Most or all of these initiatives do not require any “new” money. In fact the

administration’s 2012 budget proposes significant cuts to the programs that will oversee AGO’s implementation. Instead, the AGO initiative re-orientes existing federal programs and funding to more efficiently address conservation and access priorities.

Paddlers know that people need rivers and rivers need people, and that this connection is forged most strongly through outdoor recreation. American Whitewater exists because of this relationship. We promote the conservation, quality-of-life, health, and economic benefits of healthy and accessible rivers. New federal support for our river conservation and access work might just tilt some of our uphill battles downhill.

PROTECTING THE BEST RIVERS OF THE NORTHERN ROCKIES

BY KEVIN COLBURN

THE NORTHERN ROCKIES boasts some of the most remote and breathtaking whitewater in the US. Many of these rivers are eligible for Wild and Scenic (W&S) designation though relatively few have already been designated. AW has been working with regional paddlers on a few important regional W&S issues.

Each National Forest maintains a list of rivers that they believe are eligible for W&S designation. Eligible rivers must be protected until formally considered for designation. These lists are occasionally updated and rivers can be added or removed. American Whitewater has been working to expand and reinforce these lists on Wyoming’s Shoshone National Forest, and across the entire state of Montana. These paddler-supported efforts will ensure interim protection for world-class rivers and creeks like Wyoming’s Bull Lake Creek and Montana’s Kootenai Creek. We are able to use the recreational value of these rivers to secure protection, thanks to



Chris Ennis enters the Hells Canyon section of Montana’s Boulder River, a river that is eligible for Wild and Scenic protection.

Photo by Kevin Colburn

paddlers sharing photos and descriptions on our website.

Once a river has been designated Wild and Scenic the agency that owns the land must prepare a management plan for the river. In 2009 a suite of Wyoming rivers were designated based on the Snake River Headwaters Campaign, and now the Forest Service and Park Service are developing management plans. AW has been working with paddlers to provide input on these management plans, which cover the Bridger-Teton National Forest, Grand Teton National Park, and Yellowstone National Park. We shared some detailed recreational information on the new W&S Rivers in the two parks, where paddling is currently prohibited. The two parks must conduct a visitor capacity analysis in the coming year that includes paddling, and they will have to justify their unique paddling policies.

STEWARDSHIP



Montana's Boulder River cutting through a limestone reef and offering great paddling, scenery, rock climbing, and the occasional Grizzly Bear sighting. This river is eligible for Wild and Scenic designation.

Photo by Kevin Colburn

Over in Idaho, AW is working with paddlers to play a supporting role in the Clearwater Basin Collaborative process, which is aimed at designating numerous new W&S Rivers. Idaho Rivers United has a seat at the table and is actively advocating for river protection. A few of the rivers being considered include Lolo Creek, Meadow Creek, the Little North Fork of the Clearwater, and the headwaters of the Lochsa River. Paddler-contributed photos and videos will help build public support for protection.

VIRGIN RIVER FLOW EVALUATION

BY NATHAN FEY

IN APRIL, AMERICAN Whitewater launched an online survey for paddlers to report flows that support whitewater boating opportunities for the main stem and tributaries of the

Virgin River in southwestern Utah and northwestern Arizona.

We developed this survey so individual paddlers can help American Whitewater provide the National Park Service and other land use agencies with science-based information on boating flows in the Virgin River. Our goal is to utilize information from the survey to define flow needs and identify low, acceptable, optimum, and highest safe flows for the full range of whitewater opportunities.

Please encourage your fellow paddlers to participate in this study. The more informed responses we get the more robust and helpful our results will be. The information you provide will help decide the future management of the Virgin River and assist resource agencies in providing technical low water to challenging high water trips in the future. Please visit www.americanwhitewater.org for more information.

DOLORES RIVER PROJECT: BIGGER AND BETTER!

BY NATHAN FEY

AMERICAN WHITEWATER IS pleased to announce Jay Loschert as a new addition to our Colorado Stewardship Team. In his new role as Dolores River Stewardship Assistant, Jay will be working part time with AW's Colorado Stewardship Program to advance a set of strategies for improving instream flows below McPhee Dam. Jay will be working closely with the San Juan Citizens Alliance, the Nature Conservancy, and local water agencies to develop new legal or policy structures that meet recreation needs in the lower Dolores Canyon.

Jay brings a wealth of local knowledge and enthusiasm to the boating community on the Dolores River. We welcome him to our team of hydrologists, social scientists, and organizers working to define flows

for recreation, and address the effects of McPhee Dam on whitewater boating.

American Whitewater staff and volunteers have participated in over 130 stakeholder and planning meetings, delivering consistent and capable advocacy for whitewater boaters. Our team has developed working partnerships with environmental interests and conservation groups, and we are advancing a shared strategy to improve streamflows in Ponderosa Gorge, and the Slickrock Canyons. To view a copy of our Flow-Evaluation Report for the Lower Dolores River, you can visit americanwhitewater.org.

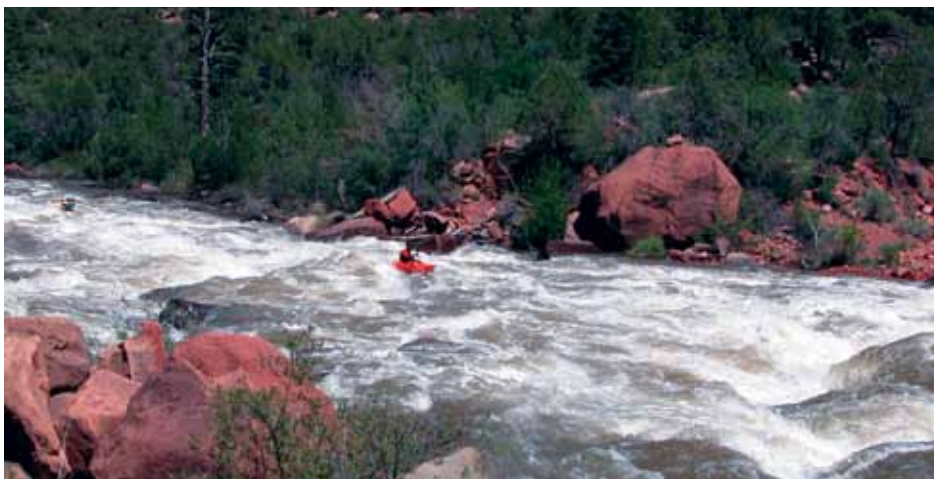
WILD AND SCENIC ALTERNATIVE PLAN RELEASED FOR UPPER COLORADO RIVER (CO)

BY NATHAN FEY

IN FEBRUARY, THE long awaited Wild and Scenic Alternative Management Plan was submitted to the BLM and USFS. The plan, developed by a diverse group of interests, including American Whitewater, is proposed to be included as an alternative to Wild and Scenic Rivers suitability for the Upper Colorado River, including Gore Canyon, and Glenwood Canyon.

The intent of the plan is to balance permanent protection of the river's Wild and Scenic Values, such as whitewater boating, with water project yield and flexibility for water users. A significant benefit of the Alternative Plan is that through the cooperative and voluntary efforts of plan participants these Wild and Scenic values can be protected (and perhaps enhanced) in ways that coordinate with federal agency management.

The plan will use identified Long-Term Protection Measures to protect the ORVs, including the appropriation of a Colorado Water Conservation Board (CWCB), Instream Flow (ISF) water right, delivery of



Nathan Fey and Rob Buirgy surf Snagtooth Rapid, Dolores River (CO). Photo by Nathan Fey

water to senior water demands downstream of Glenwood Springs, and water deliveries to the Grand Valley pursuant to the Upper Colorado River Endangered Fish Recovery Program.

The plan aims to protect all ORVs while focusing on recreational fishing and whitewater boating, such as rafting, kayaking, and canoeing and is proposed to be effective upon issuance of records of decision by BLM and the USFS approving the plan without material change. For more information on our Upper Colorado River Project, or to download a copy of the plan, login to www.americanwhitewater.org



BIG SOUTH ACCESS

BY NATHAN FEY

THIS YEAR, THE US Forest Service was approached about the seasonal closure of Big South in the headwaters of the Cache la Poudre River (CO). There are multiple issues around the Big South access road, also known as Long Draw—the main access road to Long Draw Reservoir and Big South Fork. Recently paddlers again approached the USFS to arrange earlier access to Big South.

The Big South is short and sweet, and offers truly Wild and Scenic Colorado creeking! Big South features some of the finest expert whitewater in Colorado. For the first few miles the river marks the western boundary of Rocky Mountain National Park, the rest of the river all the way to the take-out is in the Cache La Poudre Wilderness Area. Big South runs through 12 miles of pristine wilderness with more than a dozen classic Class V, V+, and VI- rapids.

The area also appeals to off-roaders, anglers and campers. The USFS has opened the road to the public generally before July 4th weekend when the road is snow-free and passable. Earlier than July 4th, when snowmelt is still rushing into the Big South,

The Virgin River above Zion Falls, Zion National Park (UT). Photo by Evan Stafford

the road is passable due to plowing by water companies who travel the road daily. Forest Service officials have expressed multiple concerns with opening the road in time for peak spring runoff.

Any solution to the Big South road closure must allow access for all types of users. Thus a “boaters only permit” is a non-starter for Forest Service staff. Another big concern with earlier access are side roads to campsites and alternate destinations. The side-roads are not plowed and are muddy and snow covered before July 4th. If the gate is opened early, the Forest Service does not have a good way to minimize the potential for major side-road damage.

After discussing multiple options around permits, early opening, blocking off side roads to minimize damage etc, the Forest Service could not find a solution that they were interested in pursuing. The District Ranger noted that if the agency did make any changes, they would be small and slow.

“I’m not sure how much effort I will be able to put into this issue,” says Ian Foley, AW Volunteer, “but I feel like it merits a continued push. If nothing else, showing up at the Forest Service offices in person to push our case every year and show that we won’t just walk away would be a good thing.”

This spring, the USFS has agreed to conduct a site-visit with paddlers and discuss the road closure. “I would love to see a long term grass roots local push to keep working on the Big South issues,” say Foley. We couldn’t agree more.

For information on how to help, login to www.americanwhitewater.org

PADDLER FITNESS

PADDLER HEALTH AND FITNESS: CARDIORESPIRATORY TRAINING

BY JOHN AMTMANN AND JEREMY BASLER

IN PREVIOUS ISSUES, we highlighted how to assess your cardiorespiratory fitness, musculoskeletal fitness, and body composition/weight. These are all important components of health-related fitness for the river recreationist. Over the course of the next few issues, we will describe how to improve all of the components of fitness. In this issue we will cover cardiorespiratory fitness.

Most experienced river recreationists eventually witnesses an unfortunate accident on the river, and have probably attributed it, at least in part, to a lack of foresight on the part of those involved. We rely on our minds to make the correct choices in challenging river situations and we expect our bodies to respond appropriately. We should also have the foresight and common sense enough to know that our bodies are more likely to respond if we take an active role in our personal health and fitness. Participating in an efficient and effective cardiorespiratory

training program not only will improve our overall health and fitness, but will also complement our skills on the river.

Cardiorespiratory Fitness

Cardiorespiratory fitness refers to the ability of the circulatory and respiratory systems to supply oxygen to skeletal muscles during sustained physical activity. Regular exercise training makes these systems more efficient, enabling more blood to be pumped with each ventricular contraction. This increases the number of small arteries in trained skeletal muscles, thus supplying more blood to working muscles, and also allows the structures within the muscles to become more efficient at utilizing oxygen.

Training for fitness and river performance enhancement requires a working knowledge of the Principle of Overload, which states that when abnormal demands are made on body systems, instead of becoming weaker, the systems respond by becoming stronger, given appropriate nutrition and recovery time. This strengthening is the objective of cardiorespiratory training.

Training Guidelines

The American College of Sports Medicine (ACSM) has established guidelines for promoting health through physical activity for cardiorespiratory and

musculoskeletal components of fitness (2006). For cardiorespiratory fitness, the ACSM recommends activities that can be sustained for a prolonged period of time, including walking, jogging, stationary cycling, rope-jumping, rowing, or similar activities. To improve fitness, paddlers should participate in these activities three to five days per week for 20 to 60 minutes per session.

Intensity of exercise is monitored by heart rate and, according to ACSM, exercise intensity from about 40% to 85% of heart rate reserve (HRR) is necessary to improve cardiorespiratory fitness. Heart rate reserve is the difference between maximum heart rate (HRmax) and resting heart rate (RHR). One common method of estimating HRmax is using the formula 220-age. Subtract RHR from the estimated HRmax and the result will be the approximate HRR. Calculate an appropriate percentage range of the HRR and add it back to the RHR to determine target heart rate range:

- Predicted HRmax = 220-age
- HRR = HRmax - RHR
- HRR intensity = HRR X 40% - 85%
- Target Heart Rate Range = HRR intensities + RHR

See Table 1 for an example of how to calculate target heart rate range for Brett, a 47-year-old kayaker who has a resting heart rate of 73 beats per minute (bpm), and is just beginning an exercise program for the first time in years (of course Brett has been cleared by his physician to participate in an exercise program). For an individual, like Brett, who is in poor physical shape, conditioning should start with lower intensity. For example 40-60% of HRR may be a realistic starting point for those who have not exercised on a regular basis for over a year.

