



American

WHITE WATER

the Journal of the American White-Water Affiliation

Vol. VI No. 4

February, 1961

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Paul Kenworthy, a winner in the Brandywine Slalom, 1960. Note wet suit.

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Kenny Ross, Bluff City, Utah

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Sponsored by The American White-water Affiliation

Volume VI

February, 1961

Number 4



The American White-water Affiliation

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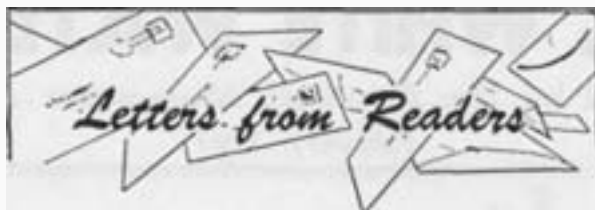
American WHITE WATER is mailed to all members of the American White-Water Affiliation in May, August, November and February. Membership is open to all who are interested in river sport, for the sum of \$2.50 per year.

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, Dave Morrissey, 1662 So. Lafayette, Denver 10, Colo.

Deadline for insertion of copy or advertising — first of month prior to month of issue.

Printed in the United States of America

Cover: Roger Paris in a Feather River Slalom Gate.
Contax, 85 mm. Nikkor; Anscochrome; f. 8, 1/250



Dear Mr. Jones:

You undoubtedly have learned that the Secretary has promulgated the Yellowstone Lake zoning regulations to be effective 30 calendar days after publication in the Federal Register on December 30.

This is the message many of us have been waiting for. It is another victory for conservation and wilderness and one of more than local significance. To those of us here it was indeed heartening for the conservation groups to rally as they did and for so many people from all over the country to come to our aid. We take great pride in this victory, and to you, Mr. Jones, who rightly share this pride, we give our utmost thanks.

Now that the battle is won, we are reassembling our forces to prepare the management plans for the Lake. This will be a big job but we can do it now that the way is clear.

With all good wishes,

Sincerely yours,

Lemuel A. Garrison,
Superintendent,
Yellowstone National Park

October 19, 1960

Dear Mr. Jones:

Thank you so much for your letter of September 21st. It was very interesting and equaled only by the two publications of your organization. (I read these from cover to cover.) I must admit this sport was unfamiliar to me, and without a doubt, must be very exciting.

I would very much like to take you up on your offer to send out a brochure and a copy of our Newsletter to the organizations that are affiliated with

American White Water and to its forty officers. This material will be enclosed under separate cover.

As you know, we of NBA feel quite strongly about the unity, fellowship and understanding of mutual respect for the other fellow's rights in choosing and enjoying his particular preference in water sport recreation. NBA is doing everything possible in making the importance of water safety and its pleasures (and you do enjoy sports much more if the safety factor is considered and practiced) by establishing the importance of courtesy and the acknowledgement of these rights. During the past years, we have been able to bring a great deal of information on boating safety to the general public strictly on the fees derived from our membership.

I am presently making out a new layout for a brochure and have incorporated your very excellent suggestion as to the clarification that members who handle canoes and kayak are definitely boatmen too . . .

Yours for boating courtesy,

NATIONAL BOATING ASS'N.
Joseph M. Rosinek,
Executive Secretary

See Secretary's Soap Box for the story of what the NBA did to help win the Yellowstone zoning victory.

Dear Peter:

The November 1960 issue of American White Water was superb . . . a credit to the expert manner in which Martin Vanderveen has handled this difficult assignment.

Among the more provocative pieces was a letter by John E. Burbank which I can hardly let go without counter-

American WHITE WATER

balancing with a few appropriate remarks.

First and most important, John is undoubtedly a chauvinistic boater who expresses very specific programs and priorities. To ease his anguish, I would like to inform him that the written materials he desires already exist in the form of an enormous manuscript. This manuscript is now in the hands of the American White Water Affiliation awaiting publication. In order to make publication possible, however, a great deal of hard work is required by all members of this fraternity interested to see the book in print. With your dynamic approach and realism, John, you can best demonstrate your degree of interest by offering to support this program to the best of your ability. Write to Clyde Jones, or Walter Kirschbaum, to learn how you can help to bring this book into being. I might mention further that the book contains an appropriate list of every map you will need for a particular river . . .

Secondly . . . remember that we do not all enjoy identical tastes and that a free country flourishes because of healthy interchange of all ideas. If you have not run rivers in Austria and have not enjoyed the cultural highlights of the continent it would be impossible for me to explain certain aspects of this matter. However, be assured that the love for white water has little or nothing to do with borders, nationality, or human like or dislike. One can love the canyons of the Green, one can cherish the unique grandeur of the upper Hudson, and can still feel elated over the dramatic qualities of the Salzach or the Enns. Remember, variety is the spice of life.

Sincerely yours,

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

Jan. 22, 1961

Dear Sir:

No wonder your contributor in the last issue didn't sign his letter. It was plagiarized with some modifications from one of last year's issues of "Science."

My thanks to the Affiliation, and specifically to Oz Hawksley and Jack Reynolds, for last year's Clearwater trip. It was just about ideal.

I certainly would like to see more small boats next time. After all, it's more fun to see some other people turning over once in a while. The river has just about everything and, in contrast to some other Western rivers, it requires a maximum of technical finesse rather than sheer muscle power.

Also, I am looking desperately for some people in the Los Angeles area who are willing to do some **white water** boating. The Kern and the Kings rivers seem to be suitable targets. Anyone interested, please call GR 9-7242. Perhaps we can get a small group going by next spring.

Ernest Svaton,

1733 Granville Ave.

Los Angeles 25, California

Ed. Note. (1): Creative plagiarism was not scorned by Shakespeare. (2): A private joke, mendacious as well as malicious, is embedded in the remark that implies it was monotonous to see the Editor turn over on last year's North Fork trip. Actually Ernie enjoyed it — every time.

**Now recruiting passengers for
the Middle Fork of the Salmon
River.**



Make reservations early.



Starting dates:

July 1st, five days

July 7th, seven days

July 16th, seven days

July 25th, seven days



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Vernal, Utah

The American Whitewater 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 Fold-boat 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 canyoneering 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.

COUNT ME IN

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



Occupation: _____

Type of boat preferred: _____

Boating club membership: _____

Suggested articles: _____

Mail to: American Whitewater Affiliation, 2019 Addison St., Chicago 18, Ill.



John Berry and Bob Harrigan crash through waves on the New River, West Virginia.

—Photo by Elwood Baker, Washington Star.

Making a Canoe Deck

By John L. Berry

In an AWW article of not too ancient vintage (Vol. IV, No. 4), my tandem partner, fellow CCA member, and Errol Flynn of the white-waterways, Bob Harrigan, described a wave cover for solo canoeists. This design, or half-deck, permits the **solo** paddler to tackle waves that would promptly swamp an open boat but it does not allow for continuous heavy water runs without bailing stops or the risk of swamping. Nor does it permit those sometimes necessary turning leans where one gunwale may dip under. For maximum safety and ultimate boat control, the canoe must be completely decked whether it is handled solo or tandem.

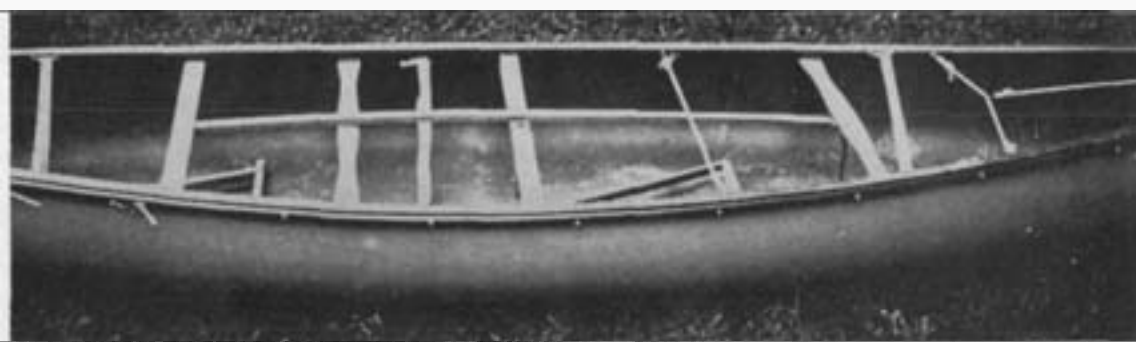
This article will be concerned primarily with tandem decks . . . not only in the interest of brevity, but because the single canoe (as manufactured commercially in this country), has, in the writer's opinion, very definite limitations in water beyond a certain character and difficulty. In a river moving over 10,000 c.f.s., with a speed greater than 10 m.p.h. and having up to six-foot back-curling waves with rocks yet, it is essential that the Canadian canoe not only be decked, but that it have weight and power at each end to con-

trol it. This the solo canoe does not have, and the single blade does not permit adequate bracing when the going gets really tough. The little experiment next described may serve to illustrate the foregoing point. It at least diminished my own confidence in the C-1 as an all-purpose white-water craft.

High-Water Test

In this bit of research, a 16-foot Old Town Guide Model was completely decked, using a three-section rig consisting of a rigid **bolt-through-the-gunwale** aluminum center piece 3 feet long, having a raised coaming cockpit opening 20 inches in diameter, and treated canvas end-pieces, supported with several lengths of elastic stretch cord, lengthwise and laterally, and fastened down with glove snaps spaced along the outside gunwales. Two additional lengths of elastic cord stretched from gunwale to gunwale over the front canvas section accommodated a spare paddle. A short waist skirt made of a 10-oz. vinyl-coated nylon completed the deck: it had elastic at top and bottom.

Feeling initially secure and invincible I then attempted two runs through a stretch of Potomac River that dropped



Ridgepole for the fabric deck. Note toe-blocks (adjustable) and knee-straps.

12 feet in 300 yards, at a level delivering over 17,000 c.f.s., and having the wave characteristics already noted.

The most noteworthy result of this idiot's tale — aside from an unofficial record for the 200-yard underwater swim — was the conclusion that the C-1 just ain't the boat for this sort of stuff! A combination of the high turbulent waves lashing out at ever-changing attitudes, along with the necessity for a slightly angled course to avoid being mashed against some unfriendly looking midstream boulders, soon slapped me out of control. For the only time in my life, I went over end-for-end, dropping neatly out of the cockpit in the process. (I was too "chicken" to make use of my toe blocks and knee straps on this occasion, and besides, these accoutrements are a subject for another article in themselves!)

A second attempt produced identical results, plus the loss of my spare paddle, the rear third of my deck, and all of my enthusiasm for further experiment.

The C-1 is just too light in the ends to handle really big unpredictable waves. Kayaks, with their narrow, needle-nosed plowing tendency plus two-sided bracing advantages, can handle such water more easily.

Virtues of the Two-Man

So too can the decked tandem canoe. The range of white water application in such craft (assuming a keel-less model

with some rocker or at least with broad ends so turns can be made), should at least equal boats of the kayak class. It is difficult to imagine, in fact, just what the "limit" might be; and, of course, I am in no great hurry to find out! The main idea here is to sell the idea of canoe decks, so that owners of commercially manufactured models can not only negotiate rapids impossible for an open craft, but can enjoy all manner of white water with a vastly increased margin of safety and comfort.

My own tandem canoe is an 18-foot Grumman. Being long and exceptionally wide in the ends, this model has great stability even in very rough water. Because of its length, however, tight maneuvering is wearing to the paddler, and a 15-foot Grumman may be a more suitable boat for tandem work on most Eastern rivers. Most other American-made canoes (including the 17-foot Grumman), are narrower in the ends; the consequent reduction in volume coupled with their straight rockerless keel line makes them not too well suited for tandem white-water work, particularly in less than 17-foot lengths. With two adult paddlers aboard, these shorter models bury so deep in the water that leans and turns are both risky and difficult. Should such craft be your only available ones, however, the need for decking is even more critical.

My Grumman 18-footer has survived several runs in the river section previously described, and at higher water

The all-fabric one-piece deck on an Old Town. Paddlers: Jane Showacre and Bob Harrigan, CCA.





Uncovered midsection of three-piece deck, showing carrying yoke, strips of shock cord for holding fabric tight.

levels. Parts of the upper Colorado and Green Rivers as well as the Cheat and the New have also been run in it. These two latter W. Va. rivers at high water stages surpass anything I have ever seen for a combination of c.f.s. volume, current speed, big waves, and drop per mile with tight maneuvering requirements. Over its three-year-plus career, this boat has yet to capsize. Without decking, it would not have lasted six months. (A special aside for semi-blind bowmen like myself: be sure that your glasses are fastened on securely [wire is more certain than elastic]. Punching through big waves can rip them right off your head!)

Two Types of Deck

What type of deck to make? Let us consider briefly the two basic designs from the standpoint of cost, difficulty to make, and convenience in use. The two are: 1. an all-fabric deck with attached waist funnels for the paddlers, or, 2. one having rigid cockpits of aluminum or fiberglass, for which the paddler wears a separate waist skirt. The latter type may also be of single-piece construction, but would be very unwieldy and flimsy to transport when off the boat. More often, these rigid cockpit decks are three-piece affairs.

From a cost standpoint (assuming a home-made job), there is no appreciable difference between the two types after modifications to the boat itself have been taken into account. The all-fabric deck, however, is far easier and less time-consuming to construct. Total cost for either type, varying to some degree with quality of material and how purchased, should run between \$25.00 and \$35.00. From a convenience or use standpoint, each has certain advantages and shortcomings, some of which may be noted as follows:

ONE-PIECE FABRIC DECK

Advantages:

- a. relatively easy to make.
- b. lightweight and readily portable (folds up compactly).
- c. can be made with three funnel holes for solo as well as tandem paddling.
- d. generally more water-tight due to one-piece construction.

Disadvantages:

- a. requires a network of support underneath to avoid sagging.
- b. usually (depending on side fastening system — lashing or snaps), takes 10 minutes or more to ready at riverside.
- c. makes access to gear difficult.

How the three-piece deck looks on an 18-ft. Grumman. Note spare paddles.





Cockpit detail. Note coaming, also snaps for attaching fabric center section.

