

American **WHITE WATER**

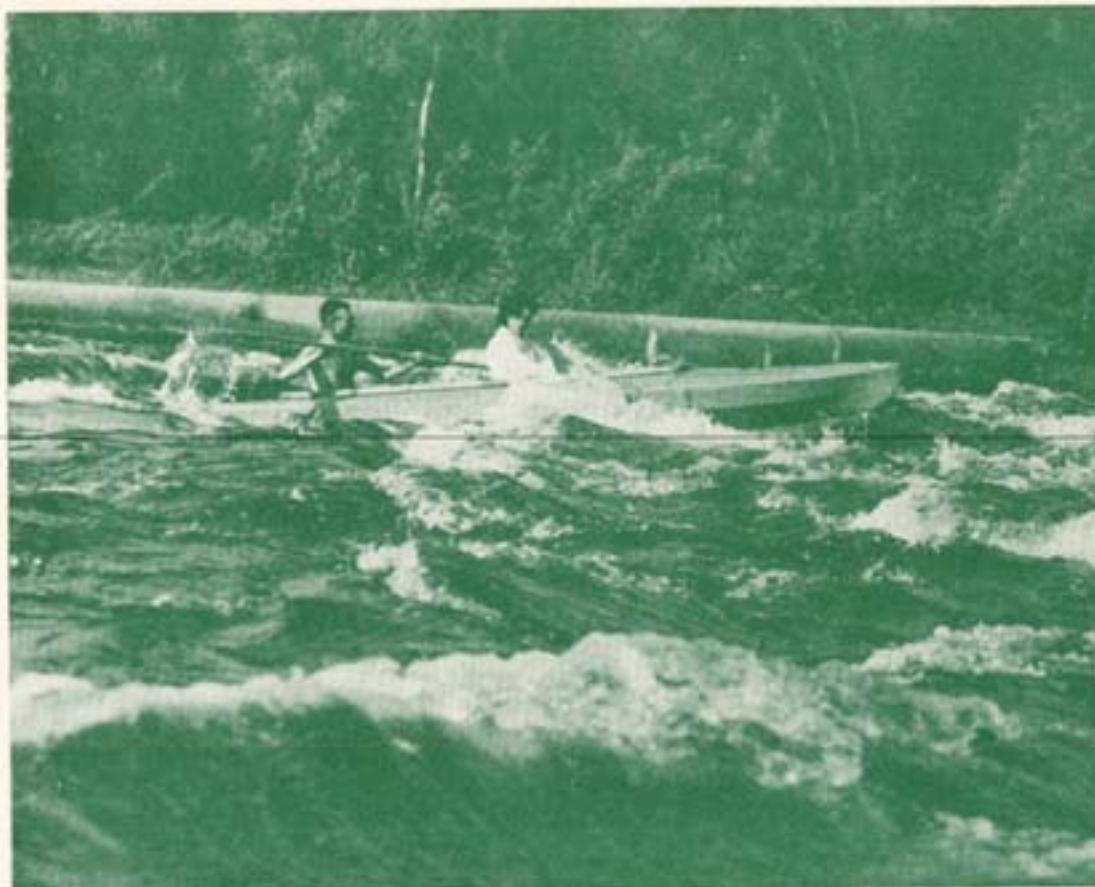
JOURNAL OF AMERICAN WHITE WATER AFFILIATION



SPRING 1958

KERSWILL 55

"OF WILDERNESS WATERWAYS AND THE WAVES OF WHITE WATER"



Tyro Marge Tucker sits back to enjoy her first ride through some Delaware rapids.

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AMERICAN WHITE WATER

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The American White Water Affiliation*

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Spring, 1958

Volume 4

Number 1

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Western Advertising Elsa Bailey Art Roy Kerswill

American WHITE WATER is mailed to all members of the American White Water Affiliation in May, August, November and February. Membership is open to all who are interested in river sport, for the sum of \$2.50 per year.

The magazine welcomes contributions of articles and photographs, but assumes no responsibility for them. Address all editorial material to: Dave Stacey, 601 Baseline Road, Boulder, Colo. Correspondence concerning the Affiliation or boating information should be sent to the secretary, Dr. Oscar Hawksley, Central Missouri State College, Warrensburg, Mo.

Printed in the United States of America

COVER—Early morning start on the Roaring Fork—by Roy Kerswill

The American White Water Affiliation

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

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

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

OUR PURPOSE

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

OUR PUBLICATION

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

MEMBERSHIP

Membership is on an annual basis ~~with~~ the new year *starting in March*.

Tell your friends who might enjoy canoeing or canyoneering about the AWWA. Their \$2.50 will help foster enjoyment of wilderness water and bring each into the boating fraternity through the pages of American WHITE WATER magazine.

COUNT ME IN

as a member of the American White Water Affiliation. As a member I will receive issues of American WHITE WATER magazine in May, August, November and February. Here is my \$2.50. My address is



Type of boat preferred: _____

Boating club membership: _____

Suggested articles: _____

Mail to: American White Water Affiliation, 1576 S. Meade St., Denver, Colo.

From Your Editor

With the hope of luring more authors, let me tell you about the preparation of your magazine.

It's a rewarding experience, but involves a lot of hard work. Also, there is a long time between the receipt of material and when it finally appears in print. Let me trace the history of a typical article.

First there is my steady campaign to get new material. In this column, I moan and groan that certain areas aren't sending in any material (It's still true). Then I write letters begging the well-known writers for a piece now and then. They answer courteously—but don't often come through. However, there is a trickle of material from many sources. Finally, there is a little group of devoted supporters, who always come through with good solid articles.

These articles go into a file, which I review when starting a new issue. For the May magazine, a typical article has probably been sitting around for two months already. If there aren't good pictures to go with it, it may have to wait another three months. If I lose the photos, as I did with Rob Misner's article, it may take a year.

Then there is the struggle to balance the contents so that one section of the country or one kind of boat is not over-represented. Somehow, all the kayak boys, or all the westerners—all send in their material at once. It's a losing battle, but if there aren't enough articles on your favorite part of the sport—you know who's to blame.

With text and photos in hand, it takes about six weeks before the actual printing. The first step is to set the type. For those who are interested, we use nine point Baskerville. The slugs of type are assembled in trays and from these are run galley proofs.

From the photos, the engraver makes line halftones, which are etched sheets of metal attached to wooden blocks. Proofs of these cuts are returned to me, along with the long sheets of galley proofs. The next step is to create a balanced series of pages from this amorphous mass of material.

Here is where Rob Delier and the Johnson Publishing Company have really helped out. When I started as editor, I knew nothing about format, composition and type. I still don't! But they helped with the layout, as did Roy Kerswill and several others.

Anyway, using a more or less standard arrangement, I next take scissors and cut up the galleys until things fit pretty well. The headings and the illustrations all form part of the balance and appearance. When everything looks moderately well, rubber cement is used to paste the material in place.

The result of this pasting part is called a "dummy," which then goes back to Johnson's. They pull out the slugs of type and cuts—and set up each page corresponding to the dummy. Proofs of these are then returned to me.

This foregoing sounds easy, but is actually a lot of work. There are always mistakes to correct, and rearrangement to be done. All my friends and relatives are dragged in to read proofs.

Meanwhile, down in Denver, Roy Kerswill has been working up a cover, and a cartoon or two. Clyde Jones has been busy trying to get all the changes of address ready in time for the mailing party.

Finally, the day comes. We hope we have everything ready to go, with no lost sentences and all errors caught. Johnson rolls the presses and out comes the magazine. Then your editor can go home and answer all the letters he let slide for a month and a half.

YOUR NEW SECRETARY

With the start of another year, we have a new secretary. He represents the southcentral part of our vast country. With experience ranging from float trips in Missouri to bigtime rapids on the Green, he is well fitted to carry on the job done by our previous Secretaries. For information, write him: Dr. Oscar Hawksley, Central Missouri State College, Warrensburg, Mo.



AWW appreciates your many kind letters. Please keep **them up**.

Swarthmore, Pa.
Jan. 10

Dear Dave,

Your "Strong Words on Safety" met with our hearty approval except for one regional difference. We realize that throwing lines may be of limited use in the very fast western rivers. But they are extremely valuable in our eastern "rock gardens," and we wouldn't think of going without them.

Canoes are frequently pinned against rocks in our accidents. This is hard on canoes but allows rescuers time to get into position. Pulling the canoe off requires manpower and this is either sent out to the canoe along a safety line or is applied at the shore end of a line. Some clubs carry a block and tackle to pull canoes loose!

The safety of the people is always the first consideration and again the throwing line is of first importance. If the people cannot hold to the canoe they can slow down by holding to rocks so the rope throwers can run ahead. Sometimes the rope throwers are posted in advance (and the cameras too). The presence of many rocks slows the current despite the illusion of speed given by the waves and white foam. So a properly belayed rope can swing a swimmer across the current from eddy to eddy even in dangerous water. Frequently the people can walk to safety with the aid of a rope. A slip would put their whole body in the current and they would be swept helplessly away over the rocks. Rope throw rescues are very common here and I have seen six in a single day on Pennsylvania's Lehigh River. Needless to say we always carry ropes and our instruction program stresses the techniques of throwing and belaying ropes.

Rob McNair
Ruck Ridge

913 S.W. "H" Street
Grants Pass, Oregon
March 14, 1958

Dear Mr. Stacey:

I just finished reading your story "The Main Salmon" by Jo and Rill Russell. A fine article. I am very much interested in the Main Salmon, the most beautiful river I have ever seen. I drove my motor boat up the Salmon from Riggins to Salmon twice, once in July of 1948 and again in the same month 1949. I hope to do it again sometime. I had never seen the river before my first trip. If any of your boys ever get over here, I hope to see them. There is no greater sport than running White Water either up or down. Keep the good stories coming.

Glen Wooldridge

Sunday, January, 1958
Temp. 15°
Cold for N.Y.C.

