

# American WHITE WATER

*the Journal of the American White-Water Affiliation*

White water is a challenge and no one who has known it but loves the sight and sound of it. Any man who has ever portaged around a rapids, studied its swirls and sweeps, its pointing Vs but has wondered if they could be run. White water is a challenge to any voyageur.

Is there anything to compare with that moment of commitment when you are heading toward the lip of a roaring stretch of water after reaching the point where you cannot return. First is the growing speed, then suddenly you are in the river's grip and a part of the water itself involved in spume, spouting rocks, and lunging billows. Yours then is a sense of fierce abandonment when all the voyageurs of the past join the rapids in their shouting.

As long as there are men with the light of adventure in their eyes and a touch of wildness in their souls, white water will be run. The elements of chance and danger and skill are wonderful to behold but I am for the spirit that makes them do the things they do. I am for the glory that they know.

An adaption from  
The Way of a Canoe  
in  
The Singing Wilderness  
by  
SIGURD F. OLSON

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## February 1960

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# A . WHITE WATER

**Sponsored by The American White-Water Affiliation**

February, 1960

Volume V

Number 4

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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, photographs and drawings, but assumes no responsibility for them. Address all editorial material to the Managing Editor or to the nearest Regional Editor. Correspondence regarding the Affiliation or boating information should be sent to the Executive Secretary, Clyde Jones, 5525 E. Bails Drive, Denver 22, Colorado.

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DEAR EDITOR: Our good friend Peter Whitney did a very good job of writing up the AWA Clearwater trip in the last issue and I enjoyed reading it — but I can't help wishing he had devoted just a little space to two outstanding features of the trip.

To Janet Hawksley and Shirley Reynolds go a great big "thank you" for the wonderful job they did with the commisary. Having done some cooking for river trips myself I can appreciate the smoothness and speed with which the meals were prepared. The quality of the meals was outstanding, and I suspect many people who were on the trip now have an entirely new concept of what expedition cooking can be.

Who can forget those evenings under the stars when we sat around the campfire entranced by Frank Lucas and his guitar, Lou Elliot and his banjo, and all the other talented performers. Oz and his staff made the trip a success, but the personnel made the evenings memorable.

Pat Vanderveen  
5432 S. Woodlawn Ave.  
Chicago 15, Illinois

What is this? The Editor's wife writing Letters to The Editor? Anyway, Pat's right. The meals were wonderful, and the entertainment equally so.

---

DEAR MR. VANDERVEEN: I received my November issue of American WHITE WATER today, and was quite impressed with the material and the method of presentation employed in its pages.

As Assistant Director of Health and Safety of the National Council of Boy Scouts of America, I am concerned with

the aquatic program of Scouting. We would like to know if it would be possible to use the material on Pages 14-15, entitled "Care and Feeding of Kayak Paddles" by Walter Kirshbaum, in Scouting aquatic publications. It would likely find use in the Canoe Merit Badge pamphlet and also the Aquatic Program Manual. This is the best presentation we have ever seen on this subject, and it would be of real assistance and benefit to Scouting aquatic personnel.

E. E. Hoisington  
Assistant Director  
Health and Safety Service  
Boy Scouts of America

*Permission* granted with pleasure.

---

DEAR VAN: Let me correct a slight error in George Topol's letter where he states that I am preparing a guidebook of British Columbia's rivers.

The guide I am currently working on is of the Squamish River only. This is a Class II river and the guide covers a distance of 39 miles. If the market proves to be good enough to cover the printing costs I will work out guides of some of BC's other beautiful rivers. Those I select won't be wilderness trips completely cut off from civilization, but will (1) be accessible by car, bus or train, with a highway near the river for convenience and safety (2) offer the best in scenery (3) possibly pass places of historical interest (4) offer facilities for hiking trips and (5) have information on fishing and hunting.

Some of the rivers may be as rough as Class IV and V in the Spring and III in late summer. The guides will be laid

out after the international pattern and will use the international river signs.

Werner O. Rupp  
2748 Prince Albert Street  
Vancouver, B. C.

Sounds like a very worth-while program, Vern. We'll all be looking *forward* to seeing the guide *when* it's published.

---

DEAR VAN: Conservation means different things to different people. To the white water enthusiast it implies the protection of rivers. This protection encompasses control of water pollution, safe-guarding of the flora and fauna of the area through which the course **flows**, and the sobering effort to prevent the complete subjugation of all rivers by dam constructions.

All these facets of conservation were ably presented by a number of articles in the November 1959 issue of our magazine. Particularly, the trip **re-**sumé by Peter **Whitney** and the presentation of conclusions hit the nail right on the head. Because of the importance and the scope of this controversial subject I would like to add a few thoughts.

During years of research in the preparation of my manuscript "Appalachian White Water," the overall pattern of thoughtless and organized exploitation, pollution and needless **squandering** of our natural resources has had an oppressive effect. Here, in the East the **guilt** of waste has been **compounded** to a point where it is almost lost under a cloak of righteousness and **expediency**. I am certain that we all recognize the senseless perpetuation of these evils but it will require great public cognizance to force a notable **improvement**.

In the midst of this senseless **mutila-**tion there remain isolated river valleys and gorges as yet too remote to succumb easily to these ravages of civilization. If we can be instrumental to preserve the most outstanding of these select regions, we will have achieved something worthwhile. True, we pur-

sue the interest of rivers because of our boating activity but in doing so we do not harm, upset, or change the ecology in any way.

Our target should be the preservation of some western and some eastern rivers in their present state. Either the States involved, or the Federal Government should be induced to study the problem and consider the requirements of citizens who follow **white-**water boating. Since white-water boating is synonymous with the most orthodox aspirations of the conservation program, followers of Isaac Walton, ornithologists, climbers, hikers, nature photographers, nature lovers, and all responsible citizens should wholeheartedly support this cause. All of these groups should unite in a common conservation effort.

However, I have some reservations that are of special importance to the white water boater. Once a region is set aside for the purpose of preserving it for posterity and for the use of citizens who appreciate unspoiled nature, we must be assured that this protection will not deny us privileges previously available. For **example**, in New York State, **Genesee River Gorge** is now a **part** of a State Park. The director of this **park** has ruled that there will be no white-water boating; and rock climbing in the gorge. This ruling denies to aualified paddlers one of the outstanding river sections of the State. Although the ruling and its motive is loeical to officialdom, it is not flexible. With proper controls there would be no safety hazard. We must be assured that the conservation effort will respect our philosophy and not follow a contrary tangent.

If for any reasons power or flood control barrages are constructed within or upstream from the reservation and these structures directly affect stream flow, these dams must incorporate design concessions that will permit paddlers and fish to pass the obstacle without a portage. Or, if the dam **is** too

high for a special concrete channel, then a convenient portage rail facility should be provided to simplify carries. Further, such a barrage must assure enough water discharge to guarantee satisfactory flow below the dam.

We have gone overboard to favor industrial development at the expense of every cultural aspect worthy of consideration. Numerous industries have turned beautiful rivers into slimy miasma; yet, these rivers are public property to be shared by all of us. The time is fast approaching when this trend will have to be reversed. Not only because we must protect the little remaining wilderness regions but to safeguard our physical health in view of the pollution of air and water.

The world still awaits the scientist who will find profitable processes that will convert all types of waste into useful matter and end further pollution. This is a vast field with almost limitless possibilities. Conservation has ceased to be a luxury; it has become a necessity. In our own way we can be among those who will point the way toward a sensible solution to a national problem.

Walter F. Burmeister  
P. O. Box 381  
Shrewsbury, New Jersey

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EDITOR: Re—membership list. "No important function!!" Hell! I bet a lot of other members use this list also when they travel about the country and want to get info on local rivers and trips. We took our **foldboat** and dogs through most all States and four **foreign** countries too and wouldn't be without the name list. Let's have it at least every other year.

Ernie Weiss  
142-2 Ringdahl Court  
Rome, N. Y.

Ernie and Katherine Weiss and their two foldboating dachschunds, Big Baby and Little *Lump*, were written up in AWW, Vol. 3, No. 4, pp. 24-5.

So far the proposal to discontinue *the*

annual membership list has resulted in a number of irate letters. The tabulation isn't official yet, but it looks like the membership list is here to stay.

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MR. PORTER BAKER, AWA SAFETY CHRM.: I am told that all canoeing accidents are to be reported to you.

I am taking a wife come June. It was in August that I rented a canoe and paddled my girl to a hidden cove. The moon was full but a stand of hemlocks shaded the cove. Here I asked would she marry me. She said NO! Well I was dumbfounded and I paddled her back and drove her home. She was real sweet to me while we was talking on the piazza steps so I asked her again and she said yes! Why did she refuse the first time? Well she said her father had proposed to her mother in that very same cove and the canoe had turned over and her father had drowned.

Osiferous Woodbridge  
Wind Hill Farm  
Bondville, Vermont

Editors note: No comment!

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DEAR VAN: Many of your readers must be planning to come to the national slalom **championship** at Jamaica, Vermont, on April 23 and **24**. Those coming from a great distance may want to run outstanding eastern rivers the preceding week. If they would let me know I could help them coordinate their plans.

It appears that Buck Ridge, the Ontario Voyageurs, and the AMC will spend a week on the Petawawa River in Algonquin Park just before the **Peterborough** slalom on July **31**. I could put other Affiliation members in touch with appropriate trip leaders, provided they are qualified to handle Class IV rapids in the wilderness.

Bob McNair  
32 Dartmouth Circle  
Swarthmore, Pennsylvania

Sounds like a good offer. Anybody going East should be havpy to take advantage of Bob's services.



## MEET YOUR SECRETARY

(CLYDE JONES)

Clyde was born and raised in Illinois. He canoed a lot in Michigan, Wisconsin and Canada while a boy scout and camp counselor. In 1947 he left the flatlands for the hills of Colorado so he could learn to ski. There he met his future wife who had left Iowa for the same purpose—skiing.

He had carried canoes over so many miles of portages that when he read about those folding kayaks being absolutely indestructible in any water he had to have one.

Clyde then purchased a double foldboat in 1950. Clear Creek was the closest stream offering any challenge (a drop of 110' per mile) to this rugged boat, so it was on these rocky banks that Clyde launched himself and the indestructible kavak on the great snort of whitewater boating and almost destroyed himself and indestructible boat on the first try).

Clyde read about the Arkansas River Race and decided this would be the next river for his indestructible boat. By luck this boat was the only one not destroyed by the mighty Arkansas, so he won the race. Meanwhile he discovered ether white water boaters Joe Lacv, Dick Stratton, Dave Stacey and Steve Bradley. It was on this first outing that Clyde loaned his indestructible boat to a spectator who hadn't read about these boats and completely obliterated it.

When Clyde is not boating he can be found spending his time as the Chief Chemist for the Colorado State Dept. of Agriculture.

His wife and two children share the white water sport enthusiastically, even though one is 1% and the other 4½.



## FROM YOUR EDITOR

We're five years old! This is the last number of the fifth volume of **American WHITE WATER**—and that's the reason for the fancy gold cover in case you were wondering.

Your editor goofed slightly in the picture credits in the November issue. The "Really White" picture on page 9 was taken by Red Cockerline, and "North Fork of the Clearwater" on page 8 was taken by Janet Hawksley. My apologies.

Pictures are the subject of much of our correspondence with readers. The common cry is, "Give us more pictures." The ready and logical answer is, "Send us the pictures and we'll print them." So far we've had no response to the invitation to send in picture stories like the one in the May, 1959, issue. Many of the articles, too, come in sparsely illustrated or *sans* illustrations. C'mon folks, let's have some good sharp pictures with your stories, 8x10" glossies preferred. Good cover pictures, too, are always welcome.

Along with the subject of contributions it's appropriate to add a plaintive plea for observation of deadlines. Once the magazine has been put together and sent to the printer it's impossible to take it apart again for the insertion of some urgent (but delinquent) material a week or two after deadline. With three months to prepare your material it shouldn't be too difficult to get it in by the fifteenth of the month preceding the month of issue.

Enough of this lecturing. We're off on our second five years, so let's try to make it even better than the first five. We depend on YOU for the material for our magazine, so start planning those articles and stories now for the coming year. Club activities should be sent to Clyde Jones, our new Executive Secretary; conservation material to Dan Bradley; racing information and racing stories to George Siposs; and all other articles and stories to your Regional Editors or your Managing Editor.





# 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 (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 cayoneering about the AWA. 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.

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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 Februorv. Here is mv \$2.50. Mv address is

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Occupation: \_\_\_\_\_

Type of boat preferred: \_\_\_\_\_

Boating club membership: \_\_\_\_\_

Suggested articles: \_\_\_\_\_



Mail to: American White Wotor Affiliation, 2019 Addison St., Chicagoo 18. 111.



# AWA WILDERNESS TRIPS FOR 1960

BY OZ HAWKSLEY

Since the encouragement of group river trips is in keeping with the stated purpose of AWA, arrangements for several cooperative group trips for this coming summer will be coordinated through AWA as a service to its members. Unless local groups wish to suggest other trips for 1960, these will include two trips on the North Fork of the Clearwater River in Northern Idaho and one on the Current River in the Missouri Ozarks.

In addition to these trips, a scouting trip will be made on the upper Selway River in Idaho with the idea of making a regular group trip on that river during the following season. As a result of the 1959 Clearwater experience, the trips there will be revised and improved in the following ways: the entire trip will be made on the N. Fork of the Clearwater instead of including tributaries, the greatest part of each trip will be inside the wilderness section, car shuttling will be eliminated, groups will be much smaller, the dates will be earlier to insure good water and the pace of the trip will be slower. Descriptions of each trip follow.

**JULY 11-16, SCOUTING TRIP ON UPPER SELWAY, IDAHO** — inside the Selway-Bitterroot Wilderness Area. This is rated as one of the most beautiful wilderness areas, with a navigable river, left in the U.S. Local foresters tell us of groves of Western Red Cedar in the area which average 10-14 feet in diameter with record trees running as high as 18 feet. There is no wilder virgin country available to the small boater. There will be room in the party for only a couple of foldboats or decked canoes. Light equipment and survival gear will be carried in an "assault" raft. Assembly point will probably be in Salmon City, Idaho on July 11 to reach the Selway from the Montana side of the Bitterroots. The

river trip will be 48 miles with an average gradient of 27' per mile. Up to class IV and V water will be encountered. Participants should be expert boatmen and experienced wilderness campers. Probably the cost will run between \$50 and 70 per person. Further details upon request.

**JULY 18-24, N. FORK CLEARWATER RIVER, IDAHO** — limited to 12-15 persons, including 8 raft passengers. Two "assault" rafts will be used to carry passengers and dunnage and to support accompanying foldboats and canoes. An attempt will be made to insure places for the non-boating members of the families of foldboaters or canoeists who wish to make this a family vacation. The fee of \$75 includes best quality food, tastefully prepared and the cost of having experienced drivers move autos to the "take-out" point for the end of the trip.

A brief summary of the trip follows, by days: I) assembly at Pierce, Idaho, travel to river and orientation run on fast (50'/mi.) but easy (Grade I, II) water from Kelly Creek to Noe Creek camp; II) run 11 miles to Pack Creek on class I-III water; III) Pack Creek to Irish Railroad Rapids (9 miles with rapids grade I-IV) and camp below rapids at Pack Rat Bar; IV) Irish Railroad to Moscow Bar with rapids class III and IV all the way—very beautiful section; V) Rest day for hiking and just enjoying the serenity of the pine forest — good fishing; IV) on to "White Sands Beach"—4 miles with relatively mild water (I-III) through heart of Clearwater wilderness country; VII) 6 miles to Canyon Ranger Station and take-out with class II and III water enroute.

**JULY 26—AUGUST 1, NORTH FORK CLEARWATER, IDAHO** — trip 2 will be the same as that above, except that the water will have dropped slightly.