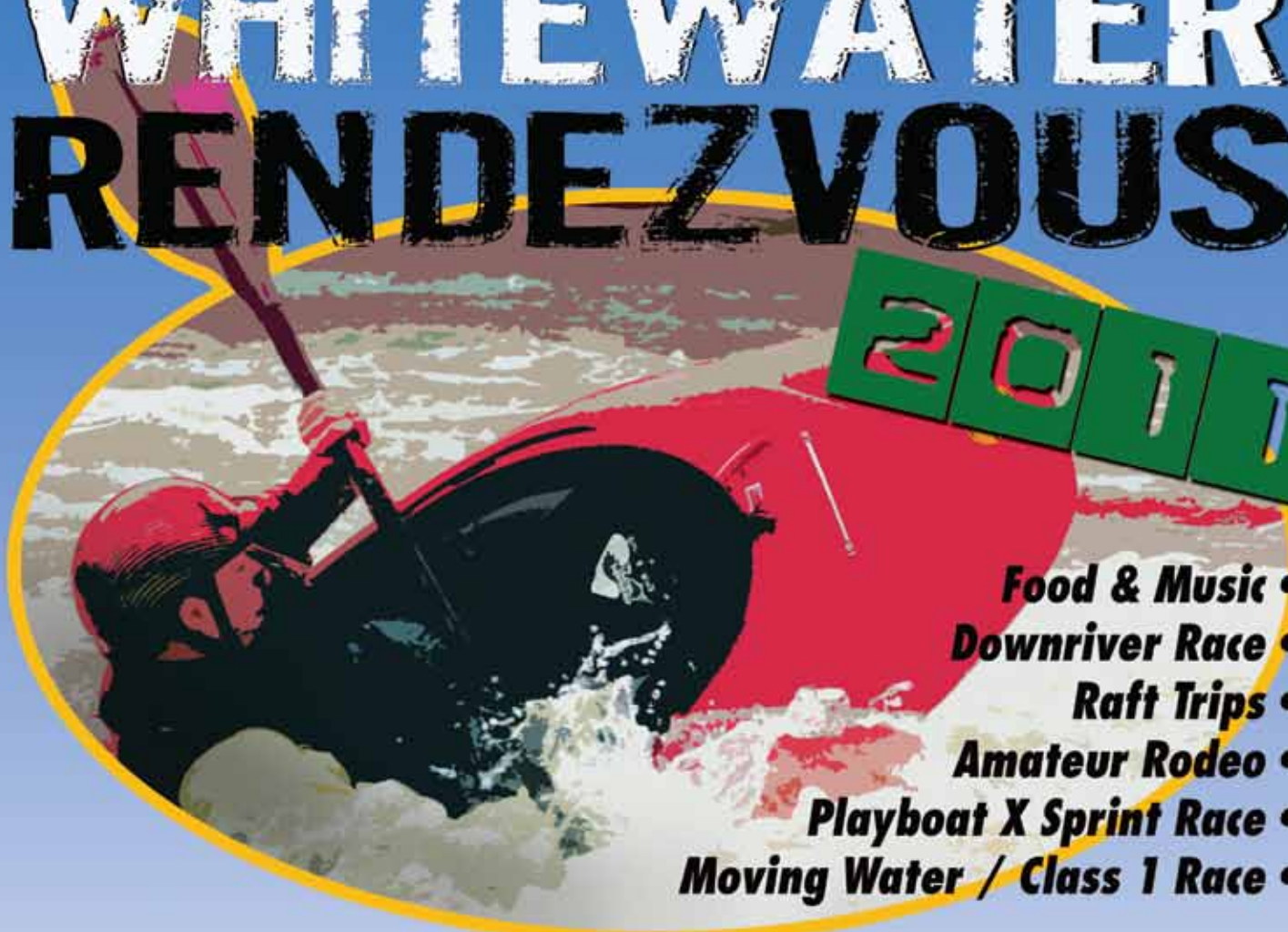
Montana Tech paddler Seth Nolte training cardio.

Photo by John Amtmann



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PADDLER FITNESS



Seth palpating a pulse on the thumb side (radial artery) near the wrist.

Photo by John Amtmann

Table 1: Calculating Sample Target Heart Rate Range

In this example, Brett, a 47-year-old male is calculating his target heart rate for improving his cardiorespiratory fitness.

$$220 - 47 = 173$$

$$173 - 73 = 100$$

$$100 \times .4 + 73 = 113$$

$$100 \times .6 + 73 = 133$$

So, a target heart rate range of 113 to 133 would be ideal for Brett to improve cardiorespiratory fitness and to develop some cardioprotective benefits from this exercise.

Palpating Your Heart Rate

A simple method to measure your heart rate is to feel for your pulse at the thumb side of your wrist, count the number of beats you feel for 10 seconds, then multiply that by 6 for your pulse in beats per minute. For example, if in 10 seconds you count 20 heartbeats, your pulse in beats per minute would be 120. (Note: when counting your pulse, start with "0," not "1"; kind of the same logic as a child not turning one year old until her 12th month of life.)

RPE

If monitoring heart rate during the exercise session is difficult, the rate of perceived exertion (RPE) scale could be used as a substitute for adjusting exercise intensity. An RPE scale is a measure of perceived exertion, and is defined as the degree of heaviness and strain according to a specific rating method. One commonly used RPE scale ranges from 6-20 as follows (Borg, 1998, pg. 31):

6	No exertion at all
7	Extremely light
8	
9	Very light
10	
11	Light
12	
13	Somewhat hard
14	
15	Hard (heavy)
16	
17	Very hard
18	
19	Extremely hard
20	Maximal exertion

To use the scale just assign a number to how hard you perceive your exercise intensity

to be. The average RPE range associated with improvements in cardiorespiratory fitness is 12-16.

The goal of exercise is to expose the body to an overload stimulus in a safe manner. The body, given appropriate rest and recovery, will respond by becoming stronger, improving endurance or enhancing efficiency in the activity that caused the stimulus. As you improve physical fitness, you can increase the intensity to continue improving your cardiorespiratory function. For our 47-year-old kayaker Brett, who is hoping to get back to cardiorespiratory fitness, the target RPE would be about 12. For someone whose target HRR intensity was 60 to 70%, like Bob a 33-year-old who has been physically active for several years but wants to improve his fitness so he can join a local rafting team, the target heart rate range would be 131 to 141 bpm. Assuming the RHR remained unchanged, his corresponding RPE would be about 13 or 14.

Warm-up and Cool-Down

To prevent injury it is important to pay attention to your warm-up and cool-down. The warm-up increases the body's temperature and prepares the body for the more intense training to follow. An effective warm-up is simply to perform the activity that you will be doing for training, but at a lower intensity. So, if walking is the chosen activity, then walking at a slower pace for 5-10 minutes will be a good warm-up. The cool-down eases the body into a resting state by lowering the intensity of exercise for 5-10 minutes allowing heart rate to approach resting levels. It is during the cool-down that stretching exercises can be done to improve flexibility and reduce or prevent soreness from exercise.

Important Note

A man over 45 or a woman over 55 years of age should seek approval from his/her physician prior to beginning a new

exercise program. A person under these age limits should complete the Physical Activity Readiness Questionnaire (PAR-Q) to determine if there is any other reason to seek a physician's approval. A PAR-Q form is located at <http://www.shapeup.org/fitness/assess/parq1.php> at the Shape Up America website, which is a good place to explore if you are new to exercise.

It is also important to progress at a gradual pace. As fitness improves the same level of exercise intensity may no longer be enough to increase your heart rate to within the target heart rate range. This means that adaptation to the exercise training has occurred through improved cardiorespiratory fitness, which is the goal of the exercise, after all! These improvements will be more pronounced in less fit individuals. Updating an exercise program by gently increasing the intensity of your exercise and/or the duration of exercise will allow improvements to continue. When optimum fitness levels have been achieved, a maintenance program should be initiated, however adding variety to any exercise program is always important to keep it fresh and enjoyable. Including some type of weight training at least two days per week is also important for a several reasons that will be covered in a future article.

Special Considerations For Weight Loss

Exercising at the intensity levels described above are the required intensity ranges for improving overall cardiorespiratory fitness. However, fat loss will occur when we have a negative caloric balance, or when more calories are being expended than are being consumed. Prolonging cardiorespiratory exercise, or adding shorter sessions throughout the day, for the sake of increasing caloric expenditure, may be an excellent method for managing weight. Numerous activities can be used simply to increase caloric expenditure. The Shape Up America website also has an excellent section on caloric expenditure

from different activities at: <http://www.shapeup.org/interactive/phys1.php>.

Try This

If you've been exercising on a regular basis for at least four months and would like to be challenged by increasing the intensity of aerobic training, adding interval training is a great way to keep an exercise program fresh and fun. Interval training combines higher intensity work segments with lower intensity active recovery/rest segments. For example a 2:1 ratio may involve one minute of more intense exercise followed by 30 seconds at a slower pace. Developing an interval training program to suit individual needs allows a person to be creative with the program. The higher intensity segments of interval training increases metabolic demand, which means expending more energy (kilocalories) during and following the training session.

For example, if you can jog comfortably at a 5 mile/hour pace for an extended period of time, then try this 11-minute interval training session:

- 6 miles/hour for 2-minutes
- 5 miles/hour for 1-minute
- 6.5 miles/hour for 2-minutes
- 4.8 miles/hour for 1-minute
- 6.8 miles/hour for 2-minutes
- 4.8 miles/hour for 1-minute
- 7.0 miles/hour for 1-minute
- 4.8 miles/hour for 1-minute

The objective of interval training is to increase intensity, so only add this if you have been exercising on a regular basis for at least four months and crave additional challenge in your exercise program. Also, the speeds involved in developing an interval training session are experimental. It never hurts to start slower than you think you need to! Don't do too much too soon, but don't be afraid to push yourself a little as you improve your physical fitness. Interval training can be implemented using any mode of exercise: cycling, stairstepping,

swimming, rope-jumping, or any other aerobic activity. So get out there and add a cardiorespiratory exercise program to your life. Your performance and safety on the river will be certain to benefit from it!

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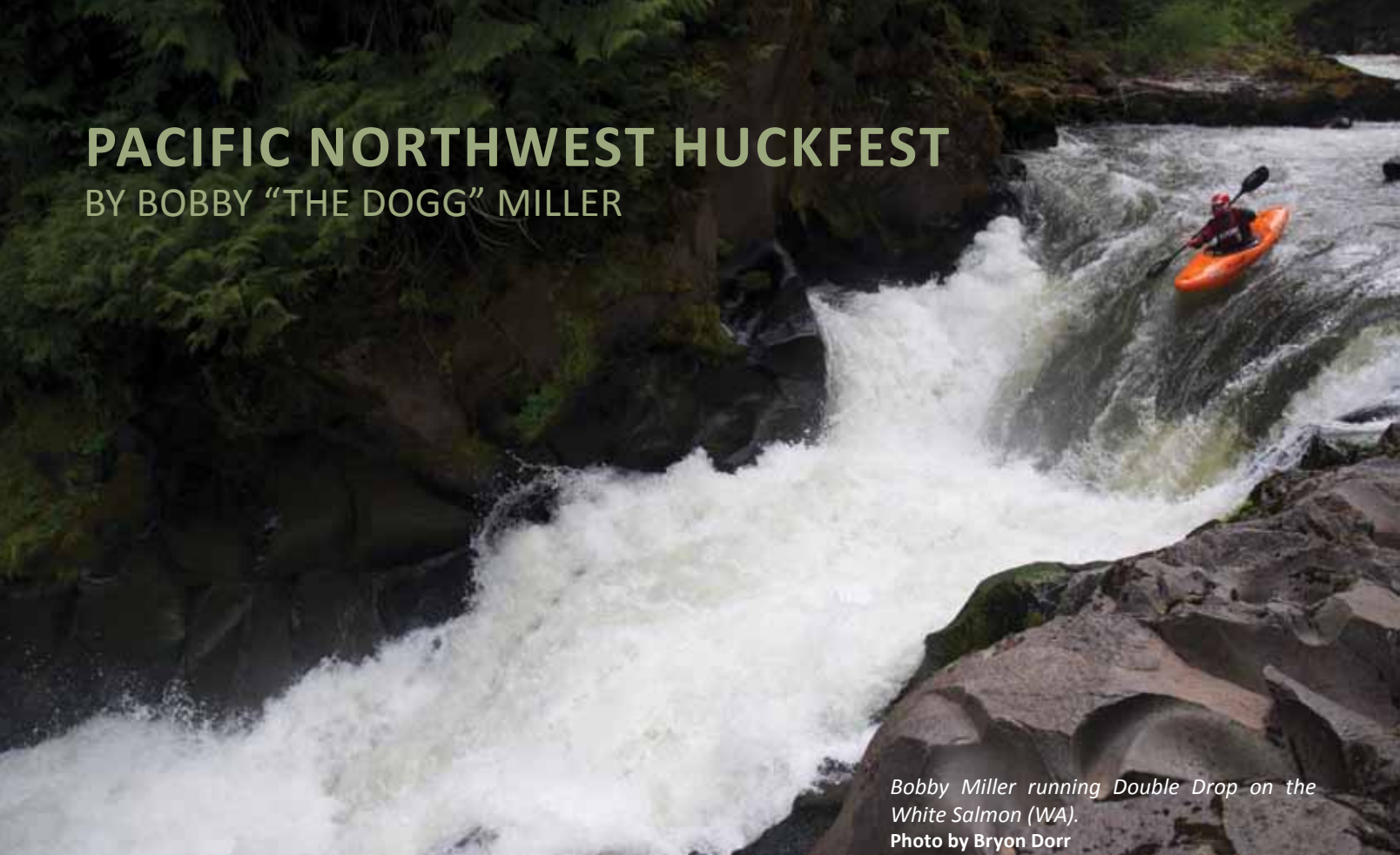
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PACIFIC NORTHWEST HUCKFEST

BY BOBBY "THE DOGG" MILLER



*Bobby Miller running Double Drop on the White Salmon (WA).
Photo by Bryon Dorr*

THE EAST COAST summer doldrums had been taking their toll on me and I was in need of a change of scenery. Even as a professional kayaker (and undisputedly the greatest kayaker ever), I have not been immune to the hardships of our struggling economy. Things had gotten so bad that I had sell autographed pictures of myself on street corners just to make ends meet. My parents were even ashamed of me; my mom was telling her friends that I'm a drug dealer just to keep a little dignity. Yep, I needed to get out of town. So, I stole a few Grumman canoes, sold them for scrap metal, and bought a ticket for the west coast!

Flying out, my anticipation was extremely high. I could hardly sit still in my seat. You know when you are a kid and someone gives you one of those chemistry sets as a gift and you do a couple of the lame experiments and get tired of it? Then you decide that you are going to mix all the stuff together and as you do, you are waiting for that big explosion! Yep, that's the kind of anticipation I'm talking about. I flew out to Portland, Oregon, where I met up with

old East Coast buddies Bryon Dorr and Joe Stumpfel to fire up some of the Pacific Northwest's finest runs. On this trip, I was also joined by the LA Lakers' cheerleaders. I had promised that the NBA Champion's cheerleaders would get the pride, the privilege, NAY, I SAY THE PLEASURE of coming along on a Dogg adventure. But I digress. I decided that I needed to get a full-face helmet to protect me while running all these huge drops. I am supremely confident in my skills but it doesn't hurt to play things safe occasionally. Discretion is the better part of valor. What? Who says stuff like that? Besides, if I get my face mangled on some SIK drop, what drunken call girl would have me then??

After a couple warm-up days on the Little White Salmon and White Salmon, Bryon Dorr and I decided that the North Fork of the Lewis River would be a good option, as it features four major waterfalls in a committing gorge. I made sure that I got a good night's sleep so I would be well rested for the run. It is important to be at your best, whether it is for some SIK creek or for that floozy you meet at TGI Friday's.

We headed over there through beautiful wilderness and past the town of Cougar. On the way, we passed a construction zone that had two hot chicks working the Stop/Slow signs. There they stood, staring at the Dogg, gawking at the Dogg, wanting to offer the Dogg some sweet lovin. Well, the Dogg is definitely a fan of gorgeous construction ladies but the allure of SIK drops was too much, so we continued to the NF Lewis.

The Lewis River starts with Taitnapum Falls, which was a nice 15 footer that we boofed on the left. Soon we arrived at a formidable horizon line that marked Upper Lewis Falls. We had been told that we needed to scout from the right but Bryon eddied out on the left. I was over on the right but decided to ferry across to join Bryon. When I got across, Bryon was coming back from his scout and said that it was totally cliffed out and that we would have to go back across. We had to carry our boats upstream for a ways to be able to make the ferry. Boy, did I feel like a fool! I hadn't been this embarrassed since I got kicked out of a gentleman's club for using counterfeit \$1 bills! Once on the right bank, we bushwacked our way to get

ROAD TRIP!

a view of the falls. The falls dropped 50-60 feet over two tiers and was definitely runnable but had several points of danger. The right side had the most water but had a sketchy boof flake complicated by a tree that dangled into the flow and a bad cave on the left. The middle line is the line that gets run most often but was a little on the scrapey side. I'm not sure that there was enough water to get a good boof stroke off the first 30 footer into shallow water. A stiff piton off this drop would really tighten the drawstrings on your coin purse! Both Bryon and I didn't really like the looks of this one so we decided not to run it. We completed the arduous portage and continued downstream through some easy water broken only by 20-foot Middle Lewis Falls.