The A.W.W.A. Magazine

Dear Dave:

Today the coldest day of the year, the Motor Hoat Show opened its front doors. Only canoe on display was an **OLD TOWN GUIDE** model. This teen age crowd now want small crafts with a large outboard EVINRUDE motor. At Lake George they need traffic cops.

I am enclosing a **ROUGH** suggestion for a burgee. My \$2 for dues will follow in my next letter.

Photos were received by me from a friend in Bristol, England. The **KAYAK** is very popular in the British Islands. I am writing to M. Posada.

Canoeingly,
W. F. Craig
Apt. 73
438 West 116th Street
New ~ i r R7, N. Y.

Our friend, Mr. Craig, is better known by his pen-nnme, Sparse Grey Hackle.

Quinton House, Newbold-on-Stour,
Stratford-on-Avon, Warwickshire
(On A34, 6 miles S. of S-on-A).
Telephone: Alderminster 257.
30 December, 1957

The Editor

American White Water

Dear Mr. Stacey,

I read every issue of your excellent magazine from cover to cover. Always I discover a few odd spots which do not quite conform to canoeing practice on this side of the Atlantic. I realize that conditions over there are different, but even when allowing for that, I think your readers may be interested in the observations of someone remote from the American canoeing scene.

I am the only man in England who earns his living from small boating (90% canoes) without being engaged in manufacture. I have always owned at least one canoe from 1930 and have had experience of most types of water. I publish canoe designs which go all over the world at the rate of about 4000 per year. I write for a large number of boating magazines, including the U.S. "Rudder."

Point 1 is the optimistic way you appear to grade rivers. Some of your contributors talk of tackling grade V and VI rivers as a matter of course. In Europe "grade VI" means what it says—the absolute limit of difficulty—which is usually interpreted as impossible. Grade V is almost as bad and usually avoided by even the most expert canoeists. Like you we find that river grading depends too much on personal opinions, and conditions vary with water levels. It is difficult to see how the grading can be made more precise, but it is worth remembering that if it is at all possible to canoe a river, by European interpretation it is not grade VI.

Point 2 is your conception of amateur status. In Europe a man is a professional only if he competes in a canoeing contest for money. Engaging in the canoeing trade or writing about it does not affect his amateur status. You are making things difficult for yourselves, particularly when you have to pick representatives for international events. I am a professional, if anyone is, yet I would be eligible for the Olympic Games or European Championships, except that I

American WHITE WATER

am 45 and not built that way! The Prout brothers who have represented Britain several times run a canoe-building business, yet they are amateurs. The same goes for yachting here—the Prouts are now racing their own make of catamarans as amateurs.

I agree with all you say about safety. Our rivers are not big and, fortunately, a fatal canoeing accident is rare, but the leading white water clubs in Britain are campaigning for the wearing of lifejackets at all times by everyone in white water. With the experts setting an example, this policy is having some effect.

Of course, outside the U.S.A. and Canada, the word "canoe" means what you call a "kayak." Your sort of canoe is called a "Canadian canoe." The word "kayak" is reserved for craft modeled on the close-fitting Eskimo pattern, or a racing craft. Things get complicated, don't they?

Enclosed is a copy of my "Canoeing" which is my 21st book, and which was published here on Dec. 16.

Best wishes for continued success of
AWWA

Yours sincerely,

P. W. Blandford

P.S. You will notice that the book is at a very low price. If any member would like an autographed copy, he can have one for \$1.00 if he writes mentioning this offer.

A very worthwhile book, especially for beginners. We'll review it in the next issue.

March 4, 1958

American White Water Aff.

Boulder, Colorado

Dave Stacey:

I could not figure what made me ~~dis~~contented—then discovered I was looking forward to the February issue—that reminded me—better pay up for next year—so here's the two bucks. Best two bucks I've ever spent.

I filled in the "Suggested Articles" line of the enclosed slip. That just means that I like the articles you do have—keep up the good work.

Sincerely,

Adolph Steen

32 East Third Street

Mokena, Illinois

(letters nre continued on page 30)

Haue Rivers, Will Stay

Your Invitation to a Pacific Northwest Paddling Vacation

by Wolf Bauer

Washington Foldboat Club, Seattle,

IN this issue I would like to digress, for a moment, from our series of preoccupations with river hydraulics to chat a bit about our "forgotten" corner of the American river scene. Perhaps I should have titled it—"you asked for it, Dave Stacey!", in view of our editor's recent observation that the Journal should show more geographical balance. In any case, this is our signal to be heard from. We hope that others will do likewise, for we are a spread-out group of enthudasts, in this vast land of ours.

If now, after sixteen years of foldboating, someone should ask me what I considered to be the factors that make for the ideal paddle sport region, my first prerequisite would obviously be "lots of water, everywhere." I would then develop this wishful thinking further by specifying that there be not only a great variety of size and types of rivers, but that they also flow through a range of botanical and wild life zones from alpine and canadian through sub-tropical to arid prairietype countryside. Furthermore, I would want ample water flow every month of the year, ready access within one to three hours, unlimited and unrestricted wilderness-type camping spots on each, and enough in number within this distance to provide me with years of exploring new stretches if I wanted to do this every weekend for at least six months of each year. This Shang-ri-la region would not only have to be endowed with breathtaking background scenery and a mild climate, but for a change in pace there should be hundreds of accessible and uncrowded nearby mountain and wilderness lakes. And while I was dreaming I might just as well top it all with miles and miles of saltwater shoreline in the form of sheltered coves and hundreds of islands for sail and paddle-cruising direct from my home city, specifying that at least three-fourths of the shoreline be uninhabited and semiwilderness type, and

that the waters be lively with swift-moving, alternate-surging tidal currents to double my cruising distances and add navigational challenges and interest akin to my river experiences. Thus might go my fancy-free creation and dream.

Hut the paddlers living in the evergreen Puget Sound Country are wishful thinkers only between weekends. On weekly holidays, or in the evening daylight hours of the summer season after work, their only problem is that of making a choice of where to go, for they cannot travel more than thirty minutes in any one direction without being confronted by one or more of the aforementioned conditions and forms of waterways wherein to float their crafts. So let me then draw back the "rain curtain" of outside ignorance of our climate and region and begin by saying that you who read this will never believe or know whether such an idealized land exists until you come to visit us. Until then, we might do the next best thing—let me take you up to the top of one of Seattle's seven hills and let's have a paddler's look-see at this amazing and spectacular blue-green land where nature surely had "our kind of folks" in mind.

As we reach the top of our lookout hill and before our eyes sweep the imposing mountain skyline, you will already have become aware that this 100 year young city of three quarter million people is practically surrounded by water, and thus meets our first requirement. Not only is there a good-sized lake right in the middle of the city, but this lake connects with beautiful twenty-mile-long Lake Washington fronting the eastern city border, and famous Puget Sound, ten to twenty feet lower, skirting the full length of the city to the west. One of your first thrills may very well be an afternoon's paddle from Lake Washington through the city into and down the locks which are second only to Panama in size, emerg-

*Cowlitz River,
Typical of our
canyon rivers*

Bob Spring



ing suddenly on a brisk fresh-water current into the salty tang and gentle swell of the Sound, home of the fighting silver salmon, giant crabs, six pound clams, oysters, and marine life of infinite variety.

Now at the top of our climb in the center of Seattle, you first look west across the intervening five miles of blue salt water at the glacier-glistening Olympic mountain range just thirty-five miles away, this uninhabited wilderness with its subtropical rain forest, flanks from which numerous rushing rivers plunge westward to the Pacific Ocean beaches, northward to the international Straits of Juan de Fuca, eastward (toward you) into an arm of Puget Sound, and southward into larger river drainage systems. I will then have to admit to you that after ten years of constant river scouting and exploring as a group, we have run little more than half of the navigable stretches of these short but exciting Olympic peninsula streams in our front yard, rivers which at times are still traveled by Indians today. On these runs you may sur-

prise the famous Olympic elk as you sit in your kayak at the end of a Forest Service road. If the ensuing white water does not fully tax you, then there is awaiting you the roaring surf at the end of your run, for further surfing fun.

You probably feel, at this point, that you have already seen enough of a good thing as I take your arm and point to the east, explaining at the same time that we intend to offer you not only a wide choice of rivers, but a complete choice of whole mountain ranges. Forty miles in front of you to the east rise the Cascades, and your eyes behold an unbroken two-hundred-mile-long chain of rugged Matterhorn-type peaks out of which soar up to fourteen thousand feet the great volcanic ice giants of Rainier, Adams, Glacier, St. Helens, and Baker. From Mt. Rainier alone, with its twenty-six active glaciers there flow seven kayak-navigable glacial streams into the Sound as well as into the mighty Columbia at the Oregon border. One of these, the Cowlitz, is shown in its canyon stage in one of the illustrations.

It offers over a hundred and fifty river miles with only two short portages. Varied and many are the clear blue rivers pouring out of these Cascade Mountains westward into the Puget Sound Country, and eastward into the widely-known semi-arid fruit country and prairie of eastern Washington. From near the highway passes crossing this range you can also take your choice in scenery and climate before you coast down on dancing, easy-going white water in either direction.

Few of these rivers are deep or canyon-type streams, for on the western slope of the Cascades they wind through deep glacial gravel deposits mantled by heavy forests of cedar and fir. Typically the Cascade rivers are longer than those flowing from the Olympics, averaging from thirty to eighty miles in length, one to ten feet deep, with flows from three hundred to twenty thousand second feet at gradients ranging from five to fifty feet per mile. Much of the steeper upper third consist of class three to five bouldery graveyard and rock garden stretches. The middle sections usually will grade between two and three amid clean gravel bars and river islands rimmed with mossy and forested banks, while the lower thirds meander more leisurely through picturesque farm and woodlands to tidewater. Thus, there are three typical stretches of perhaps twenty miles each to choose from on each river. The water stage, your experience, or your mood will decide your run. With a passion for playing the river, we sometimes do not cover more than ten miles on some of our special "fun stretches."