**AUGUST 16-22, CURRENT RIVER, MISSOURI** — in the heart of the Big

**Spring Country of the Ozarks.** Limited to 25 persons. There will be no rafts on this trip as it is designed for those who wish to paddle their own boats and bring families including small children. Some rental canoes will be available. Commissary supplies will be divided among those best able to carry them. Some of the reasons for scheduling this trip are that it is within easier reach of eastern members who cannot get to the far western rivers on short vacations, it can be run inexpensively (only \$35.00 per person) and the Current River, fed by some of the largest springs in the world, is an Ozark classic. (See Review of Leonard Hall's new book "Stars Upstream" in this issue). The Current also offers crystal clear water, good swimming, insect-free gravel bars for camping, scenic bluffs, caves which can be safely explored and spectacular springs. It may soon be set aside as our first National River Recreation Area.

The assembly point is Round Springs

State Park, but participants will drive their own cars up to the put-in at Akers ferry. From there, cars will be shuttled to the take-out at Big Springs State Park by experienced drivers. The cost of this 70-mile shuttle is included in the trip cost.

All inquiries and reservations should be directed to Oz Hawksley, Chairman, Trip Planning Committee, Rt. 5, Warrensburg, Mo. Further details and equipment lists will be furnished to prospective trippers upon inquiry. A reservation deposit of \$5 per person will hold reservations until June 1 for the Clearwater trips and until July 1 for the Current River trip, after which dates the balance of the fee will be due. Fee for children under 12 years is half price on all trips. Reservation preference will be given to members of AWA and their immediate families but members of affiliated clubs who are not individual members of AWA may also apply.



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# Wilderness and Yellowstone Lake

BY JOHN DE LA MONTAGNE

Last August I joined a group of outdoorsmen on a nine-day trip into the south arms of Yellowstone Lake to determine by first-hand experience whether such a trip was reasonably safe and practical for the average individual in hand-powered boats. We also sought to learn whether man's activities on the lake were a threat to the wilderness environment. Among those in the group were Chief Ranger Otto Brown of Yellowstone National Park, Dr. Olaus Murie, Director of the Wilderness Society, Walter Berlet and Howard Brady of the Audubon Society, Brit Englund, Administrative Assistant for Congressman Metcalf of Montana, and Dean Charles Bradley of Montana State College.

The three arms of Yellowstone Lake, comprising one-fifth of its 130 square miles, stretch southward into the remote Mt. Sheridan-Thoroughfare wilderness. These arms include some of the most popular waters in the Rocky Mountain region because of their superb scenery, extraordinary fishing, and sheltered positions in an otherwise open body of water notorious for sudden and spectacular wind squalls.

It would have been feasible to have launched our canoes from West Thumb right from our cars and skirted the south margins of the lake to the arms. To save time, however, boats, equipment, and people were transported 13 miles from Lake dock to the mouth of Flat Mountain Arm by power boat. From here, with no particular deadlines to meet, travel along the shores of the three arms was leisurely. As a rule, the lake is flat calm until about ten in the morning, but winds blowing down the arms forced the group to spend some afternoons on shore exploring

geology and the wealth of other natural features.

The arms and contiguous features are integral to one of the country's finest natural wildlife refuges and fish propagation areas. Commonly seen during our quiet paddle were thousands of ducks and their newborn young that skittered along the shallows, many trumpeter swans, bald eagles, loons, pelicans, cormorants, terns, ospreys, geese, moose, elk, buffalo, deer, coyotes, and, of course, bears. Annoying insects were virtually unnoticeable at this time of the year, even though many of our camps were located among shoreline rushes and lowlands.

We had ample opportunity to observe some of the offensive habits of those humans who frequent this part of the lake. The wanton discard of heaps of trash and the complete lack of acceptable practices in camping operations is presently a disgrace to the entire boating clan. More disturbing, however, were the adverse effects to the other wilderness values in this notable area caused by the daily influx of power boats.

Exhaustive biological studies by trained ecologists indicate that the speed, and commotion from the wake of power boats is increasingly devastating to the pelican and gull rookeries on the Molly Islands in the South Arm, and disturbing as well to the habits of birds and animals frequenting the shores. On one occasion a flotilla of 40 motorboats arrived on the scene which, as Supt. Garrison commented, "created a racket that destroyed any shred of belief that this was a forest primeval. The visitor who desires to paddle a canoe along the shore is run out of the lake entire-

ly, for these motor boats control and dominate the environment."

Four years ago, the Park issued 2,362 motorboat permits; in 1959 the number ranged to 5,000. If we value the south arms of the lake for the fine wilderness that they are, if we wish to save just a little of this country for quiet travel and outdoor inspiration, it seems clear that use of the three arms of Yellowstone Lake should be restricted to hand-propelled craft. Plans are already implemented to improve and expand motorboat facilities on the remaining four-fifths of the lake, so such zoning does not seem unreasonable.

I certainly do not favor the exclusion of all visitors from the south arms, and I have reason to believe that Park authorities welcome wilderness travel

by natural means, so long as persons enjoying this priceless experience take the trouble to prepare themselves adequately for such trips. Wilderness cannot exist where there is a crowd, however, and crowds don't exist where physical effort is a factor in gaining access to an area.

I shall look forward over the years with confidence that my family and friends can return to the stimulating adventure of a wilderness trip on Yellowstone Lake. The true values of the lake off the highway are known to but a few, and can be most appreciated on a quiet paddle in its southern extremities. Why not try it yourself?







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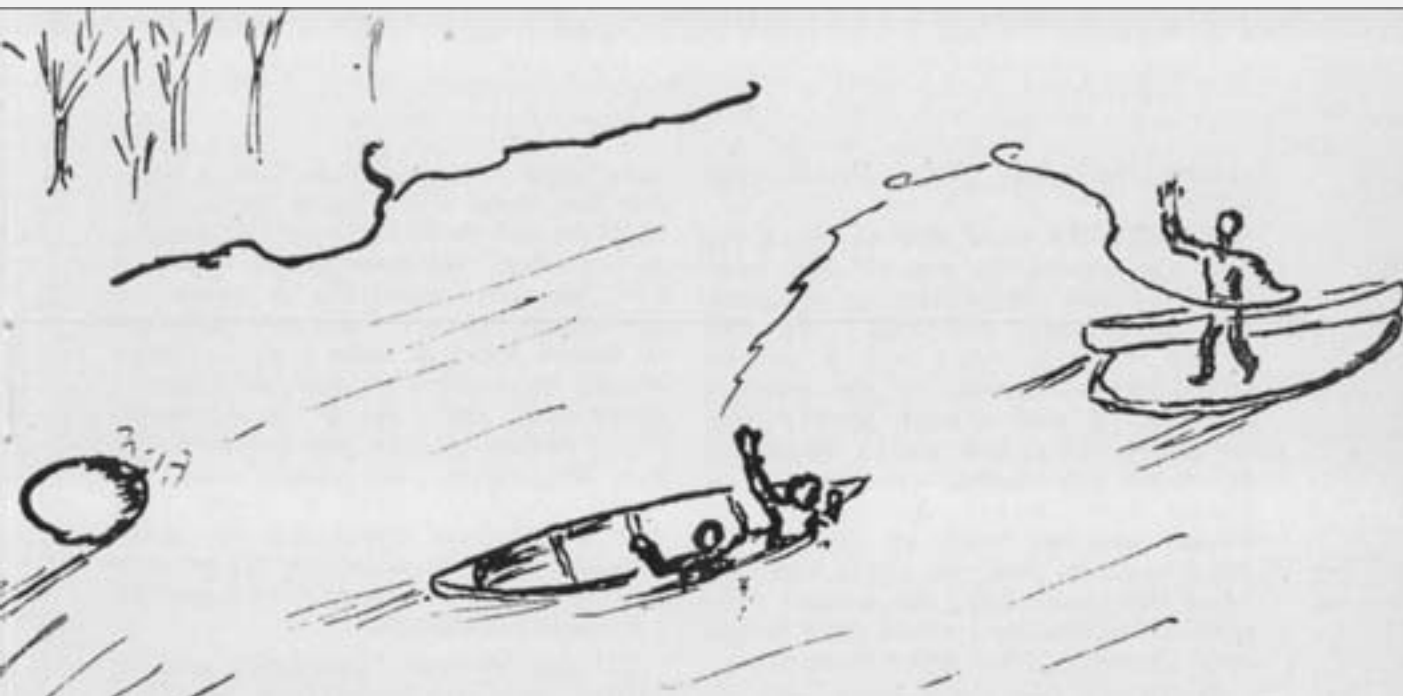
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## UPSET and RESCUE

BY ELIOT DuBOIS

When Barbara and I upset in the Upper Millers River on a cold Sunday morning in March of 1948, we were both old hands at falling into rivers, but we had never fallen into one together. The reason for this was that we had only been married since September and we were starting out on our first joint white-water season. Moral No. 1: If person A and person B are individually competent as white water canoeists, the combination A plus B may get into trouble through overconfidence and lack of practice as a team. In our case, this was aggravated by the fact that my canoe experience was all prior to a number of foldboating years, and I was not really at ease with a single paddle. We had no business being on the Upper Millers. We should have started the season with easier rivers to build up the bow-stern coordination which is so important in a good canoeing team.

The reason that we were on the Upper Millers was that we had been invited by two other couples, all top-notch canoeists, to go along on a fast and exciting trio. It was an opportunity we didn't want to miss.

We arrived at the starting point late, and because we would have been embarrassed to hold up the party, we put

our boat in the water in a hurry and got ready to go in an atmosphere of tension and confusion. Moral No. 2: Tension and confusion contribute to *unsafety*; embarrassment is preferable.

The water was at a medium high stage. There were some patches of snow and blocks of ice along the banks. The day was cold. We were warmly dressed and had a waterproof pack of clothes but no lifejackets. Moral No. 3: Warm clothes, dry pack, and *lifejackets* are a must under such conditions.

We started out, third boat and a bit behind. We hurried to catch up, dodging a few small rocks in very easy rapids. Then, less than a quarter-mile below the put-in place, we came to a spot where we had to make a choice between two small chutes passing between rocks. Barbara made one choice, I made another. Moral No. 4: One boat, one choice. The boat was diagonal to the current when it struck the rock. It swung broadside very quickly. The upstream gunwale **dipped** and water **poured** in. We had both had **enough experience** with this sort of thing to hop out, hold up the gunwale, and shove and haul in an effort to keep the river from wrapping our beautiful new canoe

dround the rock. Moral No. 5: Hop quickly.

We did. We were able to swing the boat parallel to the current and work it off the rock. Unfortunately, the canoe was full of water, and once it was free of the rock, the river took it and we didn't have a quarter of the strength **necessary** to hold it back. Moral No. 6: In getting out of one pickle, be careful not to get into another. In this case we should have heaved one end of the canoe onto the rock, or lacking the strength to do that, we might have belayed the canoe, using the painter. The eddy below the rock would have helped keep the canoe from going downriver.

Downriver the canoe went, and we with it. The water was icy cold, and seen from water level, the waves seemed high and rocks growled by ominously. Barbara was at the downstream end to begin with, but quickly came back to avoid the possibility of getting squeezed between the canoe and a rock. Moral No. 7: Correct procedure. We bumped along through the rapids, trying to keep the canoe parallel to the current. In shallow **places** we tried to get our feet on the bottom to **help** move the canoe toward the left bank, but the current was too swift to make this very effective. Barbara momentarily got her foot caught on the bottom while doing this. That was a very bad moment, but she got it free. The current was bringing us very close to the left bank. We could see slower current, end eddies we might push the boat into, but the slow current meant that the bottom dropped away from under our feet. We tried to swim the boat toward the bank, but the water-filled canoe was hard to bulge.

In the meantime, the other canoeists had seen that we were in serious difficulty, and had stopped. One canoeist had seen that we were sweeping in near the bank. He ran upstream to a place where some rocks jutted out from the bank. He reached out and tried to grab my hand. We missed by inches. He could never have held the boat, but an extra pull on his part might have helped us to reach an eddy along the bank. If we had had a rope, it would

have been easy; or if we had a rope, but the canoe was floating downstream stern to, and there was only one painter, in the stern. We were at the upstream end, the bow. Moral No. 8: ropes are useful for rescue. When you dash off to rescue someone, take a rope. There should be painters at bow and stern of every boat. Moral No. 9: If the opportunity comes to save the canoeists but not the canoe, the heck with the canoe. At this point we could have and should have struck out for shore and saved ourselves, but the opportunity passed quickly as the current swept us out toward mid-stream.

By now we were thoroughly soaked, chilled, and were beginning to be downright scared. Ahead of us there was a short, relatively calm stretch and then a drop-off into what was obviously a nasty rapids. As we drifted rapidly through the calm stretch, we tried to get our feet on the bottom. We could touch a rock here and there, slowing the canoe a bit. Just before the water accelerated to go into rapids, we both found the bottom, and managed to stop the boat.

We were relieved to have **brought** the boat to a stand-still, but our predicament was by no means pleasant. We were in mid-stream, on the brink of a long rapids. **Although** we had our feet on the bottom, and the boat **stopped**, any attempt to move the boat across the current involved **turning** it **slightly** to the current so that the downstream force was too great for us to hold. **If** we tried to edge the canoe towards shore, one mis-step would **send** us **hurtling** down the rapids. We were in equilibrium, and while we could hold the canoe and stay where we were, we were safe.

But were we safe? Moral No. 10: No. We were up to our armpits in **near-freezing** water and we could feel the river rushing through our clothes and literally taking the strength out of us. Our muscles were stiffening and our senses becoming blunted. I didn't feel a nasty cut I had somehow got on my hand. We obviously would not be able to hang on **for many** minutes. and if

we had to drift downstream, the possible consequences were unpleasant.

At this point, one of the canoeists, Joe Hayes, a good man in a rescue operation (Moral No. 11: Always have one along) ran upstream to his canoe. He had landed when we first upset, and when we passed his canoe, he had run down the bank. Now he collected his canoe, rode it down the head of the so-called calm stretch, and there he landed on a large flat rock well out in the river. He hauled the canoe up on the rock, took out a rope and threw it to us. I didn't exactly catch the rope, because by this time I couldn't move my fingers, my hands were only useful as hooks, but I did manage to snag the rope, and I contrived to tie some sort of hitch on one of the thwarts. The rest of the rescue was easy. Joe pulled us up to the rock.

We got ashore as quickly as possible. Joe's wife, Elsa said that Barbara and I were shivering so violently that when

she looked at us all the bushes on the bank appeared to be shaking. We very quickly repaired into those bushes and changed to the dry **clothers** in our dry pack. We were exhausted and weren't able to finish the canoeing run. In fact we felt ill for about a week afterwards.

Most of the morals have been sprinkled through this story to avoid the necessity of having too much moral at the end. However, here are a couple of final blows in the cause of safety. Moral No. 12: A cold water upset is always serious, and it's important to get out fast. Moral No. 13: Usually the shipwrecked canoeist is his own best rescuer, but sometimes he isn't. Sometimes the canoeist needs help from someone who has the talent to move fast, handle boat or rope, or both, and who can formulate and carry out a rescue. All of us should develop this talent for rescue.



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You don't need nails or screws!

Squeeze out beads of equal length from each tube — mix together thoroughly with a wooden stick — use by itself or with fibreglass reinforcement — permanently bonds and repairs wood, plastic and metal.

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Istvan Hornak demonstrated the C-1 — photo by Cliff Zeber

## Canoeing in the Olympics

BY RAYMOND DODGE

The sport of White Water Canoeing is without question the ultimate in the art of boat handling and is becoming a more popular pastime each year. By contrast the sport of Olympic canoeing is lying dormant if not dying due to lack of competitors. There are many reasons why this is so; however it is of no value to list them at this time. The important task is to inform paddlers of the **potential** and opportunity to **participate** in this phase of canoeing that requires great skill as well as physical fitness and endurance.

In 1946 the Kayak class was added to the **sport**, thus broadening the interest and the events that make up the Games competition. The familiar "Peanut" was replaced with the Canadian Single and Double. The latter is designated as C-1 and C-2. The kayak classes

are designated as K-1, K-2, and K-4. Unfortunately the K-4 has been eliminated from the 1960 Games, but it is hoped that this craft will be reinstated prior to the Tokyo Games in **1964**.