- d. funnels are more trouble to get in and out of than rigid cockpits. (This applies to escape in case of upset as well as to the more routine entries and exits . . . particularly when the paddlers are secured into knee straps and toe blocks.)

THREE-PIECE COCKPIT DECK

Advantages:

- a. greater strength and longer life; i.e., fabric decks often rip after capsize, and they invariably wear badly along the gunwale where the paddle rubs, even though reinforced.
- b. end sections, particularly if made of aluminum, may be left on permanently even for car-top transport — this makes riverside assembly, of the center portion only, simple and quick.
- c. access to gear is much easier.
- d. getting in and out of the canoe is likewise much easier (This can be a real feature, too, when running a strange, steep river where many scouting stops are necessary).

Disadvantages:

- a. usually a little more expensive and quite a bit more work to make.
- b. problem of some leakage where center section joins the ends (on continuous heavy-water runs, this can be largely overcome with waterproof plastic tape).
- c. requires separate waist skirts, making two more items to keep track of, and posing a real problem if lost.
- d. lack of sheer or inverted "V" of the center section does not allow water to run off as fast and can

cause some extra rolling and pitching in big waves. In the same breath, however, its flatness provides a more secure base for spare paddles.

There are probably many more pros and cons, but the above seem to me to be the principal ones for each type. Whichever you choose will work well, and will be a tremendous improvement over any open canoe.

How to Do It

Beginning with the all-fabric, one-piece deck, let us now consider the main construction steps.

1. Selection of fabric: it can't be so light that it will sag easily or tear, nor so heavy that it isn't flexible under all conditions. Above all, you must be able to sew a seam in the stuff on a home machine.

Answer: A 10-ounce vinyl-coated nylon available in widths up to 60 inches, in several colors, at a retail cost of \$3.00 per yard at most shade and awning shops or at marine equipment stores. Several manufacturers market this material, and in my opinion, it is the best all-round fabric to use. Sew all seams with nylon thread, and waterproof them with liquid plastic.

2. Fitting the material to the canoe:

There are two decisions to reach first:

a. how will the deck be fastened along the sides of the boat? The two usual methods are by means of glove snaps along or just below the gunwales, or, better, by lashing to the underside of a spray rail fixed to the canoe and running parallel with the gunwales about 4 inches below them. The snaps are much the easier, but they often work or are rubbed loose.

b. how much sheer to the deck between bow and stern positions? A fabric deck must be supported vertically as well as laterally to keep from being mashed in by weight of water. You will have to design a ridge pole to run lengthwise down the center of the canoe between the bow and stern positions. This generally entails adding or at least re-positioning two thwarts, and assumes an existing center thwart. With a little ingenuity, you can rig an adjustable one which has many obvious advantages.

Your decisions on "a" and "b" will determine the width of cloth to buy and may also get you started on a spray rail — $\frac{1}{2}$ " x $\frac{3}{4}$ " oak bolted through the side of the canoe. It will also determine whether you buy glove snap sets — enough to space 12" apart — or brass $\frac{1}{2}$ " grommets in like quantity. In either event, allow enough cloth for a 3" overlap seam lengthwise on each side.

3. Cockpit funnels, lateral support, etc.: After you have positioned your kneeling thwarts, rigged your center support pole, and, in fact, completely fitted your deck over the canoe and fastened it down by whichever means you select, then cut your funnel openings. By buying material equal to the length of your canoe, you will find that there is enough left over to make the funnels which are sewn to the deck. Oval openings 19"-20" at widest dimension, going no more than 4" behind the kneeling thwart, are found to be most satisfactory. If the same paddlers will always be using the canoe, the tops of the funnels may be fitted to their waists. In any case, elastic ($\frac{1}{2}$ " wide) will be put through the $\frac{3}{4}$ " overlap seam you should have left room for, and the ends of the elastic, if fastened together with a big diaper pin, will allow for adjustment. The funnels themselves should be about 14" high to fit most bodies.

The type of water you intend to run will determine how much lateral support your deck will need to keep from sagging. Also the length of your canoe. Easiest solution: short lengths of elastic "shock" cord $\frac{1}{4}$ " or $\frac{3}{8}$ " having loops at each end. These are stretched from eye screws which you have screwed or bolted through the inside gunwales. (You use "S" hooks through the loops of the cord.) They go over the ridge pole — you cut or file a groove in your $1\frac{1}{4}$ " oak pole — and you may need as many as 6 or 8 of them. You will also need them just under the front of your funnels.

To secure the ends of your deck to the bow and stern wedges, you may want something more substantial than a glove snap or two. For this, the Lift-A-Dot people have several locking types of fasteners which may be inspected at auto top and at awning stores. Finally, you will want to sew a couple of sleeves



John Berry battens down the hatch.

on top of your deck to hold spare paddles. Elastic cord, stretched over the top of the deck from the outside gunwales, may also be used for spare paddles.

From the foregoing, which sounds much more complicated than it actually is, you should be able to put one of these decks together in one evening. No step-by-step details are presented, not only because each make and size of canoe is a little different, but also because your own ideas, as you get into it, will probably be superior to mine.

Making a 3-Piece Deck

Moving along to the three-piece type of deck with solid ends, the example used is an 18-foot Grumman, but the idea is equally adaptable to any other type or model of canoe. Mine, in fact, was "adapted" from inspecting one designed by Louise Davis of the N.Y. A.M.C. for a 17-foot Grumman and used successfully by her on the Main Salmon several years back. (See AWW Vol. III, No. 4, Winter '58). The cockpit end sections may be constructed from fiberglass, plywood, or aluminum. My own feeling is that aluminum is not only easier to work with, but is far stronger and much more durable than the other materials. But, suit yourself.

Assuming a stock Grumman, there are a couple of modifications necessary to the boat itself before proceeding with the deck. The first of these is to remove that *!&##*§ cotton-pickin' dropped-down bow seat. Replace this with an oak or ash thwart dropped an inch or

so below the gunwale line. Positioning is up to the user . . . I usually put mine about in line with the rear of the original seat. Slalomists may wish it further forward.

The second alteration is a center thwart/carrying yoke combination. This too should be made from 1" oak (see fig.). This supports the ridge pole for the center deck and since the end sections are left on more or less permanently, it is much simpler to portage the canoe solo.

Proceeding to the deck itself, the first step is to assemble your materials in the very beginning instead of running off to the hardware store umpteen times as I did.

MATERIAL REQUIREMENTS

4'x8' sheet .032 gauge aluminum (anything lighter is too flimsy)	\$6.50
8' of 3/4"x3/4" L-shaped aluminum bracing	2.50
6' of 1"x1/2" oak strips (to brace underside of end sections where they join with center deck)	.50
Oak ridge pole 1"x1" (or 1"x2" if ends are to be tapered to provide some sheer)	1.00
Brass bolts and wing nuts—8 1 1/2" long and 1 2% " long (for bolting ridge pole to center thwart)	2.00
16 sets of brass glove snaps—bolt-through type	1.60
1 doz. small brass S-hooks, 3/4" brass screws, 1/2" brass grommet, doz. 3/4" brass bolts, nuts and washers	2.00
Good quality canvas duck (pre-shrunk) or vinyl-coated nylon for center deck—allow 2 yds. 44" wide	6.00
At least 18' of 1/4" elastic stretch cord at 12c per ft.	2.15
About 12' of 1/8" heavy duty aluminum clothes wire (I already had some and now my wife has a "short" line.)	.65
3 or 4 rolls of 1 1/2" wide plastic tape—fiberglass (epoxy resin) may also be used for a better job.	2.00
2 yards of vinyl coated nylon (10 oz.) for waist skirts or "panties," plus 1/2" elastic tape.	6.25
	<hr/>
	\$33.15

The following optional "extras" may also be desired, along with others I can't recall:

Five yards of material for kneeling socks which fit into the cockpits. (I didn't like mine.)

Marine plywood and more plastic tape for making water-tight compartment dividers inside the canoe.

Several cases of beer—very desirable.

Opener for above.

Parchment and India ink for last will and testament.

Now, a brief word about tools, and you are all set to commence construction. Besides the beer-can opener, the handiest tool you can beg, borrow or steal for this job is a 1/4" electric drill. Beyond this, it is pretty routine . . . tin-snips, large pliers, screwdriver, mallet, awl, center punch, 1/4" drill counter-sinker (to spread grommet and snap fasteners), rasp, measuring tape, and access to a sewing machine.

From the accompanying pictures, you should have a fair idea of how to put this rig together.

1. In shaping aluminum end decks to contour of canoe, leave a 2" overlap on the sides. Half of this is bent back on itself, to leave a 1" double thickness overlap which is beaten over the gunwale with a rubber mallet.

2. Cockpits are 20" in diameter and slightly oval. Suit yourself on size, but remember in cutting the opening that you want a coaming at least 2% " high. Therefore, draw your line for the size of the opening you want; then draw another line 3 1/2" inside the first. Cut out metal along this inner line. Then make several straight tin-snip cuts from the opening to the outer line. Bend these pieces up at right angles. Here is where you use the 1/8" aluminum clothes wire and the plastic tape (or fiberglass). Cut length of wire equal to circumference of cockpit, and, working with one piece of bent up metal at a time, bend top 1/2" of metal over the wire. This is slow work—1/4" at a time—using broad-nosed pliers. With the wire in place, and the plastic tape covering the gaps between the bent-up flaps, the coaming will be strong and rigid. The wire on the outside also provides a lip to help hold the waist

skirt in place. In very heavy waves, where the weight of water may push in the bow skirt, you may want to use an additional length of elastic cord with S hooks in each end to stretch around the skirt once the paddler is in place. Just don't make it so tight that you can't get out in case of upset.

3. The fabric center deck needs some lateral support in addition to the tapered ridge pole which bolts through the center thwart and locks into the rigid end sections. Again, two to four lengths of elastic cord, stretched from gunwale to gunwale and over the ridge pole, will solve this problem. The center deck should also be snapped down not only to the top of the gunwales every 8-10" on each side, but along the sides of the canoe—2-3" below the gunwale—in at least four places per side as well.

4. Some leakage around the snap fasteners where the center deck snaps

to the end cockpit decks will occur when running heavy continuous rapids. Other than taping over these places, I do not have a ready solution for this problem.

Naturally, there are a number of other types of decks as well as other possible combinations of materials. These two are, I believe, the ones best adapted to American stock model canoes. Where the paddler can make his own canoe to his own design, far superior decking arrangements are possible. Since none of the commercially made canoes are exactly ideally suited for white water by the nature of their hull shapes, it certainly behooves their users to add whatever they can to them to enhance both safety and performance. Canoe decks do exactly this. Try one for yourself, and I am sure that you will agree.





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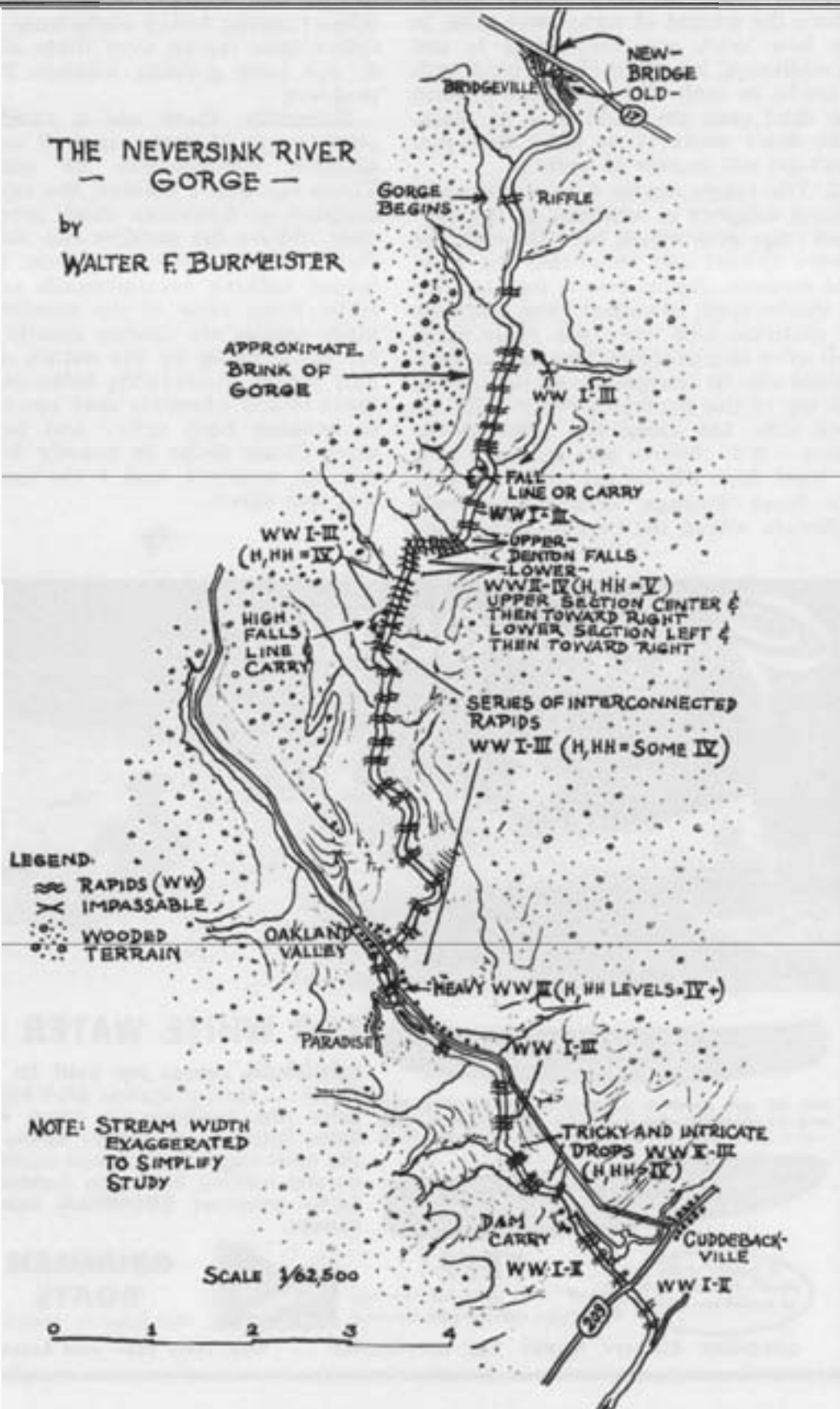
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THE NEVERSINK RIVER — GORGE —

by
WALTER F. BURMEISTER



We Vanquish the Neversink

American paddlers grow more daring and proficient. In 1948 a canoe reconnaissance party retreated in failure from the Neversink Gorge in New York's Catskills, and its leader gave as his opinion that it "never" would be run. Yet, in 1960, it was run as a scheduled trip by the KCCNY, with both foldboats and canoes.