Obviously, sooner or later, you will ask me innocent-like where all this water comes from, knowing full well that the answer to this question is what deterred

you from visiting us before this. Mind you, a Puget Sounder makes no excuses for some overcast days that brings rain to the mountains, or gentle drizzles that frequently fall in the lowlands. Our fresh and evergreen countryside depends on this rain. However, while the scenery and topography may be extreme, our weather and temperatures are moderate and mild. This year, for instance, we had some flowers blooming in our yards throughout a snowless winter, while over 200 inches of snow piled up for later river touring use in the hills. This built-in water runoff control is in the form of sun-protected snow water storage in our spongy mountain forests, as well as the delayed-action melt-water release from the many high glaciers and ice fields, nature's way to assure the paddler a wet hull through the driest summers.

As a nature lover you might inquire about the wild life encountered on these close-in week end tours, and I would recount to you of our meetings with the most beautifully colored bird in America. the wood duck, the ever present merganser with her bevy of ducklings skimming ahead of our boats, the fish hawks and bald eagles, black bear and deer, angry tail-slapping beavers, furtive sleek otters, and friendly raccoons. I would tell of the spawning salmon bumping our foldboat hulls and paddle blades in their effort to squeeze by us through the same chutes and riffles'. No doubt you hear in amazement of our late autumn paddles down through the marshy deltas of our streams, sneaking up on the rare white snow geese, or watching frolicking seals slide down a mudbank chute and disappear under our kayaks.

Perhaps by now you wonder whether I am not taking too much out of a page from the Alaska tourist ads. Rest assured, that if I wanted to really impress you, I would now direct your gaze toward the immediate north where lies, no doubt, one of the most unique and least known paddling paradises in the world.

*Sauk River,
typical of our
mountain streams*

Wolf Bauer



Just beyond the last visible island up the broad and indented channel of Puget Sound proper, roughly fifty miles away, there lies at anchor an archipelago of about 450 islands and reefs, the visible remains of a sunken mountain range. Only 175 of these have individual names, and only four are reached by regular ferry service. Some of their names and that of adjacent passages hint at their discoveries by Spanish explorers.

Since I can but point out the general direction from Seattle of this intriguing region we call "the San Juans," let me allude to only a few of the surprises that lie in store for your island hopping adventure.

After you have boarded the ferry an hour and three quarter's drive from Seattle, you will already have noted an imperceptible change in the air and in the lighter colors of trees and grass meadows on the passing islands, somewhat different from the lush and vivid green of the Puget Sound Country you just left. Perhaps a wide ring of overcast surrounds you but never quite closes in to threaten rain. At your second or third stop on Orcas Island you may contain yourself no longer on board the ferry, and you hasten to get your boat and camping outfit onto the water to set forth on your own discovery cruise, free at last, boss of your course, and in elemental contact with water, island, and sky as only our paddle-boat combination can provide.

You still are not quite sure why this region seems somehow different, as you paddle exploringly toward a sandy rock-wedged cove on one of a dozen nearby islands you've picked for your first night's camp. As you clamber onto a smooth sandstone terrace for a quick look-around, you are astonished to discover a group of tiny cactus growing at your feet. Your wonderment continues to grow with the realization that you are not in desert latitudes but actually a hundred miles farther north than the northernmost tip of Maine. If I were along with you it would now be my turn to explain knowingly that you have lifted the rim of the cloud curtain and slipped into our local ly known "banana belt" or "dry belt," a rain shadow region in the lee of the cloud-milking Olympics to the southwest.

Your last remaining eastern-instilled apprehension for a rain-soaked vacation in the Pacific Northwest is now dispelled as you breathe the air-conditioned summer air.

Remarkable as are these islands themselves within an area of only 900 square miles, they are repeated again similarly just a few miles away across Haro Strait on the Canadian side of the boundary line to the west.

Hut the water—that is what I really think will fascinate you as a riverman. Up to sixteen foot high tide differentials pour enormous masses of water from the Pacific through the funnel of the Strait of Juan De Fuca southward into Puget Sound and northward through the myriad channels and passes between these islands. Every six hours these tidal rivers sweep in opposite directions. Thus mother nature, having particularly the river paddler in mind, lends a boost if you've learned to read the currents and eddies. Charting your course each day becomes a challenging and absorbing game, especially if wind adds the third dimension to currents and eddies. This aliveness of the ever-changing tidal flows, so different from the lake and seacoast waters, is further enhanced by the denizens you meet along the way.

Camp cruising in the San Juan Islands

Wolf Bauer





*Lake Wanatchee, typical
of our mountain lakes*

Wolf Bauer

As a nature lover, unexpected thrills will be yours with occasional close-up glimpses of whole flotillas of blackfish whales, spouting and cavorting with mighty leaps in the larger channels and straits. These mammals may be up to fifty feet in length, and you ~~may~~ count several dozen dorsal fins steaming by you a few hundred yards away as you sit quietly and with, perhaps, a touch of awed resignation in your very, very fragile cockleshell. More appealing are the playful porpoises and curious seals that will swim around and by your kayak most every day. If you are exceptionally lucky, you may even surprise a sea lion on a rocky reef.

Ashore you will dig a mess of delicious clams in a matter of minutes, coax big

wary crabs out from under rocks, swim in sun-warmed shallow backwaters of sandy bays, explore the unique small ~~sea~~ life left in rocky tidal pools by the outgoing tide, and beach-comb the windward shores for the grotesque bleached driftwood shapes and curious treasures a storm sea tossed ashore. Here too, as in our mountains and forests, modern man's urge and need to get away and sense the stark and the subtle pulse of elemental surroundings is satisfied through our paddle sport approach.

With this thumbnail sketch of our region for the reference of our whitewater friends in other parts, we hope that there has ~~been~~ gained an understanding of why we have not yet strayed elsewhere for visits or racing events, although within our own driving perimeter ~~we~~ have toured down the waters of the Salmon, Snake, and Clearwater rivers in Idaho, the McKenzie and Rogue in Oregon, the North Thompson, Fraser, and Kootenai in British Columbia, and in Alberta the How, as well as the wilderness exploration stretches of the Athabaska and North Saskatchewan rivers, in the Canadian Rockies. So let me ask you: "Have boat, will come?"

In this article, American White Water continues its presentation of parts from Wolf Hauer's forthcoming book. It should be noted that the copyright of this material remains in the possession of the author. It is planned to present sections of this book in ~~each~~ of the future issues of American White Water.

Want to Know More About White Water?

The following groups give Springtime training sessions:
Ruck Ridge-Red Cross River Canoeing School, Jack Heckelman, Director, 743 E. Rittenhouse St., Philadelphia 44, Pa.
Dates: May 10, 11.

Washington Foldboat Club Training School. Contact Donn Charnley, Safety Chairman, 5123 48th N.E., Seattle 5, Wash, or Harriet Hauer, President, 5622 Seaview Ave., Seattle 5, Wash.

*Lake Insula,
in the
Superior
National
Forest*

*L. J. Prater,
U. S.
Forest
Service*



The Quetico-Superior Committee

by Charles S. Kelley, Chairman

FOR almost a quarter of a century a committee appointed by Executive Order of a President of the United States has been devoting its efforts toward the preservation of a wilderness canoe country. This area, the Quetico-Superior, lying astride the international border between Minnesota and Ontario is without question one of the finest regions of its kind on the continent. Important historically as the old Voyageur's Highway, and ideally suited to primitive travel because of its relatively small and closely connected lakes and rivers, its beauty and charm is known to all interested in waterways. Bordered on the south by the Superior National Forest and on the north by the Quetico Provincial Park of Canada, this area between Lake of the Woods and Lake Superior (a distance of some 175 miles), has the distinction of being within a thousand mile radius of almost a third of this country's population.

Its accessibility has resulted in a multiplicity of problems, for any undeveloped area so close to civilization is constantly

under the threat of exploitation and change. The struggle to preserve it began almost fifty years ago in 1909, when the Superior National Forest and Quetico Provincial Park were first set aside. Since then, there have been many crisis, most of them on the American side.

The first of these was a road building program which would have penetrated all the beautiful lakes of the interior with a network of trails and highways. This threat was met by the U.S. Forest Service with the establishment of the Superior Primitive Area in 1926, a designation which eventually became the 1,038,000 acres of the present Roadless Areas. Then came a proposal for a great water power development which would have inundated many of the lakes, waterfalls, and rapids along the border. At the same time logging interests were cutting the timber right down to the water's edge. In 1933 Congress passed the Shipstead-Newton-Nolan Act which protected the shorelines of federal lands from logging and flooding. The year following that

achievement, the International Joint Commission, after nine years of hearings, denied the pending application for a water power development on the grounds that recreational values were more important.

Those early efforts were carried on by a small volunteer organization composed of young men who had travelled the waterways of the Quetico-Superior Country and who dedicated themselves to its preservation. The story of their battle is one of the most dramatic episodes in the long effort to protect the wilderness canoe country. So successful was the Quetico-Superior Council in educating the public to the great social values of the region that President Franklin D. Roosevelt aware of the national importance of what it had done, appointed the first official Quetico-Superior committee composed of three civilians, a representative of the Department of Agriculture, and a representative of the Department of Interior.

The Committee was charged with the duty of coordinating the activities of state and federal agencies and invoking

their aid toward the attainment of what had become known as the Quetico-Superior Program for the area. This program proposed through orderly planning of a character and scale commensurate with the area, to substitute protection, restoration and balanced use for the older policy of exhausting available resources. Specifically, it had the following objectives:

1. To preserve everywhere the recreational values of lakes and streams and their wooded shores.
2. To retain and preserve in the interior opportunities for primitive travel under wilderness conditions.
3. To administer the forests everywhere under modern forestry practices.
4. To protect and manage other natural resources such as game, fish and furbearers under sound ecological conditions.
5. To reach an agreement with Canada as to sound principles of resource management for the region.