In European waters the Olympic type craft are very popular and there is tremendous interest in the sport. Because of this, the U.S. teams in the past few games have been sorry competition. It is our goal to reinstate our position in the sport, which was **once dominated by U.S. paddlers**. The natural **aptitude** that white-water canoeists have for the sport plus their **basic familiarity** with the boat **type offers** a sound base of paddlers to build the sport.

Balance is the first requisite to paddling these craft; however after a few



Dave Herwin of Turkey Foot, Kavak Club in K-1 — photo by Cliff Zeber

hours in the boat, this is achieved, and then the serious work of developing stroke begins.

There are two distinct types of canoe in this sport; Canadian, which is single blade in a semi-kneeling position and the Kayak, which uses the feathered double blade in the sitting position. The boats used are extremely light and fast, providing a tremendous thrill due to the speed attained in still water. For ideal canoeing the water must be over six feet in depth to eliminate drag. At the present time there are no Olympic type canoes built in this country, but there are many fine builders in Europe. About three to six months after a boat is ordered it is received in the U.S. and the cost runs approximately \$225 for a K-1, duty and freight paid. This figure will vary somewhat, depending on the builder's cost and the number of boats in any one shipment to a specified point in this country. The K-1 Kayaks weigh approximately 26 pounds and are 17 feet long. The construction is of molded Spanish Cedar with linen decks. The workmanship on these boats is outstanding and their beauty makes them a joy to own.

In regard to the sport itself, there are at present only 13 clubs in the U.S. and Hawaii that have these types of boats and only seven of them are actively training potential Olympic paddlers. In short, about 40 paddlers are expected to compete for the twelve team positions. In the women's event the competition is even more sparse. At this time the following events will make up the Games for 1960 in Rome:

Men's

C-1 1000 meters

C-2 1000 meters

K-1 1000 meters

K-2 1000 meters

Women's

K-1 500 meters

K-2 500 meters

Eligibility is limited to amateurs of U.S. citizenship. Regional eliminations

will be held to determine those paddlers who will compete for final selection of the team. This is a great opportunity not only to become an Olympic Athlete but to build up the importance of canoeing in the U.S.

The availability of waters for Olympic type paddling is unlimited and offers the white-water enthusiast an additional skill to master when he is not near good white-water streams. In addition to the noted opportunities, the sport of interclub competition is tremendous. Any youngster of approximately 15 years of age who actively and aggressively enters this type of canoeing has a golden opportunity of being a member of the 1964 Olympic Canoeing Team in Tokyo, Japan. The sport needs help and in return better recognition for canoeing of all types will be the result.



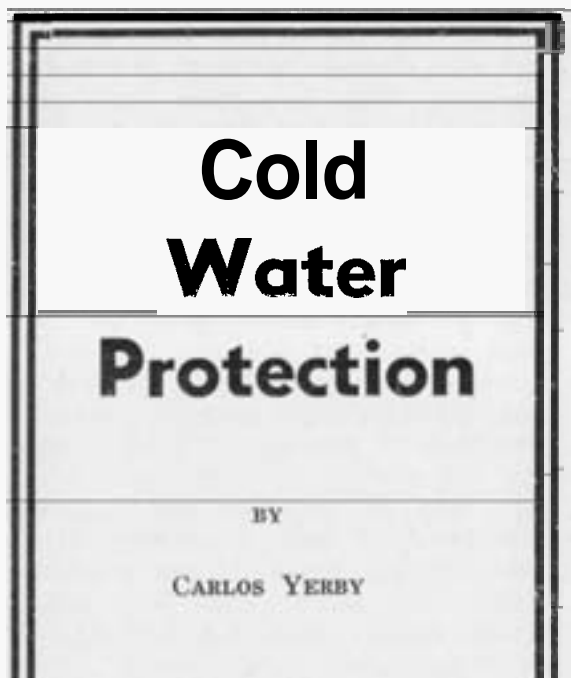
## SPRING IS COMING (and your dues are due)

Spring is on the way. It's the time of year when we begin planning our paddling activities for the coming year. It's also the time when our AWA membership dues are payable.

Remember—our membership year ends in April. That means that in order to receive the next four issues of **American WHITE WATER** (beginning with May) your dues should be paid now.

Your Membership Chairman's "office" is NOW OPEN to receive your membership fees for the coming year.

Your remitting \$2.50 now will assure your receiving your May, 1960, issue of the journal promptly when issued; so how's about writing that \$2.50 check this minute while you are thinking about it. Please don't delay. This is when your prompt response is going to count most!



Many American rivers are at their best for white water boating when the snow is melting fast in the spring and water temperatures are little above freezing. Winter is the time when the ocean swells start way out and you can get the long, fast, thrilling rides.

How many fatalities have occurred because someone dared too much under frigid conditions? The time available for an individual to accomplish self-rescue in cold water is short—perhaps measured in seconds. The fact that there are people who, aware of the hazard, still can not resist the lure of cold white water, would indicate that there is a challenge worth investigating.

In the past, our adventurers have achieved a little protection by wearing woolen "long-johns." This has increased the possible "stay-in" time somewhat. A new era is now opening in which the hazard of cold water can be largely overcome by the boater who will wear a "wet suit." The upset canoeist, swimming in the coldest water, will remain reasonably comfortable for extended periods of time if he is wearing a wet suit designed for the conditions to be faced. With an increasing number of

Western paddlers now wearing these suits during their cold water adventures, there is ample evidence that the suit is practical.

Skin suits can be either the dry type or the wet type. The dry suit is made of a thin water-proof material. Underclothes are worn to provide insulation necessary to keep the body at a comfortable temperature. Anything less than a perfect fit, however, will result in leaks at the wrist, neck line, or ankles. This can be most unpleasant for the wearer. The smallest tear or cut will be equally devastating.

The wet type suit is almost exclusively used today. It retains the body heat, does not have to be water tight, and can be torn without seriously impairing its usefulness. The wet suit should fit the body closely to prevent the formation of water pockets which pump water out and allow cold water in with each movement of the body.

Body heat is held in by the wet suit through the existence of a thin layer of water between the body and the suit as well as by the insulating qualities of the suit material itself. Suit materials are available in several thicknesses. Any of these may be obtained with either one or both faces smooth.

Thin material is more pliable and offers less restriction to body movement, but the thicker materials are stronger and provide additional insulation and buoyancy. Some individuals have found that the  $\frac{1}{4}$ " material has kept them uncomfortably warm except in freezing weather while paddling above, not below, the surface of the water. Wearers report that keeping the inside of the suit wet during warm weather cruises helps. Of course, an occasional eskimo roll will keep it wet inside—or you can always start a water fight.

The basic elements of a wet suit may be listed as: hood, vest, sleeves, gloves, short pants, legs, and shoes. For extreme conditions or extended immer-

sion time, a complete suit including all of these elements may be desired. For occasional immersion under less rigorous conditions, the short pants and vest might well be adequate.

Another frequently overlooked advantage of the wet suit is the increase in the wearer's displacement and consequent increase in buoyancy. The added buoyancy is nearly equivalent to that provided by a life jacket.

In California, we find most of the wild water wet suits ranging from vest only on up to a pant-vest-sleeves-legs-shoes ensemble. We have not yet observed hoods or gloves on a paddler. We have, however, read that waterproof gloves are worn by paddlers in cold weather in other parts of the world.

It may be a fair estimate to say that two thirds of the suits used by boaters are the result of do-it-yourself efforts. The cost is reasonable and they can be fabricated and put together in an evening or so. There are many sporting goods firms now catering to the skin diving sport, and materials and instructions can be obtained from them.

If you are a white water fan and you have not yet tried a wet suit, then you owe it to yourself in the interest of safety and greater enjoyment of the sport to investigate this fine addition to the paddlers equipment. Be the first in your area to enjoy January paddling.

## **SURF SHOP**

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# **Building a Wet-Suit**

BY

PETER WHITNEY

*and*

FRANK COCKERLINE

Building a wet-suit is so simple that it should not daunt anybody, no matter how butterfingereed. I made my own on the basis of instructions furnished by the supplier, and when I brought it back to him later for critical fitting in the course of preparing this article, he made difficulties for me and the photographer by finding nothing to improve except the slight excess of material in the back. We had trouble getting pictures.

There are a number of considerations that sound formidable when put on paper, but that in fact are simple enough. One is the thickness of the material and its finish—whether "skin both sides" or one. The latter has a matte surface, and is created in the factory by slicing a sheet of twice the thickness with incredibly precise knives. The tiny cells that are thus exposed do not, however, communicate with the interior of the neoprene fabric. They store up a small quantity of water during a dunking, and cool the paddler

off when he erects himself. This is an advantage in the West where the sun is often hot while the water is fresh off the snowfields. It makes constant wearing of the suit acceptable: some skilled paddlers dunk periodically and esquimaute back to keep themselves cool.

As for thickness, 3/16" is the optimum, the heavy-duty 1/4" being too stiff to permit free paddle movement, while the 1/8" suit is on the light side for insulation. Probably an ideal solution would be for the paddler to have two outfits—a complete head-to-toe suit of 3/16" for extreme winter conditions with skin-both-sides, and for the warmer air of spring a 1/8" hauberk. If you cannot have everything, settle for the 3/16".

Your upper body, containing the vital organs, must be protected, so if **you** are inclined to cut corners, settle for a "shorty" suit that comes down to the crotch. Your legs will be protected in the kayak by the spraydeck, but you should remember that it is your legs and feet whose impaired circulation will give you agony on the river bank after a dunking. If you run water that comes directly off snow field or glacier, do not settle for less than a full **skin-divers'** suit, even including the hood.

Colored neoprene is more expensive, but it could conceivably save your life because it is so much more visible than the black. This is more important to skin-divers than to white-water men.

The suppliers sell complete suit kits in ranges of sizes. Their advantage is that the neoprene is pre-cut, so there is no work of marking or measuring, while the zippers are already sewn in. Their disadvantage is that they will never fit quite as well as the "tailor-made" suit, particularly if your **proportions** are out of the ordinary. Final fitting alterations will have to be made at home in either event.

Making your own from sheet neoprene is slightly cheaper, is not hard,

## DO-IT-YOURSELF LIST

### What to Buy

- 1 sheet neoprene foam
- 1 26" to 30" zipper
- 4-oz. bottles cement with brushes
- 1 3-inch-wide strip of 3/8" neoprene
- 4 12-inch zippers (optional)
- 1 pr. thermal socks

### Tools You Need

- Large scissors
- Tailor's measuring tape
- Chalk
- Brown paper for patterns.
- Narrow masking tape.

and is only slightly tedious. Moreover, when you have made one you will have supreme confidence in your ability to mend, fit and adapt it.

The cement used is so strong that the suit is likely to tear anywhere but on the seam.

Most suppliers send along fitting and cutting instructions with each sheet of material. Some are better than others, but if conscientiously followed, all should give you a reasonable fit.

The only tools needed are a pair of large scissors, a measuring tape (cloth, not steel), brown paper for the patterns, and a marking chalk or grease pencil that will show up on both your flesh and the black neoprene.

The instructions I followed called for marking the body at two-inch intervals, and taking successive circumferential measurements with the tape. Obviously, this calls for help, so get married. The measurements are transferred to the paper, the points are connected by a curved line, and the pattern is cut out to your measurements. The differences in proportions are subtle, and the lack of big hour-glass curves may disappoint you when for the first time you confront your two-dimensional simulacrum. Don't worry; these subtle differences are bigger than they look.

You trace from the pattern onto the sheet of neoprene, with as little waste

as possible, then cut the sheet with the scissors. Usually jackets are made of a front and back, while trousers are divided along the crotch line, so that each half contains a whole leg. The seams of the two garments are thus at 90 degrees to each other.

Critical points for comfort are the armpits and the crotch. For the *kayak*-ist or canoeist, who must feel free to move his arms at all high angles, it is more important than for the *skin*-diver to leave adequate material under the arm, even though the pattern is taken when you are holding your arm stretched out straight. A slight paring of the armhole so that the sleeves are inclined forward is also a good idea. At any rate, the attempt to fit too snugly under the axilla may bring chafing that leads to unbearable discomfort on the river. The armpits should always be heavily dusted with talc before donning the jacket to minimize binding.

At the crotch the problem is one of fitting a complex corner where the two halves of the seat are coming together at the same time the two legs are separating out from the trunk. Cut your patterns toward the junction point with a sharp angle, rather than the curve that may seem natural.

Most kayakists will probably want short-sleeved jackets, and some will want short trousers. Such garments will be a lot easier to put on and take off. But use the extra material to make leggings and gauntlets in case of extreme cold.

A zipper down the front, making a jacket of the shirt, lets you get in and out of the garment without having to call on a friend or passerby, like those French knights at Agincourt. Shorter zippers inserted at sleeve and ankle make all the difference in donning

and doffing a full-length suit, insuring a good water-seal too. A wet-suit relies, of course, on slowing down the leakage of water rather than its complete exclusion—a philosophy of taming *the* invader by which, we are told, China kept her civilization intact through thousands of years.