By Walter F. Burmeister

The Neversink River joins the Delaware River at Port Jervis, where New Jersey, New York, and Pennsylvania meet. It is a unique course combining a great variety of white water and superb scenery. Along the upper reaches, among the southern spurs of the Catskills Mountains, a large reservoir inundates what was once an outstanding mountain stream. Below the barrage, part of the New York City water supply system, the river presents three distinct sections: the Neversink Dam to Bridgeville section, the canyon section, and the lower section, from State Route 209 to Port Jervis.

Of these three sections the canyon stretch is by far the most magnificent. It begins about 1-3/4 mile below Bridgeville. In turn, it consists of the wild upper 10-3/5 miles, virtually void of roads, and the lower 5-3/10 miles from Oakland Valley to Route 209 bridge. Words are hardly adequate to convey the rugged grandeur of the first 10-3/5 miles and to portray the fury of certain rapids. Although the 5-3/10 miles of the lower canyon are equally steep, the bed is generally wider and the water is not as concentrated.

For more than two decades, organized groups of paddlers have attempted to master the Neversink canyon. To my knowledge none has ever succeeded. True, after time-consuming and strenuous efforts, boats were eventually brought through the rocky narrows, but this was accomplished primarily by way of portaging. Almost every prior attempt occurred during M (medium) or MH (medium high) levels.

Both of my solo runs in earlier years, of which one was successful, were with MH water. My research had failed to indicate any other successful runs.

To understand the complexity of the course it is vital to consider the conformation of the rocky bed, the repeated converging of the precipitous canyon walls, the puzzle-like chaos of the boulder-strewn river.

The KCCNY Does It

This then briefly establishes the background to a historic white water event. On April 2nd, 1960, the young Kayak and Canoe Club of New York (KCCNY) successfully ran the Neversink Canyon. With near H water conditions and generally unfavorable weather, a group, consisting of seven single-seater foldboats, one double-seater foldboat run solo, and one decked canoe, mastered the entire course with the exception of short carries around two high falls. In spite of many spills and considerable hardship, courage, skill, and determination brought the group through rapids of unusual dimensions and fury.

By far the most difficult rapid was the hair-raising drop of Upper Denton Falls. Hidden behind a sudden turn, it begins with a display of complex, rocky standing waves. Suddenly, beyond the bend the steep incline of the roughest portion lies ahead. Constricted between converging walls the compressed flow sluices madly over huge rocks and vertical ledges. There is no easy way through this turmoil. Deep sink-holes, powerful chutes, cascading side water, towering standing waves, and vicious breakers are everywhere. There is no time to admire the grandiose setting. It is little wonder that most of the foldboats capsized and the decked canoe was swamped.

Beyond this white-water inferno a short stretch of less difficult water of-

ferred a moment of respite to the group. However, directly below thunders Lower **Denton Falls**. Blocked by large boulders, the water cascades in a maddening pattern to form irregular standing waves. One must see this rapid to comprehend its intricate complexities. Nowhere in **Denton Falls** is there any sort of suitable channel. It is a continuous battle to keep the boat upright and pick the lesser of a series of challenging complexities. Several sink-holes completely swallowed boat and paddler, only to propel the craft into another equally unfavorable bit of white water. A particularly uncompromising aspect of the half-mile-long rapid are the numerous huge rocks that are strewn about the bed and are visible only when the boat is virtually on top of them. The steeper portions drop at the rate of more than 100 feet per mile.

This rapid was the major dismay of the little expedition. It is followed by less difficult rapids, many of which, however, have standing waves as much as 8 feet high. Some of the rapids are exceptionally long. The velocity of the water and the various natural obstacles create a challenging course which continues below Oakland Valley bridge.

A Class By Itself

For years such rivers as the Lehigh and Esopus have been regarded as the more difficult of a group of eastern rivers. But the Neversink is in a class by itself.

Some of the observations I made as the trip leader include:

a) The realization that the single-seater slalom boat paddlers of the club have developed a high degree of skill under the able training program conducted by Paul Bruhin, the Swiss expert.

b) The value of improvisation. The only canoe on the run was an open aluminum one. With a few branches, two ponchos, and a special tape, Paul Bruhin created a very practical deck in a matter of minutes. Without this deck the canoe would not have lasted beyond a few initial miles of relatively easy water.

c) The appreciation that, although life preservers were worn, rescue operation practice is essential.

d) The fact that inflated rubber or neoprene rafts cannot run this river because of the numerous large and sharp rocks. Paul Bruhin confirms this.

e) The fact that the Neversink Canyon is an outstanding example of the quickly dwindling number of outstanding eastern beauty spots which should be preserved for coming generations. Further dams, various types of developments, and other signs of so-called civilization would doom this scenic gem.

f) The knowledge that if water could be made available by the New York State water supply system for one or two select runs, during late spring, or summer, this run could become a classic downhill race.



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A CANADIAN KAYAK STAMP

By Eliot DuBois

While on a recent trip to Ottawa, I attended to an editorial assignment which was to procure a sample of a Canadian stamp which depicts an Eskimo in his kayak. The stamp is reproduced here for the benefit of paddling philatelists. This handsome stamp, brown in color, "is a tribute to the remarkable people of our last frontier." So said the Honorable Alcide Cote, Postmaster General, when the stamp was issued in 1955.

Philatelists may order this stamp by mail, paying by money order. I gathered that it is best to use the proper order form, "Order Form for Mint Canadian Postage Stamps." This, together with a copy of "Information for Philatelists" may be obtained from: Philatelic Section, Financial Branch, Post Office Department, Ottawa 4, Ontario.

All About Kayaks

After leaving the Philatelic Section I went around to the National Museum of Canada to identify the kayak on the stamp and to learn whatever else I could about kayaks. All AWA members are urged to make a pilgrimage to this museum, since it contains a fine collection of canoes and kayaks. There are numerous birch-bark canoes illustrating the characteristic designs of the various tribes. Some have "modern" rockered bottoms.

The largest bark canoe is a 40-foot freight canoe which is not part of the regular exhibit, but which may be seen on request. There is an elm bark canoe, and a good collection of dug-outs, including one monster from the Pacific Northwest. There are kayaks which are representative of various areas, and in the near future the museum will acquire a umiak.

As I needed more information than I could get by just looking at exhibits, I went in search of an expert. First I introduced myself to Dr. L. C. Russell, who is the director of the museum. He was extremely helpful, and I was passed



on, sequentially, to Mr. Balikci, who is studying the Canadian Arctic, and to Dr. Porsild, an expert on Greenland. Mr. Balikci identified the kayak in the stamp as coming from "anywhere in the eastern Canadian Arctic." Baffins Land and the east shore of Hudson Bay are equally probable areas of origin.

The squat cylindrical object on the fore-deck is a "poorly-drawn" framework for a harpoon rope. This feature used to be found on kayaks throughout the entire area, but has disappeared everywhere except in the Belcher Islands in Hudson Bay: almost all Eskimos now use rifles instead of harpoons.

Length for Rough Seas

Mr. Balikci took me up to the museum's loft and showed me two kayaks that had just been received from Hudson Strait. They were very large — one 22 feet long, the other about 18 feet; each was about 32 inches wide, and had a flat bottom and rounded sides. The bows of these two kayaks were similar to the one on the stamp, but the sterns had a reverse sheer, or downward curve to the gunwale. This is a characteristic of the area. However, the principal characteristic of Hudson Strait kayaks is large size — some are 25 feet long, and that's a single. Mr. Balikci attributed this to the fact that the seas in Hudson Strait are very rough. Perhaps carrying capacity is another factor.

I have been told that in "Nanook of the North," an Eskimo is shown getting out of his kayak followed by wife, children, and dogs, all of whom had been below decks. This sounds like a circus stunt, but would be no trick at all in a Hudson Strait kayak.

The paddles were heavy affairs, about nine feet long and carved from a single stick of driftwood. The blades were long and hardly wider than the loom. Inboard from the blades were rope drip-rings, and then elliptical hand grips which fitted the hand very nicely. The blades, by the way, were parallel, but narrow enough to make wind resistance unimportant.

The Greenland Kayak

Dr. Porsild, the Greenland expert, considers the Canadian kayaks to be "great clumsy things" and so we discussed the merits of the Greenland kayak, and examined an example from Disko bay. This was a V-bottomed craft of truly classic proportions. Its dimensions would fit F-1 slalom almost exactly, though perhaps it was an inch narrower. The bottom had a slight rocker. These kayaks are used with a 7-foot paddle, another close parallel to our "modern" practice.

It is the Greenland Eskimo who uses the Eskimo-roll. According to Dr. Porsild, the purpose of the roll is to expose the relatively sturdy bottom of the kayak to sudden waves which might otherwise damage the top. I would have liked to discuss this subject further, but we were both in a hurry to leave.

Dr. Porsild is very enthusiastic about the capabilities of these boats and has seen Eskimos maneuver them in very rough water. He mentioned the difficulty of sitting with legs outstretched for long periods of time—a difficulty well known to many AWA members. Dr. Porsild has paddled a Greenland kayak continuously for six hours, and he knows of Eskimos who have been at sea for six days.

As I rushed off from the museum to catch my plane, I realized that I had gotten quite far afield from my original assignment. However, there is much more to be learned about the ancestors of the boats we use in our sport. If

readers are interested, I shall attempt to gather and present more information on these "primitive" craft.

Another Kayak Stamp



November 20, 1960

Dear Editors:

This Spring I was in Poland at the height of the foldboating season. The Poles love foldboating, and have for years. They have many excellent rivers that are wonderful for long jaunts. Many types of foldboats were on prominent display in stores in the major cities. They averaged between forty and sixty dollars in cost (on the tourist exchange rate) brand new. Unfortunately I was never able to try one out.

For those readers of White Water interested in philately, Poland featured a double kayak over a map of Poland showing their best rivers, back in 1956. (Scott No. 731). Is this the first and only foldboat on a stamp?

Sincerely,

Sheldon G. Weeks,
20 Willow St.
Brooklyn 1, N. Y.



American WHITE WATER

THE ESKIMO ROLL

Reprinted from the book VODNI SLALOM

BY Jan Sulc

The Eskimo roll is not a new invention; as the name itself suggests, it was known to the Eskimos, creators of the kayak. In spite of that, the practical value of the roll was not sufficiently appreciated until recently. It was considered merely an exhibition for the pleasure of onlookers.

But it is not a circus stunt. The Eskimo roll is the culmination of kayak technique; its practical importance increases steadily as increasing numbers of paddlers master it.

The roll has grown in value especially since the introduction in 1953 of a new regulation by which a contestant who capsizes in a slalom race is disqualified. As the Eskimo roll is not considered a capsize, the number of cases where the paddler finishes after recovering is growing. In 1951, such cases were considered sensational; today they are quite common.

The roll is also very useful in white water where it saves the boat and frequently removes also the greater danger threatening the life or health of the paddler. Moreover, mastery of the Eskimo roll increases the confidence, courage and assurance of the paddler, so that he can consciously or subconsciously avoid capsizing in situations which would be hopeless for another.

It Takes Courage

If the Eskimo roll is so important, why is it not more popular? It is not only because it is rather difficult, but mainly because to practice in **not-too-warm** water requires a great deal of self-denial on the part of the trainee and of the helper who stands in the water, and who is indispensable in the early stages. As often as not, the beginner catches a cold before he "catches" the necessary skill. The exhaustion caused by strenuous exercise and staying in water and a resulting cold are

not things that can be crammed into a busy training program. Before important races, they are out of the question.

The ideal place for learning rolls is an indoor swimming pool. It is often difficult to get a pool for winter training, but wherever this is possible it is highly recommended. Other paddling techniques may also be practiced.