*Putting-
canoes into
Brent Lake
at end of
portage*

*L. J. Prater,
U. S.
Forest
Service*

White
water
cruiser
in
Wisconsin

Wisconsin
Conservation
Department



Reappointed by President Harry Truman and again by President Dwight Eisenhower, the Committee has carried on its work through two following administrations. One of its most widely known efforts was working toward the establishment of an Air Space Reservation over the Superior Roadless Areas. By this means it has prevented the complete destruction of wilderness values which had been threatened by the increasing use of commercial flights into the interior regions and by the development of airplane fishing camps.

Another great effort, continuing unabated at the present time is the purchase of the remaining private lands within the Roadless Areas. Congressional appropriations and recognition of this need has made it possible for the U.S. Forest Service to carry on this program. Because of this acquisition program over 95% of all lands are now in government ownership.

The work of this committee is in accord with the stated purpose of the American White Water Affiliation:

"To encourage exploration and enjoyment of wilderness waters and to protect the wilderness character of those waterways for the growing number who are discovering the rewards awaiting them."

That statement could have been written for the President's Quetico-Superior Committee, for ever since its creation it has worked toward those goals through a nation-wide education program. While the major emphasis has been placed on the Quetico-Superior Area, the overall impact of this long effort has been to develop an awareness of wilderness values wherever they might be found. In a sense the Quetico-Superior Program has been a pilot program for similar efforts elsewhere. Wherever wilderness values have been threatened, the experience gained in this region has pointed the way not only in developing appreciation but in demonstrating the practical application of the concept of zoning of lands for public use and of sound resource management.

The membership of the American White Water Affiliation can perform no greater service to the cause to which they are pledged than to inform themselves as to the problems confronting all wild lakes and rivers and using the long experience of the Quetico-Superior Program, to point the way and work for preservation of the wilderness values. Only through public education and the development of programs of use which recognize humanitarian values as well as the material, can the ideals of your organization be attained.



Preparing to start about one mile below Great Falls



The start of the race for No. 11

POTOMAC WHITE

by Jack Hazzard

Here is a report on a race

NOT since rough hewn long boats raced furs, grain, produce, and lumber from up country to Georgetown and Alexandria markets has the old Potomac seen so much excitement.

A year ago when the first race was held the planning was almost as casual as when miscellaneous groups ran the rapids as a lark each spring. That it all turned out so well was a credit to the individual skill of the contestants as well as to the scattered safety monitors and the work party which placed the direction markers and then replaced many of them when a sudden rise carried them away.

This year work started at a meeting of the Canoe Cruisers Association early in September when a white water instruction course was planned covering several week-ends and stretching well into October. During November and December of 1956 preliminary meetings were held. committees appointed to consider the course, prizes, racing classifications, officials, publicity, participation by other organizations and arrangements were initiated with the Park Service. Correspondence began with prospective contestants out of town.

In February and from then on the Course Committee was afloat or afoot along the gorge at every available week-

end. Led by Andy Thomas, members Grant Conway, Sid Hess, Henry De Marne, Pat Harrigan, Rob Ageton, Jim Johnston and several others poked and prodded into every cranny of the gorge. This preseason, chilly and venturesome survey bore unexpected and pertinent fruit. Suggestions, promising at the conference table and seemingly practical according to the best maps available, proved utterly impossible in practice; while other possibilities developed unexpectedly.

Months before the race prizes were in process of manufacture. They were designed, decorated and glazed in ceramics by Andy and wife. Markers were made and painted, designed for visibility, portability and to wedge firmly among rocks, to stand in fast water, nail to trees or be wired to bushes. The marks had to be cheap for many were needed and would be left in position as long as the river permitted. Numbers in duplicate were stenciled on oil cloth squares, dried and packaged for use by those taking entries. Waterproof tape fastened them in place on the canoes. Equipment such as ropes, life rings, etc., were purchased or borrowed on short term loans with firm understandings as to responsibility and timely return.



Running Stubblefield Falls

WATER RACE

Photos by Aubrey Graves

of one of the East's most active clubs.

Large and small scale maps of the course were prepared and information and instructions printed as soon as the route had been definitely established and these were mailed to individuals known to be interested, to other white water organizations, canoe clubs, newspapers and magazines—not neglecting those canoeists participating in the previous race. Copies of these maps and instructions were also mailed Park and Police and other officials with letters soliciting cooperation, sponsorship, permits, etc.

Safety Monitors were secured by the volunteer method, assignments made and access routes designated. Many skilled white water men engaged in this hard, exacting and potentially dangerous work which was fortunate indeed in view of the numerous upsets, swampings and rock collisions.

Checkers were selected for various observation points along the course and arrangements made for stationing them and picking them up after the race, for the river traverses a wide roadless area with only scattered access routes and observation officials had to be carried in by canoe. It would have been easy to maroon one or more of them unintentionally.

Twenty-one officials were appointed, three judges, eight safety monitors, four checkers, the starter, his assistant and a clerk who accepted entrance fees, recorded names and addresses and answered a multitude of questions. Prior to the race the starter and assistant directed traffic to prevent a jam on the narrow towpath leading to the nearest unloading point adjacent to the starting line. Four or five of the contestants who arrived early assisted with the job of attaching numbers to the canoes and a small Austin car proved extremely useful, agilely hauling officials, papers and even canoes. A walkie-talkie could have been a help to disseminate information to the hundred or more people and officials at the finish line on Sycamore Island eight miles downstream.

Both of these races went off smoothly due to the foresight, experience and planning of one man—Andy Thomas of the Canoe Cruisers Association and the American Canoe Association. He envisioned the affair and actively participated on every committee. His knowledge of the changeable maze of rock-studded, swirling deeps and shallows which constitutes the Potomac River Gorge, rapid running in general and willingness to shoulder responsibility and leadership

Potomac Race (con't.)

made these two exciting events possible. When these facts were publicly mentioned at the award of prizes his only comment was to the effect that he enjoyed cruising and running white water—that a fellow gets ~~more~~ fun from his recreation when more good fellows participate. Shyly he intimated a selfish motive (there's not a selfish bone in his body), disclaimed credit, modestly spread the praise among those assisting and participating. That's Andy! Cruising canoeman, paddling racer, sailor, canoewright, waterman, fisherman, a man's boon companion! SKOAL! Gentlemen — SKOAL. — AND LIFT 'EM HIGH!

RESULTS

One-Man Single Blade

Frank Havens, Washington, C. C.
1 hr. 19 mins. 00 sec.

John Berry, Washington C. C.
1 hr. 30 mins. 13 sec.

Rob Harrigan, Canoe Cruisers
1 hr. 43 mins. 15 sec.

One-Man Double Blade

Bob Broad, Canoe Cruisers
1 hr. 25 mins. 28 sec.

Osgood Smith
1 hr. 28 mins. 03 ser.

Tandem Single Blade

George Small, Canoe Cruisers
Hamilton Easter, Canoe Cruisers
1 hr. 22 mins. 02 sec.

Alexander Bass, Canoe Cruisers

~~Bob~~ Amory, Canoe Cruisers
1 hr. 22 mins. 50 sec.

F. Thun, Canoe Cruisers
E. Weber, Canoe Cruisers
1 hr. 28 mins. 09 sec.

Tandem Double Blade

Peter Clark, Canoe Cruisers
Kent Kane, Canoe Cruisers
1 hr. 18 mins. 09 sec.

Jim Ruckert, Washington C. C.
Lou Gills, Washington C. C.
1 hr. 30 mins. 28 sec.

Tom Mutschler, Canoe Cruisers
Hob Rudy, Canoe Cruisers
1 hr. 42 mins. 46 sec.

RACING SAFETY

The new ICF Wild Water Racing Rules have this to say:

20—Safety Measures:

a. All boats entered must ~~be~~ rendered unsinkable.

b. If the organization so decides, each competitor shall wear a life jacket. Competitors failing to observe such decision may be refused the right to start.

c. In all cases competitors participate at their own risk, neither the ICF nor the organizers can be held responsible for injuries or material damage sustained during a wild water race.

25—Rendering assistance to a competitor in danger.

Wild water racing being, before everything else, a fight against elements rather than against other competitors, it is recommended that any competitor seeing another in real danger, shall give him all the assistance in his power.

Failure to ~~do~~ this may involve him in disqualification for life.

The First Aid and Rescue Officer, assisted by his team, shall be responsible for the rescue of competitors who have capsized and for the recovery of their equipment. He must have at his disposal the necessary organization and equipment to deal with cases of serious accidents and to render effective assistance to a competitor in difficulty. A Doctor must ~~be~~ at his call throughout the contest.

Tapered Flotation Bags

Mr. Maurice Ferre has written to say that Tapered Flotation Bags for bow and stern of kayaks are manufactured in France by Jean Chauveau-Navik, St. Cloud (S & O) France. He believes that they sell for approximately \$7.00. For further information write to the American distributor, Mr. G. Scott, 47 Neptune Avenue, South Norwalk, Conn.

SINGLE FBLBOT, ANY OFFER

**J. LEE,
1648 Harvard
Salt Lake City, Utah**

Slalom Style and Strategy

by DICK STRATTON

Dick tells us more about his
Trip to the World Slalom Championships.

THIS will be an attempt on my part to describe some of the techniques and methods observed in Augsburg, Germany last summer in the Kanu-Slalom Weltmeisterschaft. One of the most difficult gates to pass without flipping was number 18, a single red and white pole suspended just below a standing roller which extended from bank to bank in the swiftly flowing Eis canal. Surely this spot must have accounted for more upsets than any other on the course, both during practice sessions and the race. I saw a single canoe tip, eject its paddler, then right itself and bob back and forth remaining in the trough until someone, by hanging from a small tree, was able to grab the bow when it came close enough to shore.