Finally, a horizon line signaled that we had arrived at the main attraction, Lower Lewis Falls. Most people run Lower Lewis at low water but there was a ton of water pumping over the drop on this day. Basically, there is a slidey approach with some small holes to deal with that leads to a four-foot drop with a diagonal breaking wave kicking right about 15 feet before a 40+ foot waterfall. The falls hits a boulder on the right and was an exploding mess of mayhem at the bottom. It was unclear what might happen to a boat dropping into this boiling vat of evil. I decided that I need to stop thinking about it and sac up and run it. I got in my boat, admittedly nervous, as this was a very scary drop. As YOUR kayaking hero, I feel an obligation to go out there and fire up the gnar day in and day out. I can't disappoint you, faithful reader, and I won't! I got into the flow and breezed through the approach.

I took a righty off the four-foot ledge to blast through the breaking wave then took two strokes and I was off the 40 footer. I, of course, launched a SCHWEEET one off this falls, as I'm sure you probably assumed. After all, my boof stroke was rated Number 1 in People Magazine's issue showcasing the 50 Most Beautiful Boof Strokes of 2010. I landed flat at the bottom with such a loud BOOF! that people in Portland heard me! Upon landing, I immediately backended, which was very unexpected. I was getting beat around by the curtain of water falling in from the left side channel. I waited out the pounding and rolled when it let up. I emerged from the maw victorious, much to the excitement of the crowd of Dogg fans that had gathered for this event and the uncounted millions watching from their television sets at home! I dropped a People's Elbow for good measure and



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The Dogg dropping Taitnapum Falls on the North Fork of the Lewis River (WA). Photo by Bryon Dorr

celebrated by downing a 40 ounce of Hurricane and then playing Spin the Bottle with the Lakers Girls.

The next day, Bryon and I headed over to check out the Money Drop, a park 'n huck 50-55 footer. The water level was low and we knew it was going to be a hard hit at the bottom. Ultimately, I decided that, despite the thin flow, I needed to run it. I came here to run the brown and it was right there in front of me. Well, today I was going to be dancing with Mr. Brownstone! I was on a roll and ready to fire stuff up, regardless of flow. You can't take a pitch pipe out of a man's hand when he's kickin' a funky groove! I geared up and waited for Bryon to get into position with photos, video, and safety (in order of importance). I went down the approach slide and floated off the edge, tucking part way down to avoid impact. I stomped the drop perfectly and went straight in with no impact. Oh Yesh! It was SCHWEEEEEEETTTT!!!! Bryon decided that he would fire it up as well, rocking a sweet line of his own! We were so stoked that we chest bumped until we broke our sternums and then headed over

to the Green Truss section of the White Salmon for an evening run.

On this trip, I was looking to paddle some runs that were off the beaten path and avoid the local after-work type runs as much as possible (such as the Green Truss and the Little White). Not that these aren't great runs but they have been done so many times that a trip down them has become as insignificant as winning the Nobel Peace Prize. So, Joe and I decided to head up to the Salmon River Gorge. We met up with Luke Spencer, Ryan Young, Ryan Scott, and Todd Wells early in the morning to begin this mini expedition. We loaded our boats up with all the usual gear needed for an expedition: ropes, break downs, first aid kits, my mega walking stick, and the ever essential 40 ounces of Steel Reserve malt liquor. Before the river adventure could begin, we had to hike about two or three miles. Fueled by an energy drink with a special ingredient of tiger's milk that gives me the strength of 10 men, I embarked on the hike. The trail was difficult to follow but I used my compass stored in my prototype mega-walking stick and was able to find the way (I will have the prototype available for

view at next year's OR show). I overdressed for the hike and sweated profusely, which was a mistake. I hadn't sweated that much since my days as a flight director on the tarmac in Saudi! Luckily, I keep electrolyte pills in my mega-walking stick so I was able to replenish the lost nutrients. It was a long day and we had to keep moving to make it off the run before dark. Fortunately, I keep a fire starter in my mega-walking stick so I was prepared. We eventually descended a steep hill and were in the gorge and at the first rapid, Split Falls. The approach had a five-foot ledge with a low tree to duck before making a sharp turn and then launching off a 20 footer through a narrow slot. Everyone had nice lines through this drop and we continued downstream through some breathtaking scenery.

Soon, we reached the main gorge. The gorge started with a couple of rocky warm-up drops before we reached Vanishing Falls. Vanishing Falls is a 20 footer next to an overhang with a strainer pinned below. Most of the flow falls under the overhang but enough escapes over a boof shelf to make it runnable. I decided that this drop was tailor-made for the Dogg, since precision boofs are my game. I'm only the best there is! I came down the approach smoothly and lined up perfectly, hitting a boof that created separation from the water, the likes of which had never been seen before! I flew WAY out there and landed flat with such a loud BOOF! sound that people in downtown Portland thought they were experiencing an earthquake! It would be impossible to launch a boof any better than the one I hit. I mean, you can't do any better than perfect! Joe followed and pulled off a sweet line made all the more impressive by the fact that he was in a C-1.

After a narrow 10 footer with a walled-in hole, we were out scouting Frustration Falls, a series of closely spaced waterfalls. The first one was a 20 footer that unfortunately

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ROAD TRIP

emptied into a log pile so heinous that decorum prevents me from even speaking of it. Just downstream, the river splits into two main channels. One channel leads to a challenging series of sweet drops and other

channel leads to... BUH! BUH! BUH! BUM!: certain death! The right side channel is the correct one and starts with an angled 12 footer that pillows off the bank and roars to the lip of the final 40-foot drop into the

cliffed out pool below. Most of the flow slams into the slightly undercut cliff. We all portaged the top falls and got ready for the bottom drops. I went first and drove hard left off the 12 footer, catching a HUGE launch. I landed smoothly and paddled to the edge of the 40 footer. I floated off the drop to make sure I penciled and resurfaced in control enough to avoid the cliff below. The Dogg put the Smackdown on Frustration Falls one, two! AND THE DOGG MEANS ONE, TWO! Oh Yesh! It was SCHWEEET!!!! The rest of the group followed with nice lines off both drops but there was still one more obstacle, the spray of the last waterfall pouring in from the other channel. This spray creates a wall of evil that will beat a paddler down and deny access to the remainder of the run. It's like the maze on the kiddie menu at Denny's: THERE'S NO WAY OUT! Luckily, we were all able to paddle under the spray with minimal bludgeoning. Once past Frustration Falls, we ran a clean 20 footer and then got out to look at Final Falls. This waterfall is 80 feet tall and has a very junky lip. Despite the temptation, we all decided that it was in our best interests to walk this falls. The only problem is the 80-foot sheer cliffs on each side make portaging very difficult. Some people have jumped off of the cliff only to hit bottom in the pool below. Hitting bottom after falling 80 feet would really knock the hoarfrost off your nettle! We decided that a rappelling system would work best. I reached inside my mega-walking stick and pulled out a climbing harness and 200 feet of rope. A couple of the other paddlers had also brought climbing harnesses so we took turns lowering ourselves down. Once safely to the bottom, we got back in our boats and paddled out through easy rapids and the gorgeous cliffs of the gorge. The Salmon River Gorge is truly a magical place and I feel very fortunate to gotten to see it. I had wanted SIK drops and plenty of them and, like Meow Mix, the Salmon River



The Dogg firing up the Money Drop on Rock Creek (WA).

Photo by Bryon Dorr

Gorge delivered! I hadn't smiled that big since I put a jet powered backflow on my grandmother's toilet. The look on her face after the first flush was priceless!

The next day, Luke, Ryan, and I found ourselves heading over to the Indian Res to check out Skate Park Creek. This run is noted for the Skate Park Drop, which is a 60-foot cascade falls with a big kicker at the bottom known for dishing out mayhem. We arrived at the take-out and found the flow to be low but scrapeable. Having never been one to back away from low water, I encouraged the guys to give this creek a try. Too many boaters try to baby their creek boats, waiting for high water and minimal rock tagging. Well, I got news for you: creekboats are made to hit rocks! When the goal is getting SIK, you can't worry about your plastic or the cost of replacing it. It's a purpose not a price!

From the road to the put-in, I was able to spot the location of the major action by the steep gorge walls. I have a keen eye for this sort of thing! What? Only one? What about the other eye?!?! We put on the creek and made our way downstream. Some drops and slides carried us to an immense horizon line that assured us this creek was gonna bring the goods! Certainly falling 60 feet into a kicker was an intimidating prospect. A piton here would really put a kink in your garden hose! You'd rue the day that you pitoned off this drop! What? Does anyone ever actually look back on a given day and rue it? Looking at this drop and its minimal flow, I knew in my heart of hearts that it was too low. However, there was a part of me that knew I could make a successful run. I had stared down and beaten plenty of intimidating drops in the past. This one would be no different, if I could just muster the courage. Courage! What makes a king out of a slave? Courage! What makes the flag on the mast to wave? Courage! What makes the elephant charge his tusk in the misty mist, or the dusky dusk? What makes the muskrat guard his musk? Courage! What makes the sphinx the seventh wonder? Courage! What makes

the dawn come up like thunder? Courage! What makes the Hottentot so hot? What puts the "ape" in apricot? What in the blue hell am I saying?!?!

I put on my full-face helmet and kevlar body suit just in case something went wrong or, by some chance, exploding projectile vehicles were to come flying over the canyon rim at me. I told Ryan and Luke that I was going to fire the drop up and that I wanted them down at the bottom for safety, photos, and video. We had agreed upon a signal: I would place one lantern in the steeple if I was ready to go and two lanterns if I was going to scout a little longer. They got into position and I gave them the single lantern signal. I got in my boat and floated down the entrance slide and off the edge. I freefell for about 30-40 feet before reconnecting with the cascade. As I accelerated downward toward the kicker, my bow turned a little to the left. I hit the kicker at an angle, launched into the air, and pirouetted around before landing upside down in the pool below. I rolled immediately and began to celebrate with all the excitement of running such a crazy drop. As I paddled over to give Luke and Ryan high fives, I heard them saying something about missing me on the video and pictures. It turned out that, upon getting the signal, they readjusted their position thinking that the British were coming and that they needed to go warn the people of Washington State. When they looked back, I was already going over the lip. They started recording video and snapping pictures as I was landing off the drop and hitting the kicker. So, they didn't miss me entirely but it wasn't the perfect footage I envisioned. I would love to run it again sometime but I think I'll wait for more water as it was a pretty stout impact on my ribs at the bottom. We continued downstream through some slides and scrapey mank to the take-out and headed back to Hood River, where we celebrated by hitting up all the juke joints and gin mills.

My trip was drawing to a close so I decided that I needed to go big on the last day. Our

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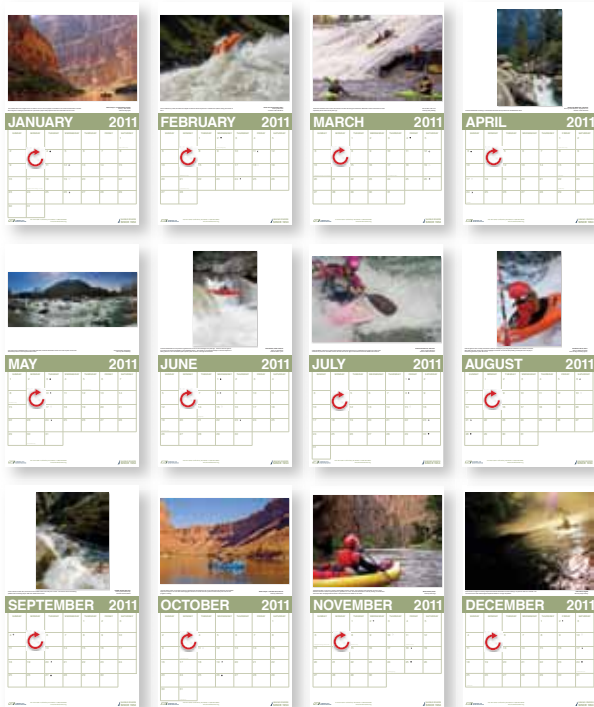
sights were set on the McKenzie River a few hours south of Portland, which contains some big waterfalls, including 80-foot Koosah Falls. I definitely need to step up the height of the waterfalls that I am running if I want to reach my goal of owning the world record for waterfall height. Currently, the record stands at 186 feet, which is extremely impressive. However, Donald Trump would say that we need to think big. Who says that 186 feet is the limit? Why can't 200 feet be doable? Or 300 feet for that matter? After all, it is likely that a kayak falling 186 feet would easily reach terminal velocity. So, conceivably the impact off a 300-foot waterfall would compare to that of a 186-foot waterfall. I know you are thinking that us huckers are crazy. Someone is going to get hurt pushing the limits of runability. With that kind of attitude, there would never have been the discovery of

America, the summit of Everest, the landing on the moon, the breaking of the sound barrier, or the consuming of 60 hotdogs in 10 minutes! We are the music makers and we are the dreamers of dreams. You may ask what makes me qualified to chase such a record. Well, citizen, just because I am the greatest kayaker in the history of the world doesn't mean that I think that I am any better than you. I put my pants on just like you, one leg at a time...except that once they're on, I break world records!