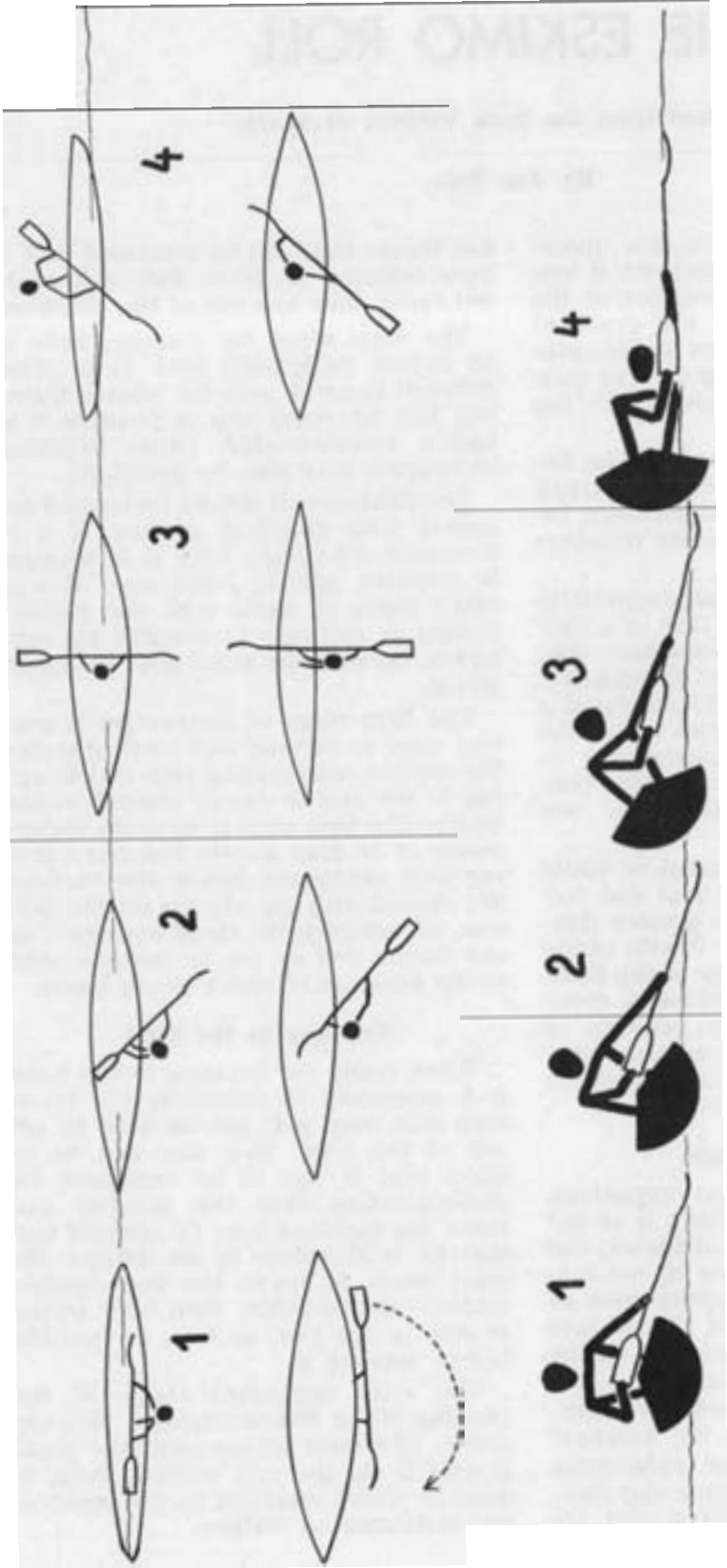
The Eskimo roll should be treated together with paddling strokes. If it is discussed separately here it is because it requires special treatment. Unlike other types of work with the paddle, rolling is difficult to acquire by imitation, because the pupil does it underwater.

The first stage of instruction is getting used to moving and staying under the surface, eliminating fear and learning to see and to orient oneself in the water. The best start is to swim underwater or to play games involving diving and swimming below the surface. We should dive for objects on the bottom, do somersaults, stand and walk on our hands and so on, to become used to the pressure of water in our noses.

Training in the Boat

When ready for training in the boat, it is necessary to overcome the tyros' fear that they will not be able to get out of the boat. This fear can be so great that it has to be overcome by demonstrating that the paddler can leave the capsized boat by himself and that he is therefore in no danger. He must learn to leave the boat underwater — first quickly, then later trying to stay in the boat as long as possible before leaving it.

The next important stage of the training is the Eskimo bridge. This exercise, like most others until the pupil is able to do the roll without help, is done in water reaching to the waist of the instructor or helper.



Right from the beginning, care has to be taken that the seating in the boat is sufficiently firm. The boat must be provided with side supports for the paddler's hips, and he must brace himself well with his knees. Without these, all efforts will be in vain.

Without the Paddle

The kayakist, without a paddle, capsizes to one side, the instructor stands on the other side holding out both hands joined together. The kayakist has to find the instructor's hands, grasp them, and erect himself with the boat. At first the instructor helps but later the pupil must learn to lift himself unaided. As soon as he becomes used to the upside-down position in the water and is able to orient himself, he will try to prolong his stay under water. He capsizes and waits as long as he can hold his breath, and only then grasps the instructor's hands and pulls himself up.

The next trick is to upset to the side where the instructor stands and then to come up on the same side. Since the Eskimo roll is nothing but a stroke of the paddle, and since paddling in a kayak is done on both sides, one should learn to roll on both sides. Each exercise should be practiced in both directions, though naturally everybody tends to favor his strong side.

If the pupil can do this exercise reliably and without fear, he can proceed further. Again he capsizes without a paddle, but instead of the instructor on the other side of the boat there is the bow of another boat. This is not difficult and the bow is easily seen—unless of course the pupil forgets to

open his eyes. When the paddler can reach the bow of the waiting boat quietly and naturally, the training should be made more difficult: the helping kayak will not wait in position but will come up only after the first boat capsizes. The pupil must thrust both hands above the water and also learn to bend his body forward in the proper way.

Exercises With the Paddle

Preliminary exercises with a paddle are important for correct understanding of the use of the paddle in Eskimo rolls, and for gaining stability in leans.

The first one is *paddle-bracing*, where we attempt *increasing stronger leans*. The same can be done with hanging strokes. Later on we start capsizing and then recover at the last minute with a wide sweep stroke. By applying the blade far from the boat we can lean farther and farther out until the body touches the surface or goes even farther. The paddle is held not in the normal position but off-center, with the upper hand next to the blade and the other near the middle of the shaft.

A more difficult exercise is to increase the lean gradually and to stay this way. This means that the blade must continually move back and forth so that it does not sink below the surface. The arm on the side of the lean is stretched out, the other holds the shaft as low as possible to prevent water from "swamping" the blade against which we are leaning. The instructor stands ready in the water, preferably near the stern, to help the paddler in case he should be unable to bring the boat back into its original position.

THE SCREW ROLL

- 1: Kayakist bends forward underwater, thrusts his hands grasping the paddle above the surface, and makes a wide sweeping stroke.
2, 3: Two stages of this stroke. Paddler and boat are lifting.
4: Finishing the stroke, paddle is behind body, which is bent backwards.

PUT-ACROSS ROLL

1. Starting position. Hold paddle with tight hand underneath *blade*, lean with left hand down on shaft. Go to position No. 2. — and *return* erect. Then go into position No. 3. — and *return* erect. Then try position No. 4 — lying on the water, and get back upright.

Once this is mastered, try complete roll, lowering yourself to position No. 7. Turn to the side on *which* you want to roll up, turn your arms to lift the far blade above the surface, and by *splashing* down against it, raise yourself to position No. 6, then No. 5, No. 4, and so on, until you reach verticality. Leverage in this method is so great that you can lift yourself *even* though paddle digs in.



The Long and the Short of It

After that, there is nothing left except the actual roll. There are several methods; the most common and fastest will be described. It is the "screw roll." It is the most practically useful, after an unexpected upset, as it does not require any complicated change in holding **the paddle**.

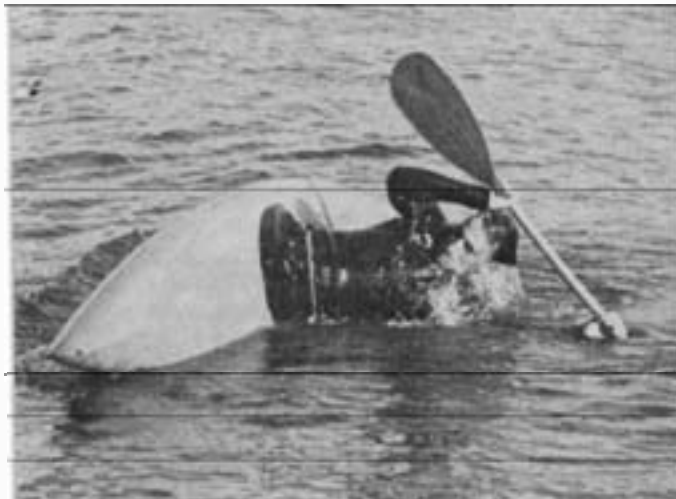
Training is done as follows: the kayaker **grabs** the paddle in such a **way** that one hand (say the left) is near the blade; the other (in our case the right) holds the shaft at about the middle.

The paddle is placed on the deck with the concave side up on the left side of the kayak so that the left hand comes behind the body, the right one in front; the kayaker's body turns toward it and bends forward. The paddler capsizes in this position.

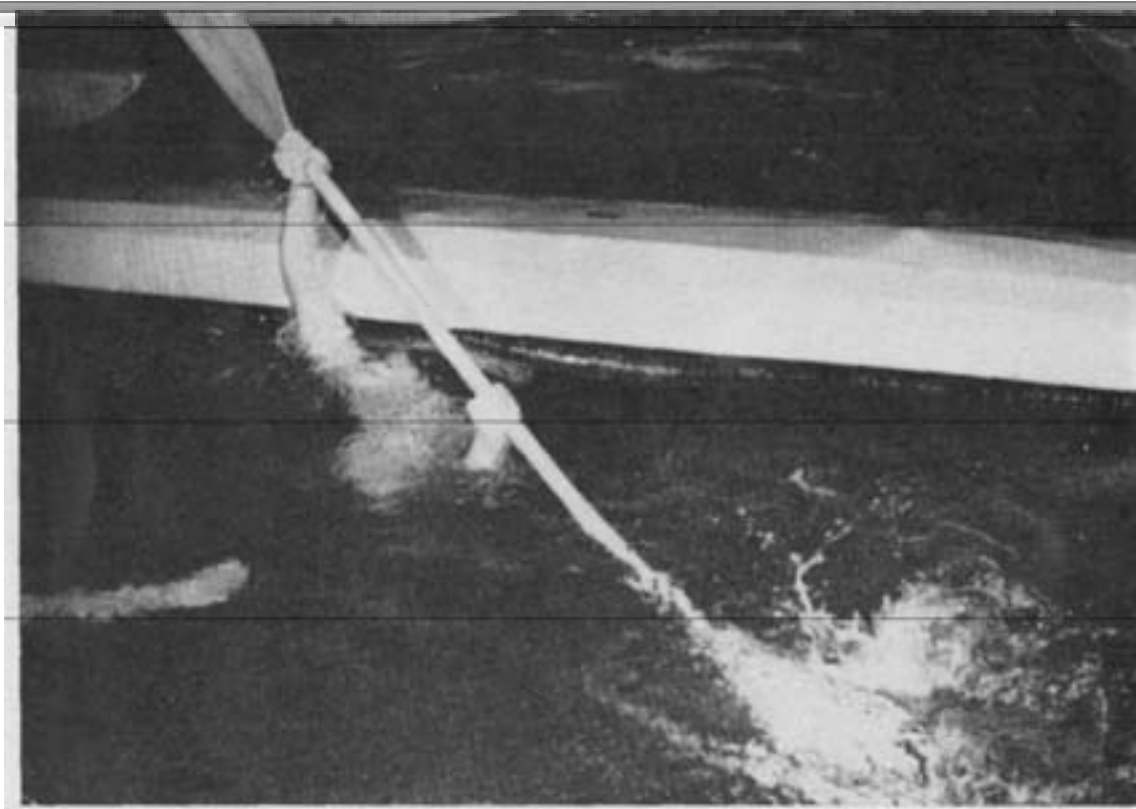
We see the kayak with its bottom up and alongside it the paddle held by the paddler. This position has to be fully understood. Now he thrusts both hands holding the paddle out of the water, bends **forward as close as possible to the deck**, and turns towards the side of the paddle.

The right blade must make a climbing angle with the water surface, to enable it to move without sinking too deep.

The body, bent deeply forward and twisted to the side, is brought into motion when the paddle is levered against the surface of the water. The forward arm moves widely to the side, followed in a wide arc by the body; the paddle is moved above the head, and at the same time the body bends far back. Through the body's swinging from forward to backward bending, which must be carried out in a wide sweeping arc with the paddle being led smoothly near the surface, the paddler will find himself above the water. At the end, it



*Roger Paris of the Sierra Club executing the screw roll. (1) Preparatory paddle position; (2) Recovery: Roger's paddle has reached full sweep, and he begins hip-swing that will right kayak; (3) once **hull** is **over** its natural tipping point, Roger's body follows; (4) Et voila! Photos by Zia Kadri (Not from VODNI SLALOM.)*



The kayakist is reaching for the surface.

is often necessary to reverse the paddle stroke toward the bow.

The beginner must perform the Eskimo roll exactly in this way until he reaches perfection in performance. Only then can he afford **not** to start above the surface and thus lose the advantage of the inertia of the body falling into the water for easier emerging on the other side.

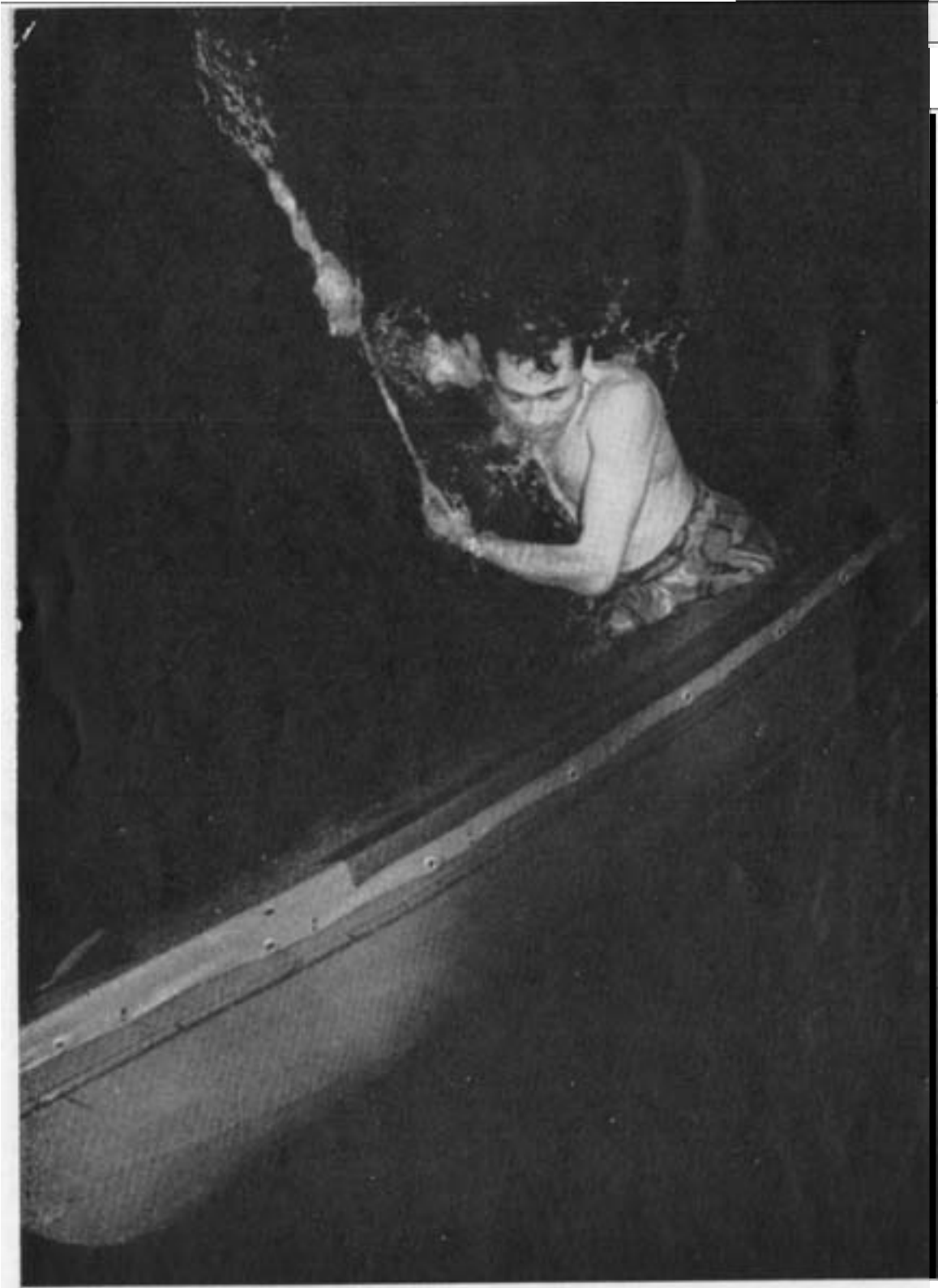
In Eskimo-roll training, the instructor helps first by grasping the end of the paddle and leading it along the surface. The pupil erects himself by pushing not against the water but rather against the hand of the instructor. Only when the beginning of the stroke is done correctly (incorrect angle of the blade, cutting under instead of sliding along the surface, is a frequent and serious mistake), can we let him try to do the roll alone. The instructor stands ready first near the bow—the pupil has more confidence if he can see him—later near the stern, and helps the pupil finish the roll, but always only when it is really necessary. He does not anticipate the pupil's movements. It is