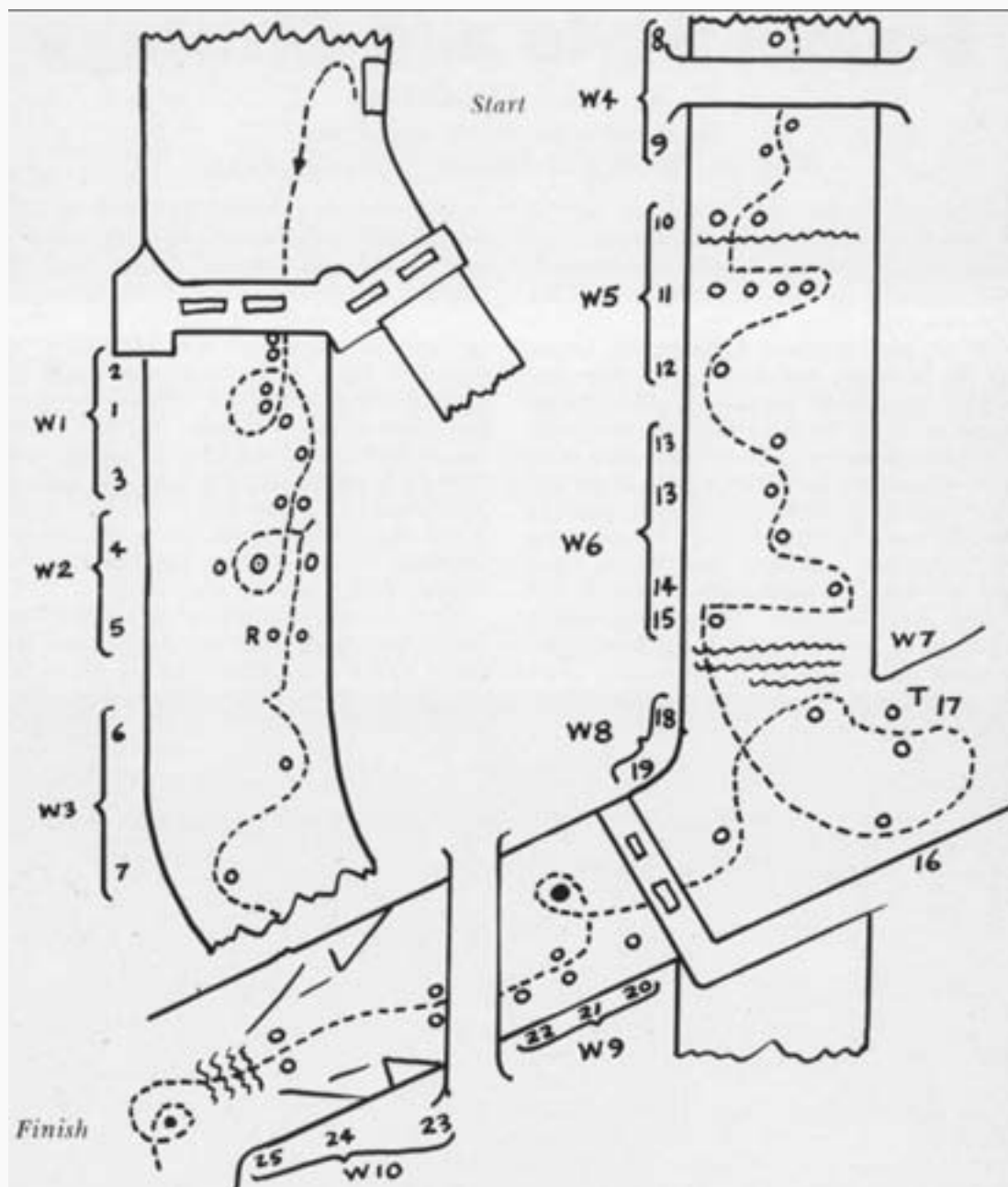
The successful technique was to enter the trough with a strong lean downstream and a vigorous paddle brace with the paddle as nearly perpendicular to the water as possible. Sometimes the current carried the paddler forward toward the opposite bank only to reverse itself and start pulling him back before he could pull out of the trough. So the paddle brace had to be broken by quick little strokes in order to gain way and still not have the craft turned into a water wheel. A vigorous draw stroke as far forward as possible was needed to emerge from the trough and continue the run.

Gate number 10 consisted of two black and white poles situated above a bank-to-bank roller just below which hung the



Action on the Arkansas

Margaret Durrance



A diagram of the course

barricade, gate number 11; and very close below it and on the same side of the canal was No. 12, a single red and white pole. Some of the boaters chose to turn around above No. 10 and drop through it backward thus enabling them to use a strong forward ferry to clear the barricade. However, this method entailed turning around again and doing a back ferry to clear No. 12. Most boaters seemed to choose to sacrifice 10 points by hitting the

left pole of No. 10 and zooming past the end of the barricade, then a very strong back-ferry would get one in line with No. 12. Several of those who tried the first method upset on their second turn around.

Number 5 was the reverse gate and was set over much faster and bouncier water than I had seen used for reverse gates. Number 4 consisted of three poles, a white one flanked by two blacks. The

course plan indicated that one should go through the left side, turn around and go upstream through the other side then drop backward through the left side and on through the reverse gate. No unusual techniques were evident in negotiating these two. Number one gate seemed to be quite deceptive due to the velocity attained by the water and boatmen coming down the spillway from the upper canal to the lower one and the fact that the gate was set in the back water almost at right angles to the current. The most successful technique seemed to be to gain as much speed as possible before starting down the spillway, then to use a canoe steering stroke with the paddle blade almost perpendicular to the water surface and as far back of the paddler as he could stretch. The upper hand is behind the head and paddler's body and his kayak is leaning about 80 degrees.

As soon as the bow entered the backwater, the current spun the stern around and the paddle was pulled home to right the kayak. Number 2 gate was easy to make but just as one came through it he entered the spillway current at right angles and woe unto the paddler who didn't present the bottom of his craft to the oncoming current. This was probably the only phase of the course in which I did well.

No. 20 was similar to No. 1 in that it was just below another spillway, however, it was a solid green pole requiring a 360 degree turn right back into the current and through gate No. 21. No. 24 was over the most unpredictable wave I have ever seen. The channel was quite narrow, there being plank walls on each side funneling the current as it rushed to pour back into the mother stream, the Lech River. For some reason, the physics of which I failed to understand, the water seemed to come in cycles and for a few moments it would pile up and roll back defying the paddlers to come on and several who were unlucky enough to come along during these moments were stopped and almost hidden from view. During a practice session, I actually became alarmed over the safety of one of the British contestants who happened to catch one of the defiant moods of the wave. It somehow held him on the upstream side (gravity plus the lash back) and then turned him around American WHITE WATER

and poured so much water on his back that it half swamped his kayak so that when the cycle developed to the point that the piles of water started flowing out into the river, only his bow end was afloat and he was laughing like mad. Here the successful technique seemed to be "full speed ahead and damn the torpedoes" as plenty of momentum was needed to crash through that first wall of water.

I very much regret my inability to describe the techniques by the canoeists, I can only say that it was a great privilege to see the skill and coordination displayed by all.

MAJOR RACE EVENTS

April 26-27, 1958

EASTERN SLALOM
CHAMPIONSHIPS

and

NATIONAL SLALOM
CHAMPIONSHIPS

West River—Jamaica, Vermont

May 11, 1958

HUDSON RIVER WHITE DERBY

North Creek, New York

June 12 thru 15, 1958

INTERNATIONAL SLALOM
& WHITE WATER RACES

Arkansas River—Salida, Colorado

June 29 thru July 2, 1958

150 MILE WHITE WATER RACE

Fraser River—Canada

F-1 Folding Kayaks only

June 29, 1958

15eme

CRITERIUM INTERNATIONAL
DE LA RIVIERE SPORTIVE

Vezere—France

July 14, 1958

CRITERIUM INTERNATIONAL
sur la DORDOGNE—France

July 20, 1958

INTERNATIONALER KRITERIUM
auf die LOISACH (D.K.V.)—Germany

July 27, 1958

INTERNATIONALER WILD-WASSER-
WOCHE GROSSREFLING—Austria

August 10, 1958

XXIIeme DESCENSO INTERNAC-
IONAL del SELLA—Spain

September 14, 1958

CRITERIUM INTERNATIONAL,
du TAURION—France

Five Days in Hell's Canyon

by BOB MISNER

Washington Foldboat Club

Here is another classic white water trip.

ACCORDING to the newspaper, preliminary work has begun on the Hell's Canyon Damsites. If we don't try this year, it might be too late," said Hill Dougall of Clarksboro, N. J. when he telephoned me long distance. One month later, August 20th, two foldboats and I got off the train in Huntington, Oregon, just ten minutes after Rill had arrived by cross-country bus. We were ready to begin the 188 mile trip down the Snake River through Hell's Canyon to Lewiston Idaho.

To the best of our knowledge we were the first people to complete the run in single foldboats. We had often discussed the trip when Rill was in Seattle and associated with the Washington Foldboat Club, but as it turned out, all our planning was by mail and long distance telephone. What reference material there was on Hell's Canyon was sketchy, including such items as "It was a voyage of horrors, the best canoeist was sucked into a churning whirlpool and never seen again. Two more paddlers drowned before the splintered boats were used for firewood." This from Ramsay Crook's "Journals of the Pacific Fur Company Expedition" sent out by John Jacob Astor in 1811.