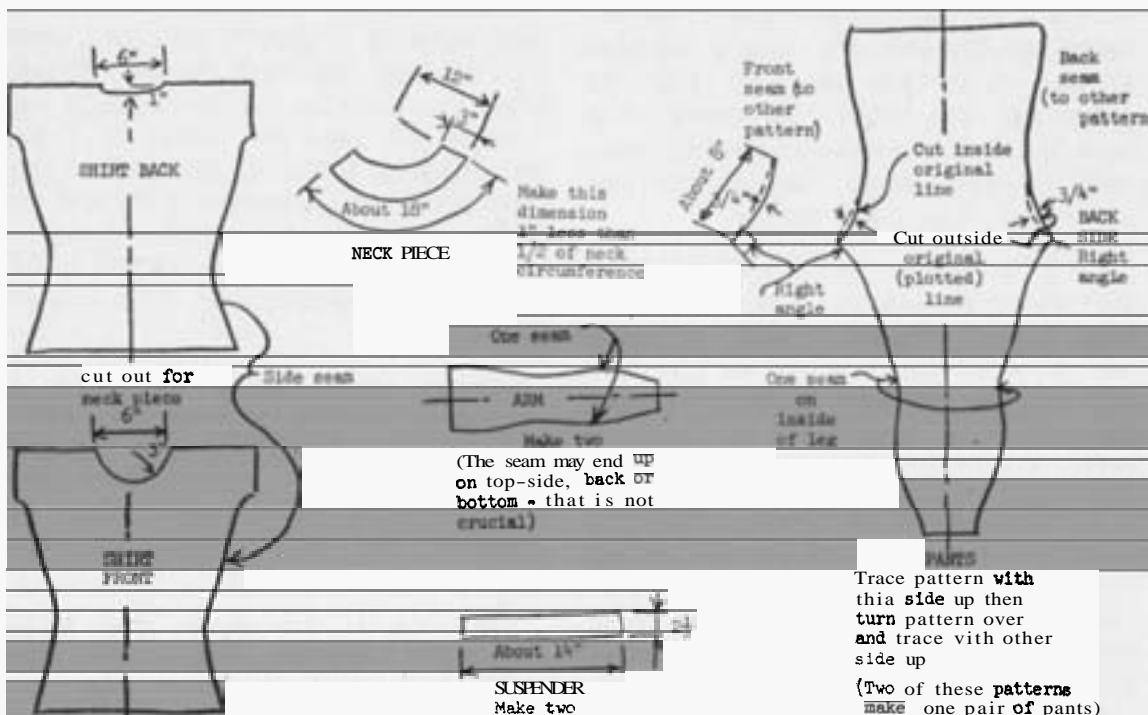
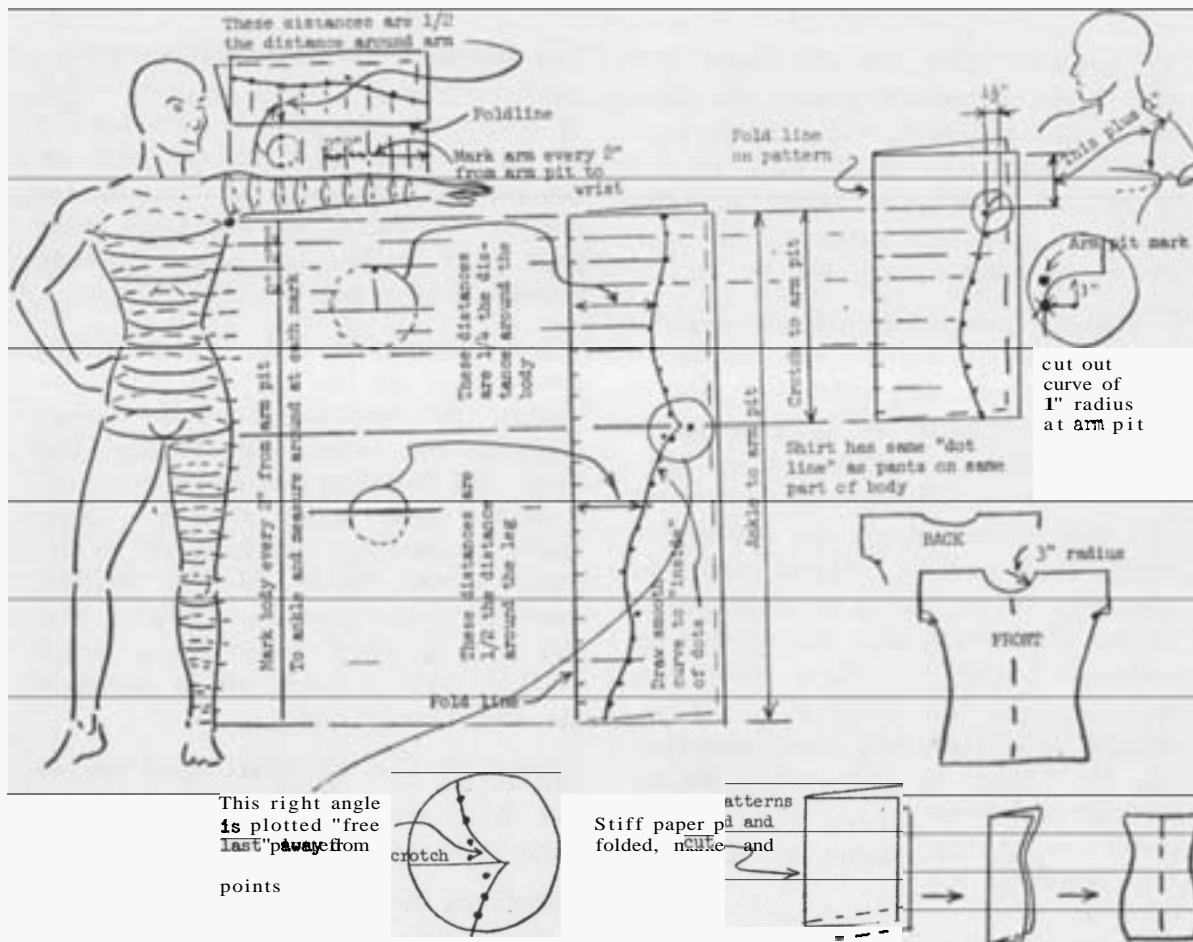
Some important tips: in cementing your seams, use two coatings of cement, waiting for one to get tacky before applying the other, and waiting this time until the gloss disappears from the cement. Then bring the two edges together smoothly, working on a flat paper-covered table. In the difficult rounded spots, like the armholes, you may find it useful to employ a bottle or other form to guide you in matching the all-too-sticky edges.

Work at first in short stretches of four to six inches, though in time you will find yourself able to cement a whole side-seam at one go.

Mistakes in this work are but lightly penalized. You can enlarge a mistakenly over-narrow sleeve or shirt by cementing in a gusset; you can repair rips or false cuts with cement. Repairs after accidents in use are equally easy—even salt does not seem to impair the gripping power of the cement (and incidentally, the cements furnished are highly suitable for riverside repairs of kayak hulls, since they go on wet rubber with little impairment of their gripping power).

Special care should be taken in cementing zippers to neoprene. Use a narrow strip of masking tape on each side to protect the closed zipper itself from clogging with cement; then impregnate the tape repeatedly—three times is not excessive.

Turn the as yet uncut shirt inside out, trace a median line on the front panel from neck to lower edge, and apply two or even three layers of





cement; when they are tacky, carefully lay the zipper down and apply even pressure. Now cement a flap of 1/8" neoprene three inches wide at one side so that it backs up the zipper opening and slows down the invasion of cold water.

All seams are best kept overnight before subjecting them to strain; this is particularly true of zippers. Next day, carefully cut the shirt front open with scissors along the zipper line, remove the masking tape, and try on your jacket.

Sewing of zippers reduces the danger of tapes pulling away from neoprene; machines able to handle the neoprene are rare, however. If you have difficulty getting adhesion, a few hand-sewed stitches at the chief strain-points—the bottom of the zipper—may be indicated.

Important is the final stage of fitting, by which pockets of surplus material are removed and the suit brought to something approximating skin-tight fit. The process is even more necessary with kit-made suits than with your home-tailored project. The small of the back, between the clavicles and the rump, is one important place for such trimming: pinch up the material, chalk a line, and cut out a dart—then recement the edges.

Fitting around women's breasts is usually achieved by inserting extra material, perhaps after the elimination of some surplus at the midriff.

Such careful fitting measures are of less importance to kayakists than to skin-divers; they are intended not just to glorify the figure but to eliminate the pockets of ice-cold water that can be pumped around the body by muscular motion. But for the white-water man, another important consideration unquestionably is the disturbance of balance in floating that may be caused by these pockets when still air-filled.

The wet suit supplies enough buoyancy to supplant a lifejacket in most situations—one skin-diver told me he had to use 18 pounds of lead to offset the "lift" of a full suit—but the buoyancy is not necessarily so distributed as to hold the wearer's head out of water when he is unconscious. A bubble between the shoulder blades — as I noticed before I finally fitted my own jacket — will tend to hold the wearer face-down.



## STEELE'S

for wet-suit materials  
and do-it-yourself instructions.

### NEOPRENE FOAM, sheet, 10'x40'

- 1/8" skin one side, black...\$17.95
- 3/16" skin one side, black. \$20.95
- 3/16" skin both sides, black.\$22.95
- 3/16" skin both sides,  
red, green yellow.....\$29.95
- 1/4" skin both sides, black..\$25.95

Kits, completely pre-cut and  
sewed, with zippers, cement  
(state weight,height), 3/16"  
skin both sides.....\$32.95

Cement, per bottle (2 needed) \$1.00  
Zippers, for arms, legs.....\$ .40  
Zippers, for jacket front....\$1.40  
Backing strips for zippers,

30"x3"x1/8" .....\$ .50

Thermal socks, pair.....\$2.95

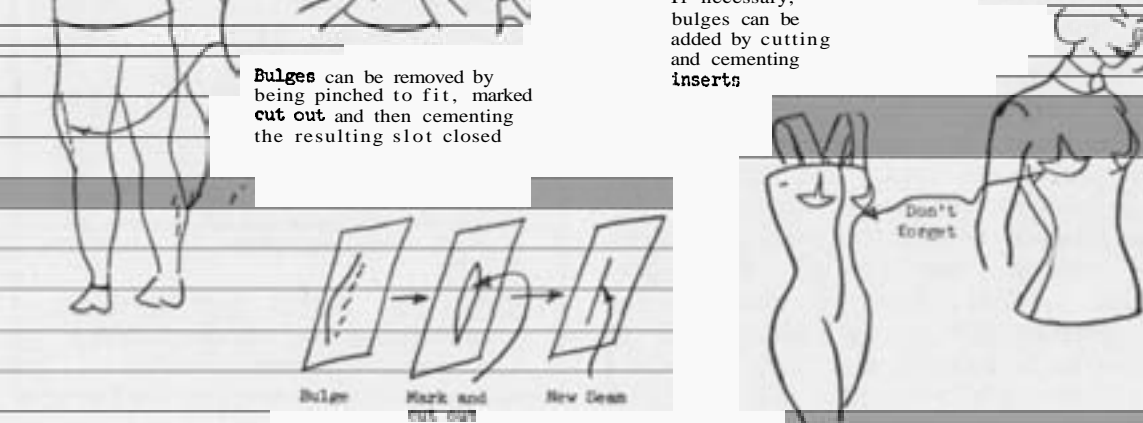
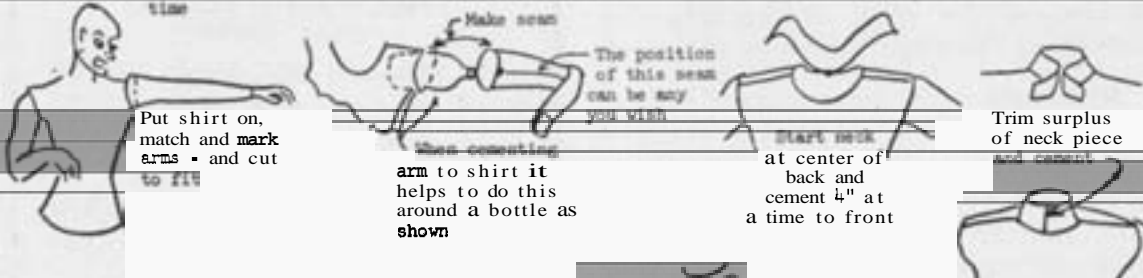
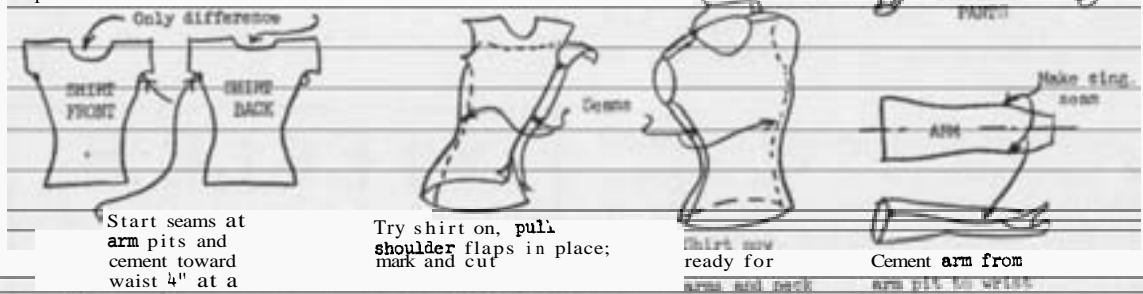
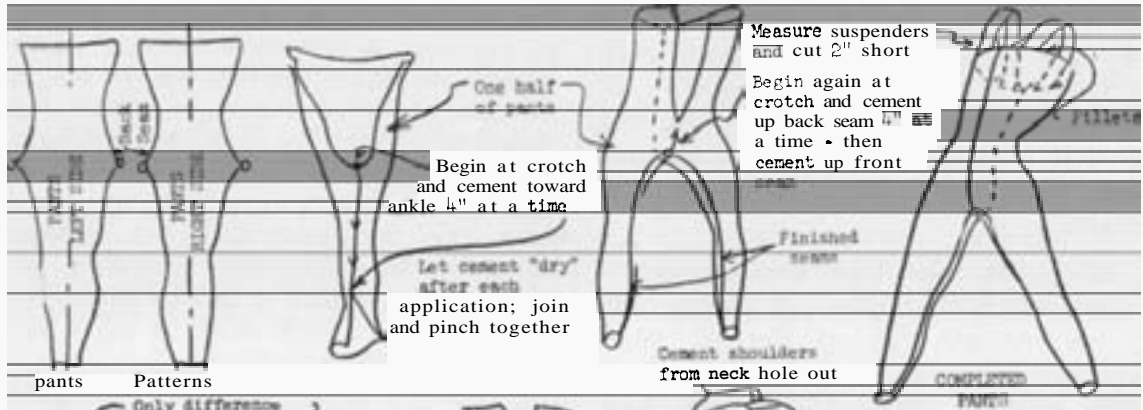
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# RACING REPORT

BY GEORGE SIPOSS

It is the custom of canoeists and fold-boaters the world over to gather and run rivers in the springtime when water levels are favorable. Many clubs are organizing white water races and for a very good reason: to recruit new members; to attract isolated paddlers or just to start the new season with a big bang. 90% of the competitors were once dead set against racing; now, realizing the benefits that one can derive from whitewater competitions they are on the race committees themselves. The why and how of organizing a race were discussed in the last issue. Here are two more articles on this controversial subject.

There are two schools of thought on this meaty subject. One has it that we should pursue our white water activities in hermit-like seclusion, and with cat-like

## 1960 RACING SCHEDULE

(Amateur Events Only)

Race dates should be confirmed by writing to the organizers.

**April 9-10** Brandywine River Slalom, Wilmington, Delaware.

Write to: Pete Adamson, 138 W. Walnut Lane, Philadelphia 44, Pa.

**April 9-10** Second Annual Credit River Derby and Slalom, Toronto, Ontario.

Write to: George Topol, 1157 Main St. W., Hamilton, Ont.

**April 23-24** National & Eastern White Water Slalom Championships, West River, Jamaica, Vermont.

Write to: Gardner Moulton, 286 Farmington Ave., Hartford, Conn.

**May 1** Potomac River White Water Race, Washington, D. C.

Write to: Bob Harrigan, 5113 Wehawken Rd., Washington 16, D. C.

**May 7, 8** Third Annual Hudson River Derby and Giant Slalom, North Creek, N. Y.

Write to: Charles Severance, North Creek, N. Y.

**June 11-12** Arkansas River International Slalom and Down River Race, Salida, Colorado.

Write to: Howard Blakey, P. O. Box 485, Salida, Colorado.

**June 17** Western Canadian Slalom and Down River Race, Chilliwack River, B. C.

Write to: Vern Rupp, 2748 Prince Albert St., Vancouver, B. C.

**July 30-31** "Indian Summer" Slalom Race, Trent Canal, Peterboro, Ontario.

Write to: George Siposs, 80 Clearview Heights, Apt. 101, Toronto, Ontario.

stealth, lest our rivers become so crowded with enthusiasts that rocks and other natural obstacles will cease to be the primary concern, and we will be chiefly worried with dodging one another.

This brings us to outlook number two, in which it is generally felt that in keeping with man's insatiable propensity to perpetuate, so our white water sport should be ever encouraged into a healthy growth. One means of accomplishing this result is to insist upon increasing publicity for our white water event. Since I happen to subscribe to the general principle of this growth theory, my remarks to

follow will be chiefly concerned with promotion and public recognition for our activities. I state this clearly near the outset, both for the benefit of first school adherents who will want to hurry on to something else, and because that the subject is one which has been sadly neglected, abused, and poorly carried out in many instances.

Basically, good publicity, (press, periodicals, and TV coverage) serves the dual purpose of giving recognition to participants and gaining public interest in and acceptance for our sport.

Necessary to the acquisition of such publicity for any event, are volunteers who are willing to arrange for, (or do themselves, in all likelihood), thorough camera (movie and still) coverage, and to write up the activities concerned. Good and plentiful pictures are a must. (Some return on this expense can be realized by selling unused prints to participants, and by rental of films to clubs and other organizations. (Considerable doubt exists, however, as to how far an individual or a club can go without breaking A.C.A. rules about professionalism). Accurate and interesting reporting is also necessary. The cultivation of a friend or two in the sports department of your local newspaper and TV station is a great help in this undertaking. Prompt and effective follow-through is most critical. Many events, fairly well publicized in advance, simply die public-relations-wise at their conclusion for lack of any organized follow-up. All this is hard work, and demands just as much planning and over-all effort as does physically setting up the event itself, be it a slalom, a downriver race, or a club cruise. End results, however, usually make the effort worth while.

There are certain pitfalls to be avoided. Too much of the wrong sort of ballyhoo publicity can lead into unhealthy rivalry among separate groups sponsoring similar events. It can likewise make for a poor public reaction. Inaccurate reporting develops dissatisfaction among participants, and may also cause the public to be badly misinformed about our sport. Emphasis should be placed upon safety, and upon the necessity for the preservation of natural recreational values. People should not get the impression, through misdirected publicity efforts, that white water activities are for the few, and are in a category with bull-fighting, auto racing, and the various other "suicide" sports.