good to have paddlers exchange the roles of pupil and helper.

A frequent mistake is to touch the deck of the boat with the idle upper blade. This happens if we do not lean enough out of the boat, and do not push the paddle up out of the water. Another mistake is to lift the upper hand too early: this pushes the lower blade, against which we are lifting ourselves, too deep.

Really to know the Eskimo roll does not mean to achieve it once, twice or ten times. Only after several hundred rolls does it become to us what it should be: a secure weapon, which can fail only under the most difficult conditions or in too shallow water—and even there a paddler who is skilled in esquimautage will be able to raise himself by pushing with the paddle against the bottom.

We learn to fall and rise on each side, either recovering on the same side or completing the roll; to capsize without preparing the paddle on the deck, in mid-stroke; to fall into the water without a paddle, which will then be handed



Rolling a Canoe. It really can be done.

to us by the instructor: we grasp it properly, prepare for the stroke and raise ourselves.

Besides the "screw roll," the "put across" roll is also popular. The paddle in this case is held with one hand at the end of the blade, with the other at the shaft. This gives us longer leverage when rolling up. (The method of execution and training is shown in the sketch, Page 18.)

Rolling the Canoe

Though the Eskimo roll with a kayak is now a common thing, rolls with a canoe have been mastered by only a very few paddlers. The width of the boat is a serious hindrance; so is the flat deck. As in the case of some makes of kayaks constructed to make rolling easier, the desire to promote rolling in a canoe will influence the shape of these boats. It is certainly easier to roll in canoes of the Swiss shape, which are rounded at the bottom as well as at the deck. In such a canoe, the Eskimo roll will eventually become safely manageable, though it will always remain more difficult than in a kayak.

Rolls are done in a way similar to that already described for kayaks. The paddle is held at the grip, but with the other hand a little further from the blade than usual. Then come capsizing, preparation of the paddle above the surface of the water and a powerful stroke from a strong forward bend.

Canoe rolls differ from those with a kayak in that it is not possible to finish erecting with a backward bend, and a strong lean forward towards the deck must be used instead. Some canoeists finish the roll by quickly reversing the paddle at the end of the sweeping stroke and by pushing against the front surface of the blade. Whether the screw or put-across method will prove better for double canoes is a question which still has to be answered.

Guard the Eyes and Ears

Training in Eskimo rolls is best done in rubber caps, so that water does not run from our hair into our eyes and to save our ears; we use nose clips secured with a string against loss. If we can roll

well we become used to Eskimo rolls without nose clips. We must not be vulnerable to the unexpected discomfort of water in the nose if we capsize during a race when not wearing nose clips.

For water in which an Eskimo roll is impossible because of shallowness, strong current or high degree of difficulty, the Austrians are trying so-called self-erecting life-jackets (*Stehaufweste*). These large life-jackets have over 40 pounds of buoyancy and therefore do not allow a complete upset. If the kayaker loses stability, the jacket will hold his trunk above the surface. From this position it is not difficult to come up again, and so in a suitable boat with this life preserver even sections that would otherwise be impossible to run because of the unavailability of upsets can be run. Such life-jackets could be of great importance, especially for canoes.



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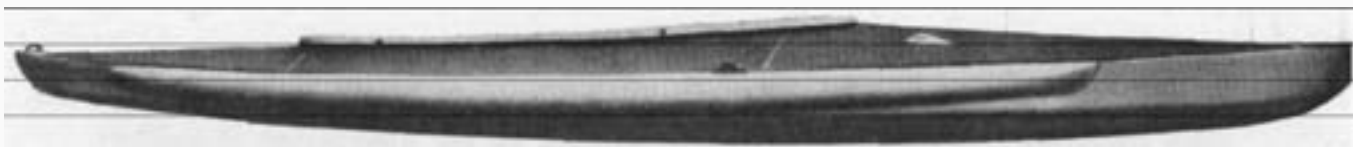
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Paddleboaters and the Law

By R. T. SIMMONDS

Ed. Note: We reprint this Special Investigator's report hoping that our AWA sea-lawyers will be stimulated to look up state and local statutes.

This article represents a preliminary report on the question of the rights available to paddleboaters regarding access to, and free passage upon, the waterways of our country.

As is the case in many areas of jurisprudence, the situation is beclouded by archaic phraseology, and rendered very complex by diametrically opposed policies among the several states.

One point is clear. In all states there seem to exist statutes stating that the citizens have the right to unhampered usage of "public waters." An example is quoted below, from Chap. 19, Para. 73 of the Illinois Revised Statutes, 1959.

"... for the purpose of protecting the right of the people of the State in the full and free enjoyment of all such bodies of water (public waters) and preventing . . . impairment of the rights of the people with reference thereto, and every proper use which the people may make shall be aided, assisted, encouraged, and protected."

This is certainly forthright enough, but the plot thickens when we attempt to define "public waters." The standard accepted reference work on legal definitions is Black's Law Dictionary, and this gives the following information:

"Public waters—Such as are adapted for the purpose of navigation, or those to which the general public has the right of access, as distinguished from private waters."

"Private waters—Non-navigable streams, or bodies of water not open to the general public, but entirely owned and controlled by one or more persons."

We see from this that waters become public by being "adapted to the purpose of navigation," or by being accessible without trespass to the general public. Note that it is not made clear whether both these conditions must prevail, or whether one is sufficient. Since a part of the definitions of both public and private waters hinges upon the question of navigability, the next step is to pursue the definition of that term.

Here we reach the climax of confusion. Black's Law Dictionary reveals

that there are at least four viewpoints current among the various states.

A few states (examples not given) apparently support the concept, inherited from English law, that "navigability" applies only to those portions of rivers which are affected by tidal fluctuations, and that all the remaining waterways are the property of adjacent landowners, who may bar passage as well as access. This is apparently true in England to this day.

Texas is Next Worst

Next, in order of decreasing undesirability, is the position taken by such states as Texas, which restricts the adjective "navigable" to those waterways "usable for some purpose useful to trade or commerce," and further declares that "a mere theoretical or potential navigability, or one that is temporary, precarious or unprofitable . . . is insufficient." Virginia, which belongs to the same school, has this to say: "Navigability is not imparted by ability to float small boats, such as skiffs or canoes." It is obvious from the foregoing that the landowners of these states are completely within their rights to prohibit passage on any stream of Class II or higher, since these are almost by definition unnavigable by commercial craft in search of profit.

An intermediate position is taken by the state of Tennessee, which declares: "The test of navigability is whether there is in the stream capacity for use for the purpose of transportation valuable to the public." While this does not spell out the right of passage, it certainly indicates that the only obligation of the boater would be to show that passage is "valuable," and recreational values would seem to be quite acceptable.

From the paddleboater's point of view, the most desirable attitude is that evinced by the states of Minnesota, Kansas, and Wisconsin, which regard any water with public access points as navigable. A Wisconsin decision speci-

fies that "Any natural waters usable for rowing and canoeing are navigable."

Thus we see that the definitions of navigability accepted by different groups of states either include or exclude the very waters which concern us most. The only uniformity is in the expressed intent to protect from infringement the freedom of passage of those waterways which **are** considered navigable. On this subject, the Illinois Revised Statutes say:

"It is a public nuisance to obstruct or impede, without legal authority, the passage of any navigable river or waters."—Chap. 38, Para. 466.
". . . shall receive from any citizen complaints as to any invasion or encroachment upon . . . any rights of any citizen . . . to use or enjoy any public waters of this state." Chap. 19, Para. 55.

The problem as it now stands is simply to obtain from each state its definition of navigability. Once this is done, it seems that, on any stream meeting local requirements, free passage is assured: and further, that such impedimenta as locally erected fences, dams, and fish weirs have no legal standing,

and must be removed forthwith on plaint from the (paddleboating) citizenry.

One clue to a fast way of obtaining navigability data for your state is given by the Illinois Revised Statutes, Chap. 19, Para. 52:

"The Dept. of Public Works & Buildings shall . . . make a list of all the waters of Illinois . . . specifying if the same are navigable or non-navigable."

The writer would be interested in hearing from anyone who has obtained such a list for any state, or even determined the existence and accessibility of such a list.

(Send your contributions on this important subject to Exec. Secretary Dave Morrissey, 1662 So. Lafayette, Denver 10.)

FOUND: An AWA member who **really** has it "made." He is Jerome A. Johnson of Danbv. Vermont. who lives on "Two Easy street."



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FROM YOUR EDITOR

The first issue after taking over is the only time for a new Editor to praise the devotion and skill of his predecessor. After that, he may know much better how hard it was for the escaped man to get out the magazine, but anything he says by way of praise will also have an air of complaint.

Martin Vanderveen, Dave Stacey, Joe Lacy—the back issues and the files set their achievements in perspective. Lacy, who took the big chances, set the high standards, endured the initial shock of disappointing circulation response, kept the magazine from capsizing. Stacey, who patiently stayed with it during the formative years, introduced many new departments, uniquely combined culture, technical insight, and love of the outdoors. Vanderveen, who as the first non-Colorado editor widened the magazine's horizons, developed picture treatment, recruited a nation-wide staff.

We who are about to edit salute you!

What are the aims of the present administration? Let's say that the present Editor would seriously like to preside at the moment when our sport bursts on the consciousness of the larger public, ceases to be quite such a coterie affair, and when United States paddlers take their rightful place as the equals of their colleagues overseas. Is that too much to ask?

As perquisites of the editorship came a heavy four-carton load of files, which fill, and spill over from, two filing drawers. It is a real experience to scan through these letters, dating back to the formative days of the A.W.W.A. (as it then was alphabetized). Here in a real sense is the heart of our organization.

We doubt whether such a record of sustained intelligent devotion can be duplicated in many associations, not to say many private enterprises. The original group of founders, and those whom they quickly recruited, poured a truly astonishing amount of energy into the

building of your Affiliation. They continue to do so. Most members never see the carbon "flurries" that circulate among the committees. If they did, they would be abashed to realize how much thought and talent it has taken.

Some obvious benefits, apparent to the thoughtful observer, are that the Affiliation has never put a foot wrong, but has been in the main successful and right. It has never been dominated by any one overwhelming personality, never been the appendage of one powerful club or region, never gone off wild-goose chasing. It is not, to be sure, as large as the American Legion—is not as large, in fact, as many of its affiliates. But it is a goodly company.

We want articles to print in the next few issues! The mailman gets out here to the Coast every now and then; trust your MSS (typewritten, double or triple-spaced, and save a carbon) to Uncle Sam.

Past experience indicates that we could easily unbalance the magazine by running the many cruise-experience stories that readers suggest to us. So we tend to discourage this classification unless it's a prime exploration or an adventure beyond the expectable. (Or unless the pictures are extraordinary).

That doesn't mean we don't want such stories—only that there's always likely to be a backlog of them in the files, waiting for their turn.

What else to write about? "How to do it" pieces are prized, particularly if they are about ideas well tested for a season or two by the white-water affiliate.

Here are some possible subjects, or at least starting points, which we thought of on a recent sleepless night:

"What Useful Purpose does White Water Running Serve?" (We have a theory that it helps improve our driving; how about you? And what social values does it inculcate? Etc.)

"Practice and Training for Paddlers."

"How many boats would you own if you had unlimited funds?"

(For lawyers): "The law of trespass and the right of navigation."

(See Bob Simmonds's article in this issue.)

Pictures! Considering the nature of our sport, this should almost be a picture magazine with some articles, rather than vice versa. But experience shows that it's hard to get good pictures.

Notice that Van has been put back to work right away. He is professionally an expert photographer and camera merchant, and he will write a regular column on photography in relation to our sport.

One thing that stands between our many photographers and us is their almost universal use of color film. The good transparency can be converted into an acceptable black-and-white; as

a matter of fact Kodachrome is a superior medium from many points of view. Trouble is that the process is one for skilled technicians, costs a bit of money, and requires the donor to surrender his transparency for a period of time.