Huntington, Oregon (mile 188 above Lewiston, Idaho) was chosen for the meeting as it was the nearest point to Hell's Canyon where the railroad, highway, and river meet. The canyon proper begins at Kinney Creek, 11 miles below Homestead, Oregon (mile 127). It is the

deepest canyon in the U.S. with volume and gradient comparable to that of the Colorado River in Cataract, Marble, and Grand Canyons. Owing to its different nature, Hell's Canyon does not seem as impressive. Blacks and greys are the predominate colors throughout the canyon. Above 7500 feet the rock is bare with patches of snow; from 7500 to 4000 feet there is timber; below 4000 feet, bare rock; and at water level only the lower 2500 feet of black walls is visible. While paddling along, height is not evident as one sees only the lowest level with but occasional glimpses of the upper levels. Photos taken from water level only give a feeble idea of the enormity of the canyon. Rush Creek (mile 92) approximates the end of the canyon proper. The gradient drop in the main canyon averages 12.8 feet per mile, but it must be added that in most cases the 12.8 foot drop occurs at a single place and constitutes a major rapid. For example:

Mile 115.7—Kinney Creek Rapids; 5 foot drop in 1400 feet

Mile 115—Doyle Creek Rapids; 10 foot drop in 1000 feet

Mile 113.9—Squaw Creek Rapids; 15 foot drop in 900 feet

Mile 113—Buck Creek Rapids; 8 foot drop in 500 feet

Mile 111.8—32-point Creek Rapids; 7 foot drop in 500 feet

Mile 109.1—Steamboat Creek Rapids; 10 foot drop in 2000 feet

Mile 108.5—Deep Creek Rapids; 10 foot drop in 1500 feet

Mile 107.6—Hell's Creek Rapids; 7 foot drop in 1000 feet

Mile 96—Granite Creek Rapids; 15 foot drop in 3000 feet

Mile 92.5—Sluice Creek Rapids; 7 foot drop in 1000 feet

Mile 92.3—Rusch Creek Rapids; 10 foot drop in 1500 feet



It is this portion of the canyon below Honiestead that is the narrowest, and the deepest, and that has the most spectacular rapids. The rapids are all below the mouths of creeks and are formed by rock slides, or by flash floods, or by freezing and thawing action which rolls monstrous boulders into the river. Below Rush Creek the canyon is generally wider and the rapids are not nearly as savage, and allow a specially-built boat to carry the mail from Lewiston upriver to mile 80.

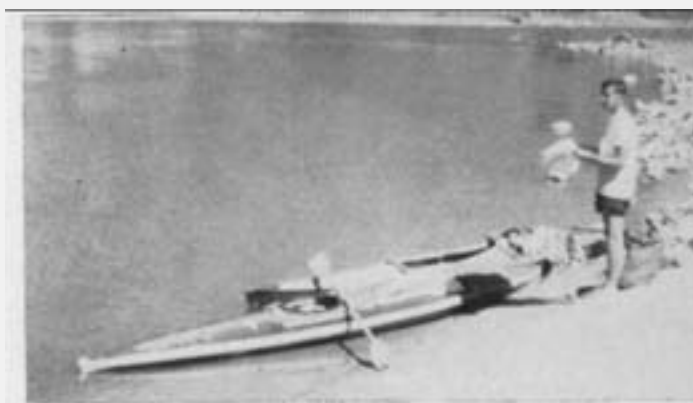
Our equipment consisted of two single foldboats; an American-made Whalecraft and a German Klepper Aerius. All equipment and provisions for two weeks were carried with us.

In the sixty miles from Huntington to Homestead we got the feel of the river and the boats. The second night, camping along the riverbank at Homestead, one of the local populace warned us about the dangerous low water and prophesied that if we made it to Lewiston in "those things," he would run it in a wheelbarrow!

Kinney Creek Rapids was first of a series of seven major rapids in the main canyon. In my opinion, of the seven, only Kinney, Squaw, Huck and Granite Creek Rapids have the outstanding characteristics. While others seemed spectacular at the time, they later blended together into a series of big hydraulics and churning water. We were too intent on navigation to remember the individual traits of each. Kinney, due to low water consisted of the entire river funneling into a narrow jet; Squaw furnished the most thrills as it consisted of riding a narrow chute of water into an almost vertical five foot drop between two rocks with impassable water on either side; Buck, immediately below Squaw, had the same sheer dark cliffs with large boulders in the water on the Idaho side and rock slides on the Oregon side; Grants was a wider and longer rapid, with countless hidden rocks and huge waves, but there was a narrow winding passage through the rocks on the Oregon side. Kinney, Huck and Granite Rapids were portaged. The decision to portage Granite was made after much deliberation. Although safe passage was certain, had we capsized, the current would have carried us into the main stream and directly into a mammoth "souse hole."



Two days later, when reaching the confluence of the Salmon and the Snake Rivers, memories flashed back two summers previous to a similar foldboat trip, down the Salmon River to the Snake and on to Lewiston. On reaching this same point, I looked up the narrow forbidding Canyon of the Snake and wondered what lay beyond the first abrupt bend. Now I could look in all three directions, up and down the Snake and up the Sal-mon Canyons, and know exactly what lay beyond.



At a boatlanding in Lewiston after 130 rapids, 188 miles, and five days; two sunburned unshaven foldboaters inadvertently came to the last hazard. From the moment we stepped out of our boats, forty minutes was all the time left in which to disassemble, pack and load the boats and ourselves on our respective buses for home. Consequently, as with the initial planning, all the farewells and reminiscences were done by mail.





DONN CHARNLEY, Chairman

The Safety Committee of the American White Water Affiliation was set up to promote safe practice among all who enjoy our sport. It might be well to dwell entirely on the pleasures of boating, but the serious side must not be neglected.

Do We Need a National River Patrol?

by ROLAND PALMEDO

A veteran of both sports compares the safety needs of skiing and white water.

IS there a need for a National River Patrol, a volunteer organization similar in many ways to the National Ski Patrol?

Many of the same conditions are developing in white-water running that prompted the writer to organize the first ski patrols in this country, in 1936. In canoeing and foldboating the rapidly increasing number of participants has been accompanied by a widespread disregard of safety precautions. Perhaps rather it is ignorance of them, a recklessness with regard to running water beyond the skill of the participants, a general lack of first aid training, and a need for instruction in technique.

The result of all this has been that injuries have been needlessly incurred, and a number of lives have been lost. (A similar situation came about in this country through ignorance or disregard of avalanche dangers, which has cost many lives unnecessarily). Damage to or loss of boats and contents has been needlessly great. Unless something is done to correct the situation, it is likely not only that this will continue but also that two other unfortunate developments will come about. First, ~~the~~ sport will get a bad reputation, as being dangerous and fit only for the reckless, young people will be dis-

couraged from taking it up. Second, legislative or other official regulation may come about, closing certain rivers or parts of rivers to use unnecessarily, or in other ways hampering the free development and enjoyment of the sport.

One difference between the dangers of a steep ski trail and those of a heavy or rocky rapids is that in the former case the danger is apparent to the novice skier at the top of the passage, whereas the novice canoeist often does not find out until he is in trouble.

Numerous examples of blissful but dangerous ignorance (or downright recklessness), could be cited. One was described in the Fall 1956 issue of A.W.W. Here is another case: Early in April, when the Housatonic was moderately high and very cold, a party was putting in three foldboats just above the West Cornwall rapids. Two beginners, who had only paddled on a lake before, were taking a double boat, a man with some slight experience was in a single, and a girl who had never been in a foldboat, was in a second single. There was no flotation in the boats (they had never heard of it), and none wore a life preserver. They had danced at the rapids, but had not studied them properly, and had no idea as to where to enter them, or what line to take.



*Roland Palmedo in the
'57 Brandywine Slalom*

Foldcraft Kayak Co.

The first time down all went well, thanks to a fore-runner who was familiar with this water. But the second time both the double and one of the singles went over, and the former was pretty well broken up. Luckily, the crews suffered no injury. A tactful River Patrolman in such a situation might have suggested that the nearby garage had some second hand inner tubes for sale at a nominal price. or that the putin might better have been below the rapids, or have given some other advice that might have prevented a more serious accident.

If the ski patrol movement had accomplished nothing beyond spreading the knowledge of winter first aid as broadly as it has, it would have still been well worth while.

Paraphrasing the article on "Ski Patrols" written by the undersigned for January 8, 1937 issue of the Ski Bulletin:

"The proper and practical function of the River Patrols will be found out only by experience. How, when and where they can be useful remains to be seen. The fact that they can perform a useful function, however, would seem to be established."

The functions of a River Patrol would seem to be the following:

1. First aid and emergency help
2. Furnishing information
3. Making helpful suggestions with respect to safety, in all aspects
4. Training, in safety
5. Developing safety and rescue equipment and devices

It is very important that these duties should be carried out with tact and by suggestion. Actually, members of the River Patrol would have no authority, except possibly when functioning at races, and therefore they can not order, but only suggest or request. For this reason, among others, the personnel of the Patrol should be chosen very carefully from among the members of the club organizing the patrol, having in mind their age, temperament and manner.

The Best time to treat a river injury is before its occurrence.

Members of the Patrol should be instructed in first aid. The second function, that of furnishing information, should prove a useful one. To fulfill this, members of the Patrol should know their local geography thoroughly, particularly the rivers. The third function, Training, needs no explanation, though this is an important one.

The duties of the members of the River Patrol should not be burdensome in any way except for attendance at a few instructional sessions before the season begins, no definite times or places need be specified. But the service they render could be worth a man's life.

No doubt, our members have many comments and contributions to make to the Safety Committee. Please address them to Donn Charnley 5123 - 48 N. E., Seattle 5, Washington (Note the new address).

Double-Bladed Adventure

HERBERT C. WILLIAMS

Wild Water or Wilderness—they both
mean adventure and happiness

FOLDBOATING began for me on tidal waters of Virginia and led shortly to running the white waters of Goose Creek with the ACA in Washington, D.C., during a March blizzard. The three canoes and my foldboat resembled snow covered logs as they darted through the dashing rapids created by the remnants of old stone darns. Next was a memorable trip with six canoes and the foldboat down the Cacapon at flood stage in the height of a torrential downpour. Mixed consternation and startlement marked the shouts of an oldtimer from his cabin on the river bank as he saw an overturned canoe floating past with one of its occupants still hanging on and the other being fished out of a side eddy. When he realized that no one had drowned his mood changed to anger as he shouted. "They ought to be arrested for this!" Well, the trip ended that evening with everyone thoroughly drenched and drying out around an old wood-burning stove in a little cabin graciously offered us by a farmer at Forks of Cacapon.