Let us consider the nefarious effect (not too impossible) of a hypothetical example of badly handled publicity.

The race committee of the Canoe Cruisers Association, feeling goaded into achieving the spectacular by press sensationalism given to other races, and, thinking only in terms of immediate attention, decides to start its annual Potomac River White Water race just above Great Falls. (This is a mile-long series of 10-15 foot drops culminating in a final straight plunge of some 30 feet. The average volume flow at race time is over 50,000 cfs.). Our make-believe reporter is interviewing the lone survivor of the first canoe down . . . an out of town team who obeyed the recently instituted, race-tightening, "no advance scouting of the course" rule.

Dialogue as follows:

REPORTER (shouting through battery megaphone) "How does it feel to ride over Great Falls in a canoe?"

SURVIVING CONTESTANT (being held in turbulent eddy by a long boat hook, courtesy of safety committee, gasps) "HELP!"

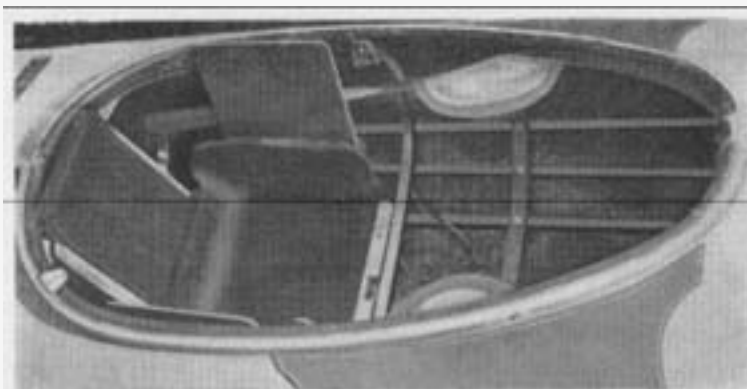
ANSWER AS INTERPRETED LATER FOR PUBLICATION — "It is an extremely sporty run which offers the paddler both a test of his nerve and skill, as well as providing a real Sunday afternoon thrill. I would suggest that decks or spray wavers be recommended equipment on future runs."

REPORTER (leans closer and increases power on megaphone) "When did you first feel that you might upset?"

# For Good Competitors... and for Cruisers, Too



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SURVIVING CONTESTANT (shudders convulsively, belches out gallon of water, and gurgles) "HELP!"

ANSWER AS INTERPRETED LATER FOR PUBLICATION "When we catapulted into the center hole just below the first drop on the course at a slightly unfavorable angle, I had the distinct suspicion. as water tore over my head, that a capsize might be imminent."

REPORTER (hauls in on boat-hook, and prods sagging contestant with megaphone) "Were you bounced around any in the 45 degree water?"

SURVIVING CONTESTANT (teeth chattering, and shivering uncontrollably, stammers) "HELP!"

ANSWER AS INTERPRETED LATER FOR PUBLICATION — "A certain amount of buffeting is inevitable in such contrary currents; and while the water felt a bit frigid, it is healthful, invigorating, and, after all, a little spill is all part of the wonderful, wonderful sport."

REPORTER (reaches out and slaps convulsing contestant vigorously) "When you hit that first big hole, was there anything you tried to do to stay upright?"

SURVIVING CONTESTANT (barely audible, croaks) "HELP!"

ANSWER AS INTERPRETED LATER FOR PUBLICATION "As I analyzed the situation from the depths of the trough, and, during consultation with my late stern man, I considered that the appropriate technique would combine a left paddle brace and draw with a partial shift of weight to the left knee. The stern, on the other hand, debated that the superior solution would invoke the execution of a snappy reverse set, having the immediate effect of . . . etc., etc."

REPORTER (loosing hold on boat-hook) "Are you ready to try it again?"

SURVIVING CONTESTANT (drifting down-stream, manages last strangling shriek) "HELP!"

ANSWER AS INTERPRETED LATER FOR PUBLICATION — "I look forward to a second opportunity as a welcome and stimulating challenge. Today's experience will prove highly valuable in planning another run . . . which I am now confident can be made straight down the middle!"

REPORTER (turns and yells to camera-man)

"Hike up to the start and get a couple shots of the next one, Joe, and let's get outta here! I got all the dope!"

From this far-fetched little skit several points are illustrated:

1. Publicity should never become a vehicle to promote competition among white water events and their sponsoring groups, or as a means of attracting unwitting contestants and spectators toward performances of increasing derring-do.
2. Publicity, both before and after the event, should be keyed to the promotion of safety, recreational opportunity, preservation of our rivers in their natural state, and the general encouragement of public interest.
3. Publicity, (press coverage) should report events accurately and completely and, in order to increase participation, should provide adequate contestant recognition. (This involves prompt publication of results, times, scores, etc., plus effective award presentation).

It is high time that sound publicity is recognized and accepted as a prime responsibility concurrent with competitive white water activities and also with club cruises, unusual trips, and with club instruction programs.

(Playlet by John Berry)

\* \* \*

Considerable confusion seems to exist among the organizers of whitewater events when the question of awarding prizes comes up.

One school of thought is that prizes are unnecessary because the contestants participate in the event for fun only. On the other hand, too many prizes make the sport seem like a collector's paradise and would be an invitation to charges of

"becoming professional."

The A.C.A.'s definition of professionalism is quite loose; one must therefore be very careful. One reason for awarding prizes, however, makes it worthwhile to consider this subject in more detail.

At recent whitewater events in the East one couldn't help noticing the lack of new faces among the competitors. It is good to know that the sport holds a special fascination for most of us, and, once we are "bitten" we keep coming back for more. However the big question is: Why don't we see teenagers among the competitors? In Europe, canoes and kayaks are becoming more and more popular because young people find the sport healthy recreation and fun. In North America, automobiles, outboard motors, T. V. sets and juke boxes are taking over. Skiing, flying and sportscars are, in a way, similar to shooting rapids. The participant has the satisfaction of conquering the forces of nature. It seems obvious, therefore, that our young people would welcome this type of recreation also, were they given a little bit of encouragement. We are trying to popularize canoeing, yet the most obvious source of supply of canoeists is being overlooked!

Experience has shown us that the best kind of encouragement for a young man is the sight of a display of prizes during a race. Usually race organizers are swamped with questions such as: "How do I get started? Where do you get a boat like this?" It seems only fitting when a young man invests in a boat, devotes time and energy to hard training and traveling manages to place high in a strong field, that he get a small memento suitable to be shown to his family and friends. Actual cash value does not even come into the question. The usual cups or little medals have a great sentimental value and serve as the best kind of encouragement.

When one loses a race, the sight of medals makes him want to try again. Racing is not our final goal, but races have contributed toward publicizing the safe enjoyment of our sport, as well as having helped to develop new equipment and techniques.

Let us not forget to round out the racing program by having prizes awarded as a happy climax!



## Rocky Mountain West

Dealer for

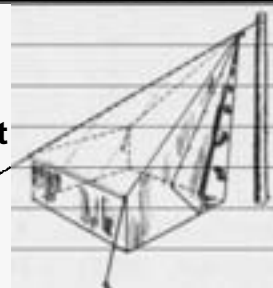
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# REPORT FROM EUROPE

## The World Championships

BY DIETER STILLER

Every second year crack slalom specialists are selected from the European countries and sent to the World Championship. In 1957, the first time the U. S. participated, it was held in Augsburg, Germany.

In 1959, Geneva, Switzerland was the site. There is turbulent white-water where Lake Geneva meets the River Rhone. Twelve countries were represented by 138 of the world's top boatmen. The numerically strongest teams came from East Germany, West Germany and Switzerland.

The single kayaks dominated the scene, but there were a good number of single canoes (with spray covers) and double canoes. There were team races for single kayak, single canoe, double canoe, and a ladies race in single kayaks.

Altogether it was the most spectacular turnout to date. The number of participants necessitated continuous racing from Saturday morning till Sunday night, with the exception of short lunch breaks and the hours of darkness.

The 21-gate course was unusual, as it was not a continuous rhythmic fluent downriver course, but was staked out in great width. The spectators were able to see all the gates from the same spot, but the boaters had to cross the extremely rapid river repeatedly and fight upstream, which led to collisions and lost time. One major criticism was the use of 360 degrees turns in difficult water. A number of boats were swept downriver, fowling up the next racer.

The best run of two was counted towards the championship. On the first day Milo Duffek was in the lead, due to his brilliant style, speed, split-second timing and the use of his paddle "stir-

ring the soup in a wild manner." But the course was a tricky one; the second half required great reserves. Generally the fast paddlers made errors toward the end when they were worn out. The cautious one with power and skill were better able to conserve their strength.

The former world champion, Manfred Vogt of West Germany, ended up Number 11 in a field of 40. Well-known participants of the Arkansas river races like Willy Gerstgrasser of Italy (19th) and Robert Fabian of Austria (26th) show the progress the sport has made in the last two years. There is a continuous struggle for the top spots.

The great upset came when it was announced that Paul Farrant of England, who had been Number 25 on Saturday, had the best time-error combination. New world champion in slalom is this pleasant young carpenter from England. This is the first time an Englishman has held the honor. His mount was a Klepper slalom boat.

There was another upset in the Ladies Division when the world championship went to Hilde Urbaniak of West Germany. This 5'4", 115 pound kindergarten nurse has been participating in slalom for only two years.

**K-1 (men)**

39 finished - Paul Farrant - England

**K-1 (ladies)**

14 finished - Hilde Urbaniak - W. Ger.

**K-2 (team)**

9 teams - East Germany

**C-1**

21 finished - Vladimir Jirasek - Czech.

**C-1 (team)**

6 teams - Czechoslovakia

**C-2**

26 boats - Friedrich Kleinert - E. Ger.

**C-2 (team)**

7 teams - East Germany

One week after the Slalom World championship the cream of the white water boaters (including many slalom specialists) gathered in the small town of Treignac on the Vezere river in Southern France for the first official White Water World Championship. The whole town was decorated and enthusiastic, and the organization was excellent. It was better than in Geneva a week earlier.

The water was most difficult; very rocky, turbulent and rapid. A great number of boats were damaged or capsized during the race.

The course had a length of 13 km. (about 8 miles). The best times were 48 minutes in a single kayak and 52 minutes, 45 seconds in a single canoe. This latter time would have sufficed for 26th place amongst the kayaks. The Vezere river contained all the difficulties white water can offer, asking for the highest skill and effort. Water conditions were excellent.

The participating countries were Austria, Belgium, Czechoslovakia, Denmark, England, France, East Germany, West Germany, Italy, Switzerland, and Yugoslavia.

A white water race is easier to follow for the spectators, as the racers come down in numerical order. The faster racers will stand out because they overtake others. There is no point system for errors; only a **crackup** will eliminate competitors.

The fastest and most numerous group were the folding-kayaks. One of the favored teams, East Germany, was greatly handicapped, as they had picked boats which were too unsteady and fragile. You can imagine the frustration of these boaters.

Sportsmen you have heard of in the course of the years placed amongst the very best of the world. Mile Duffek, Switzerland, took fourth place in this hotly contested race, showing his outstanding form again, though he never was fortunate enough to capture one of the major titles. Young Willy Gerstgras-

ser, Italy, (remember him from the Arkansas?) took fifth. The newly-crowned slalom world champ, Paul Farrant, England, took 13th in 50 min. 37 seconds. This shows that there is a difference in the requirements of slalom and a rough white water race.

Karl Schroeder, West Germany, who is always in good condition, (he is a Phys. Ed. instructor) was one of the top contenders. He shovelled to the finish line with the rear half of his boat submerged (full of water). He took 29th in 55 min. 10 seconds.

The most powerful and skillful of all was Toni Prijon, of Rosenheim, West Germany, who works as a carpenter for Klepper. He took the title of World Champion in 48 minutes, 13 seconds, the outstanding time of the races.

In the single canoes (decked) and double canoes (decked) the French and Swiss competitors were more prominent. The single canoe was won by Manfred Schubert, East Germany, in a new type of canoe, which does not have the typical pulled-up ends. His time was 52 minutes, 45 seconds.

The double canoe was won by two former flat-water racers, Dransart/Turlier, France, who had switched to white water competition a few years ago.

Folding kayak:

38 finished - Toni Prijon, West-Germany  
Folding kayaks (ladies):

15 finished - Rosemarie Bisinger,  
West Germany

Canoe single:

15 finished - Manfred Schubert,  
East-Germany

Canoe double:

15 finished - Dransart/Turlier, France



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Figure 7



## Stowing Your Duffle

BY  
VERN RUPP

The technique of loading a kayak may seem a little earthbound as compared to that of propelling it down white water. But I believe there is both controversy and puzzlement about different ways of doing this. Some of the ideas I have picked up may be of use to others.

Let me say first that I am no expert on stuffing duffel under a deck, but I will offer what I have learned by experience—and from the often entertaining sport of watching others.

I distinguish three categories of boat packers:

1. The man who takes a half a day squeezing everything into the boat, in the process standing on his head while crawling into bow and stern. Sweating and cursing, he finally finishes the job—and then decides to unload again and start all over. See Figure 1.

2. The man who has no patience. He simply throws all his duffel into the boat, gets into the seat, braces himself against the backrest, and with both feet forces the bags down into the bow. You will recognize him easily on the river: his boat looks like a camel when seen broadside.

3. The man who has everything planned. He needs a half-hour to find his raincoat, and gets soaking wet before he does; he has to unload the boat to get at a sandwich.

There isn't actually much difference between the duffel for a trip of a weekend and that for several days. It always seems to be too much, no matter how you aim at a minimum.