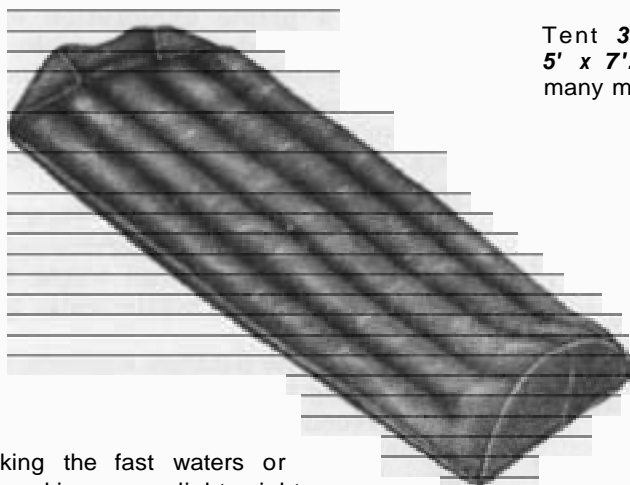
So this is a plea for you to put some old-fashioned Verichrome Pan or Plus-X into your cameras occasionally, particularly when the runs are spectacular. Alternatively, that you make the investment in a black-and-white negative and print from your best transparencies. Or, if you'll trust us with the transparency, and if we want to use the picture, we'll have it done; but remember that such illustrations must come in well ahead of deadline . . . a fortnight isn't too much leeway.



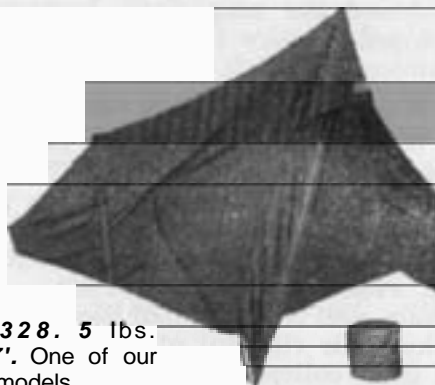
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Down we go! From 1959 AWA Clearwater trip.

AWA Summer Trips

The trips sponsored by the American Whitewater Affiliation so far have been something really special. They have almost all been true **wilderness**, and usually pioneering, cruises down beautiful rivers where man has never farmed, gardened, caused tame beasts to graze, bridged, dammed, lumbered, or lived.

Now, being a white-water fan doesn't necessarily mean being a wilderness connoisseur. Yet there's no doubt they do go well together, just as in mountaineering. If there's one thing that unites us — canoeists, kayakists, competitors, cruisers, raftsmen, fishermen — it's the ardent love of nature, her eternal harmonies and her dissonances. Canyoneering, which Walter Kirschbaum so eloquently described in the last issue, is the sole province of the trained and resolute expert.

That's the background for the pioneering nature of our AWA trips in the Clearwater drainage of Idaho. It proved, in the case of the North Fork and the Lochsa, that the paddlers came but to salute the passing of the primeval forest: these trips were made "collector's

items" by the sweep of some Forest Service pen, ordering the bulldozers into action.

This year, two AWA trips are to be held on a river — the Selway in Idaho — where there's a threat that the same road-building process will be repeated, yet where a fight can and will be made to save the virgin wilderness.

We would like to say, to those of you who doubt the added value of the wilderness cruise, that the real danger is that you'll get to be an addict. You'll likely never be the same, once you've seen a bear and her cub fishing on a gravel bar, photographed an osprey's nest, or caught thirty pan-sized cut-throat trout in an hour.

And the white water? Prime.

The trips are open to all rafters or small-boaters who are members of the Affiliation or of its affiliated clubs. A limit of 12-15 persons has been set for each trip. Children under 12, half price provided parent or guardian is in the party.

SELWAY No. 1, July 4-10. A pristine wilderness. Parts of the river were run

for the first time by an AWA scouting party in the summer of 1960. It is safe, though very exciting. Cost \$120.

SELWAY No. 2, July 12-18. Same except extra day spent in land transportation and camping to avoid 500 miles extra travel. Cost \$125.

MIDDLE FORK OF THE SALMON, July 20-27. A trip of about 107 miles from Bear Valley to Salmon River, for passengers or boaters who have had some experience at this sort of trip. The pace will be a bit faster. Campsites and daily distances are not pre-established so that those who have not been on the Middle Fork will have a real feeling of "exploring" it. This is one of the white-water classics, often requested. Cost \$135.

MAIN SALMON No. 1, July 28-August 4. Start and meeting place will be at the end of Middle Fork trip. This is the "River of No Return" and is another Idaho classic which has plenty of water even fairly late in the season. Cost \$120. Those who would like to combine this with the Middle Fork trip may obtain a special rate.

MAIN SALMON No. 2, August 6-13. Same as above trip except passengers may be met in Riggins (Aug. 3) if they wish. Cost \$125.

There will be no extra charges for passenger shuttles on any of the above

trips. Days of land travel will vary according to where passengers are picked up. The reservation deposit will be \$10 and will hold the reservation until June 15 when balance on all trips will be due.

There may be a share-the-expense scouting trip for a small party on the Flathead in Montana in mid-August if there is sufficient interest. For more details and/or early reservations address inquiry to: Oz Hawksley, Chairman, Trip Planning Committee, Route 5, Warrensburg, Mo.

Invitation from Sierra Club

The Bay Chapter of the Sierra Club invites AWA members to join them in running the Eel River over the long Memorial Day weekend. The run from Dos Rios to Alderpoint is exceptionally lovely at this time of year. Steep irregular green peaks rise from the river with occasional jagged rocky outcroppings. The wildflowers are at their height.

The river is Class II-V with a few portages.

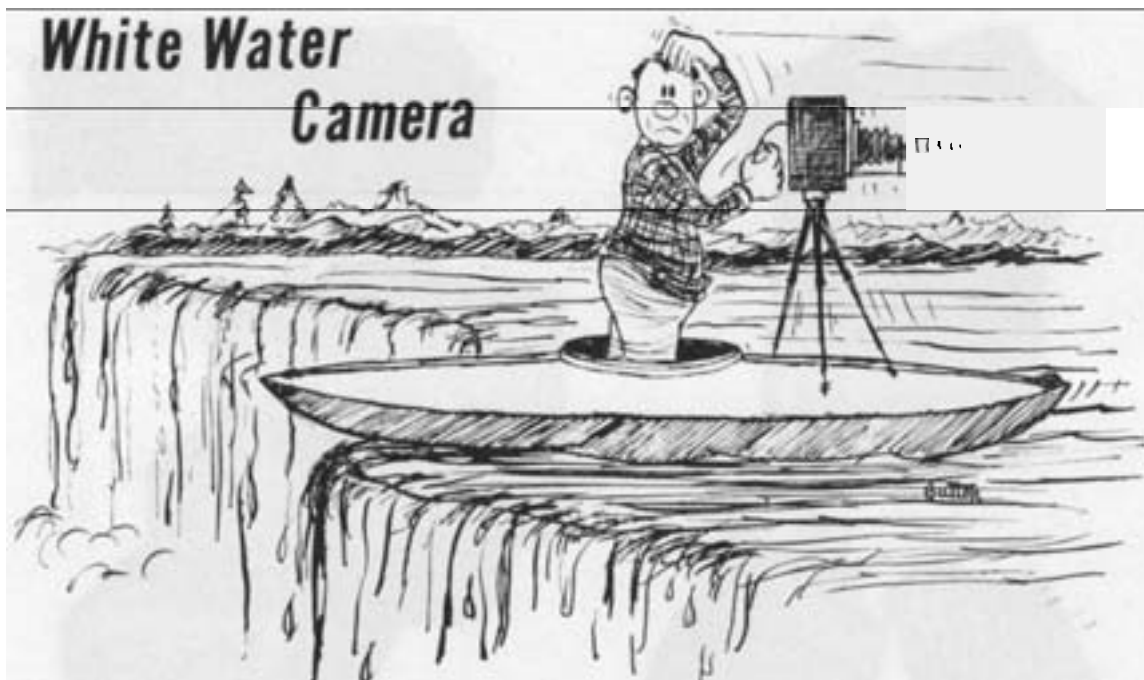
If there is enough interest, there may also be an easy Class II run below Alderpoint through the redwoods. Those interested, please write: Elsa Bailey, Chairman, 13096 Broadway Terrace, Oakland 25, Calif.

LET'S FACE IT... WE'VE HAD IT!

ANOTHER YEAR of our grand **AMERICAN WHITE-WATER JOURNAL**. With this issue (Volume VI, No. 4) the 1960 "AWA-YEAR" Membership-subscription expires . . . **EXPIRES. . . EXPIRES.** Four JOURNALS having gone your way.

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n Vanderveen

Freed from the chores of editorship, Van now has time to write on his second favorite subject—photography. He has been a professional photographer and has been in the camera game for a number of years. If enough interest is shown, this will be a regular feature.

Almost every white-water enthusiast is **per se** a photographer. Without a pictorial record of the scenes of our thrills and our pleasure, the sport for some of us loses at least part of its zest. Be his equipment a five dollar Brownie or a five-hundred dollar precision miniature, the paddler must have his pictures.

In future installments we will discuss various phases of white-water photography: selection and use of equipment, techniques, color problems, processing, movies, and other subjects. For this introductory chapter we will confine ourselves to basic points, with emphasis on equipment and its protection. The cardinal rules of protection are:

1. Waterproof it.
2. Tie it in.
3. Insure it.

WATERPROOF IT

Waterproofing is a **must** for cameras and equipment. The most economical equipment for this is a surplus .50 or .30 calibre ammunition box—if you can

find one with the lips undented and the rubber gasket live and undamaged. These can be purchased for a dollar or so in surplus stores. They fasten with a couple of snap locks and leave the camera readily accessible.

Next best are the smallest size (7½x8x12") waterproof rubber bags, occasionally available as surplus. They are large enough to hold camera, meter, and a good supply of film and accessories. They are a little less convenient to open and close, but have one supreme virtue. They hold enough trapped air so they will float, and if your camera does fall overboard it's safe if you can retrieve it.

Jean Chauveau, Hans Klepper, and Folbot Corp. all offer small waterproof camera bags which seal with a folding lip to keep out water. These bags are small, inexpensive and convenient, but being soft do not offer much physical protection to delicate equipment.

The only camera manufacturer supplying a waterproof case tailored to a specific camera is Burleigh Brooks.



Upper left, surplus rubber bag, waterproof and rugged, but bulky. Upper right, 30 calibre ammunition box. 50 calibre is good for larger cameras. Lower left, Klepper (left) and Chauveau camera bags. Waterproof but soft and offer no physical protection to equipment. A similar bag is also offered by Folbot Corp. Lower right, the Halliburton waterproof cases. Handsome and effective, but somewhat expensive.

Their Rolleiguard, designed to accept most models of Rolleiflex and Rollei-cord, has a list price of \$29.50. In the line of deluxe equipment, Halliburton, Inc., 4724 S. Boyle Ave., Los Angeles 58, California, makes three sizes of waterproof aluminum gadget cases. They are handsome and provide ease of access, physical protection, waterproofing and flotation, but they are expensive, ranging from \$49.50 to \$67.50.

TIE IT IN

Whenever the camera is not actually in use it should be sealed in its waterproof bag and tied firmly to the boat. I have a short length of $\frac{1}{8}$ " nylon cord fastened to my camera bag with a dog leash snap spliced to its free end. In the kayak I fasten the snap to one of the sewed-in "D" rings, while in a canoe I pass the line around a thwart and fasten the snap to the upper part of the line itself.

On the subject of stowage: emphatically, put the camera in the coolest part of the boat (i.e., on the bottom and out of the direct rays of the sun). Next to

water and dirt, heat is the worst enemy of camera equipment—and what a day of baking in the hot sun can do to expensive color film is nothing short of tragic. On a hot day I go so far as to drape a wet cloth over the camera case so the evaporation will keep it cool.

INSURE IT

Despite all our care, there are an infinity of things that can happen to photographic equipment on the river. A camera floater policy will protect you against just about any kind of loss or damage to your treasured photo gear. If your equipment is out of the box camera class you should have such a policy; any insurance broker will be glad to write it for you at a cost of just a few dollars per hundred dollars of valuation.

Still on the subject of protection, here's a useful tip. The most delicate, and at the same time, the most expensive part of a camera is the lens. To protect the soft optical glass I leave a haze filter in place on the lens at all times. A haze filter is a clear glass disc

which cuts out only the ultra-violet part of the spectrum. When shooting color film it will frequently improve the quality of the picture, but, B&W or color, it will never do any harm—and it protects the lens from physical damage. A damaged lens is expensive, but a damaged filter can be replaced for a couple of dollars.

OTHER ESSENTIALS

What equipment should we carry in addition to the camera? Waterproof case, plenty of film, exposure meter and tripod—yes, I said **tripod**. More about the tripod in later chapters; let's go into the question of meters now. I am often asked, "Do I really need an exposure meter for good pictures?" My answer is straightforward and simple: "Yes!" I've been doing photographic work for a couple of decades and haven't yet had enough experience to get accurate exposures by guesswork. The ones who brag about perfect pictures without a meter are usually the "experts" of two or three months standing—and if they stick with photography long enough they generally wind up revising their own standards upwards.

Almost any good photoelectric exposure meter will serve. They range in price from seven or eight dollars to about \$40.00. They differ in their low-light sensitivity, type of scales, and operation, but they all serve essentially the same function—to read the strength of the light and let you make an intelligent decision as to what shutter speed and aperture setting to use. **Don't** buy a meter that is designed **only** for incident light readings, and if you get one that works with both incident and reflected light, don't use the incident light attachment for pictures on or near the water. A reflected light meter measures the intensity of the light reflected by the subject—and that, after all, is the light by which we are taking the picture.

AIMING THE METER

Most instruction books tell us to hold the meter with the photocell aimed slightly below the horizontal. This is good advice in ordinary circumstances, since it excludes the light from the sky

which would give us an erroneous reading. However, the strong reflections from the water can also give a false reading. In a marine subject the light reflected by the brightest areas may be a thousand times brighter than that from the darkest. Our film can record only a small part of this immense range, so obviously the answer is to take a close-up reading on the most important part of the subject. For a portrait, the important part would be the face; for a landscape it might be the foreground, the background, or an average of the two; for a boating scene it would normally be the boat and the paddler, although in some circumstances it might be desirable to show the features of the white water and let the boat go into silhouette.