Goose Creek and Cacapon adventures were steps toward my entry of the Potomac River White Water Race from Great Falls to Sycamore Island on May 6. There were more than twenty entries, both canoes and foldboats, singles and doubles. Monitors stood by to judge and assist at all danger points, though only one upset occurred. Andy Thomas and his group of local ACX members through long advance preparation had all in readiness for a perfect race, with red and green course markers to guide us along the way. When the race ended, contestants and observers enjoyed a fine hot dog feed sponsored by the Sycamore Island Club, following which Dusty Rhodes awarded us beer mug trophies for 1st,

2nd and 3rd places in singles and doubles. I was thrilled at winning 2nd place in the singles and having made the best time of all foldboat entrants.

Although White Water offers the ultimate in foldboating, still I love such diversion as paddling through Dismal Swamps with Norfolk's Curator of Natural History in search of reptiles and other swamp creatures. A non-poisonous snake surprised me by climbing up my paddle and dropping onto my lap one afternoon. Once we were trapped in the swamp interior when a flash thunderstorm and tree-crashing wind burst forth upon us with little warning. There is a mysterious enchantment in the heart of a swamp when the sky suddenly turns to the darkness of night, the animals scurry for shelter and streaks of lightning with ensuing thunder burst forth upon the human intruder in the wilderness.

To provide a new pleasure at times, I add sails, leeboards and rudder, whence I'm at the helm of a sleek sailing craft, heeling until the dashing spray and foam sweep over the washboard and sting my face. It is truly a thrill to heel in a stiff breeze far out on the bay and with enough force from the sail, plane just forward of a roller's crest at an exhilarating speed.

Rut many are the days when I transform my foldboat into a stable, safe cruiser, carrying my wife and oft-times the neighbor's children, paddling along placid waters and fishing for bass along the banks. We travel wherever the scenery and adventure beckon us, thankful always that we have such a craft and that God has given us the glory of a magnificent outdoors to keep our souls fresh and clear as the evening breeze sweeping across a cool, clear lake at sundown.

*We can find
no record of
who this is,
or who
took it—
but it
fits the
article.*

*Please
write and
tell us.*



SMALL WORLD

Three or four years ago a diagram appeared in a Yugoslav magazine illustrating a device for teaching and learning the Eskimo Roll. (A method for righting an overturned kayak through the use of the paddle.)

Carlos Yerby, following the diagram, made one of these Eskimo Roll training devices for use by the River Touring Section of the Sierra Club.

American WHITE WATER

Photographs were taken in a swimming pool at the home of Ken Smetts in Lafayette, California, with Bruce Grant demonstrating. One of these photos appeared in *American White Water*.

We have just seen the January 1958 issue of a magazine published in Czechoslovakia called "Lodni Sporty," with this same photograph.

Bruce Grant

BOOK REVIEWS

RIVER OF NO RETURN, by R. G. Bailey, available from R. G. Bailey Printing Company, Lewiston, Idaho.

Mr. Bailey, who died recently, was a newspaperman in that part of Idaho through which this river flows. Though now known as the Salmon River, it acquired its original name from Captain Clark, who, with Lewis originally discovered it.

The book, which is a compendium of the history and geography of this river country, was compiled by Mr. Bailey after a lifetime spent in its vicinity. In its over 700 pages, it carries a large amount of historical information which may be of interest to the passing boatmen. More important, however, are its photographs and discussions about the character of the river. In reading this book one can ob-

tain background that will make running the river much more interesting. When one considers the early history of our country, it seems amazing that in 1805 Lewis and Clark were exploring the River of No Return. While the name implies danger, Lewis and Clark merely meant one could go down it, but not up it.

It is probable that the reader will have trouble finding copies of this book. Perhaps the best solution is to write to the publisher. This problem is shared by many other books which deal with the history and adventure of boating in our country. Prominent examples of this are books by Kolb and Freeman. On the other hand, some of Powell's material is now being republished. Let us hope that the interest and demand for the river literature continues to grow.

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Specifications: 17' long, 36" wide, 14" deep with 5" rocker. No external keel, under gunwale flotation, steel ends.

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- a Very Lightweight, 80 Lbs., with Cover.
- o Cover is Standard Equipment—with Apron!! and Cockpit Bags.



DIFFICULTY RATING CHART FOR RIVER S

Prepared By Guidebook Committee AWWA

Factors Related Primarily To Success in Negotiating				Factors Affecting Both S		
SECONDARY FACTORS				PRIMARY FACTORS		
POINTS	Bends	Length, Ft.	Gradient, Ft./Mi.	Obstacles Rocks, Trees	Waves	Turbulence
NONE	Few Very Gradual	Less Than 100	Less Than 5 Regular Slope	None	Few Inches High Avoidable	NONE
1	Many Gradual	100 - 700	5 - 15 Regular Slope	Few: Passage Almost Straight Through	Low (Up to 1') Regular Avoidable	Moderate Easy
2	Few Sharp-Blind Scouting Req'd.	700 - 5000	15 - 40 Ledges or Steep Drops	Courses Easily Recognizable	Low to Med. (Up to 3') Regular Avoidable	Med. to Easy
3		5000+	40+ Steep Drops Small Falls	Maneuvering Required. Course Not Easily Rec- ognizable	Med. to Lge. (Up to 5') Mostly Reg. Avoidable	Strong Cu
4				Maneuvering Course Hard to Recognize	Lge.-Irreg. Avoid. or Aed. to Lge. Unavoidable	V. Strong Cu
5				Intricate Torturous Frequent Scouting Required	Large Irregular Unavoidable	Large Ed Cro Som Dov
6				Very Torturous Always Scout from Shore	Lg. (5'+) Irregular Unavoidable Spec. Equip. Required	V. Lg. Stron D Cu

Rating

I
II
III
IV
V
VI

Approximate Difficulty

Easy
Requires Care
Difficult
Very Difficult
Exceedingly Difficult
Utmost Difficulty — Near Limit of Navigability

Total Points

NEWS AND IDEAS

Hazards of Cold Water

~~from the Sierra Club Yodeler~~

The following statement on the hazard of cold water was prepared for the American White Water Association Safety Code through joint consultation between William Siri (Research Biochemist, Donner Laboratory, University of California, and Sierra Club Director) and Griffith Pugh (British psychologist who is the leading authority on the subject). This information is of particular importance to those individuals and groups who participate in sports such as river touring, swimming and skin diving.

"Immersion in cold water is always extremely hazardous, because the rapid loss of body heat, even when fully clothed, quickly leads to extreme muscular weakness, cramps and often severe pain. Loss of strength is ultimately so complete that it is impossible to swim or even to cling to a boat or life line, and the person must then be removed bodily from the water. The "safe" immersion time before onset of muscular weakness depends primarily on the water temperature. For water temperatures of 40° F and lower the safe immersion time is less than 10 minutes, and every effort must be made to get out of the water as quickly as possible. At temperatures between 40° F and 50° F, loss of strength may occur between 5 and 20 minutes. For water temperatures between 50° and 60° the safe immersion time varies from 15 to 40 minutes. Water temperatures above 60° are generally safe for an hour or more."

—Randal Dickey, Jr.

A New Perm

Wherever the water's the bluest
You're likely to find a canoeist,
But don't ask to see
H₂O on his knee
Unless you're a tricky tattooist.
Arthur Bodin

Information on Cruising

Numerous states put out information on canoe and kayak cruising on their waters. Of the ones that have come to our attention, we list the following:

In the State of Maine, information can be obtained from the Department of Development of Industry and Commerce, State House, Augusta, Maine. For Ontario and Quebec, write the Sportsman's Service Division, Canadian National Railways, 355 McGill Street, Montreal, Quebec.

For information on cruising in Michigan, write for "Canoe Trails of Michigan," available from the Michigan Tourist Council, Lansing, Michigan. For Wisconsin, write for "Wisconsin Water Trails," from the Conservation Department, Madison, Wisconsin. For New York, write for "Adirontack Canoe Routes," from Conservation Department, Albany 1, New York.

Advertising

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

More advertising means that we can afford more pages and more illustrations. If you know of potential advertisers, please drop a note to either of the following:

Eastern Advertising Manager,

Eliot Dubois,

Sandy Pond Rd., Lincoln, Mass.

Western Advertising Manager,

Elsa Bailey,

27A Duboce Ave.,

San Francisco 3, Calif.

For everyone's information, our rates are:

1 page—\$75.00	inside covers—\$ 85.00
1/2 page—\$40.00	rear cover—\$100.00
1 column inch	\$5.00

For two consecutive issues the discount is 10%, for three it is 15% and for four it is 20%. Copy for the next issue must be received by July first.

American WHITE WATER

National Slalom Championships

The National White Water Slalom Championships are scheduled to be held in Vermont on the West River near Jamaica on April 26 and 27. They will be over by the time you receive this magazine, but we will have to defer the results until the Summer issue.

Competitors from the West and Canada as well as from the East are expected. The Eastern championships will be conducted simultaneously. Classes include single canoes, double canoes, single kayaks and women's events.

The event is sanctioned by the American Canoe Association and is being conducted by a joint committee from the Appalachian Mountain Club, Huckridge Ski Club and Canoe Cruisers Association.

Pictures and a description of the event will appear in the next issue of your magazine.

New Products

We have received announcement of a new Fiberglass Canoe manufactured by Randolph Plastics. It is 17 feet long with a 37½-inch beam, and an approximately flat bottom. The total weight is about 95 pounds, and is presumably non-sinkable. It is obtainable from the Allcock Manufacturing Company, Ossining, New York for \$250.00. When you inquire, be sure to mention American White Water.

Remember

Tell your friends about American WHITE WATER, or send us their names and we will send a free copy.

REMEMBER, Now is the time to renew your membership in the A.W.W.A. Don't forget to send in the enclosed card right now.