To load a maximum quantity into the boat, it is more practical to use several small waterproof bags, rather than a large one. I used to have a

Figure 1

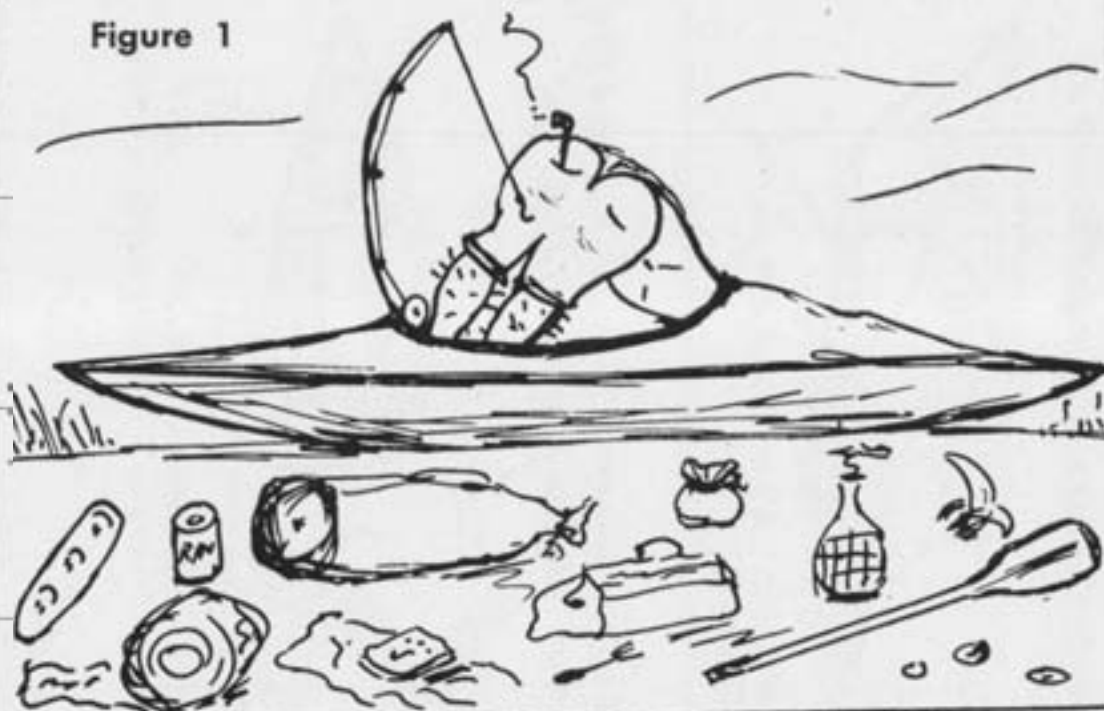


Figure 2

DRAG

HEVY  
LOAD

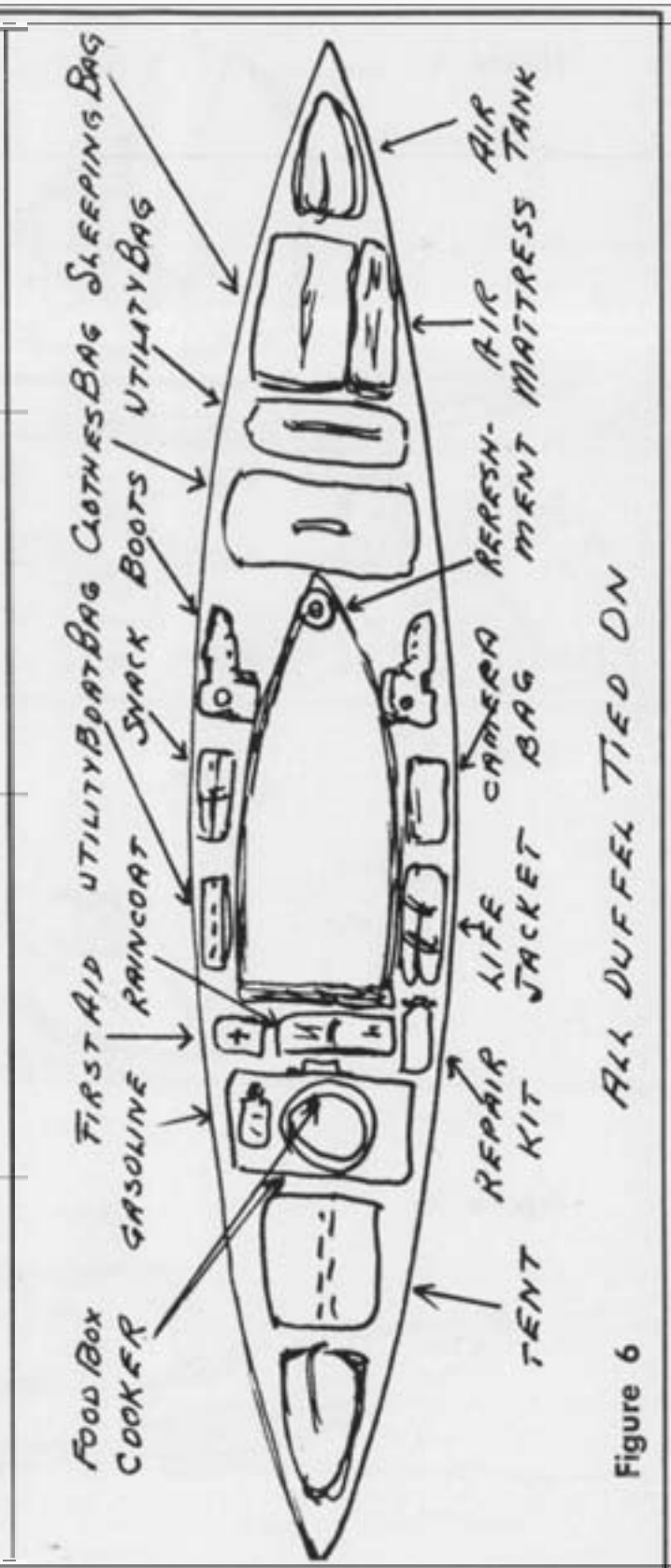
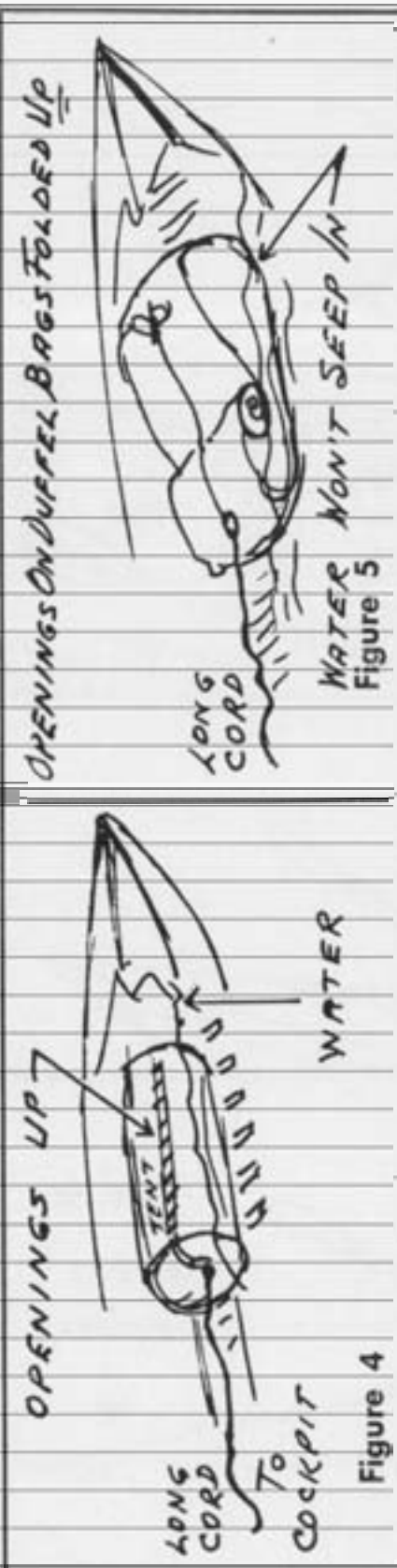


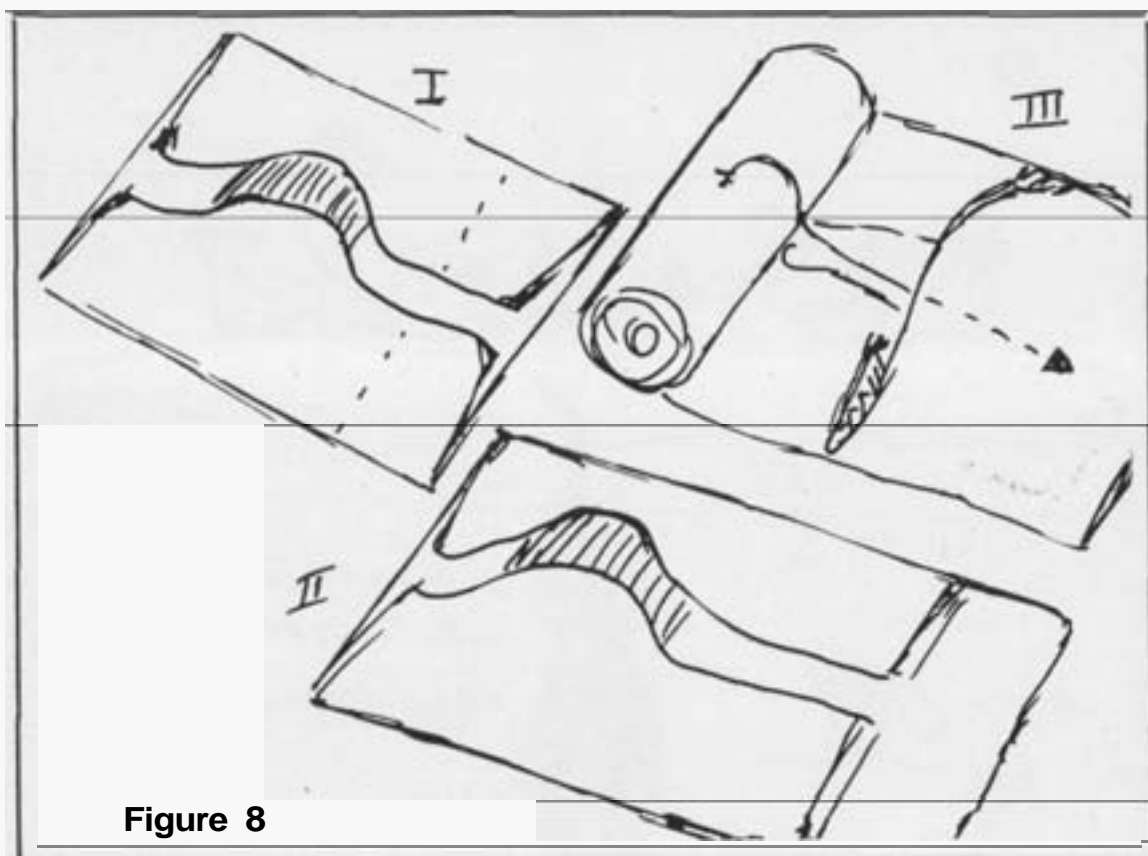
Figure 3

PROUGH

HEVY  
LOAD







**Figure 8**

long, floating clothes bag; in order to get it through the crossframes, no matter how evenly I had packed it, I always had to use a paddle as a "pusher." Using smaller bags, you can fill every corner and small miscellaneous space.

Balancing the load is important. It is better to have the stern slightly heavier than the bow. I have noticed that in my T65 or T66, even slight bow-heaviness makes it very difficult to keep course, and constant correcting becomes very tiresome. See Figure 2 and 3.

**Pack** in a **pre-planned** order—that in which you are most **likely** to need items during a day's trip. What is used last is **packed** first. This sounds **logical**, but there are many of those who have to do a substantial unloading job to get at the sun-tan lotion.

Let's look at the **luggage**. **Before** you start packing, make a mental survey.

The tent is a fairly heavy bag and it won't be used till evening. We pack it first, placing it as far back into the stern as possible. A long cord attached to it, reaching to the cockpit, will save you from having to shake "hell" out of your boat to get at the tent. Don't put the tent bag in too carelessly; to keep it from absorbing splash, make sure its opening is facing upward. See Figure 4.

Next will be the sleeping bag and air mattress, each packed in its own waterproof bag and stuffed into the bow. Cords **again** make these easily retrievable from the cockpit. These sacks' mouths, too, should be kept up as shown in Figure 5.

The utility bag will follow these in the bow. The clothes bag is the last to go into the bow, for you like to have it handiest for a change of clothes.

The stern has more room now for the food bag and stove. I use a small

Figure 9



suitcase for food storage; it fits just behind the backrest. The stove is put on top of the suitcase. Small duffle bags like first-aid kit, repair bag, and raincoat, are used to fill out the rest of the space beside the food box and behind the backrest. All these should be within reaching distance for emergency.

The lifejacket is beside you in the cockpit, if not being worn. Snack, camera bag, and sneakers are put beside you around the cockpit. See **Figure 6**. Each cockpit item should be tied in!

**What type of bags?** There are a number of kinds of small **waterproof** bags available as war surplus. Everyone has his favorites, but for me, compactness and perfect waterproof qualities are paramount. The best I have seen are those used by members of the Washington **Foldboat** Club. Four of these fit into a T-66, and enable you

to take **everything** you need for a long-range trip, keeping it reasonably dry.

These are box-shaped, made from 3/16" solid rubber, with an attached inner bag of thin rubber. They are indestructible and lightweight. One of them holds a down sleeping bag and an air mattress. They cost about \$2.00 apiece.

. . . Lacking a bag, a ground sheet can be made into a serviceable covering, as shown in figure 8.

For those who like their beer cool, a shopping net-bag is very convenient. See figure 9.

I know many of you have figured out ways of packing, and know different kinds of bags. Let us know your views, so we can learn and improve our own systems.





# Saga of a Guidebook

BY WALTER BURMEISTER

How does a guidebook come into being? How is it conceived, gestated and brought to life? I would say in general that there are seven steps involved; these are as follows:

**The Idea.** The idea for a guidebook is often the result of some other project, or begins with a related purpose. For example, one may feel the need for adequate guide literature in planning personal trips and, accordingly, get the idea of preparing such a guide. Usually there are a number of reasons that motivate an individual to tackle such a project.

**The Plan.** Once the idea has germinated, the writer should formulate a plan of action. Such a plan should be quite general and encompass basic concepts, methods of approach and the reasons for the project. Further, it must establish the scope of the book to be prepared. Some guidelines should be established at this stage of the program.

**Execution.** This is the phase of action. The paddler begins by scouting and boating the rivers he wishes to include in his guide and preparing individual river descriptions. These descriptions must follow a uniform pattern so that, upon completion, the manuscript reads smoothly and data is presented in a similar fashion. Obviously this phase is time consuming. It can be shortened if an organization cooperates at this stage and several paddlers contribute river descriptions; these can then be consolidated by the writer. The quicker method unfortunately has one major flaw. While the guide prepared by one or two men can maintain an authentic thread of uniformity of treatment, the combined effort of many may lack this quality.

**Collation.** This step is a further refinement of the execution phase. The writer conducts continuous research to support and elaborate the growing list of river descriptions. He studies maps, meteorology, a little geology, history, and other related fields, for the purpose of enriching the individual river descriptions. Finally he gathers all the material and draws it together into some form of manuscript.

**Consolidation.** With the collation completed, the writer refines the product further and consolidates the material in such a fashion that it becomes presentable and shows signs of continuity. He must study the material for uniformity and readability.

**Rewriting and Review.** As new maps and new information become available, such as new dams, the separate descriptions must be rewritten. The writer must squeeze the utmost out of his reservoir of acquired information to make the material as accurate and complete as he can. Repeated study of the material at different times will bring out flaws and weaknesses that demand new treatment. Part of this process is a systematic review of the manuscript by other persons who are qualified to judge its worth. This then is the final step involved in the preparation of the guidebook.

**Marketing.** This is the crux of the entire program. Unless philanthropic funds are already waiting, the material must establish a demand. Needless to say, this final, brutal phase makes or breaks the manuscript.

Many readers will wonder if I pursued my own efforts in the same exacting fashion as I have outlined it. The answer is no. In most cases the path is neither so well organized nor so

logical in sequence. I have stated it here only as a guideline and nothing more. However, one thing is certain no writer has ever prepared a guidebook without running into seemingly unsurmountable obstacles.

Motivated by enthusiasm and creative drive, many paddlers will venture forth to try their hand at the game of writing. Unfortunately, this profession is a hard taskmaster. Enthusiasm must be matched by ability, determination and endurance. I started out during 1939 to portray my youthful impressions of a first Delaware River trip. However, I became badly tangled up in the emotional impact of this venture and my desire to be as eloquent as my style permitted. All in all, this sensitive treatment would hardly have appealed to most paddlers. My only gain was a lot of worthwhile information I had gleaned in doing research prior to making the trip. I located many old books dealing with the history and geography of the portions of New York and Pennsylvania through which the Delaware River flows. All of this added a sort of romantic flavor to this first white water venture.

As I matured, white-water wise, I developed a growing hunger for steeper and steeper rivers. I searched the U.S. Geological Survey maps for difficult white water. I found the rivers and they found me. This quest for the unusual cost me several boats. While I challenge these rogues, my thirst for knowledge about rivers was satisfied by continuous and detailed research. I quickly learned that if I wanted to succeed I had to depend on myself. Only occasionally did I find a partner for some of the wilder escapades. Part of this phase included the search for men who had already done some pioneering but who had no intention of publishing their findings. I picked up these bits of information and followed the leads to a **logical** conclusion. A study of available European books and guides on white water was also extreme-

ly helpful in shaping my own thinking.

These years of effort permitted me to devise an operational plan and to gather a great deal of vital data. In addition, during my military service, I made scouting trips at every opportunity, and became familiar with sections of States I had not visited previously. To this I might add boating experience in Europe, a trip to the West, and a study of the International Rating System, as applicable to our existing standards.