Bryon, Ryan, and I headed to the McKenzie River in the morning to drop Koosah Falls. The falls is definitely impressive. Oh yesh! It was big and angry, just the way I like my women! I know what you are thinking, reader. You are wondering why I would risk life and limb for such a waterfall. Well, the truth is that I do it for you, Mr.

and Mrs. John Q. Public. As you read this masterpiece, brought to you by Carl's Jr., and hang on every word, you vicariously live each triumph, each defeat, each adventure! Back at the falls, I slid into the creek. The warm-up drops above the falls were small but seemed intimidating in light of what was coming. The approach has a curler that kicks left that could seriously mess with your chances of success. I hit the curler with speed and let it take me to the left where I wanted to be. I thought I was lined up perfectly but I slid a little further to the left than I wanted. There was another curler folding off the left bank and I seamed out as I was going into my Oregon tuck. The resulting conflict of motion caused me to over-rotate as I started to freefall. I knew I was in trouble but all I could do was hang on and hope that it didn't hurt. I ended up landing at a 45-degree angle upside down

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(a 135 degree angle for you mathematics whizzes out there). The resulting impact ejected me immediately from the boat and I resurfaced, being pulled quickly by the current toward a Class II-III wave train that led into a strainer! I swam for shore as well as I could with the wind knocked out of me

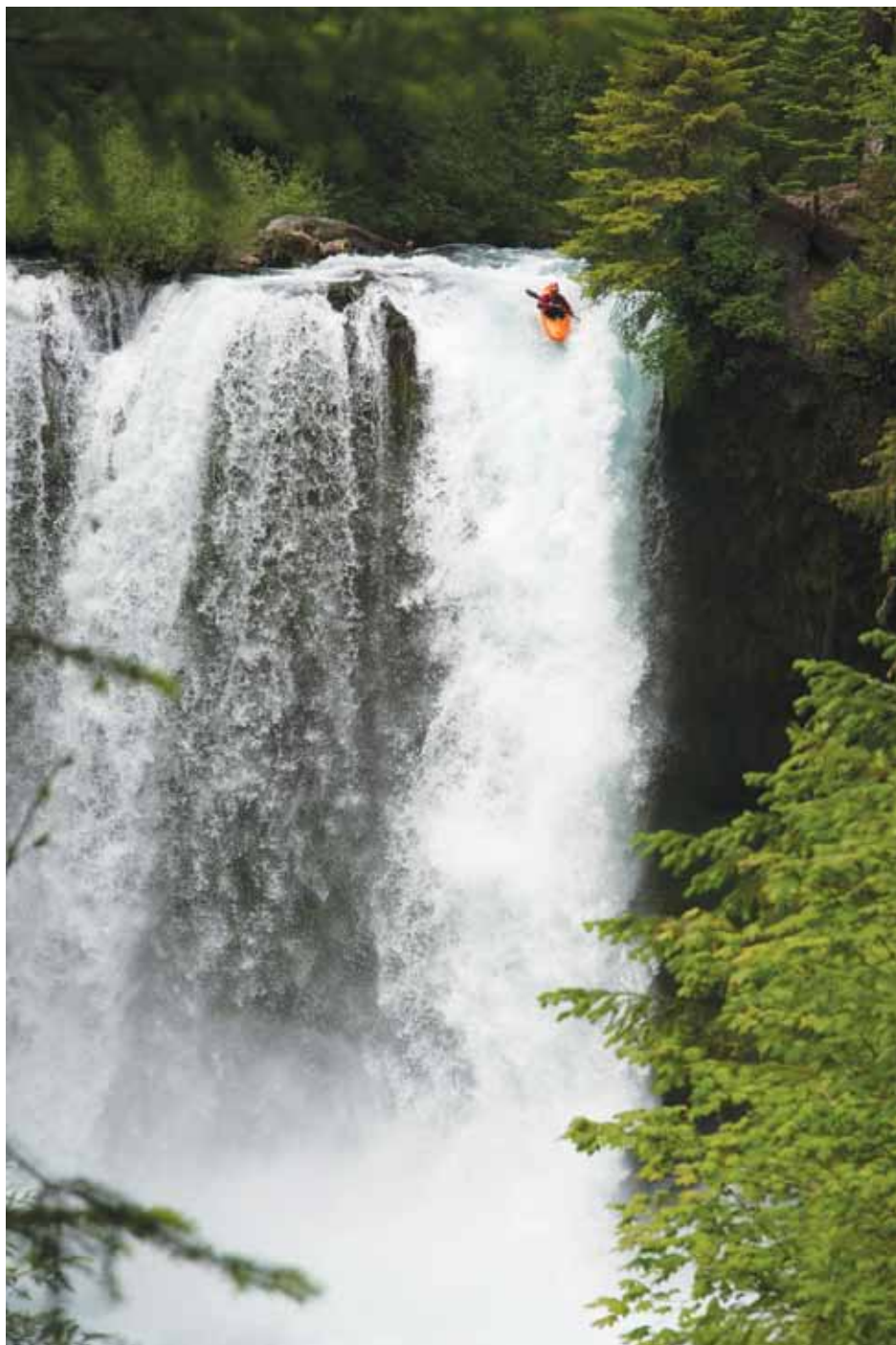
and then I saw Ryan's throw bag heading toward me. His near perfect toss landed a few feet from me. I grabbed it and let him pull me in to the bank. It is important to have friends with you on these extreme runs because you never know when you'll need a little help. After all, friendship is

like peeing your pants. Everyone can see it, but only you can feel the warmth. My run was far from perfect but I came away from it virtually unscathed. The boat on the other hand had floated on downstream into the strainer pile and had gone through, continuing downstream and out of sight. We would go searching for the boat later, there was still business left to take care of. Ryan seemed encouraged by the fact that I could mess up the drop and still be OK. He said he was going to fire it up too—with hand paddles! He had a nice run other than the fact that he forgot to tuck and took a major hit at the bottom. He grabbed his paddle back and continued downstream in search of my lost boat. I followed a trail along the creek past a half-mile of Class III-IV rapids and came to a lake. The boat was floating out in the middle of the lake and Ryan was able to bullnose it to shore. Unfortunately, the boat had seen better days after all the rocks it hit on the way down the river with 500-600 pounds of water inside of it. We headed back to Portland, with me trying to figure out what to do with the boat. I decided that I couldn't salvage the boat so I buried it in an ancient Micmac burial ground, hoping it would come back in a brand new state. However, sometimes what you bury up there might not come back the way it was. But that is another story altogether...

The next day I flew back to the drought-plagued East Coast filled with memories of this spectacular trip. And that's all she wrote. What? Who is SHE anyway? And what in the world is she writing about? Arghhhhhh!!!!!!

Haven't had enough? Check out: http://www.youtube.com/watch?v=iT2sCd1l0_I

*The Dogg running Koosah Falls on the McKenzie River (OR).
Photo by Bryon Dorr*





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ROAD TRIP

THE SOUTHERN SIERRA WHITewater ROAD TRIP

BY DAN SADOWSKI

CALIFORNIA HAS THE goods. There are so many drainages in the Sierra Nevada that it's all but impossible for a crew of weekend warriors to get to them all in one season. It's even harder to find time to make the drive to get on the rivers down south, but we hit on the perfect plan: a Southern Sierra Whitewater road trip. Ten days on the road, gypsy style. Heading south, we'd boat our way to the Brush Creek race at the Kern River Festival. In the evenings we'd decide where to go the next day and post it to our mailing list so people could come and go as they wanted. We ended up with a small core of boaters who made it through all ten days and a group of over twenty that came and went as their schedules allowed.

"Only ten people in the hot tub at one time!" Snapped an irate woman with an English accent, followed quickly by "Is that bourbon? You're not supposed to be drinking in here!"

Things were starting to look up. After days of spring boating (snow, rain or the delightful mix of both) we were wondering if the April road trip was such a good idea.

We were finally warming up, sitting in the hot tub at the Yosemite Bug Hostel in Mariposa, California. It was day four of our Southern Sierra Whitewater adventure week, and we were off to a rough start.

It had snowed or rained every day of the trip. We were down one of our crew to a thirty stitch head wound. Today had been a particularly cold day on the Merced. It had been snowing all day and the snow line was about 200 feet above the river. The wind at the put-in bridge had been so strong that it had blown us up river. At the put-in, I was thinking to myself, "I'm not going to be the first one to quit, but I damn sure will be second."

Toby and Darren had put in on the Class IV+ section of the Merced above the gas station and boated down to meet us. Along the way, Darren, who was not in a dry suit, had a swim and was looking mighty cold. I thought for sure that he would call it and we could get off the river. His only

comment, through chattering teeth, was "I boat in Scotland; this isn't cold." Off we went, boating through the rain and snow, running ten miles of river goodness. It was cold, snowing and epic.

The guy at the check-in desk at the Bug gave us a funny look when we came stomping in dressed in our dry suits to get a room for the night, but working at a hostel, he took it in stride and got us a room and our spa tickets. A couple of hours in the hot tub, a few drinks and a near ejection from the spa and we were feeling all right.

Dawn broke glorious the next morning. The Merced River canyon was spectacular. The sun was out, the weather was warm and snow was melting. We rallied and put on one of the harder sections of the Merced and had a perfect morning of boating. Darren decided that, this being his only trip to the US, he needed to part ways to do some camping in Yosemite. It was a classic moment watching Darren sweet talk the YARTS driver into letting him take his boat on the bus. We said good-bye and set our sights on the next drainage on our list: the Kaweah.

A quick check of the map showed that it was four hours and one hundred and fifty miles away. Our caravan sped off. The day's plan was to get to Sequoia National Park before dark to complete a double header on the Merced and Kaweah for our fifth day. With the liberal application of speed, we made it to the put-in for the park boundary run at 4:30. It was a tough call. Of the four of us, only Toby and I had run this section of the river a couple of times. It was going to get dark in a few hours. Alan and Tom were giving us nervous looks as we put on. My comment, "You only get to see a river for the first time once, so why spoil it by scouting," wasn't exactly a huge confidence builder.

Getting ready to start the trip.
Photo by Toby Salz



ROAD TRIP!



Serge on Brusck Creek (CA).

Photo by Toby Salz

Queue the Benny Hill music and twelve hours of driving.

The lessons learned that day: never trust your GPS, the Cal-Trans road conditions page is hopelessly out of date and when the sign says road closed in 12 miles, they aren't kidding! We realized that we were out of luck after five hours of driving, when the Cal-Trans snow plow driver looked at our caravan and shook his head. I rolled down my window and asked, "Can we get through?"

"Nope, there's 10 feet of snow on the road for the next twenty miles", he replied, adding "dumbasses" under his breath.

We charged it. Alan and Tom blitzed through the five miles of the park boundary run. We had a great rhythm going. We'd have a quick huddle at the top of each rapid. Toby or I would give a short description of what to do, "drop left, look right, go right" and we were off. Alan and Tom's eyes were big as saucers through all the big drops, but they styled them all. We ended up getting off the river just at dusk. We set up camp, had a few refreshing beverages, told some tales about the day's adventure and set off to find some food.

The next morning, fresh from our success of the previous day, we planned another doubleheader. Kaweah in the morning, Brush Creek in the afternoon. It sounded like a good plan. Run the park boundary down to the campground. Pick up our Class IV boater, Erica, run the lower section, and then race to the Kern. The weather was perfect, not a cloud in the sky. The water was amazing, perfect flows, not too pushy, not too low. We executed flawlessly, off the river by two, in the cars and on the road by 2:30.

We made it to lovely Porterville, CA at 9 that night. We had a powwow and decided that we had to stop, eat and get gas. The only place open in Porterville proclaimed itself, "The best steak in Porterville." It was a grim, fluorescently lit little dive. The waitress was pushing the prime-rib, which of course, after I ordered, we discovered was the last piece. Everyone else insisted, "you can have the last piece." Those words should strike terror into your heart. It was too late and I was too tired and hungry to care. I would regret my decision later.

It turns out that there are no restaurants that are open late in the evening in Three Rivers. We bounced from place to place until we finally found a Mexican place that was in the process of closing up for the night. They agreed that they would make us burritos, if we ordered ten, paid extra and would get them to go.

We got them to go. They were the biggest burritos I've ever seen in my life. Toby announced, "those things look like baby seals!" We attacked the burritos. They resisted. We ate left over baby seals for the next three days.

Toby on the Kaweah (CA).

Photo by Tom Ward



We set off from Porterville at 11 pm, determined to not spend one minute more than absolutely necessary there. We drove the pitch black, winding road to Kernville. It was a rough drive at midnight, but we got there in one piece, at 2:30 am.

The next day, we finished our journey. Brush Creek drops 400 feet per mile. It's steep enough to be a Class V, but friendly enough that a competent Class IV boater can run it. In places, it's like standing on top of a skyscraper. You see a horizon line, the other side of the canyon, and no river.

Our crew lapped the run at least ten times in the next four days. Brendan, Serge and Toby all got prepped to compete in the races. I think that Serge was feeling pretty good, because he ran it several

times without making either of the mandatory portages.

The day of the races, I was feeling pretty ill from the Porterville Surprise, so I had to sit the race out. It was disappointing, but, hey, there's always next year (which by the time this is published will already be this year, so check the stats to see how I did). Serge, Brendan and Toby all showed well in the races, considering that they were up against the likes of Eric Giddens and Sage Donnelly. Serge proved just how tough Russians are by getting worked in a hole, during the race, for at least three minutes with nine rolls (I know—there is video, and I counted them all). The only award that our crew took away from the race went to Serge, with “the worst beat

down that didn't end in a swim.” I think he got a pink ladies KRBC tee-shirt.

And then it was done. We all went our separate ways, exhilarated by the experience, but ready for a shower and for sleeping somewhere that wasn't a tent. As Toby summed it up: “Dude, I smell like the homeless.”

Ten days on the water, making new friends, running challenging whitewater and traveling California was epic. Everyone agreed that it was a once in a lifetime experience and the chemistry of the group made for an unparalleled experience. This year, we're going to try again but instead of going south, we'll go north and plan the Jefferson State trip. Stay tuned, and get out and boat.



Deerfield Fest: July 30



Charlemont, MA

More info: americanwhitewater.org > Our Organization > Events

ROAD TRIP!

THE AMERICAN ROAD

BY LEE TIMMONS

I'VE ALWAYS ENJOYED riding in cars. Since I was a little girl, these personal transportation pods have been the enablers of all that brings joy to my world: from summer vacations on the South Carolina coast, to the wild and winding vistas of North Carolina's mountains. At sixteen I gratefully accepted my own jingling set of keys. Sure, I had to drive my grandmother's old Buick Roadmaster with faux wooden paneling, but those blue pleather bench seats were the quintessence of luxury. Freedom was mine.

At seventeen, I graduated from high school and to a newer, cooler station wagon. My first Outback took me back through those wild and winding vistas, to the wide-open freedom of a university atop Tennessee's Cumberland Plateau. My sophomore year at Sewanee, that sea-foam green Subaru also took me on my first roadtrip. I had discovered creek boating the year before, and Crested Butte seemed the place to be. That summer was one of the best I can

remember, exploring steep mountains and deep valleys in Colorado, Utah, California, and Oregon. I ran a 25 footer, broke my nose, slept at the Golden Gate Bridge, and swam for the first time on the White Salmon's frigid waters. It was awesome.

By the time I drove back to Tennessee in August, I was an expert road warrior. I had discovered the necessity of my wheels as an addict of whitewater. A car could take me to any river, anywhere.

Now I realize that these man-made machines, these destructors of the earth, are entirely selfish and scream of consumption. I know. And I am a terrible person for the incredible amount of use I glean from my shiny silver Subaru.

But how could I resist such a long and lovely western adventure?

Late last summer, I received the invite that every whitewater enthusiast dreams of upon entering our world. And for one swift moment, I considered flying. I actually considered battling airport security and

over-crowded passenger cabins, endless lines of angry and impatient people, terrible food, eight-dollar cocktails, and lost luggage. But at the thought of negotiating the transportation of my beloved kayak, those depressing images melted into the open road and what undiscovered landscapes it had to offer. My heart raced with the excitement of opportunity and adventure. Yes, I would drive to the Grand Canyon in December, and then spend the rest of winter on the road—just me and my maps.

If you've ever road-tripped, then you can imagine that winter really isn't the best time to go about it. The roads are covered with snow, ice, sand, salt, clay, and gravel, none of which bode well for your vehicle, not to mention your safety. But with brand new tires and a thorough once-over from the guys at Subaru, I felt pretty confident pulling out of Asheville that gray morning in December. Fast-forward forty-five minutes. I'm creeping along I-40 through the Smoky Mountains, both hands gripping the wheel as I peer through an opaque windshield at the dirt and ice crusted rear of a semi. It took me eleven, rather than eight, hours to get to Memphis that day.