Ned Love and Jo Ann Lissfelt in Skinner's Falls on the Delaware

Dan Bradley



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FOLDING**

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FIBERGLASS KAYAKS

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Ideal for cruising as well as white water**

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P. O. BOX 1305

GREELEY, COLORADO

Letters (Continued)

Everglades City, Florida
January 24, 1958

Mr. David Stacey
Boulder, Colorado

Dear Mr. Stacey:

Thanks for your kind letter. Mrs. Frazier and I are spending the winter here at Everglades. This is our eighth winter here—Why?—You guessed it. Boating and fishing. This little town, situated behind the Ten Thousand Islands on the Gulf of Mexico is the ideal place for an old river rat like me—Once the Colorado, Salmon, Yampa, Green and Snake have been navigated and their white waters have left their shadows of white in your hair, it is time you hunt the warm, quiet rivers that ebb and flow with the tides—whose only current and rapids are regulated by the far distant moon.

I have two boats and wander at will through the tangle of rivers that run out of the Park into the Gulf. The heads of all the rivers from here to Hroad River

are joined by bays and rivers, making it possible to go down the coast for 50 miles and not go out into the Gulf. A boatman's paradise—fishing? You guessed that too—Snook, Reds and Tarpon—in the rivers and bays—The Gulf: Trout, Blue fish, Mackerel and King fish. So you see, I have not deserted the rivers, but have quieted down on them—more and quieter rivers is now my motto instead of more and rougher ones.

Thanks for asking me to do an article for you—what would you want—something about the rivers here in the Park?—All of our wild rivers have had so many things said about them by every one that has gone down them, anything I could say would be repetition. These rivers should be of interest to White Water boatmen, for it will not be long before these wild river running guys will be looking for something easy. These rivers are the answer.

I am

Sincerely yours,
Russell G. Frazier

American WHITE WATER



Club Activities



"SECRETARY'S SOLILOQUY"

IN turning over the helm of the Secretary's Office there's not a little temptation to cast a momentary glance at the scenes of the past year's endeavors.

Overall is the definite realization that the AMERICAN WHITE-WATER AFFILIATION has triumphantly carved for itself a niche in the hearts of boatmen universally, exhibiting a genuine awareness of prospects for an existence of long tenure and an ever-expanding circle of influence.

Everyone aware of Dave Stacey's and of Clyde Jones' devoted efforts, the result of which largely IS the AWWA, realizes their inspired perseverance is truly beyond all calculation.

Strides have been made by our Executive Board in matters vital not only to the very existence but to the growth of our Affiliation on all levels. A formal version of AWWA Aims or Purposes and Objectives is brewing, occasioned by a study of tenets and precepts to be incorporated in an essentially fundamental AWWA Constitution and By-Laws. (Incongruous as it may seem in this day and age of technological development, in our sport we are cleaving to something so aboriginal as to cause some wonder at our deliberate attempts to "enjoy ourselves the hard way." Perhaps the extremes ~~are~~ complimentary!) Our Executive Board is committed to ratify only a constitution and by-laws shorn of "red-tape" and complexities—to draw up this is a challenge in itself!

We're all aware of the courageous ~~work~~ done by enthusiastic Dan K. Bradley of New York City as Conservation Committee Chairman, attested to by the well-prepared articles appearing in our AWWA Journal. In addition to this, Dan and his well-organized Committee have been active in preparing mailings designed to involve our Affiliates in Conservation activities.

You've all seen, and some responded

to, Safety Committee Chairman Donn Charnley's commendable efforts as reflected in his AWW Journal articles. Donn's Committee also is country-wide in extent, which augurs well. All AWWA people are strongly urged, in the course of their safety-mindedness, to communicate with Donn at 5123 48th Avenue Northeast, Seattle 5, Washington.

Steps have been taken toward activating a necessary Library Committee (John Geert, chairman) and an Extension Committee whose services already have been requested. By all means the Guidebook Committee should be revived, for it is so evident there is a definite need for services the nature of which ~~we~~ in the AWWA are particularly competent to render, both to individuals ~~and~~ to organizations. Can we look to key people in each State to originate efforts to uncover energetic members for whom there is real pleasure in "doing"?

More attention is being given the business side of our AWW Journal. As all of us know, advertising is the chief factor in meeting costs of most publications. Where ~~we~~ have our heaviest concentration of members logically is where likely advertisers may be sought, although each member should keep eyes open and be alert to advertising prospects. The more advertisers, you know, the less likelihood of our membership fee creeping upward!

Individual memberships continue to increase, approaching the 700-mark, notwithstanding some who have permitted their memberships to lapse. Let each one of us show this issue of our AWW Journal to a friend and get the friend to become a member also! Or, with your friend's name on it, drop a card to Clyde Jones, 5525 East Rails Drive, Denver 22, Colorado, and HE will do the rest. Ideas are wanted on how ~~we~~ may reach more prospects, and if you've the ideas pass them on to Clyde or to our Executive Secretary.

There is considerable satisfaction in pointing to the current AWWA Affiliate standing. Rallying to the cause originally supported by the Appalachian Mountain Club, Buck Ridge Ski Club, Colorado White Water Association, Foldboat Club of Southern California, Ithaca Canoe Club, Prairie Club, Sierra Club and Washington Foldboat Club, AWWA Affiliates now include:

Canoe Cruisers of Washington, D.C.
Columbus, Ohio, Council of XYH
Detroit (Mich.) Sportsmen's Congress
New York City Council of AYH
Ozark Wilderness Waterways Club
Pennsylvania State College Outing Club
and it appears that prospective affiliates are innumerable!

Continuing this discourse would be like the young struggling minister sitting down to dinner with a guest. His wife asked him to say grace. Surveying the open casserole dish she had prepared from left-overs and glancing at his wife, the

young minister said, "Well, I don't know dear; it seems to me I've blessed all this stuff before!"

With me, you will rejoice in knowing our newly-elected Secretary is the former Chairman of our Conservation Committee, Dr. Oscar Hawksley of Warrensburg, Missouri. He is a fabulously energetic and resourceful boatman of outstanding characteristics. Founder of our Affiliate Ozark Wilderness Waterways Club, "Oz," as you will come to know him, is a goldmine of fast-sprouting ideas with more than enough know-how to put them into effect. When "Oz" calls upon YOU to help, just keep in mind that THE MORE YOU DO FOR this wonderful Affiliation, THE MORE SATISFACTION YOU'LL DERIVE from your membership.

We congratulate ourselves in having "Oz" at the helm; I am confident he is assured of our wholehearted support!

Harold G. "Deacon" Kiehm,
Retiring Secretary

CANOE CRUISERS ASSOCIATION

Richard L. Stanton

AN enthusiastic band of wilderness canoe cruisers met in Washington, D.C., in October, 1956 to consider the advantages of an informal association that could bring the joys of local river cruising to like-minded paddlers within the Potomac River Basin. On that night the **CANOE CRUISERS ASSOCIATION** was born. Under the inspired leadership of its Chairman, Andy Thomas, this informal but dedicated group has matured into one of the most important all-around canoeing organizations in the Washington area.

The Association's annual Potomac River White Water Race has become a constant reminder to all who love the outdoors that the Potomac River, which flows across the doorstep of our Nation's Capital, is still miraculously unspoiled and must be kept that way. The Association's fervent stand on public issues, including the C & O Canal National Historical Park, the Cacapon Wild Riverway, and its part in the fight to thwart

construction of unnecessary high dams on the Potomac River, has been lauded by many other important local outdoor clubs. Small but intense groups like the Canoe Cruisers Association have collectively kept selfish interests from exploiting and further polluting the precious and irreplaceable wilderness beauty that is still found within the Potomac River Basin and its adjacent watersheds.

In addition to its keen interest in conservation, the Association, through continual education, is training its members in the proper methods of canoe handling, camping techniques and the essentials of water safety. The Association has been discussing and actively looking into a system of rating by making use of slalom gates in swift water with the purpose of improved water safety. Year-round interest in canoeing is maintained through monthly meetings, and a few of the more hardy continue to run the rapids when they are not blocked with ice.

Hut all is not work and planning with-

in this promising organization. Its 90-odd members will select week-end paddling adventures this year from a plentiful list of scheduled cruises which run the full range from quiet one day family paddle trips in slack waters to exciting wilderness cruises through white water that will sober even the most enthusiastic thrill-seeker. A keen interest in slalom competition has appealed to many Association members and muscles begin to flex' earlier each year with the hope that the members may make competition keener at regional and national slalom events.

Membership is open to anyone, regardless of age or paddling skill, who possesses a love of canoeing and appreciates its accompanying physical and mental benefits. The Association's Secretary, Sid Hess (907 Malcolm Drive, Silver Spring, Maryland), its Treasurer, Jim Kolb, and its Information Director, Francois Christy, assist in providing the well-rounded service and leadership that has made the Canoe Cruisers Association unique among canoe clubs in this country.

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Main Salmon River Trip
for
folbots — canoes

A true test for experts. World expert folboter, Roger Paris, will be on this trip to offer timely tips and guidance services, when needed. Tentative date, July 15th-21st, inclusive.

**Write: Hatch River Expeditions,
Vernal, Utah for details.**

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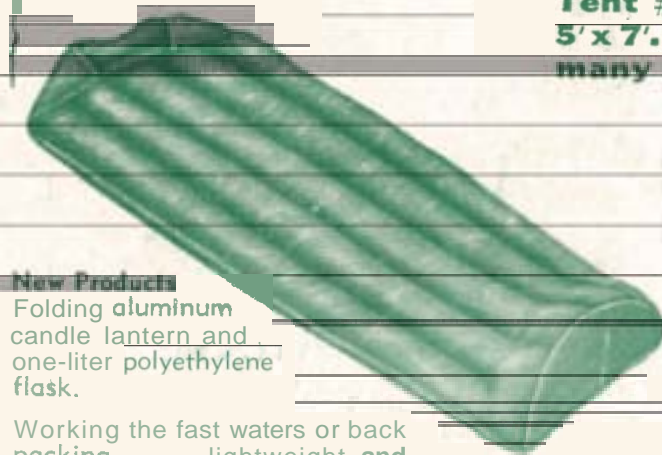
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