Research has been a never-ending chain of extracting appropriate bits of information. The diligent writer will find almost unlimited sources. Many of these sources are Federal and State agencies, and branch into private enterprise. Almost everyone is willing to help. The writer's job is to piece the mosaic together. The project will require much devoted work and endless hours of time. But it is a stimulating and enjoyable task if the writer maintains the attitude of wanting to serve.

Originally I had in mind a manuscript that combined the features of a how-to-boat and a guidebook. I had great difficulty in marrying two such contrasting ambitions. Once a publisher showed interest in the how-to-boat part but I did not want to separate the material. Ultimately I divorced the two portions of the material and concentrated on the guidebook portion.

To give the reader an insight into the scope of such a project, I should perhaps point out the task involved in checking and studying maps of the individual rivers treated in the manuscript. When I started my own project I had to rely on quadrangles of the 1:62,500 and 1:125,000 scales. Many of these maps go back to original surveys made shortly after the Civil War; other areas did not have any map coverage. However, particularly during the last 10 years, there has been a gradual change toward the more up to date 1:24,000 scale maps. This meant that I had to obtain approximately 1,000 new quadrangles and completely

rewrite the statistical portions of each river **description**. In turn, this involved complete rewriting of the text. Thus, this project has been an almost continuous program of rewriting. Naturally, these efforts have produced a better manuscript and assure the reader a far more accurate text.

These then are the trials and tribulations of an effort to produce a river guidebook.

To claim that the preparation of a guidebook is a work of love is an understatement. In addition to a passionate drive to serve and promote our sport it demands meticulous attention toward **perfection** and almost unimaginable detail in research. The writer must not only bridge the idiosyncrasy of his own convictions but he must be ever ready to compromise and accept the various **opinions** directed toward the subject.

My own manuscript is a general guide of encyclopedic dimensions and scope. I have **described** over 200 rivers, ranging from the southern spurs of the Appalachian Mountains to **Maine**. Because the AMC is in the process of preparing a New England river guide, only a few rivers in the New England States are covered. The manuscript will be published in nine volumes.

Why did I prepare such a voluminous guide? Mainly because we are in need of general guide material as opposed to specific guides. General-type guides enlarge our concepts and understanding of rivers that are actually available and educate us to the potentials. After the general guide is well established and the sport has matured there will be a market for specific guides. Specific guides are detailed treatments of individual rivers, listing in sequence each rapid, campsite, obstacle, etc., and including a special large-scale map.

Because of the large area involved I tried to create a reference work that would appeal not only to the paddler and the hiker, but also the bicyclist and the student of geography. The manuscript is a compendium which could

well be used to measure the public response to this type of presentation. In any case I hope for comments, suggestions and corrections to be consolidated and incorporated in future revisions. Throughout the manuscript I lean heavily on the conservation problems and attempt to arouse interest in **white-water** boating by responsible State agencies.

The task was monumental and forced me to make a hobby of collating every bit of information I came across. For twenty years I have boated and scouted in the corners of the States involved and have come away with humble admiration for the magnificent wilderness that still exists in sections of our Appalachian Mountains. I feel that my work might serve as a stimulant in pointing towards regions that should be considered in establishing future State or National Parks.

I feel that any enthusiastic paddler will be interested in river guides the world over. These works are of interest academically as well as practically. True, the paddler may not have the opportunity to make all these runs but he is concerned with familiarizing himself with applicable aspects of physical geography. I am often amazed when I receive a letter from some paddler in the West who cannot comprehend that there are wild rivers in the East. There are also Eastern paddlers who are totally unfamiliar with the white-water south of the Mason-Dixon Line. With this in mind I have endeavored to create interest in the geographical background of white-water boating.

My initial attempts to have the guidebook published were discouraging due to the size of the volume and the consequent cost of printing. To meet the printing costs would have required a larger number of advance pledges than I was able to secure. Accordingly I have broken the manuscript down into nine volumes which can be printed and sold for a cost between \$1.00 and \$2.00 per volume. Each volume contains **riv-**

ers suitable for **beginner**, intermediate and expert class paddlers. The listing is as follows:

- Volume 1. Delaware River and tributaries.
- Volume 2. Connecticut River, Housatonic River and tributaries and other New England streams.
- Volume 3. Susquehanna River, Allegheny River and tributaries.
- Volume 4. Hudson River and tributaries.
- Volume 5. Potomac River, James River, Roanoke River and tributaries.
- Volume 6. Tributaries of the Kanawha River, Big Sandy River, Yadkin River, Catawba River, Savannah River, Apalachicola River, Coosa River, Little Kanawha River, Guyandot River.
- Volume 7. Monagahela River, Green River, Cumberland River and tributaries.
- Volume 8. Tennessee River and tributaries.
- Volume 9. St. Lawrence River and tributaries.

Each volume includes from 25 to 30 river descriptions. Interested paddlers should purchase Volume 1 in addition to whatever others they like, as this volume contains the detailed introductory matter, the international rating system and other related information applicable to all river descriptions in the series.

To get this project off the ground and onto the printing press it is essential that we have pledges of sufficient purchasers to cover the initial printing costs. Let's start with Volume 1. Each club should canvass its membership and make up a list of those who are sufficiently interested to purchase this volume at a cost between \$1.00 and \$2.00. These lists should be mailed to Walter Burmeister, P. O. Box 381,

Shrewsbury, New Jersey — and to expedite publication the lists should be mailed by the end of March if feasible. Unaffiliated individuals should send their pledges direct. If the response indicates that the publication is feasible I shall go ahead immediately. Once the decision has been made, the pledgers will be asked to forward the money. A later issue of American WHITE WATER will report the success of the program.

In my opinion this is a critical test of whether the white-water fraternity in the United States is ready for guidebooks. The project is in line with one of the primary functions of the AWA — namely, the preparation of guide literature. Once this project is over the hump we will be in a sound position to go ahead with guide books for other parts of the country.

\* \* \*

EDITOR'S COMMENT: Let's get behind Walter and see that he has enough pledges to get at least the first volume in production. This could well be the start for a whole series of much-needed guidebooks for all areas.



The finest line of  
**GERMAN FOLDBOATS**  
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# Conservation Comment

BY DAN BRADLEY

AWA CONSERVATION CHAIRMAN

As we look toward the New Year—and the new decade—we are faced with a plethora of Conservation problems of urgent concern to us wild river paddlers.

**Wilderness Preservation Act.** Foremost in importance of course is the Wilderness Bill, S.1123. Committee Print No. 2, reprinted in the Summer 1959 issue of *The Living Wilderness*, contains the irreducible minimum for which wide political support can be secured, within the Interior Committee and on the floor of the Senate. The major change is the deletion of the section providing for a Wilderness Council to serve as an advisory body and a unified repository of all wilderness information now scattered among diverse administrative agencies. Also eliminated was a section dealing with wilderness in Indian lands.

The major objective of the Bill remains unimpaired: to make wilderness preservation a matter of federal

law, rather than merely the prevailing policy of federal administrators who currently may alter or abolish any wilderness area at will. Must we repeat, at this late date, that S.1123 makes no administrative changes of wilderness areas, alters no boundaries, withdraws no lands from county tax rolls, that wilderness is open to all with the will to enjoy it? Wilderness opponents who should (and most likely do) know better are still belching these indigestible arguments. To a layman, multiple use is more than one use, but "in the trade" it isn't multiple use until it includes commercial exploitation of some sort. Watershed protection **and** recreation and scientific study are three uses already—and there are others. Wilderness preservation is multiple use—and don't let anybody tell you different!

Even more appalling are the implications of the fallacious argument that "wilderness is for the privileged few"—the privileged few millions. perhaps?

Certainly compared to the vast hordes who populate our commercial resorts, or even to the many who speed on those nice (?) new highways through our national parks and forests, the number of those seeking the physical and spiritual regeneration of wilderness experience is indeed a minority. Perhaps, also, the proportion of healthy, vigorous people is declining in our gadget-happy civilization—and that is a national liability. But in a democracy we do not provide for the majority to the exclusion of all minorities: we seek to provide for all. The serenity and spaciousness of wilderness is a psychological necessity in this era of overcrowded urban development. The wilderness is there, waiting, and the more people, especially of the younger generation, who get out into it and enjoy the sublimities and unique friendships of wilderness experience, the better it will be for the quality of our society. But first we must preserve what wilderness we still have!

S.1123 is expected to be reported out of committee early in this session of Congress—which will be short and anxious over the coming elections. Each and every member should write to both senators from his own state urging immediate action on the wilderness Preservation Bill.

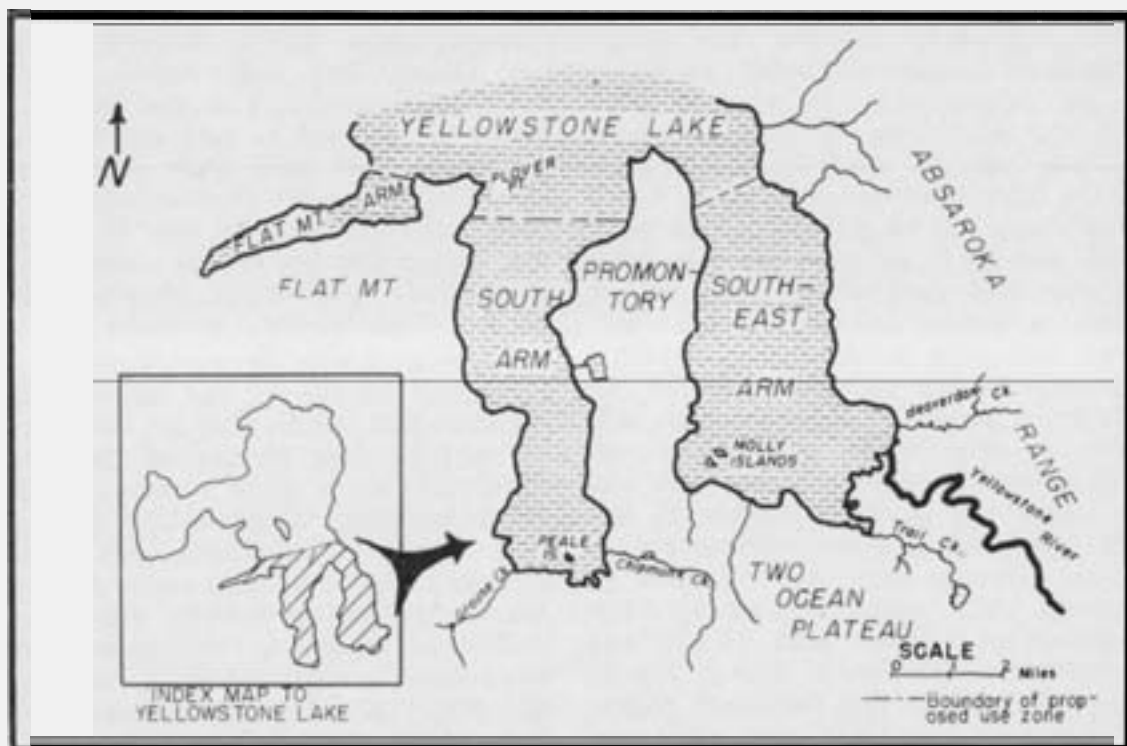


**ORRC.** Another long-range project is the Commission to study our present and future outdoor recreational resources, set up pursuant to an Act of Congress in 1958. Under the chairmanship of Laurance Rockefeller, a distinguished conservationist albeit somewhat of the “mass-use” philosophy, the Commission will make its report in 1961. Whether that report will include any reference to wilderness river use is up to our membership. Each one of our affiliated clubs should make an earnest effort to collect accurate statistics on river use by non-powered craft in their regions: the number of individuals on each club-sponsored trip, the rivers

used, the number of miles paddled, and also a fair estimate of unorganized river use in the area by non-members. We hope to correlate this information into an effective report that will give a national picture of river use by non-powered craft. This is our field: we are the only national organization for this activity; it's up to us.

**Yellowstone Lake.** A very interesting problem, with implications considerably greater than the immediate issue, has developed on Yellowstone Lake. Prof. de la Montagne's account on a nearby page details some of the hazards to both wildlife and wilderness values encountered by a rather exceptional party on a canoe trip through the arms of the lake last August. It is the old story of the devastation to the natural environment caused by high-powered outboard craft and, even more crucial, the callous deprivations of the occupants of such craft. Wherever outboards can go—on wilderness lakes as well as artificial impoundments and civilized rivers—there you will find every conceivable landing place littered with cans, broken bottles, and refuse of all kinds. Such vandalism discourages the proper use of official campsites by driving the paddler into crannies inaccessible to powerboats.

There are exceptions on both sides, of course, but by and large the canoeist—and the kayaker—would rarely be guilty of such offense against nature. Perhaps because we feel much closer to the natural environment, we take pride in leaving a campsite so that nobody coming after will know we have been there, in order that others also may enjoy the full flavor of the wilderness. The Outboard Association could do no greater service to **humanity**—and to the reputation of its own membership—than to undertake a campaign to pledge its members, and other outboarders as well, to observe the elemental decencies of outdoor life, in somewhat the same way that the **Izaak Wal-**



## SOUTH ARMS OF YELLOWSTONE LAKE

ton League is pledging hunters to certain rules of safety and respect for landowners' rights.

This provincial city dude was more than a little startled to read of pelicans and cormorants in a Rocky Mountain lake, along with terns, sandhill cranes, herons and swans, and of course great flocks of ducks and geese. The Molly Islands in the Southern Arm appear to be a heavily populated area, and the destruction of waterline nests and small young caused by the high, sharp waves in the wake of passing speedboats must be obvious even to the occupants. Yet boating rowdies have been frequently observed scooting in close to these and other bird refuges for no other purpose but to stir up the birds. Animal wildlife—moose, elk, coyotes, and some water animals—of course virtually disappear during the boating season. We can appreciate the desire of an honest fisherman to penetrate the sheltered bays, but the great majority of outboard parties are not in the least interested in fishing, and 5,000 noisy, rowdy pow-

erboats scooting all over the lake within the two or three summer months constitutes a destructive menace to the essential values for which Yellowstone Park was established.

The first question that occurs to this untutored mind is: Why are powerboats permitted at all in any national park? The Act of Congress of 1916 charges the National Park Service with the responsibility to "conserve the scenery and natural (environment) and the wildlife therein . . . in such manner . . . as will leave them unimpaired for the enjoyment of future generations." Our national parks are not intended to be ordinary recreational areas like artificial impoundments where anyone may disport himself as he pleases, and certainly powerboats in such numbers seriously impair the enjoyment of the present generation, let alone future ones, and are contrary to the philosophy of the National Parks Act.

Efforts by the Yellowstone Park management to establish certain offshore limits in critical wildlife areas have

been consistently violated. Now Superintendent Lemuel Garrison, conscious of his responsibility to conserve wild-life and wilderness values, has sought to zone off the three southern arms of the lake as wilderness areas in which powerboats will be prohibited. All three arms add up to no more than one fifth of the total area of the lake, and it seems a modest proposal. It has, however, met with strong opposition from newspapers and outboard clubs in the region. I suspect also that certain officials in Washington, who believe in "mass use" of national parks and like to please the greatest number of voters, are lending a sympathetic ear. I would strongly urge our members to express their warm support of Supt. Garrison in a letter both to him and to NPS Director Conrad Wirth. We all know how often the dedicated efforts of the local park staff are hamstrung by political appointees in remote Washington, and this is a matter of direct concern to us "paddleboaters" in which they should have our vigorous and material support.

a \* \*

**Dinosaur National Park—with Echo Park Dam?** You didn't think, did you, that the Dinosaur dam issue was settled with its exclusion from the Upper Colorado River Storage Project? Don't kid yourself—it's still burning furiously underground, and liable to break to the surface again at any time. Every once in a while somebody stirs a **flurry** of excitement with a proposal reviving the idea: they are usually squelched by political leaders, who are concerned with the effect it might have on **appropriations** for the approved units of the **project**. But, we wonder, once those funds are voted by Congress, what will happen then?