The next morning, as I wore through my clutch in Little Rock's bumper to bumper morning traffic, I thought, I am not ready to do this drive again. You see, last fall I drove I-40 from Albuquerque to Memphis in one haul. My then-boyfriend was either half-asleep and snapping at me, or half-drunk and fawning over me. All the while, I fought traffic, severe side winds, several hurricanes, a wildfire, and the apocalypse. On my birthday. No, I was not ready to relive that drive. I was ready to mess with Texas.

I-30 to I-20 to I-10. As the highway numbers dropped, the temperature rose, and soon I pulled over to change into appropriate

Our signature gesture on the Grand Canyon: crabclaws.

Photo by Fletcher Haaga



spring attire. I might as well have driven with my head out the window and a shit-eating grin like Jim Carrey in *Dumb and Dumber*. Mid-day traffic through Dallas and Ft. Worth was a breeze, and as the sun slouched lower on the horizon, I took in the late afternoon warmth of southwestern Texas, where the sky really is bigger and sunsets really do last longer. At dusk, I found a radio station playing Christmas tunes and listened to Alvin and the Chipmunks squeak away the twilight while oil rigs in silhouette went on nodding their approval: heading south was a good choice.

Upon arriving in Flagstaff, our Canyon crew united for the first time over beer and pizza. The most amazing aspect of our group, to me, is how few of us actually knew one another. Yet that night we dined like old friends, and prepared ourselves for the next month, from which we would emerge truly as old friends.

The Grand Canyon! Holy cow. My brain can't even fathom how to put into words the epic beauty and adventure that lies within those walls: 280 miles in 25 days with 16 people on four giant oar rigs. We had kayaks as well, but only two of our 16 paddled every day of the trip.

(Quay, please do not think that I am trying to diminish your accomplishment, because there is no way I could have crammed into my kayak every day. But I have to give the Hamster Award to Jim Moser for hand paddling every mile of the Colorado River. In the dead of winter. With his *hands*. And an impressively large mustache.)

Now, Jim might have the toughest hands, the biggest mustache, and the best jokes, but every single member of our group brought his or her own impressive and unique qualities that made our trip the best trip in the history of the Grand Canyon.

That's right, in the entire history of that incredibly large ditch.

If you've ever done an extended expedition,

you know that they can be challenging and rugged, with adverse conditions and accidents looming behind every boulder. Someone doesn't pull their weight, or eats too much food, or is out of shape, or gets injured, or the weather sucks, or you just don't get along for one reason or another. But not our crew. I have never seen such incredible group dynamics in the field. We all genuinely liked one another, everyone pulled more than their weight, there was ALWAYS too much food (thanks to our outfitter, Moenkopi), no one had a serious injury, and when the weather sucked, we danced and sang songs anyway. It was 25 days of laughter, fun, adventure, and comfort, even in the face of adversity.

I can't possibly imagine a better way to begin an adventure.

Less than a week after leaving Flagstaff, I drove several hundred miles off my intended course to reunite with four guys from the Grand Canyon in New Mexico. Ted, co-captain of the poo raft and our host for the week, suggested we paddle the Rio Grande one day. So we roused ourselves early one morning after heading up 80s night in Angel Fire, and went slip-sliding down 800 snowy feet into the gorge. We put on the Upper Taos Box in the mid-day warmth of the sun and picked our way through the first nine miles without incident. Well, I did have a brief run-in with an ice shelf that significantly tightened an already tight slot, but I roll quickly.

As the whitewater came to an end, the sun slid behind the canyon walls and the nine miles of flat water took us well past sunset to complete. I reached the take-out at dusk and shimmied into dry clothes while the others pulled up one by one. The temperature was dropping rapidly, and by the time all four of the guys dragged their boats to shore, my gear was frozen solid. I peered into Coop's packed car, contemplating our escape from these frigid conditions, and wondered aloud, "how are we all going to fit in there?"



Cooper Lambla on Granite Rapid, Grand Canyon (AZ).

Photo by Lee Timmons

We weren't.

Dave, Will, and I were left to fend for our warmth in the fading twilight while Coop and Ted ran shuttle. For an hour and a half, we did everything we could to keep our body temperatures at a reasonable level, but with few layers and a steady breeze we soon found ourselves huddled together in the park bathroom. Not even the smell of human waste could force me back into the single-digit, starry night. We stumbled out only at a glimpse of headlights, but a white 4runner just crept by as we maintained our odd three-man embrace. An eternity passed before Ted's silver pickup came crashing down the hill and across the bridge to our rescue. An hour later at the Mexican restaurant, still chilled to the bone, my teeth chattered as I placed my order. The man behind the register raised his eyebrows in concern and remarked, "cold tonight, eh?" He had no idea how

ROAD TRIP!

badly my body needed the large quantities of calories he had to offer, so I just smiled and nodded, and sat shivering patiently for my large plate of rice and beans. It was a great day and totally worth it, but I think next time I'll wait for spring before paddling in New Mexico.

The following morning, we hugged and said goodbye for now, and I set my sights on Salt

Lake City. After a beautiful drive through northern New Mexico and southwestern Colorado, I stopped in Durango to relieve my bladder and refill my tank. Standing at the gas pump and taking in the beauty of the San Juans, I realized that I would have to apologize to my friends in Utah. I just couldn't leave Colorado without visiting my old stomping ground.

That's the beauty of a solo road trip. You're free to change course on any whim, without consulting anyone. Not to mention no one is there to witness how badly you actually sing.

So I made my calls and headed north—Silverton, Ouray, Montrose, and finally, Crested Butte. I got lucky with an acquaintance from Asheville, who probably would have been offended had I voiced any concern of intruding in her life. She was an incredible hostess, and also the hook-up to a great pair of skis at a killer price. One of those friend-of-a-friend-of-a-friend kind of situations. But that was how it went my entire week in Colorado. Luck and circumstance.

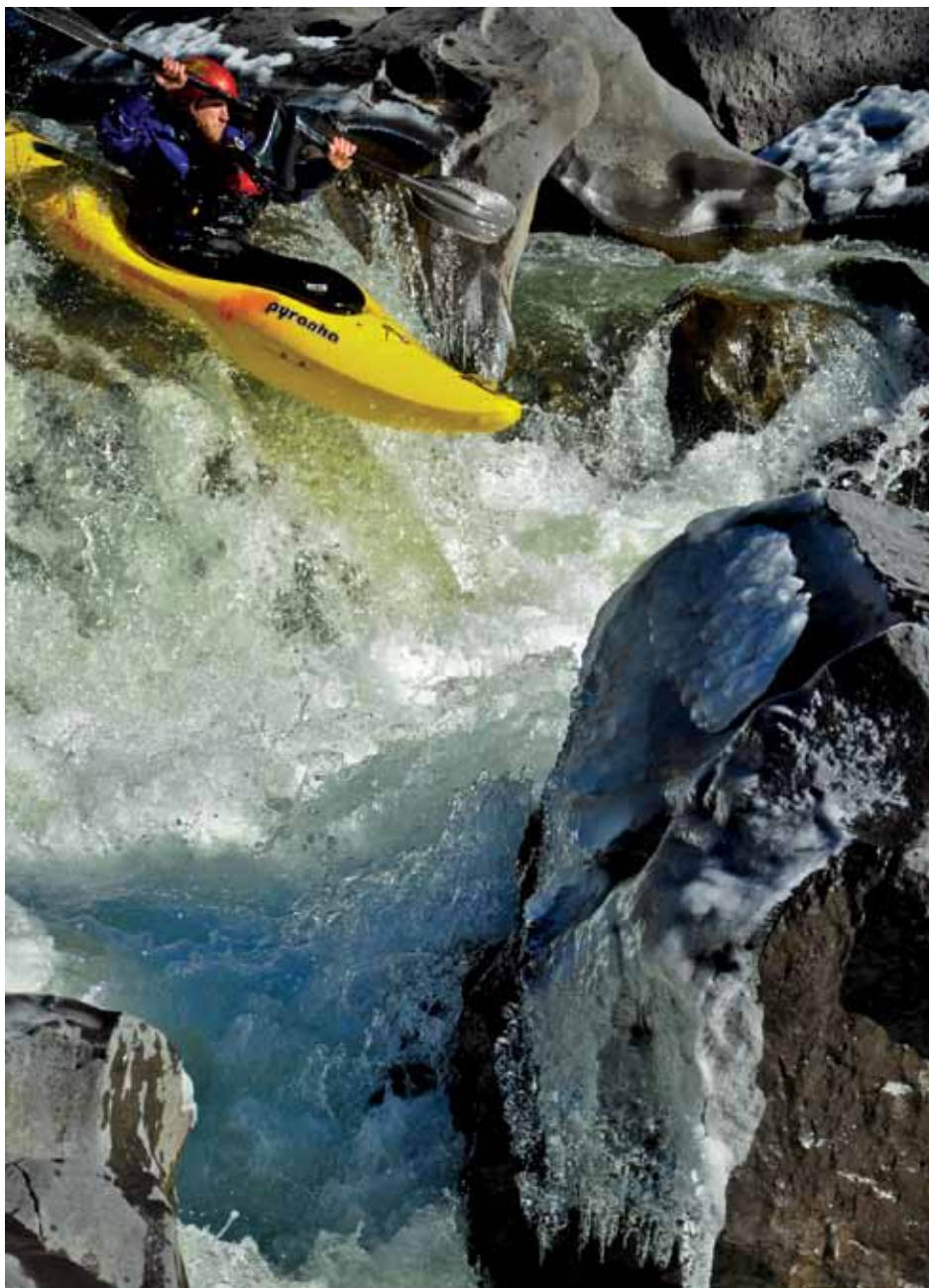
My brother, upon scoring a sweet new job back in South Carolina, flew out to Vail for one last hoorah before buckling down to burn the midnight oil. During my detour to ski with him, I discovered that a friend from college was also living in town, one that I'd barely seen or heard from since she'd been in Thailand for the last year. So I stayed another night. Then, to really ice the cake, or whatever, my old roommate from CB finally called me back (I'd been leaving increasingly hostile messages on his phone for a week). He'd just gotten back from British Columbia and would love for me to stop by on my way to Jackson Hole. I'd been looking for a good reason to detour through Boulder because of Mike's Camera downtown. They carry an astonishing array of slide film, which, needless to say, is pretty rare these days. Reason provided, thanks to Kevin.

I took a chance in Durango, and boy did chance smile back at me.

When I crossed into Wyoming that afternoon and found gas prices a full forty cents cheaper than in Colorado, I thought, things just couldn't get any better. I was

Ted Were, Upper Taos Box of the Rio Grande (NM).

Photo by Lee Timmons



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ROAD TRIP!



Jes on Canyon Creek in Washington.

Photo by Lee Timmons

having a blast, visiting friends from all the different parts of my life, playing in the mountains, scoring barely-used ski setups for super-used prices, and now, cheap gas?! Surely this kind of luck can't last. Ah, and then the other shoe dropped, or

whatever. I hit 40 mile per hour eastward winds driving west on I-80, got lost in some podunk town near the Interstate, and had to drive through a perilously thick evening fog for several hours to reach Jackson, where I nearly flattened a deer and couldn't get my drunk friend to answer her phone for an hour after I'd arrived. But that's was by far the worst six hours of my entire trip.

And it wasn't actually bad at all.

I was only lost for about twenty minutes in town podunk, witnessed the most beautiful two hour sunset, didn't hit the crazy deer running around downtown, and eventually found my drunken friend, whom I promptly took home and put to bed. The next few days were filled with good food and friends and fun on the slopes. I was sad to say goodbye, but at the same time, felt the need for some alone time. After all, it had been seven weeks since I'd enjoyed a nice quiet night at home, and I was missing my solitude.

I arrived in Salmon, ID eight hours later and checked into my first (and only) hotel of the trip. One night on my own wasn't quite enough, so I took my time the next day, following the Lewis and Clark trail toward Missoula. It was indescribably beautiful. I've seen many different landscapes in my young adult life, but I can't remember the last time one took my breath away quite like northern Idaho. After driving slowly through the lovely snowy mountains all day, I welcomed the warmth in the late afternoon light of the golden hills surrounding the Clearwater River. It was exactly what I needed after the whirlwind tour of the past two weeks, and I could've stayed awhile.

But I didn't.

I'd felt an indecisive restlessness creeping in since I left Colorado, and I was anxious to out-run it. So I put the pedal down and drove the rest of the way to my cousin's place in Bangor, Washington.

Every now and then, I get restless and flighty. It normally happens after eight or nine months rooted in one place. I begin to question my purpose until I'm convinced that my life has taken a terrible turn for the mundane and banal. I become unreliable and uninterested until finally, I flee. I take off in anticipation, full of excitement and curiosity, ready to discover whatever it was I'd missed. Temporarily distracted

for five or six weeks, I applaud my own independence and initiative. This will be a life-changing adventure!

Then the excitement fades and I grow tired of traveling, of blowing with the wind. I find myself searching deeper for reason and understanding, more confused than before I fled. Why do I do it? What end do I seek? Perhaps to be reminded every now and then of what really matters in life, a sense of purpose and place and community, of family and friends and love. Amazing, isn't it? That someone with all these things could possibly imagine her world needs a make-over.

It's like a self-imposed reality check: quit bitching and look around. Life couldn't get much better.

Thankfully, my cousin stepped in to speed up the process this time around. After only three or four days of this mental nonsense, I found him cracking a bottle of Johnny Walker Blue to celebrate his 27th birthday. A few sips from this amber nectar of the gods and he was talking like I'd never heard. Reeling with ideas and thirsty for knowledge, my cousin—always a fun guy but never one I'd had a deep conversation with—was blowing my mind. I guess a couple of years on a submarine listening to sonar will either kill your spirit or reawaken it.

Hearing my cousin talk about his ideas and revelations revitalized my own spirit. This good-looking, athletic young man sat talking until two in the morning about all the world has to offer, the amazing things to see and learn and do. But he's living in a cookie-cutter duplex identical to a thousand others, fenced in by barbed wire and security guards, without the freedom to jump in his car and see these things he dreams of. Not yet, anyway. Because he's still in the navy.

The reality of this reminded me of a quote by Marcel Proust. "The art of discovery

consists not in seeking new landscape, but in having new eyes."

Here I was, surrounded by new landscapes, adventure, and friends, but feeling worn-out about it all. Here he was, weighted by day-to-day monotony and a lack of anything extraordinary, but filled with purpose and excitement in all of his discoveries. My cousin had new eyes.

I guess that's the point of my road-tripping story. You can travel and play and meet new, interesting people all year long. But without proper eyes, the art of discovery will continue to evade.

I am writing this in Tahoe, where I've spent the past three days skiing and catching up with two amazing friends from North Carolina. They live here now, but being together has brought to us an undeniable ache for the Blue Ridge Mountains.

I am definitely looking forward to getting home in three weeks. My garden needs tilling, my bank account needs filling, I deeply miss my friends and family. And, honestly, I'm pretty tired of traffic, futons, and peanut butter sandwiches. But, thanks to my cousin, I have truly enjoyed each of the last 43 days of my road trip. And I feel confident that I'll enjoy the remaining 18 just as much.