How close should we be for a close-up reading? Assuming your meter has an angle of acceptance of 60° (most meters have a narrower angle than this), we should be no further away than **a distance equal to the smallest dimension of the subject; i.e.,** if we want to read the light on an area 24" wide, we should hold the meter about 24" away from it.

What if we can't get that close to the subject? Try a similar subject at closer

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range. For example, we can't take a close-up reading on a boat in mid-stream, but there may be a similar boat near the bank; a reading on this will be correct **provided the light hits it the same as it does the principal subject.** If nothing better is available, you can always hold your hand so the light hits it properly and take a reasonably accurate reading on your palm. Always remember that the meter is not a be-all and an end-all in itself; it is a tool that will do just as good a job as the skill of its operator permits.

What about the electric eye cameras? They have their good points, but are not always adequate under difficult lighting situations. Far better results can be achieved with a manually controlled camera in the hands of a photographer who knows how to use it.

What are your photographic problems? Send your questions in to Van. All will be answered, with the more interesting ones printed in the magazine. Address your letters or cards to Martin Vanderveen, 5432 S. Woodlawn Ave., Chicago 15, Illinois.

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Emptying a Kayak



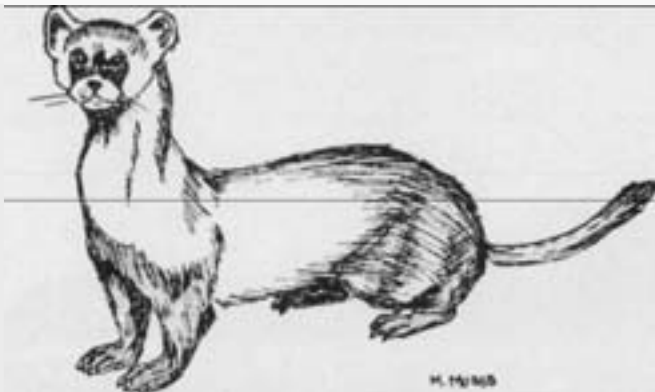
Emptying water from a kayak is a problem which faces some of us rarely and some of us often. However often we do it, we should do it expertly, because white-water sports are entering the era of perfected system. The method shown in the accompanying sketches is one which I learned from the British foldboaters. It is best done with a narrow, rocker-bottomed boat (another advantage of this design). With the boat right side up you force the bow down into the water. Water inside the boat runs into the bow. Next, pick up the bow, rolling the boat over at the same time. Lift the bow far enough so that the cockpit opening remains above the outside water level. The water inside the boat will run down the peak of the foredeck and spill out through the cockpit. When there is a heavy load of water in the boat, it may be necessary to repeat the process several times, lifting only a small distance the first time. This method puts less strain on a boat than having two people lift from either end.



—Eliot Du Bois

Time to Renew

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Conservation Comment

By DAN BRADLEY
AWA Conservation Chairman

Victory on Yellowstone Lake! After all the noisy testimony at the several hearings last year, after all the bombardment of Congress and Administration officials with organized campaigns of letters and telegrams, the concept of wilderness preservation has won a signal victory over commercial exploitation of our natural resources.

Secretary of the ~~Interior~~ **Seaton** finally issued the official order excluding powered craft from the three southern arms of Yellowstone Lake, for the purpose of preserving the wildlife in these areas, particularly waterfowl, and the wilderness quality of the remote parts of the lake. The zoning regulations become effective 30 days after publication in the Federal Register on December 30.

Many outstanding conservationists and outdoor organizations joined together in this battle, and the AWA and its members made a significant contribution to its successful outcome, especially our Executive Secretary, Clyde Jones, who developed a lively relationship with Superintendent Garrison and went to considerable effort rounding up support for the zoning proposals.

Thus it is clear that when everybody pitches in, a fight in defense of our wilderness waterways **can** be won. We helped in this one; in the battle that is looming over the Selway (see below) we're in on the ground floor: part of that wilderness stream had never been paddled (at least by white men), until Oz Hawksley floated it last summer. Following our lead, the Sierra Club will probably sponsor a trip on the river this summer, in addition to the two planned by the AWA. The defense of the Selway wilderness will be tough-

er, for whereas in Yellowstone we were supporting the Park Service, here we will be fighting the Forest Service. But if all who believe in wilderness preservation will stand and fight, this battle too can be won.

The AWA has been asked to assist in an inventory ~~of wild~~ rivers as part of a general survey of wilderness recreation by the Wildland Research Center of the University of California for the Outdoor Recreation Resources Review Commission. This immediately stirred up among our people something of a hassle as to what constitutes a wild river. We were given two definitions: 1) two days' travel without encountering significant signs of civilization, 2) rivers free of impoundments, accessible only by trail, their watersheds essentially virgin. Neither is exactly precise. "Two days' travel" on a river, in contrast to travel on a trail, is a highly variable factor, depending on the water level, character of the river hazards, and the capacity of the boaters to cope with them. I know of one 32-mile stretch of wild river which has taken both one week and one day to travel through by different boaters.

By way of developing some sort of measuring scale of the **quality** of wild river recreation, Frank and John **Craighead** have been working on this problem of river classification for some years, and have come up with the following:

- 1) **Wild rivers**, as defined in (2) above;
- 2) **Semi-wild rivers**, accessible by



Art and Polly Kidder with granddaughter on Yellowstone Lake.

road but undeveloped, essentially virgin environment;

3) Semi-developed rivers, with impoundments and heavy land use in lower sections, upper reaches still undeveloped; and

4) Developed rivers, with impoundments, dyking, urban developments and some pollution, but that may still have extensive areas for valuable recreation.

This is a good start, but it could do with some refinement and sharpening of definition. My own feeling is that between (2) and (3) there is a big hole: rivers whose shores may once have been razed for lumber, or agriculture, now forested with second growth, but as yet mostly undeveloped—or rivers in a woodland environment with highways, towns, etc., just out of sight and earshot. The Current in Missouri comes readily to mind as an example, and Van's description suggests the Calumet in Illinois. These and many other rivers are both "semi-wild" and "semi-developed," but frequently offer a "wilderness-type" experience for the paddler and fisherman.

It is obvious that some sort of classification and definition is **urgently** needed, so that Congressmen and gov-

ernment officials, scientists and ordinary laymen seeking recreation may all know what the heck they're talking about: that is, precisely what level of outdoor recreation experience is under discussion. We cannot go on making a bull out of a steer, nor insisting that a cow is really a horse, or stumbling repeatedly over the classification of the burro. Some of us have the very strong conviction that all rivers offering experiences of a wilderness type should be included in the WRC's inventory. This project, however, is limited by the terms of its contract with the ORRRC to wilderness recreation, and only "wild" and some "semi-wild" rivers fall within this purview. That does not mean that either the WRC or the ORRRC fails to recognize the recreational values inherent in rivers in the other classifications.

We certainly are not alone in our confusion on the meaning of "wilderness." At the ORRRC meeting at Jackson Hole last August, a committee of ten leaders in the outdoor field haggled over the problem of definition of the term for ten hours—and came up asking for three months more time to consider

the matter! The difficulty arises from the wide variance in viewpoints of scientists and laymen. To the scientist wilderness is an area utterly unaffected by man: even fire prevention and insect control cause unnatural ecological developments. Thus some change is unavoidable, some alterations in natural ecology must be tolerated. Where is the scientist to draw the line? Where does "wilderness" cease to be such and become "semi-wild," due to the minimal effects of man's mere presence, even without developments of any sort? Certain species of plants and animals disappear . . . how many, before the scientist must declare "this is no longer wilderness"?

The layman, on the other hand, is less critical; he is more likely to measure wilderness by the degree of hardship it imposes on him — a subjective and highly variable measure. Size of area, regardless of terrain, the **appearance** of natural environment, and of wild animals, are more likely to impress him than the absence of once native animals or of certain vegetation which requires forest fire for germination. If the **WRC** people can come up with a viable definition of wilderness that will satisfy even a majority of those concerned, they will be entitled to wear a halo for the rest of their mortal lives. Common sense suggests, however, that we shall probably have to abide by the scientific definition of wilderness, with varying and clearly defined degrees of "less than wilderness."

Earlier in the ORRRC meeting there was a discussion of the report of the committee on recreation and federal water development. Those present worked themselves into quite a lather over the necessity of working out some means of evaluating the recreational potential in developing cost-benefit ratios for new projects. Joe Penfold and Luther Gulick stressed the need for recreational interests being represented at the earliest planning stages, Mr. Gulick stressing that projects are usually started by men with a driving passion who conceive the idea first and assemble supporting arguments after.

Then came a gentle queep from Mrs. Katharine Lee of the Forestry Assn.: "Is the loss of recreational value in-

cluded in the cost-benefit formula? Many of these new projects take real values . . . that exist today." To which the committee chairlady frostily replied: "The group did not get into a discussion of the loss side." Well heck no—they're not concerned with non-development, least of all the Congresswoman from Idaho!

The AWA seems to have hit the jackpot on the Selway last summer: Oz Hawksley came back with what turns out to be the only extant motion picture of that river, and there's a fight brewing over the area. The Forest Service has announced "a proposal to modify the existing Selway-Bitterroot Primitive Area and to reclassify most of it as wilderness area." That **sounds** just dandy, for "wilderness" is a higher classification than "primitive area." The catch is that some 700,000 acres of what is now primitive area, which because of roads cannot be classified as wilderness, will therefore be thrown open to exploitation. This is typical of the way the Forest Service chips away at our remaining wilderness areas; on one excuse or another it issues permits for building roads, and then opens up the area to logging because it can no longer be classified as "wilderness." There is thus no guarantee whatever that the newly classified Selway-Bitterroot wilderness area will remain such. It can be altered further by the mere stroke of an administrator's pen. The Clearwater North Fork has been hacked up by a logging road, and now that it is no longer "wilderness" it will be harder than ever to fend off the as-yet-unauthorized **Bruces Eddy** dam. This is why the Wilderness Preservation Act is so urgently needed.

In all of Montana there is only one river that may be called a true "wilderness river." That is the Middle Fork of the Flathead, in the northern part of the state, and it is threatened with an Army Engineers dam at Spruce Park. Hungry Horse dam busts up the South Fork, and the North Fork is saddled with highways on both sides, leaving only the Middle Fork wild. Spruce Park

is not a park but a name given to a high meadowland which is an important range for elk and grizzly bear as well as smaller animals. John Craighead rafted down the river a couple of years back and reported that "there is no doubt in my mind that this is one of the most scenic 'wild' rivers in the Northwest, one which conservationists should strive hard to save. The country is ideal for pack trips and the river offers a 'white water' float trip of unsurpassed beauty. The scenery is superb, fish and wildlife abundant and in every direction the outdoor man meets the challenge of primeval country." Fortunately prospects are better here than for the Clearwater in Idaho: both of Montana's Senators and two Representatives have pledged their opposition to the dam, but the Army Engineers are ready to move in at any time, and the potential danger remains. Oz Hawksley hopes to scout the river this summer, with a view toward an official AWA trip next year. Any AWAers who fancy checking Dr. Craighead's description might get in touch with Oz.

A recent article by John B. Oakes in the New York Times (reprinted in the November Sierra Club Bulletin) discusses the rivalry between the Park and the Forest Services in the recreation field. Behind this are various recommendations for transfers of large areas of national forests to national parks for permanent preservation as recreational areas, among them Oregon Dunes and the North Cascades. As Mr. Oakes points out, there is a world of difference in the objectives of the two services: our national parks are dedicated to conservation of areas of national significance; forestry is equally wedded to "multiple use." This includes recreation somewhat, but the overriding tradition of the Forest Service since its foundation has been production for commercial use. Gifford Pinchot had no patience with the notion of keeping large areas wild and undeveloped. Dr. Richard McArde, Forest Service Chief, has affirmed that his agency "is in the recreation business to stay." His term has unfortunate connotations, and the concept lacks stability: as noted above,

an area may be wilderness today and next year opened up to logging. The multiple uses of any national forest may be juggled about and rearranged by the decision of an administrator. A national park, on the other hand, remains unchanged until altered or abolished by Act of Congress. While the Park Service in recent years has been guilty of some overindulgence in "mass use" thinking, nonetheless, Mr. Oakes concludes, "these deficiencies are less important than the fact that the Park Service is the only sure protector of the best of America's scenery, wildlife and wilderness resources."



Remember your AWA Dues!
Send in your 1961 Membership Now!

Clearwater Film

"Whitewater Wilderness," the 16mm color movie made on the 1959 and 1960 AWA trips in the Clearwater-Selway country, is now available for club rental.

Exciting canoe, kayak, and raft runs of some of the most challenging rapids in the United States. Wildlife, scenery.

The film is 900 feet long, lasts 35 minutes. It cost a lot to make, so it has to rent at \$10 per showing.

Write to whichever of these is nearest you:

Oz Hawksley, Central Missouri State College, Warrensburg, Mo.

Lou Elliott, 1957 Gaspar Drive, Oakland 11, Calif.

RACING REPORT

By GEORGE SIPOSS

Though the countryside is still covered with freshly fallen snow, our thoughts wander, and inevitably the races in the Spring come to mind.

Many a cruiser will want to put the Journal down at this point, or bypass this part. But, stop and consider a bit. Bear with us, and perhaps we can explain why we think racing is such an important part of our sport.

White-water sports are for anyone and everyone. There is no age limit and the tender sex has just as much chance as the masculine. Kayak and canoe racing on flat water requires conditioning, training and plenty of muscles. White-water competition, on the other hand, demands only good judgment, split-second timing and skill.

The main advantage of this type of racing is that one really races against the river: competitors are started at one minute or so intervals. Even the losers have a terrific time shooting the rapids and they too can say with pride, "I have conquered the river!"

After the race we all take part in excited discussions of the various obstacles, waves, etc.