Sen. Allott's pending bill to make Dinosaur a national park (S.160) still contains the controversial phase specifically allowing the Secretary to investigate "the suitability of reservoir and canal sites." which is opposed by most

Conservationists and by Interior Secretary **Seaton**. Rep. John **Saylor** alleges Sen. Allott has stated to him that this phrase is intended to open the way for authorization of Echo Park dam. **Saylor's** own bill in the House contains no such language, and he has no intention of pushing his bill to a vote only to have the questionable phrase inserted in a House-Senate conference.

Secretary **Seaton** has recommended a substitute phrase to the effect that national park lands may be converted to non-park uses by act of Congress, when such use is found to have greater public necessity. I believe this compromise phrase is acceptable to conservationists but not, apparently, to Sen. Allott. The Senate Interior Committee should be **urged** to incorporate the Secretary's amendment into the bill and report it out to the Senate floor. Many of our members have had personal experience of its vast wealth of scientific, scenic and recreational phenomena and know its great value. Let's make Dinosaur our 30th national park **without** Echo Park dam!



## Attention Foldboaters

Let's run the Middle Fork of the Salmon in July, 1960. You know this to be an outstanding, challenging stream and the chance of a lifetime. Run with congenial Roger Paris, World Champion, willing to help and give pointers.

**HATCH RIVER EXPEDITIONS**  
Vernal, Utah



## PRODUCT INFORMATION

### WHITE WATER MART

Is our sport coming of age? It looks that way with a letter from Bob Worrell announcing that Worrell White Water Mart, P. O. Box 168, Littleton, Colorado, will stock several makes of foldboats, canoes, kayak plans, paddles, and accessories, and hopes to have fiberglass kayaks in the near future. The idea of carrying several lines is so that boaters and prospective boaters can make on-the-spot comparisons. Unbiased aid will be available to help the boater select the best equipment for his specific needs. Inquiries from other parts of the country are invited.

### WATERPROOF BAGS

A complete line of waterproof bags for clothing and cameras is offered by Jean Chauveau, Paris **foldboat** designer. The bags come in three sizes adapted to the underdeck spaces of most kayaks with the least possible waste and no disturbance to the kayak's balance. The camera bag, big enough to hold (and float) a twin-lens reflex, snaps to the gunwale of a canoe or foldboat. Available through Peter Whitney, 2633 Hille-gass Ave., Berkeley 4, California.

Chauveau also offers tapered flotation bags and lifejackets of exceptionally light weight.

### MORE ABOUT LIFE JACKETS

**Gentex** Corporation, Carbondale, Pennsylvania, has supplied samples of its Dolphin Model 201 life vest for testing. The vest is made of the new virtually indestructible unicellular plastic foam, and is unique in that the rear flotation pad is hinged at the shoulders. When the wearer goes in the water this hinged pad floats up to cushion his head and keep it out of the water. A partial test has been made on the vest, and tests will be completed in time for a full report in the May issue.

The same firm has also supplied samples of its Model 240 crash helmet. Preliminary tests have been made on the helmet and it looks promising.



## WANT ADS

The want-ad department is a regular feature of *American WHITE WATER* for the use of AWA members who want to buy, sell or swap equipment. Rates are 15 cents per word with a minimum charge of \$2.00 for an insertion.

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Klepper Aerijs (sails) and **T-9** single, almost new, available. Accessories. \$175 each. Fred Powell, Blairstown, N. J.

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**HELP WANTED, MALE OR FEMALE.** AWA needs an artist! After several years of service Roy Kerswill has had to resign as Art Editor due to the press of personal business. Can you draw, sketch, or do photo-retouching? We need volunteers who are interested in seeing their magazine look better. Write to Martin Vanderveen, 5432 S. Woodlawn Ave., Chicago 15, Ill.

---

Unused Klepper T-66 fully equipped with 10 accessories. Worth \$280. Price \$230. Dr. E. L. Glassman, 107 Edgevale Road, Baltimore 10, Md.

---

Klepper Aerijs Double with sail rig. Good condition. \$200.00. R. O. Newman, 310 N. Saginaw, Midland, Michigan.

---

**FOR SALE — 1959 "Pioneer"** Folding Dinghy. 13' long, 85 sq. ft. of sail, mainsail & jib, roller reefing, 3-section 16% mast, stainless rigging. Absolutely like new; been in water only five times. Original price \$685. Best offer. Write William Fandel, Baird Atomic Inc., 33 University Road, Cambridge, Mass.

## BOOK REVIEW

*STARS UPSTREAM: LIFE ALONG AN OZARK RIVER*, by Leonard Hall, University of Chicago Press, 1958.

"... a river does have a voice. And it has a story to tell — for anyone who will learn its language and then listen with an understanding ear." Those who read *Stars Upstream* will learn the language of the Ozarks and of this gem-like stream, the Current River, contained within them. Much of the ecology and land use history of the Ozarks which it has taken this reviewer ten years to learn is found within this book. The Current River's story is interwoven into this larger story of the surrounding hills, and Leonard Hall tells it well.

He speaks with a happy combination of accuracy and eloquence of the plants and animals, the clear springs and rocky hillsides which combine with a clear, fast-moving stream to make the Current a favorite float and canoeing stream. He seems acutely aware of the tiny sounds, smells and glimpses of wildlife which are part of a river trip. "Finally, there is that wonderful sensation of peace and relaxation that comes nowadays only when we leave the din and hurry of the city, the bustle of traffic on highways—when for a space we shake off the trappings of civilization and take to the wilderness." It is ironic and a bit tragic that he doesn't follow his own advice and leave behind the small outboard which he takes—with apologies. Even a small one makes canoeists much more intruders into the wild natural world and less able to hear "the sparkling arpeggios" of the riffle ahead.

The whitewater canoeist could run the entire length of the Current without encountering anything he would call rapids. Mr. Hall uses a different terminology, apparently calling the more challenging riffles rapids. This reviewer thinks he makes it all sound a bit more difficult than it is. Riffles there are aplenty and there are numerous spots where the current runs under a low branch but real rapids are not to

be found in the Current River.

None-the-less, *Stars Upstream* should be read by every lover of free, moving water. Its descriptions are vivid, its ecology and philosophy sound. And this philosophy must be applied in many areas if America is to continue to have rocks, rills and wooded hills in something other than song.

Reviewed by Janet Hawksley



## LIST OF RIVER GUIDES

Here are the "pros"—the men who plan and conduct river trips as a business. If you want to make a river trip and don't have an organized group to travel with, one or more of these guides can offer something to suit your needs. When you travel with them you are putting yourself in experienced hands.

Jack Brennan & Don Harris, 2500 E. 4800 South, Salt Lake City, Utah  
Mac Ellingson, 968 James Court, Salt Lake City, Utah

Bus and Don Hatch, Vernal, Utah  
Reed Jensen, 632 12th Avenue, Salt Lake City, Utah

Les Jones, 1710 N. 2nd West, Bountiful, Utah

Dale Labrum, 5084 Alex St., Kearns, Utah

Al Quist, 5340 Highland Drive, Salt Lake City, Utah

A. K. Reynolds, Green Lakes Resort, Via Green River City, Wyoming

Kenneth Ross, Mancos, Colorado

Kenneth C. Sleight, 6575 S. Main Street, Bountiful, Utah

Don L. Smith, North Fork Motel, North Fork, Idaho

Georgie White, 453 W. Laconia Blvd., Los Angeles 61, Calif.

J. Frank Wright, Blanding, Utah

The publishing of this list by the AWA does not constitute an endorsement of any of the guides nor is it a criticism of any who are not included. It is merely a listing, for the convenience of our members, of the professional river guides known to us.

# POSADA'S PODIUM

BY MAURICE POSADA, 1959 EXECUTIVE SECRETARY, AWA

## CLUB NEWS

### New Affiliates

*We welcome two new "Appie" affiliates, the **BERKSHIRE CHAPTER** and the **NARRAGANSETT CHAPTER** of the **APPALACHIAN MOUNTAIN CLUB**. This brings to five the number of our A.M.C. affiliates. The other three are the original **BOSTON CLUB**, the **CONNECTICUT CHAPTER**, and the **NEW YORK CHAPTER**. The continued and growing support of our affiliates makes us feel very, very 'appy.*

### Polar Bears in the Boiler Room

*Hardier specimens of the white-water breed seem to be on the way to establishing a tradition like that of the Polar Bear Club of New York whose members used to (and perhaps still do) go for a swim in the ocean on New Years Day.*

*Up in Vancouver, members of the **B. C. KAYAK & CANOE CLUB** stacked their skis for the day on January 1 and in 30 degree weather paddle across English Bay in four kayaks and two canoes, as televiewers watching the CBO show that night witnessed.*

*Meanwhile farther south in Missouri, but in temperatures expected to be below freezing, the **OZARK WILDERNESS WATERWAYS CLUB** played host to the **PRAIRIE CLUB CANOEISTS** on their annual Thanksgiving trip on the **Mera-mac River**. Immersion doesn't seem to be a problem in Missouri, though one of our correspondents writes of the rivers down there, "Since they arise full-grown from springs, they never freeze. If your feet get cold — just wade in and thaw them out. Another novelty is that the rivers are lined with caves. Exploring a cave makes a break in the paddling and that 60 degree temperature feels like a boiler room in the winter." The **Prairie Clubbers** enjoyed the experience so much that a dozen of them headed South again*

*a month later to join the **OWWC** on a three day New Years week-end float trip on the beautiful Current River.*

### Modern Times

*The publicity so ably handled by the **ONTARIO VOYAGEURS KAYAK CLUB** for the first white-water race in Ontario (the story was in our last issue) had excellent results and also drew an unexpected response. The Canadian Government's Department of Northern Affairs wrote to the Ontario Voyaguers asking where they could buy kayaks for the Eskimos.*

## AFFILIATION NEWS

### The Clearwater Trip

*From all accounts, the **AWA's** first sponsored trip last summer, co-sponsored by the **Sierra Club** on the Clearwater River in Idaho, was a great adventure and a great success. Months of careful planning and preparation went into it. Congratulations to Oz and Janet Hawksley, to Lou Elliott and the **Sierra Club** for a well-organized and well-run trip*

### Both sides of the fence

*We sometimes wonder if members who don't belong to our affiliated clubs feel left out of things and without an opportunity to have a say in the way the Affiliation is run. When the question came up again recently in the General Committee, this was Robert Morse's reaction:*

*I arrived unannounced at a **Prairie Club** trip in 1952 and was enthusiastically welcomed on that cruise and everyone that I have been able to make since then . . . without my joining the club because of my geographical location. This weekend they have given me the job (along with Oz Hawksley) of arranging a combination trip of the **Prairie Club**, **OWWC** [that's **Ozark Wilderness Waterways Club** — sec.], **Central***

State O. C., and unaffiliated canoeists of Central Illinois, Indiana, and Tennessee—without my being a member of anything. I definitely don't feel left out or unrepresented in any way and rather feel that the canoeist we're worried about is more interested in finding someone to canoe with than he is getting specific representation on AWA. This is the feeling from the unaffiliated side of the fence.

Of course, as AWA Librarian and member of the General Committee, Bob Morse is very much in the swim of AWA things. But this only shows that unaffiliated members are more than welcome in our councils.

We want to make it as easy as possible for all members to have a say in running the Affiliation, whether they are members of an affiliate or not. The problem is, how?

To hold an election among all our members so that they can elect representatives to the General Committee is still impractical. The best we have been able to do so far is to provide for the election of one member of the Advisory Committee to represent the interests of the unaffiliated members. And, of course, the Executive Secretary is always there to do what he can and pass on members' questions and suggestions to the most appropriate persons or committees.

When we asked in this column for members' opinions—about our proposed official name and other questions such as discontinuing our membership roster—it was very gratifying and useful to receive individual members' reactions because they help us to decide what to do in the interest of all.

#### **Membership Roster**

So far, members' reactions have been overwhelmingly in favor of continuing the membership roster. The question should come up for a vote in the General Committee before long. If the vote is in favor of continuing the roster, we should be mindful of the great amount of work needed to put it out.

#### **Constitution and By-Laws**

For a year now we have been putting to the test our new organization which

was outlined in the proposed constitution and by-laws published in the Winter 1959 issue (Vol. 4, No. 4). It's working very well on the whole. Its most novel feature, the relatively large, policy-making General Committee of about 35 members has proved quite feasible for a committee that "meets" only in writing and not in person.

During the year quite a number of members sent in their reactions to the proposed constitution and by-laws. And half-way through the year I reported to the General Committee on how the new organization seemed to be doing. I recommended a somewhat more flexible executive arrangement. So far, no one has called for a ratification of the proposed set-up and I have not pressed for it, so that we can test it more carefully and consider members' suggestions. In the meantime, our new Executive Secretary's experience with the proposed set-up should furnish us with fresh and significant insight into its value.

#### **Exec. Sec. for 1960**

We'd like to offer our warmest wishes and support to our new Executive Secretary, Clyde Jones, who is introduced to you elsewhere. If it isn't said there, let me say here, that we owe our past growth and present success to few as much as we do to Clyde. His address is 5525 East Bails Drive, Denver 22, Colorado.

Maurice Posada  
Exec. Sec. for 1959



**FOUR**  
**FACT-FILLED**  
**FUN-FILLED**  
**ISSUES**  
**of American White Water**  
**in 1960**  
**Pay your dues NOW!**

# AWA — The First Five Years

## An Index

The American White-water Affiliation had its beginning in an informal exchange of letters between white-water enthusiasts. These people had a vital concern for the future of their sport. As one writer put it:

"The development of interest is growing, and it should not grow haphazardly at the expense of the obvious need for common sense, training, river information, techniques, and above all, safety."

The letter-writing began in 1953. By 1954 we were spelling Affiliation with a capital A, and there was a formalized exchange of information between white-water organizations. In May of 1955 the Affiliation took its boldest step forward by bringing out the first issue of American WHITE WATER. Since then, for five years and twenty issues, editors, writers, mailing parties, and many others have worked hard to provide means for getting information to all our membership so that the white-water sport would not "grow haphazardly". The scope and sheer volume of the material published to date bear witness to the success of this five years' effort. Members who study the index given below, in addition to searching for information they need individually, should consider what should appear in future issue. They should express their opinions — or better yet, write the needed articles. They should also consider who among their friends could benefit from the material printed in American WHITE WATER, and they should sign up these people as new members. The greatest service that the Affiliation and its journal can perform is to take the valuable and specific information which individual members can supply, and spread this information to everyone who dips paddle or oar in an American white-water or wilderness river.

ELIOT DuBOIS



Here is a comprehensive index of the material published in American WHITE WATER during the first five years of its existence. Much of this material is of lasting value and worth saving for future reference. Some of the earlier issues are sold out, but some back issues are available at a cost of 75c per copy; they may be ordered from circulation Manager Harold Kiehm, 2018 Addison Street, Chicago 18, Illinois. AWA members who wish to consult articles in the out-of-print numbers may borrow the bound copy of Volumes I-V from the Library Committee. Write to Robert Morse, El Paso, Illinois, to borrow the book.

KEY TO THE INDEX. Articles have been listed both by title and by subject matter. Where appropriate some of the sub-indices have been listed by topical or chronological groupings rather than alphabetically. The numerical references are to volume, number, and page. Thus, in the first entry, III, 1, 5, would be translated as Volume III, Number 1, Page 5.

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## NEW CANOEING FILMS

From Buck Ridge Ski Club comes the word that they have received seven new film loops from the British Canoe Union. These films demonstrate Eskimo Roll and other foldboat techniques. Affiliate clubs may borrow the films from Buck Ridge. For reservations write to Bob McNair, 32 Dartmouth Circle. Swarthmore, Pennsylvania.

The Ontario Voyageurs Kayak Club have just finished assembling their new eight millimeter movie. "Water, Waves, and Voyageurs." The movie shows a typical year of their organized activities, winter and spring kayaking, the club's two races, typical river trips, camping, and training sessions. Plenty of white water is included. The film can be rented for a week for \$5.00 plus insurance and postage. For an addition \$2.50 the Voyageurs will include a film of last year's world Championships at Geneva. Running time for both movies is approximately 45 minutes. Write to George Siposs, 80 Clearview Heights, Toronto, Ontario, for reservations.



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