It is not enough to fight for the land; it is even more important to enjoy it. While you can. While it's still here. So get out there and hunt and fish and mess around with your friends, ramble out yonder and explore the forests, climb the mountains, bag the peaks, run the rivers, breathe deep of that yet sweet and lucid air, sit quietly for a while and contemplate the precious stillness, the lovely, mysterious, and awesome space. Enjoy yourselves, keep your brain in your head and your head firmly attached to the body, the body alive...

— Edward Abbey

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SAFETY

A RESCUER ARRESTED HOW IT HAPPENED AND WHAT WE CAN LEARN FROM IT

BY CHARLIE WALBRIDGE

ALTHOUGH EXPERIENCED WHITEWATER paddlers know how to deal with everything from routine swims to life-threatening pins, very few are prepared to work with Emergency Responders. When police, fire, and rescue personnel arrive, the dynamics of a situation change. Search and rescue (SAR) professionals are the “designated state authority.” They can take control of an accident scene and arrest anyone who disobeys their lawful orders. First responders are better trained to handle most emergencies than the average person. After all, people don’t try to run into a burning building or pull victims out of wrecked cars unless they know what they’re doing. But swiftwater rescue is a different story. Expert whitewater paddlers have unparalleled in-water skills, better than all but the best SAR professionals in the world. Even so, when paddlers want to help out, they’re not always welcome.

Clear Creek, which runs along on I-70 and US 6 in Colorado’s Front Range, has sections ranging in difficulty from Class II to V. It’s a popular after work run for many Denver area boaters. But the river is not without its risks: six paddlers have died here in the last 20 years, along with a number of swimmers and fishermen. It was a non-fatal rescue situation last summer, however, that resulted in two raft guides being arrested while going to the aid of one of their guests. The story is told here because it has useful lessons for paddlers, outfitters, and first responders alike.

June 10th, 2010 was a very high water day on the Arkansas River. At the end of their beginner trip, an Arkansas Valley Adventures raft missed an eddy and floated into the advanced section just downstream. The raft flipped, tossing everyone in the water. The adults got to shore but a 13-year-old girl washed downstream

through several miles of serious Class IV-V whitewater.

Ryan Snodgrass, a ten-year veteran guide and a Class V kayaker who is certified in swiftwater rescue and first aid works as trip leader, guide trainer, and safety kayaker for the company. He’d just finished a trip on the intermediate section when his manager told him about the runaway raft incident. Grabbing his gear, he and several other guides began a wild drive downriver. Just below a tunnel they stopped to listen and heard a girl screaming. They ran to the guardrail and spotted her on the far shore. Her back was against a cliff, so she couldn’t move up or downstream.

Someone, probably a passing motorist, had seen what happened and dialed 911. The Clear Creek County Sheriff’s Dive Rescue Team responded. Many rescue squads only deal with fast moving water once every 4-6 years and their training is spotty at best. This team is different. Set up in 1984 and trained by Dive Rescue Specialists and Rescue 3 International. They are in the river year-round managing auto wrecks and searching for missing persons as well as responding to the usual swimming and boating accidents. They have a good reputation in Colorado and are often called on to assist with searches and recoveries elsewhere.

Two strong teams, highly trained and confident, converged on the scene. Both felt a responsibility to perform the rescue. Adrenaline was flowing and everyone was keyed up. It’s not easy for two unfamiliar groups to team up for a rescue under ideal conditions. This meeting was more like a collision. Several Dive Team members wearing civilian clothes shouted at the guides not to intervene. This would later escalate to shouting, cursing, name-calling, and shoving on both sides. But the guides were intent on doing their job, and paid them no mind.

Several guides decided to reach the girl so they could check her for injuries and

offer support. They went downstream to a calm stretch and set up safety so Mr. Snodgrass could swim across the river. He described the swim as “a simple jump from a rock at the bank and a swim ferry into a well defined eddy.” He moved quickly upstream and made contact. Finding her unhurt he began scouting for a place to catch a throwbag to pendulum her over to the near shore. That’s when a uniformed rescuer shouted that he was in charge and ordered Mr. Snodgrass not to move the girl. A CCDT rescue swimmer, after several attempts, made it across the river (NB: most rescue squads don’t even have a rescue swimmer). The guide stepped back as the rescue swimmer checked the young lady over and the rest of his team set up a system to bring a boat over and back. It took about 45 minutes to get the system up and the girl across. Mr. Snodgrass was then ordered to cross the river using the same system. When he reached the near shore, he was arrested, handcuffed, and taken to jail. A second guide, Justin Lariscy, was also arrested. Each was charged with “Obstructing a Rescue” and “Obstructing a Government Operation.”

Why such a serious conflict between two very competent groups? It starts with a real difference in training and philosophy between whitewater paddlers and emergency responders. Swiftwater rescues are just one type of emergency that first responders train for. River guides and whitewater paddlers, by contrast, are totally focused on the river. Many paddle over 100 days per year; rescuing swimmers, unpinning boats, and picking off stranded paddlers is all in a day’s work. Their different backgrounds result in very different rescue styles. Guides and paddlers have limited resources and are presented with evolving situations that demand immediate action. They respond individually or in small ad hoc groups with fast-moving, in-water techniques that are considered reckless, even dangerous, by SAR professionals. First responders bring lots of gear and people but take more time to get to the scene. Most situations they

encounter are stable, though unresolved. They are trained to work as a team and have a well-defined chain of command. They've developed strategies to handle these low-urgency, high-risk situations in the safest possible manner. Although this approach is seen as slow moving and awkward by whitewater paddlers, first responders would counter that rescuing members of the general public, rather than other paddlers, demands extra caution.

Furthermore, each group subscribed to unflattering stereotypes about the other. Emergency responders as well trained as the Clear Creek Dive Team are rare, and paddlers are more familiar with many bungled rescues made by other "professional" SAR units. For most first responders, emergencies requiring moving water skills are quite unusual, and training

resources are therefore limited. Even a rescuer who has six days of swiftwater rescue training and takes four days of practice per year has less time on the river than the average intermediate kayaker or rookie raft guide. So naturally they work differently than true whitewater experts.

Rescue squads also deal with the most inexperienced and irresponsible whitewater paddlers. They do body searches and help clueless river runners stranded on islands or mid-stream boulders. Not surprisingly, they think of paddlers as "stupid, beer-drinking, dope-smoking hippies" who don't wear PFDs or cold weather gear, take stupid risks, and don't take care of themselves. Trained whitewater paddlers and guides, by contrast, handle their own mishaps and seldom call for outside help.

Cell phone usage has created additional challenges. Nowadays 911 operators often receive calls from passers by in automobiles. On roadside rivers these calls often involve problems that experienced river runners can manage themselves. False alarms occur regularly. On one roadside stretch of the Potomac near Harper's Ferry, WV. 911 operators hear not only from drivers, but also from livery customers who lose their boats or tubes and call for help. One outfitter has told me that he often encounters rescue squads when picking up stranded customers or recovering pinned boats. Sometimes there are arguments about "who is in charge" and a simple situation becomes more complicated. He described one incident where two paddlers sunbathing on a midstream rock were reported as "stranded." This set in motion a huge response involving two

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SAFETY

fire companies, a major bridge closure, and a helicopter! But it's pretty difficult for 911 operators to know what's going on and everyone probably over-reacts in the interest of safety. The AVA guides who were searching Clear Creek never called for outside help, and the Clear Creek Dive Team was not told that there was a team of skilled professional guides on the scene.

One other concern with over-reaction, aside from the wasted resources, is that rescuers have occasionally tried to help people who don't want or need assistance. This has been an issue in the mountains when relatives of overdue climbers notify authorities. For skilled climbers, waiting out a bad storm for several days is not only possible, it's prudent. Some years ago a

They are required to secure the scene, and this means keeping people who aren't part of the team away from the action.

When teaching swiftwater rescue classes I discuss what paddlers should do if they encounter another group of paddlers with a rescue in progress. Put simply, you have to work with the people who are already there. Maybe those folks will accept your input. If not, you can help out on their terms or move on. Sometimes a hot-shot boater will jump into a rescue without talking to those involved. I still remember a fellow who came upon a pinned open canoe I was trying to release. He barged in, and a few minutes later had broken the boat in half, insulted the boat owner, and left us with a mess. Months later he still felt

called to the scene of a fatality where the victim's group was working hard to recover her body. They set up their system, then approached the paddlers, and asked if they could attempt the recovery. They were in fact successful, and their sensitivity brought them a great deal of respect from the whitewater community.

Over the years I've found many examples of strong cooperation between paddlers and first responders. Building this relationship takes time. Outfitters and paddling clubs who have a solid relationship with EMS usually worked on it before an emergency. Some paddlers and guides join rescue squads and some outfitters schedule joint training to develop a formal or informal relationship with local teams. In places

IF YOU ENCOUNTER A RESCUE SQUAD WORKING ON A RIVER RESCUE AND THINK YOU CAN HELP, ASK TO SPEAK TO THE INCIDENT COMMANDER. MAKE YOUR CASE CALMLY AND RESPECTFULLY.

young man named Scott Mason got lost in Mount Washington's Great Gulf in winter. Although he was several days overdue, he was tough and self-reliant. He was walking out on his own when the "rescuers" found him. Later he got a \$10,000 bill from the state that was only withdrawn after an extended legal and political fight. You can decline help, politely but firmly, and should do so when it's appropriate. The rafting company, if given the opportunity, would have probably done this.

Emergency responders are rightfully wary of accepting help from bystanders. Imagine, as the incident commander of a rescue team, being approached by someone who says he's a whitewater paddler trained in swiftwater rescue who wants to help. You really don't really know if that person is who he says he is, but you do know that if someone gets hurt you, your crew, and the government can be sued for damages. One professional put it bluntly, "The world is full of idiots and wannabes and we don't have time to weed out the idiots and pick the good guys. We go with people we know."

he had performed a useful service. Only the actual risk of death or serious injury justifies starting an argument or interfering with a rescue in progress. Even then, you should think twice!

If you encounter a rescue squad working on a river rescue and think you can help, ask to speak to the incident commander. Make your case calmly and respectfully. You may still get turned down; the IC is under a lot of pressure and may be pretty abrupt with you. Rescue squads vary in how open they are to outside help; some have written policies against it, other leave it to the incident commander's discretion. Remember that even a rescue that you don't think is ideal is often good enough. Be patient. There's no question that either the Clear Creek Dive rescue team or the guides could have rescued the young girl safely. If a rescue squad comes across an incident that you're working, send someone who can serve as trip leader up to talk. Identify yourself as the leader, explain what's happening, and ask for whatever help you need. In one incident, Adirondack Park Rangers were

like the Nantahala and New Rivers rescue squads typically depend on outfitters to manage the in-water portion of the rescue. Once the victim is on shore they take over, when the greatest strengths of EMS professionals—advanced medical care and fast transportation—come into play.

This story had a reasonably happy ending. Duke Bradford, owner of Arkansas Valley Adventures, stood firmly behind his guides. The guides' arrest received wide publicity throughout the region and drew hundreds of comments in chat rooms across the Internet. The Sheriff received a torrent of critical emails and phone calls. Although the public was clearly sympathetic to the guides, cooler heads recognized that the Dive Team had a point, too. There was plenty of blame to go around. Eventually the sheriff, district attorney, and guides had a sit-down. The guides wrote a letter of apology and the charges were dropped. We hope that this will be the beginning of real cooperation, or at least mutual respect, between the outfitter and the county dive team.

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MADAWASKA KANU CENTRE, 40 YEARS OF WHITEWATER HISTORY

BY CLAUDIA KERCKHOFF-VAN WIJK

MY FIRST MEMORY of whitewater is having to jump into it! I was three and my parents forgot me on an island in the middle of the Lower Madawaska River after portaging their gigantic double-seater, canvas, folding kayak around Rifle Chute. It was impossible to get back to me, so they asked me to jump in and float down into their arms. I did have my PFD on (they were diligent parents) and, as a trusting little one, I did what I was told...and loved it!

Now at 50, I still love the thrill, freedom and intensity of whitewater. Just returned from an amazing seven days of kayaking in Ecuador with my “whitewater husband” (whom I met in an eddy on the steep drops of the Gull River in Minden, Ontario), I thank my parents for their unique introduction.

As pioneers, my parents have a list of firsts to their names, including the first

kayak descent of the Grand Canyon as a part of the epic 42-member Walt Blackadar expedition in 1968, competing for Canada at the first-ever Olympic Games in 1972, and also in 1972, after the Olympics, starting the first commercial whitewater paddling school in the World!

(Of course, my father shared the first kayak descent of the Ottawa River with me in 1974, when I was only 14. Together we ventured down the unknown, becoming the first to discover that there were still rapids on the gigantic Ottawa not flooded by one of the 43 dams along its 1100-kilometer course. Now I know that the river level that day was 9 on the gauge, because the hydraulic I got stuck in below Butchers Knife only comes in at that level!)

I feel privileged to have bridged three generations of whitewater paddling in North America. My parents were among the pioneers of the sport. I held the Canadian championship title for 10 years and secured a Bronze medal at the World Championships in whitewater slalom before transferring my racing career into our family businesses: Madawaska Kanu Centre and OWL Rafting

on the Ottawa River. Today, we feel very fortunate that each of our daughters have made the sport her own. Stefani at the age of 16 started guiding from her open canoe on northern rivers, while Katrina, now 20, enjoys bigger waters from her kayak, and is presently training full time for the 2012 Olympic Games. Thus the third generation continue the DREAM...

Forty years ago my parents had a dream. A dream of bringing their beloved sport of whitewater paddling to more people. Together in 1972, they started Madawaska Kanu Centre a month after my father competed for Canada in the Munich Olympic Games. If you count the years since then, you'll need four sets of hands and realize that this year, 2011, is Madawaska Kanu Centre's 40th birthday.

In the early days, Madawaska (also referred to as MKC) hired world whitewater champions from Europe as guest instructors. This included great names like Norbert Sattler, Gerhardt Peinhaupt, Gisela Grothaus in kayak and Bernd Heineman in C-1. The first few years MKC was more of a slalom training camp, actually called Kanu Camp. My parents quickly changed gears after realizing that there was a finite group of slalom paddlers and most had now attended the school. Thus the recreational school began offering MKC's signature instruction, which divided students into skill level classes. This allows couples, families and friends to vacation together, but also be challenged at their own levels. We still call it a “rapid education!”

These early champions were also my early instructors, and I fell in love with the sport quite young. I had my first kayak, a bright yellow ladybug design made in our own basement when I was just seven. We were



Heinz Poenn, Hermann Kerckhoff, and Eric Munshaw, part of the 1972 Canadian Olympic Team, practicing in Chalet Rapids, situated at the base of MKC's chalet on the Middle Madawaska River. Photo by Madawaska Kanu Centre Archives



The original Madawaska Kanu Centre Chalet, built in 1969-70. While it no longer serves as a sleeping area for guests, it is still a unique part of whitewater history.
Photo by Madawaska Kanu Centre Archives

all round paddlers back then, not specialists like many paddlers today. This was a little easier as there was only one kayak design, a four-meter (13-foot) boat with round hull, pointy tips, and good leg room. Because all kayakers were being made from fiberglass we were forced to avoid the rocks, place our kayakers in the water, and negotiate around obstacles in order to not break them. I

recall us having a fulltime staff member just for repairs, patching the multiple holes or stress fractures that occurred daily.

Austrian, Norbert Sattler came to MKC the year after winning Olympic Silver in Augsburg, the first ever artificial course, dancing his way down the technical rapids of the Madawaska River and dropping into holes to side surf. He was again pushing the envelope for kayaking. After dropping into the biggest on our section, called Gravelpit Suckhole, he started twirling his paddle and with a smile yelled, "Ich bin der Beste," thereby becoming the first member of the now infamous club that has over 450 member names wood-burned onto disks of sumac proudly displayed in the MKC Chalet.

The Chalet too has its own history. Originally built small as our family cottage (in case a whitewater school had not succeeded) housing everything under one roof: the kitchen, dining room, library (a wonderful collection of books and magazines from the sixties to the present, including *American Whitewater* magazines from the outset!), lounge area with comfy beanbags, and

upstairs two dormitories housing 17 men and nine women. Expanded in the 90s, the Chalet is no longer a sleeping area, but it's still the hub of activity. It is a stunning building with its own Canadian river history, built out of large log beams, retrieved from the Ottawa River after the log drive was shut down in the 80s. The kitchen is still at the center of visitors' MKC experience. Serving delicious meals, hearty, healthy, and locally grown, it is one of the first things MKC alumnae inevitably mention, "Wow, the food was amazing!"

We will be celebrating four generations of introducing whitewater to thousands—maybe hundred thousands—in 2011 at both MKC and OWL Rafting on the Ottawa, starting with returning alumni discounts, and then a slew of events.

- A Raft, Paddle & Lobster Event, Friday June 24th
- Voyageur Heritage Weekend, June 11 & 12th: reliving history, by paddling & rafting the same rapids that 400 years ago were the only roads into our country's interior
- Staff Reunion, August 13 & 14th – please sign on to <http://www.owlmkcreunion.myevent.com/> if you have worked with us, and haven't yet heard about this great event!

It's been so much fun to share a part of my history with the readers of *American Whitewater*, a magazine that has been a vibrant contributor to the sport!

Hope I get to see many of you on our warm, clean waters this summer and share a story or two at river's edge.



Claudia, age three, about to go kayaking.
Photo by Kerckhoff family album

NEWS & NOTES

TEACHING PADDLING THROUGH PLAY

BY JANET BURNETT COWIE

DO YOU HAVE a favorite activity you use to “teach paddling through play?” Laurie Gullion, long-time instructor, trainer, and author, is updating her book *Kayak and Canoe Games* with the help of Janet Burnett Cowie, Director of Instruction Programs at Zoar Outdoor. Both Laurie and Janet agree that some of the most successful teaching happens at that moment the student forgets they are learning and just has fun. Having a resource like this book to draw on with a multitude of various activities, games and creative moments is helpful for any instructor. Janet notes that “many of the activities we use in paddlesport education are either modified from our favorite land

games or created anew to fit a particular need in paddlesport.” This book will include activities on land and in the water covering a variety of topics such as safety, warm-up, moving current and anything in between. Submissions are welcome for all forms of paddle craft, including (but not limited to) river and coastal kayaking, canoeing, and stand-up paddleboards. “We are looking for new ideas or something that is unique to your organization,” said Laurie “We are equally interested in the history of the activity and the activity itself.” If you would like to share your favorite idea and the story behind it, feel free to contact us at teachpaddleplay@gmail.com. We will send you a submission form for your activity which could be included in the next *Kayak and Canoe Games*. Game on!

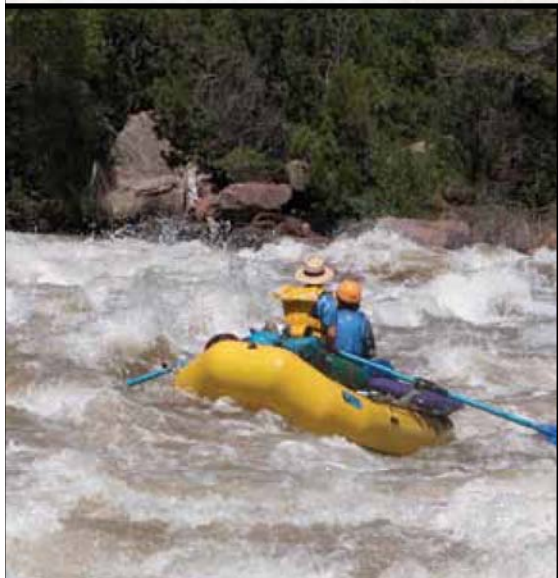
IN PASSING

AMERICAN WHITEWATER IS saddened to report that Holly Wallace, wife and inspiration of paddling legend William Nealy died at the age of 56 on April 1st of complications following abdominal surgery. Holly was a co-founder of Menasha Ridge and served as its national sales manager during the 1980s. Diagnosed in her early twenties with rheumatoid arthritis, a progressive, painful, and debilitating disease, Holly appeared on the cover of Newsweek in 1987 as a spokesperson for those suffering from this condition. Disease notwithstanding, no one embraced life more, or lived it more fully than Holly Wallace. Her courage and positive attitude in the face of great adversity were an inspiration to all who knew her.



*Dolores
River
Festival*

June 4, 2011
Joe Rowell Park, Dolores, CO
doloresriverfestival.com



2011 NATIONAL PADDLING FILM FESTIVAL GOES BIG WITH TYLER BRADT

BY BETHANY OVERFIELD

IT'S BECOMING QUITE clear that central Kentucky is the place for the paddling community to be at the end of February. The annual National Paddling Film Festival (NPFF) took place at the Buffalo Trace Distillery in Frankfort, Ky on February 26th and 27th, 2011 and was a tremendous success! A plethora of films were shown, kegs were floated, schwag was given away, deals on everything from paddles to pfd's to professional instruction were won at the silent auction, and no one went home hungry. This was the 27th year that the best in paddlesport videos have been highlighted at the NPFF. The festival, organized by the Bluegrass Wildwater Association and under the leadership of director Brandon Jett, is a completely volunteer-run, grass-roots event in which all of the profits go towards river conservation. Over \$10K was raised this year, much of which will be donated to American Whitewater and Team River Runner. There were close to 350 attendees and over 60 volunteers.

We were stoked to have Tyler Bradt as our guest host this year. He premiered the film "Dream Result," which he created along with Rush Sturgis, and answered questions from the audience about many of his kayaking-related adventures and travels. Tyler was a gracious and approachable host as he entertained the masses with stories of his record waterfall descent of Palouse Falls in Washington. When asked for his thoughts on the festival, Bradt said, "The NPFF was an amazing gathering of paddlers. The enthusiasm, energy, and community feel of the event made it one of the best paddling film festivals I have ever been to. All of the films were great and I think it is wonderful we have a film festival in the US paddling community that is such a great representation our sport. I will most certainly be back!"

Over eight hours of footage was shown during the festival. Twenty five films were entered this year with a good mix of amateur, accomplished, and professional submissions. Footage river locations ranged from Southeastern classics and West Virginia goodies to the Pacific Northwest, British Columbia, and California. The international representation was in full effect with scenes from as far away as Norway and the Nile. Films highlighted plenty of carnage and clean lines, comedy and historical documentaries. There was more open boat footage submitted than in previous years and even some sea kayaking footage made its way into the lineup, which provided some diversity.

This year's winners include:

Professional Documentary: Dougie Down the Pet by Justine Curgenvin

Professional Safety/Instructional: Sea Kayaking With Gordon Brown by Simon Willis

Professional General: Into Perpetual Ice by Olaf Obsammer and Jared Meehan

Accomplished Documentary: Liquide Norway vs. Massive White Nile by Ben Jung

Accomplished General: Cali Love Tour 2009 by Evan Garcia

Amateur Documentary: Wet Dream Result by Tom Gerencer

Amateur General (tie): Prototype: An Advanced Film About Intermediate Kayaking by Josh Turner and The Gnar Gnar by John McConville

Paddler's Choice: Cali Love Tour 2009

Best in Show: Cali Love Tour 2009

Best Still Image: Chris Bell - "Commitment"

NPFF Festival Grounds, Buffalo Trace Distillery, Frankfort, KY.

Photo by Don Spangler

The Inaugural "Not-NPFF" Downriver Race & Club Championship on Elkhorn creek took place the Saturday of the festival and was organized by local paddlers. The race proved to be one of the big highlights of the weekend with close to 50 participants. The trash talking started early and ended late. Local outfitter Canoe Kentucky provided free shuttles and refreshments to participants and arranged for Jackson Kayak to be there showcasing their latest designs. Local paddling clubs competed for bragging rights and it was the Bluegrass Wildwater Association that reigned supreme with the most top-place finishers. BWA-er Clay Warren crushed the competition to come in first in the race.

A huge thank you goes out to all of the volunteers and attendees. And a really, really huge thank you goes out to all of the sponsors and donors. The 27th NPFF set the bar quite high, but we're prepared to top it next year. NPFF 2011 will take place February 25th and 26th next year. Keep your cameras rolling all year and send us your goodies. Check www.npff.org for news and announcements throughout the year.

If you happen to have missed the festival this year, you can still see NPFF footage year round by hosting or attending a Roadshow. Anyone can host a Roadshow by renting films from the NPFF library; the process is simple but the payoff is huge because host organizations can raise money for their own causes. We have annual events with host organizations all across the US and as far away as Italy! Go to our website to see an updated Roadshow calendar or to get info on how to secure the films to show at your own event.



AW PARTNERS

\$20,000 - Class V



\$15,000 - Class IV



\$10,000 - Class III



\$7,500 Class II



\$5,000 - Boof



\$2,500 - Wave



American Whitewater is supported by members, donors, foundations, and partners in the whitewater and outdoor industries. In each edition of the *Journal*, we highlight one such partner in this space. American Whitewater urges you not to make purchase decisions blindly. We hope you'll consider a company's commitment to river stewardship when making your next purchase.

Fluid Kayaks, brainchild of Celliers Kruger, have grown from a small start-up company in 2002 to a leading kayak manufacturer respected in the international paddling community. Our reputation for high performance designs and solid quality is a testimony to the passion that fuels our development and manufacturing processes.

We are as passionate about paddling as you are. Whether you run the hair or invent new freestyle moves or just want to have fun on the water with your friends and family, we

make sure that you can be proud of owning a Fluid kayak.

Our factory is situated in the small town of Parys in South Africa, where we have become an important role-player as an employer of the workers in the local community. Our home waters is the Vaal, South Africa, the second largest river, which flows through town. The Vaal offers whitewater and flatwater sections for boat testing, including the infamous Gatsien wave. We are fortunate to be on the doorstep of the Vredefort Dome World Heritage Site, a magnificent natural phenomenon that is best experienced from the waters of the Vaal, only a few kilometres away from our factory.

Years of paddling on some of the world's wildest rivers created a strong sense of environmental consciousness. We do everything we can to minimize our impact on the environment, such as the: 1) use of super-linear polyethylene to produce kayaks, which can be recycled easily; 2) reduction of waste wherever possible; 3) recycling of all off-cut material; 4) use of recycled material for non-critical parts such as the packaging material of the kayaks.

Our African roots are strong but we spread our branches wide. We are proud to be a supporter of American Whitewater.



Join



AMERICAN WHITEWATER Today!

American Whitewater has been extraordinarily fortunate in our ability to leverage a strong grassroots base—members and other volunteers—to assist our limited staff with many whitewater river conservation and restoration efforts.

Over the years, American Whitewater volunteers have participated in numerous hydropower meetings as well as instream and recreational flow studies; filed comments and assisted with an uncountable number of filings; appeared as expert witnesses; lobbied; worked to fight new dams, remove existing dams, deny licenses, and improve public access to rivers and streams. In nearly every river stewardship issue AW has been involved with, the outcome has been favorable to paddlers. Not only has AW secured favorable decisions for the paddling community, but we are the only national organization representing paddlers as these decisions are being made.

A growing membership base is crucial to our ability to continue with our work. Some studies show that there are currently over 100,000 whitewater paddlers in the US, AW currently has 5,500 active members. When you consider the amount of whitewater river miles that AW has had a direct impact on, this membership number is unimpressive. We need all paddlers to join AW! If you are a member, please be sure that everyone you paddle with understands the work AW does, and how you, as an AW member, value that work.

Membership support is what will determine our ability to continue our river stewardship work in the years to come. Individual annual memberships are only \$35 (\$25 if you are a member of an AW Affiliate Club). This is less than a tank of gas or an inexpensive night out. This is certainly not too much to pay to have a national organization representing your paddling interests all across the country.

It's easy to join or renew an AW membership: Join or renew online today at <http://americanwhitewater.org/content/Membership/join-aw/>; call 1-866-BOAT4AW (866-262-8429); or complete the membership form provided in this Journal and mail it to:

Membership
American Whitewater
PO Box 1540
Cullowhee, NC 28723

*Note: AW will never share your information with others

Name _____

Address _____

Email _____

Phone _____ Member Number: _____

↑ _____ if you have one and know it

Membership Level

\$35 Standard

\$25 Member of Affiliate Club

Club: _____

\$25 Student

School: _____

\$50 Family

\$75 Affiliate Club

\$100 Ender Club (Shirt Size: _____)

\$250 Platinum Paddler

\$500 Explorer

\$750 Lifetime

\$1,000 Legacy

\$2,500 Steward

**For current member rewards
go to:
americanwhitewater.org**

Donation

Donation of \$ _____

Additional Subscriptions

\$30 Kayak Session Magazine - 4 issues per year (KS donates \$5 to AW!)

Journal Options

Do NOT mail me the AW Journal, email it to me <- Saves AW money, and trees! :)

Auto-Renew (No Renewal Notices!)

Auto-renew my membership each year on the credit card below

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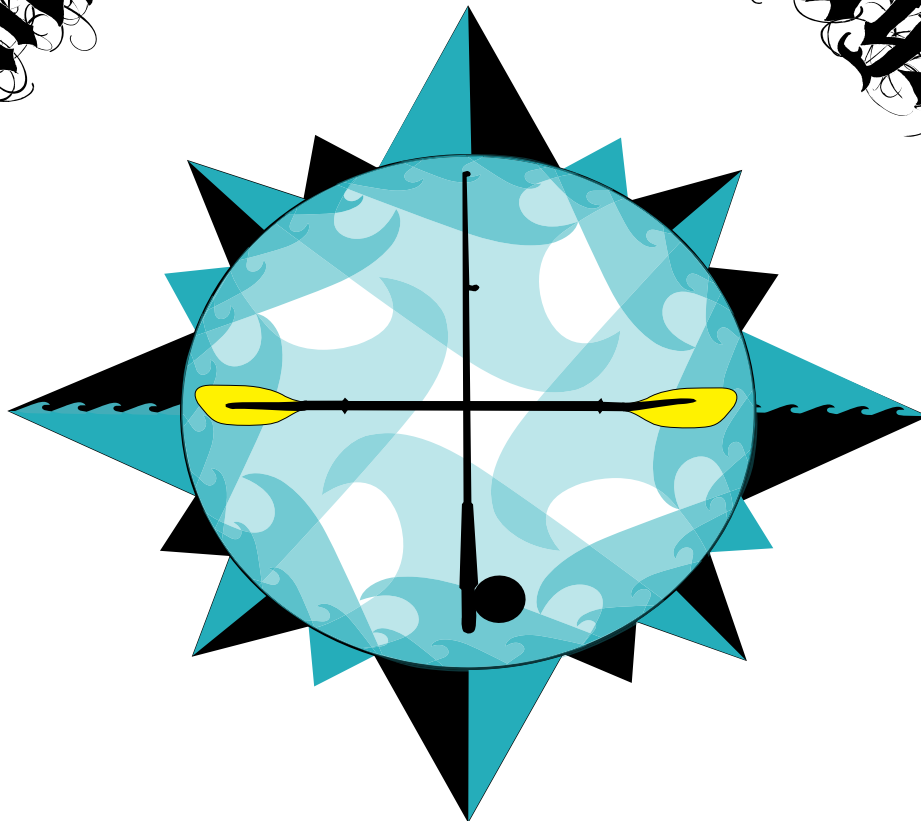
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Animas River Days



2011

Celebrating the Animas River for over 25 years!
Join us in Durango June 10-12

Play - Hang out with the kids - Compete - Win cool river gear - Refresh - Have Fun
C'mon down - make a weekend out of it!

Events include

Kayak slalom, Downriver, Boatercross, Stand-Up event, Inflatable rodeo, Reel Paddling Film Fest, Art exhibition with a river theme, Kids activities, Saturday beer garden, River parade

We are looking for participants, observers, sponsors, volunteers, and prizes.
Support a long standing SW Colorado tradition

Learn more

www.animasriverdays.org

LETTER TO THE EDITOR

DEAR AMERICAN WHITEWATER,

I loved your Love & Whitewater issue. I enjoyed all the stories, and am always impressed by how well AW members can write. I feel that the quality of writing is better than the more commercial paddling magazines.

My wife and I didn't meet on the river. I started doing whitewater after marriage, but couldn't get my wife interested. After I mentioned at a party that I had trouble finding a tandem whitewater canoeing partner and two or three women volunteered, she asked where to sign up for classes. (I also liked the open canoe advantages story.) Now I kayak when I'm on my own, and paddle tandem canoe when she joins me.

Thanks for your work on the Top Ten River Stewardship Issues!

Pat Wilson
La Crosse, WI



It's Easy to Support AW!

American Whitewater is proud of the work we have accomplished in our stewardship program but we need your help to sustain our success. Your support through membership and donations enables our staff to be active and engaged in the process of river stewardship. Donations don't have to be large; each person doing a small part makes a noticeable difference. Many donors fail to take full advantage of federal tax incentives specifically intended to encourage charitable contributions. Such incentives often enable a donor to make a larger gift to AW at little or no additional cost. For more information about maximizing your gift visit the IRS website dedicated to charitable organizations.

American Whitewater is a national non-profit 501(c)(3) organization, EIN# 23-7083760. To learn more about the Giving Options below, contact us at 1-866-262-8429 or visit the "Donate" link under "Support AW" on our website at www.americanwhitewater.org

- Donate online today!
- Monthly Giving: Contribute a minimum of \$10 via credit card or electronic transfer from your bank account.
- Bequests: Include AW in your will or living trust. Bequests to AW are generally exempt from federal or state inheritance taxes, and subject to an unlimited deduction.
- Combined Federal Campaign: Federal employees including federal civilians, military personnel and U.S. Postal Workers can donate to AW through the CFC a once a year charitable fund raising program. Look for AW (Agency #11351) in the official CFC listing of eligible donors.
- Charitable Remainder Trusts: Convert a highly appreciated asset (such as real estate or stocks) into a lifetime income while minimizing income and estate taxes.
- Employer Matching: Many employers will match your donations to non-profit organizations. This includes membership payments, as well as additional contributions. Check to see if your employer has a matching program.
- MissionFish: Sell your items through the MissionFish program on eBay and the proceeds come directly to AW.
- Other Assets: A gift of real estate to AW qualifies you for a tax deduction based on the property's fair market value. If it is not a river access point, AW will sell the property and use the proceeds to protect access and restore rivers. Acceptance of property is subject to certain conditions. You may also be eligible to receive tax benefits for gifts of real property. Art and jewelry are examples of personal property items that may be eligible. Interested donors should check with your financial and tax advisors and AW on the feasibility and tax considerations of such gifts.
- Securities: Donating appreciated stock to AW benefits both the donor and whitewater rivers. The donor receives two tax-related benefits. First, the gain on the stock is not subject to capital gains taxes. Second, the donor can deduct the value of the stock as a charitable contribution.
- United Way: All federal campaigns, and a few of the local campaigns will allow you to donate to AW.
- Vehicle Donations: Turn that extra car, truck, or RV into a tax deductible donation benefiting AW.

AFFILIATE CLUBS

AW'S ORIGINAL PURPOSE

BY CARLA MINER

The Affiliate Club Program lies at the very heart of AW's existence. AW's original purpose since 1954 has been to distribute information among its Affiliate Clubs. AW's relationships with local clubs have provided the backbone for the river conservation and access work it accomplishes. We have over 100 current AW Club Affiliates and they are all doing great work on your behalf. If you don't belong to a club, consider joining one.

Our Affiliate Club Spotlight this issue is on the Penobscot Paddle and Chowder Society an outstanding Affiliate Club and long time supporter of our mission to conserve and restore America's whitewater resources and to enhance opportunities to enjoy them safely.

Penobscot Paddle and Chowder Society is a non-profit organization of outdoor-loving people, with membership primarily from Maine. The Society was formed in 1969 by Bangor-area canoeing pioneers with a sense of humor and a fondness for chowder suppers. Over the years the club has grown, the boats have changed, and the activities available to members have expanded, but the friendly and supportive nature of the PPCS remains the same.

Membership in the Penobscot Paddle and Chowder Society is open to the public; annual dues are an affordable \$20 per year for a household and \$10 per year for high school and college students. To learn more about the PPCS or to join, check out their website at <http://www.paddleandchowder.org/>. Whether your idea of great paddling is Class V whitewater or tripping on wilderness lakes, you'll find members of the Penobscot Paddle and Chowder Society who share your passion! And remember, current members of the PPCS receive a \$10 discount off their AW membership.

Thanks PPCS for your continued support of American Whitewater!

The AW Journal Club Affiliates by state:

Alaska

Fairbanks Paddlers, Fairbanks
Nova Riverrunners Inc., Chickaloon

Alabama

Birmingham Canoe Club, Birmingham
Coosa River Paddling Club, Montgomery
Huntsville Canoe Club, Huntsville

Arizona

Outdoors Unlimited, Flagstaff

Arkansas

Arkansas Canoe Club, Little Rock

California

Chico Paddleheads, Chico
Gold Country Paddlers, Lotus
River Touring Section, Angeles Chapter,
Sierra Club, Sherman Oaks
Sequoia Paddlers, Forestville
Sierra Club Loma Prieta Paddlers,
San Jose
Sierra Club SF Chapter, Livermore

Colorado

Avid4 Adventure Inc., Boulder
Colorado Whitewater Assn, Englewood
Dolores River Action Group, Mancos
Friends of the Yampa, Steamboat Springs
Grand Canyon Priv. Boat. Asso., Colorado
Springs
Pikes Peak Whitewater Club, Colorado Springs
Rocky Mountain Canoe/Kayak Club,
Broomfield
San Miguel Whitewater Asso, Telluride
Stand Up For Rivers, Telluride

Connecticut

AMC - Connecticut Chapter, Colchester

Delaware

AMC Delaware Valley Chapter, Oaks
Wilmington Trail Club, Wilmington

Georgia

Georgia Canoeing Assoc, Atlanta
Georgia Tech Outdoor Recreation, Atlanta
Paddlers4Christ, Ellijay

Idaho

Idaho Whitewater Assn., Boise
Univ Idaho, Recreation Student Org,
Moscow

Illinois

Team SICK, Carbondale

Indiana

Hoosier Canoe Club, Indianapolis
Ohio Valley Paddlers, Evansville

Iowa

Iowa Whitewater Coalition, W. Des
Moines

Kentucky

Bardstown Boaters, Bardstown, KY
Bluegrass Wildwater Asso, Lexington
Elkhorn Paddlers, Lexington
Viking Canoe Club, Louisville

Louisiana

Sabine Whitewater Club, Lake Charles

Maine

Penobscot Paddle & Chowder Society, Topsham

Maryland

Blue Ridge Voyageurs, Silver Spring
Greater Baltimore Canoe Club, Cockeysville
Mason Dixon Canoe Cruisers, Smithsburg

Michigan

RSC Kayak Club at University of Michigan,
Ann Arbor

Minnesota

Minnesota Canoe Asso, Minneapolis
SCSU Outdoor Endeavors, Saint Cloud

Mississippi

Mississippi Outdoor Club, Clinton

Missouri

Missouri Whitewater Assn, St. Louis
Ozark Mountain Paddlers, Springfield
Ozark Wilderness Waterways, Kansas City

Nevada

Sierra Nevada Whitewater Club, Reno

New Hampshire

AMC New Hampshire Paddlers, Raymond
Ledyard Canoe Club, Hanover
Mt. Washington Valley Paddlers, Intervale
Merrimack Valley Paddlers, Nashua

New Jersey

AMC Delaware Valley Chapter, Oaks
KCCNY, Flanders

New Mexico

Adobe Whitewater Club of NM,
Albuquerque

New York

ADK Schenectady, Schenectady
Colgate University, Hamilton
FLOW Paddlers' Club, Rochester
Hamilton College, Clinton
Housatonic Canoe & Kayak Squad, Ossining
KCCNY, New York
St Lawrence University, Canton
Town Tinker Tube Rentals, Phoenicia
Zoar Valley Paddling Club, Buffalo

North Carolina

Base Camp Cullowhee, Cullowhee
Carolina Canoe Club, Raleigh
Dixie Division, Tuxedo
Landmark Learning, Cullowhee
Mecklenburg Regional Paddlers, Charlotte
Triad River Runners, Winston-Salem

Ohio

Columbus Outdoor Pursuits, Columbus
Keel Haulers Canoe Club, Westlake
Outdoor Adventure Club, Dayton
Toledo River Gang, Waterville

Oregon

Eugene Kayaker, Eugene
Lower Columbia Canoe Club, Portland
Northwest Rafters Assoc, Portland
Oregon Kayak and Canoe Club, Portland
Oregon Whitewater Association, Beaverton
Willamette Kayak & Canoe Club, Corvallis

Pennsylvania

AMC Delaware Valley Chapter, Oaks

Benscreek Canoe Club, Johnstown
Bradford County Canoe and Kayak Club, Sayre
Canoe Club of Greater Harrisburg, Harrisburg
Conewago Canoe Club, York
Holtwood Hooligans, Lancaster
Lehigh Valley Canoe Club, Lehigh Valley,
Lehigh Valley Whitewater Inc., Lehigh Valley
Philadelphia Canoe Club, Philadelphia
Three Rivers Paddling Club, Pittsburgh

S. Carolina

Foothills Paddling Club, Greenville
Palmetto Paddlers, Columbia

Tennessee

Appalachian Paddling Enthusiasts,
Limestone
Chota Canoe Club, Knoxville
East Tennessee Whitewater Club, Oak Ridge
Memphis Whitewater, Memphis
Tennessee Eastman Hiking and Canoeing
Club, Kingsport
Tennessee Scenic River Assoc., Nashville
Tennessee Valley Canoe Club, Chattanooga

Texas

Houston Canoe Club Inc, Houston

Utah

Utah Whitewater Club, Salt Lake City

Vermont

Vermont Paddlers Club, Essex Junction

Virginia

Blue Ridge River Runners, Lynchburg
Canoe Cruisers Assoc, Arlington
Coastal Canoeists, Blacksburg
Creek Freak Paddlers of Franklin County,
Rocky Mount
Float Fishermen of Virginia, Roanoke
FORVA, Roanoke
Hollins Outdoor Program, Roanoke
James River Float Co, Madison Heights
Paddlers for Conservation, Vienna

Washington

BEWET, Bellevue
EPIC Adventures, Cheney
Paddle Trails Canoe Club, Seattle
RPP Kayak Club, Bellingham
Spokane Canoe & Kayak Club, Spokane
University Kayak Club, Seattle
Washington Kayak Club, Seattle
Washington Recreational River Runners, Renton

West Virginia

Dbl Z! Whitewater Club, Fayetteville
West VA Wildwater Assn, S. Charleston
WVU Whitewater Club, Morgantown

Wisconsin

Sierra Club / John Muir Chapter, Madison

British Columbia

Vancouver Kayak Club, Burnaby

DISCOUNTED AW MEMBERSHIP FOR AFFILIATE CLUB MEMBERS

By Carla Miner, Membership Manager

AW offers a discounted Affiliate Club membership of \$25, a \$10 savings. If you are renewing your AW membership or joining as a new member, select the Affiliate Club Discounted Personal Membership online at <http://americanwhitewater.org/content/Membership/join-AW/> Or, if you are renewing or joining by mail or telephone just mention the name of the Affiliate Club you belong to and you can take advantage of the \$25 membership.

A list of AW Affiliate Clubs can be found on our website at www.americanwhitewater.org/content/Affiliate/view/. If you do not see your Club listed here please encourage them to renew their Club membership or to join AW as a new Affiliate Club. Your Club's membership and your personal membership enable our staff to be active and engaged in the process of river stewardship. When you join or renew your membership your support is helping to meet the many challenges whitewater rivers face.

If you have any questions about the Affiliate Club membership, please contact me. I can be reached at 866_BOAT-4AW or membership@americanwhitewater.org.

JOIN AMERICAN WHITewater AS AN AFFILIATE CLUB!

AFFILIATE CLUB BENEFITS

- Club members can join AW for just \$25 - a \$10 savings!
- Have your club listed in each AW Journal delivered to all AW members
- Post Club information on the AW website to help paddlers find you
- Participate in exclusive AW Affiliate Club promotions and grants
- Most importantly, your financial support helps us save rivers!

Sign-up on-line at:

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For more information contact Carla Miner at

membership@americanwhitewater.org
or at 1-866-262-8429



AMERICAN WHITEWATER

**Contribute your text and photos
to American Whitewater**

Issue	Deadline	General Theme
Sep-Oct 2011	June 25, 2011	Regional Issue
Nov-Dec 2011	August 11, 2011	Mental Game

americanwhitewater.org > Library > AW Journal, for details



Px MY PADDLE PRESCRIPTION

PADDLER: John Grace

HEIGHT: 5'11"

OCCUPATION: Video Guru



I choose to support American Whitewater through the HealthyWaters Program.

Paddling forces me to focus, and the confusion of life subsides for a bit. My perfect fit ▶

— John Grace

SHO-GUN

STRAIGHT SHAFT
STD. DIAMETER

WHAT'S YOUR PADDLE PRESCRIPTION?

Discover your custom fit paddle

- < increase your performance
- < reduce your fatigue
- < and have more fun on the water



Werner offers advanced design features with a variety of fit options to help you choose a truly custom fit paddle. Your custom fit paddle is waiting for you.

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