Racing is usually connected with camping, and it is not unusual to see competitors come from as far away as 500 miles just to be with the other boaters and "talk boats." The less energetic ones help with the organization, scoring and judging, or just take action photographs. How better can you alert isolated paddlers that there is a club operating in their area than through the publicity releases and newspaper articles that accompany the races?

Racing improves technique and equipment: this makes river cruising safer and more enjoyable. Many clubs find that the best way to start a season is by organizing a slalom race. With help from members this can be done inexpensively (see "First Sylvan Slalom" in the August issue).

With the advent of the spring, many clubs will be conducting slalom judge schools in friendly sessions among the organizers and volunteers. Movies,



Laurence Campton, Salida Slalom, 1960

slides and scale models are used to demonstrate the rules of the slalom.

Slalom races are really a matriculation for paddlers. When one completes a slalom course it means that he has completely mastered his boat. Such a course is usually set up on a short stretch of river where the current has interesting characteristics and where natural obstacles such as rocks, bridges and dams provide a test for skill in handling one's craft.

The artificial obstacles are made with six-foot long poles, two inches in diameter, hung from ropes stretched across the river. The poles are approximately 4-6 feet apart, creating gates. The boat must pass through these gates without touching.

The rules are simple: red-and-white striped poles are passed on the competitor's left, green-and-white poles on the right. Solid red or green poles indicate "loops" which have to be paddled around to the left or right respectively.

One of our readers, Rich Chambers of Salem, Oregon, asks how the results are calculated. When the competitor leaves the start a stop watch is started. As he crosses the finish line the seconds taken from start to finish are calculated and penalty points for accidentally touching or omitting gates are added. An average slalom run takes four minutes. Add a 100-second penalty

for omitting a gate, a few ten-second penalties for touching and the score is up into the four hundreds! There is no "standard" best score; each course and each water condition presents its problems as in ski-slalom or sportscar gymkhana.

Herewith is a list of races to be run in the spring. The dates are tentative — please write to the organizers for details; they are anxious to hear from you. There are usually a dinner, movie-show and campfire connected with the races, and of course the usual comradeship. Young and old, come to the white-water races. See you there!

Additional News:

At the annual general meeting of the American Canoe Ass'n. last November,

Robert Harrigan of the Canoe Cruisers Association, Washington, D. C. and AWA member, who has held canoe slalom championships and organized races, has been elected National Slalom Chairman. He is presently working on a system of selecting U. S. representatives for World Championships.

The 1961 National Championships of the U. S. have been divided between two Colorado clubs. The slaloms will be sponsored by the FIBARK Club at Salida, Colo., July 1-2.

The downriver race will be sponsored by CWWA on the Colorado or other nearby river on July 3-4.

The traditional Arkansas River international races will be held in Salida, Colo., on June 9, 10, and 11.

1961 Racing Schedule

Race dates should be confirmed by writing to the organizers. Competitors cannot expect to be admitted to events on a last-minute basis.

April 9: Credit River Derby and Slalom Race.

Write to: George G. Siposs, 5 McArthur St., Weston, Ont.

April 9: Sylvan Slaloms, near Ohio-pyle (Youghiogheny River).

Write to: Ray Ferencak, 132 Arch St., Verona, Pa.

April 15-16: Brandywine Slalom, Wilmington, Del.

Write to: Robert McNair, 32 Dartmouth Circle, Swarthmore, Pa.

April 29-30: Eastern Slalom Championships, Jamaica, Vt. (West River).

Write to: Bob Field, 215 Elm St., North Reading, Mass.

May 7: Potomac River Downriver Race, Washington, D. C.

Write to: Dwight Dalbey, 8703 Hempstead Ave., Bethesda 14, Md.

May 13-14: Hudson River White-water Derby and Giant Slalom.

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

May 13-14: International Western Canadian Slalom & Downriver Race, on Chilliwack River, Chilliwack, B.C. Sponsored by B.C. K.C.C.

Write to: Vern Rupp, 2748 Prince Albert St., Vancouver 10, B.C.

June 9, 10, 11: Arkansas River International Slalom and Downriver Race, Salida, Colo.

Write to: Ralph King, FIBARK, Salida, Colo.

June 10-11: Delaware River Downriver Race (tentative). Sponsored

by KCCNY.

Write to: William Prime, 166 East 96 St., New York 28, N.Y.

June 24-25: Pacific Invitational Slalom and Downriver Race, The San

Francisco Bay Chapter of the Sierra Club is scheduling this event, tentatively for the Mokelumne River.

Write to: Maynard Munger, 330 Fifteenth St., Oakland 12, Calif.

July 1-2: National Slalom Championships, Salida, Colo.

Write to: Ralph King, FIBARK, Salida.

July 3-4: National Downriver Race, probably on the Colorado River or nearby, sponsored by Colorado White Water Association.

Write to: Allen Schell, 2500 14th Ave. Ct., Greeley, Colo.

July 22-23, 26: World Slalom & Downriver Championships, East Germany.

Write: Robert Harrigan, 5113 Wehawken Dr., Washington 16, D.C.

SECRETARY'S SOAP BOX

By CLYDE JONES, Retiring AWA Secretary

Since the last issue of AWW, three new clubs have affiliated with AWA:

Cormorant Kayak Club. Gordon McGowan, Pres., 80 Inglis St., Apt. No. 1, Halifax, Nova Scotia, Canada.

Explorer Post 32, Boy Scouts. David Kurtz, rep., 331 W. College Ave., State College, Penna.

Winnipeg Canoe Club. Gerry Nicholson, rep., Box 37, St. Vital, Manitoba, Canada.

The constitution has been approved by the General Committee without a dissenting vote. (See Winter 1959 AWW, and as amended according to May 1960 AWW.) The official spelling is American White-water Affiliation and the official abbreviation is AWA. Copies of the constitution as amended are available from the Executive Secretary.

The General Committee has elected Dave Morrissey, 1662 S. Lafayette St., Denver, Colorado, as the new Executive Secretary for 1961. Let us give him the help he will need.

Your Secretary has had occasion to contact the National Boating Association, 1521 Hennepin Ave., Minneapolis 3, Minn., which is a most interesting and admirable organization. They have given us help in the Wilderness River Survey, and they testified in favor of the Park Service in the Yellowstone Lake controversy. Truly we need to know more about this organization and in the near future an article will appear in AWW about NBA. (Please note that this is not the Outboard Boating Association (OBC) which is a group of boat manufacturers, etc., which is

opposed to every principle we have, and about which it would be almost impossible to say anything complimentary. The OBC is a Chicago outfit.)

A report about the AWA Western Wilderness trips for 1960 is available from the Secretary to any member wishing a copy. Oz Hawksley and Jack Reynolds truly are doing a good job, and let us hope that these trips continue to grow. An AWA Wilderness trip conducted by the combined Buck Ridge Ski Club-AMC and the Ontario Voyageurs on the Petawawa River in Canada proved to be a resounding success. It is hoped that more of this type of club-coordinated trips will take place in the future.

Your Secretary has been receiving copies of the Affiliate Clubs' newspapers, and this is the primary source of much of the information he obtains. Be sure to keep up these mailings to the new Secretary and Editor. I would like to say that the Gold Award goes to the Ontario Voyageurs, who put out a paper which is second to none.

* * *

From the Cormorant Kayak Club "Coaming Strip" comes this notice:

"Whilst on our second trip to Lochaber Mines, a man (not connected with the club--Ed.) whose canoe had overturned, tried to swim to shore instead of staying with the boat—he drowned."

From the BC Kayak and Canoe Club "BC Water Bubble" comes this notice:

"Our Calgary member Fred Freitag who reported the theft



of his Klepper T6 has been informed by the Police that the person who stole his boat **drowned** in the Columbia River, still wearing the spray cover of the boat. There was no trace of the boat.

"May this be a lesson to those which are not familiar with kayaks. They should keep their hands off 'strange boats' or should join our club. Neptune has a very nasty Temper!"

The International Canoeing Federation (IFC) is now sending AWA four copies of their Bulletin. Anyone wishing to be placed on the reading list should notify the Secretary. It appears that there may not be any flat-water canoeing at the 1964 Olympics. The IFC is understandably concerned.



Many clubs are working on the River Patrol or River Rescue units. This movement is very interesting because there are so many possibilities and because every club is coming up with something different — much to the consternation of the originator of the idea, Roland Palmedo. Certainly by the end of the boating season more will be known about which idea produces the best results. The Colorado White Water Association is in the process of setting up a rescue unit under another rescue agency. The AWA Safety Chairman, Red Fancher, is proceeding along the lines that someday the system will become more sophisticated, and is attempting to draw up standards and recommendations and outline clinics. I am sure he would be interested, as would Roland, in having ideas from individual members. Other clubs known to be investigating patrols or rescue units are Ontario Voyageurs and the Buck Ridge Ski Club.

By way of Vern Rupp comes a report that Vancouver will celebrate its 75th birthday this summer, and the BC Kayak and Canoe Club is considering a race followed by a river tour of 80 miles of which 15 is class III-V and the rest II or below. It certainly sounds interesting.

Possibly one of the most interesting things to happen this year was the appearance of a collapsible fiberglass kayak at the National Races in Vermont. The designer, Ron Bohlander of

Colorado, made a boat that had a three-section bottom and a cloth top. Being his first design, the boat failed to be as light as the rigid fiberglass boats (25 lbs.) and indeed probably weighed more than the foldboats, which usually weigh 40-45 lbs. The race officials decided that it passed for a folding boat. We hope that one of these boats is used someday in an International Race; we would like to observe the confusion resulting among officialdom.

The December Secretary's Report contained an interesting and quite controversial decision about the international rules recognizing the folding boat only, and the dimensional restrictions. Anyone wanting a copy should contact the Secretary.

AWA still does not have an official decal or insignia and is looking for that perfect idea. How about submitting your design???

We plan to incorporate AWA during the next few months, and in New York State. If anyone has objections or suggestions please let the Secretary and Mr. Morris Forkosch in N.Y., know at once.

Robert Simmonds, Illinois, has prepared a paper on the legal aspects of access to rivers, a portion of which is

NORTHWAY CANOES



Fiberglass Canoes

Handmade lightweight ash paddles.
New yoke type life preservers.
Fiberglassing materials & instructions.

Ask us for canoeing information
in the Chicago Area.



NORTHWAY CANOES

4019 N. Narragansett, Chicago 34, Ill.

printed in this issue (it too can be obtained upon request from the Secretary). We now need the same from only 49 more states and all the provinces of Canada. Any volunteers???

Another interesting controversy centers around the interpretation of the River and Rapids Rating System (see Winter 1957 AWW). There are two distinct schools of thought. The first is to take the system literally and agree that less than 5 per cent of our boaters are experts; this means that a III rapid is the ultimate for most of us. The other school wants to upgrade our boaters so that everyone can do a III and IV rapid (that means everyone is an expert). Most of those desiring the strict literal interpretation are in Colorado, and those wanting a more liberal interpretation are on either coast. If you have any opinions why not contact the new Secretary, Dave Morrissey.

* * *

Lastly, it has been a pleasure serving you, and the only thing I would wish is that each member could see as I have what a dynamic organization you have and what a world-wide respect you all have obtained. If each member could see the requests that are received from national recreation organizations, state and city administrations, federal and university research groups, it would simply amaze you. Any member traveling through the area where the Secretary resides should spend some time visiting and browsing in the files and meeting other members of the Affiliation.

I wish to thank all the members for the fine way they helped me with the many duties and jobs I asked them to perform for AWA during the past year.

Renewal Time!

Remember . . . we won't remind you.

Klepper Folding Boats

Enjoy Western rivers,
lakes and waterways.
Many models to choose from!
Write for free catalog.
THE SKI HUT
1615 University Ave.,
Berkeley 3, California

MEET YOUR SECRETARY

Dave Morrissey, who will guide the seventh year of the Affiliation's history, is the latest of a long series of contributions given by Colorado to our sport. Plumb makes the rest of us ashamed.

Dave is, in turn, one of New England's many contributions toward the taming of the West.



He came out to Denver after an Army stint and lost his heart to the mile-high city. Skiing guided the decision, white-water boating confirmed it.

"First of all, I am a fun boater and not particularly interested in racing," Dave writes. "However, I realize that racing produces the

techniques that maximize the enjoyment of the sport both in paddle techniques and boat design.

"At the same time, the friendly exchange of white-water experiences is the essence of the recreational benefits derived for me. The sport provides complete diversion from our mechanized society and yet is not surpassed in its challenge to the individual."

A hair-raising experience of his figured in a safety lesson in the last (November) issue; his ability to Eskimo roll may have saved his life when his boat got crushed against a hidden metal rail.

But there is more . . . "Perhaps my most interesting boating experience occurred during the past season," he writes. "Three of us from the CWWA decided to run Cataract Canyon in Utah. Since we wanted to reduce the trip to a weekend we decided to eliminate as much flat-water as possible. The only way we could do this was by rappelling down the sheer cliffs that characterize the rough country below Moab.

"My companions, Ron Bohlander and Bob Wain, were both experts in the art of rappelling. It was rather nerve-wracking for me to have to launch my boat



Dave as Kayakist. That helmet is a 49c plastic mixing bowl.

with a 130-foot rappel, especially since I had never had the boat in the water — I had only completed building it the night before. It was my first rappel, and I hope it's the last.

"The boating was comparatively easy as the river was surprisingly low.

"I am a research assistant with the Colorado Legislative Council. I have been working on my master's degree for the past two years and will attain my degree in March.

"Oh yes — I am a bachelor."

"CANADIEN" MODEL FIBERGLASS CANOES

18 1/2 feet long, 36" wide, 75 pounds. Big enough for White Water, extended cruising, or six adults.

Finest design, material and workmanship; superior performance.

Easy paddling, quick turning.

Beat 153 canoes in 25-mile Desplaines Marathon; winner of the Daily News Sailing Regatta.

Howie LaBrant

639 " 119th Street Whiting, Indiana

BOOK REVIEW

GOODBYE TO A RIVER, John Graves.

Alfred A. Knopf, New York, 1960. 306 pp., \$4.50.

"All by yourself?" somebody's wife asked at a party in town. "You didn't get lonesome?" . . . "Not exactly," I said. "I had a dog."

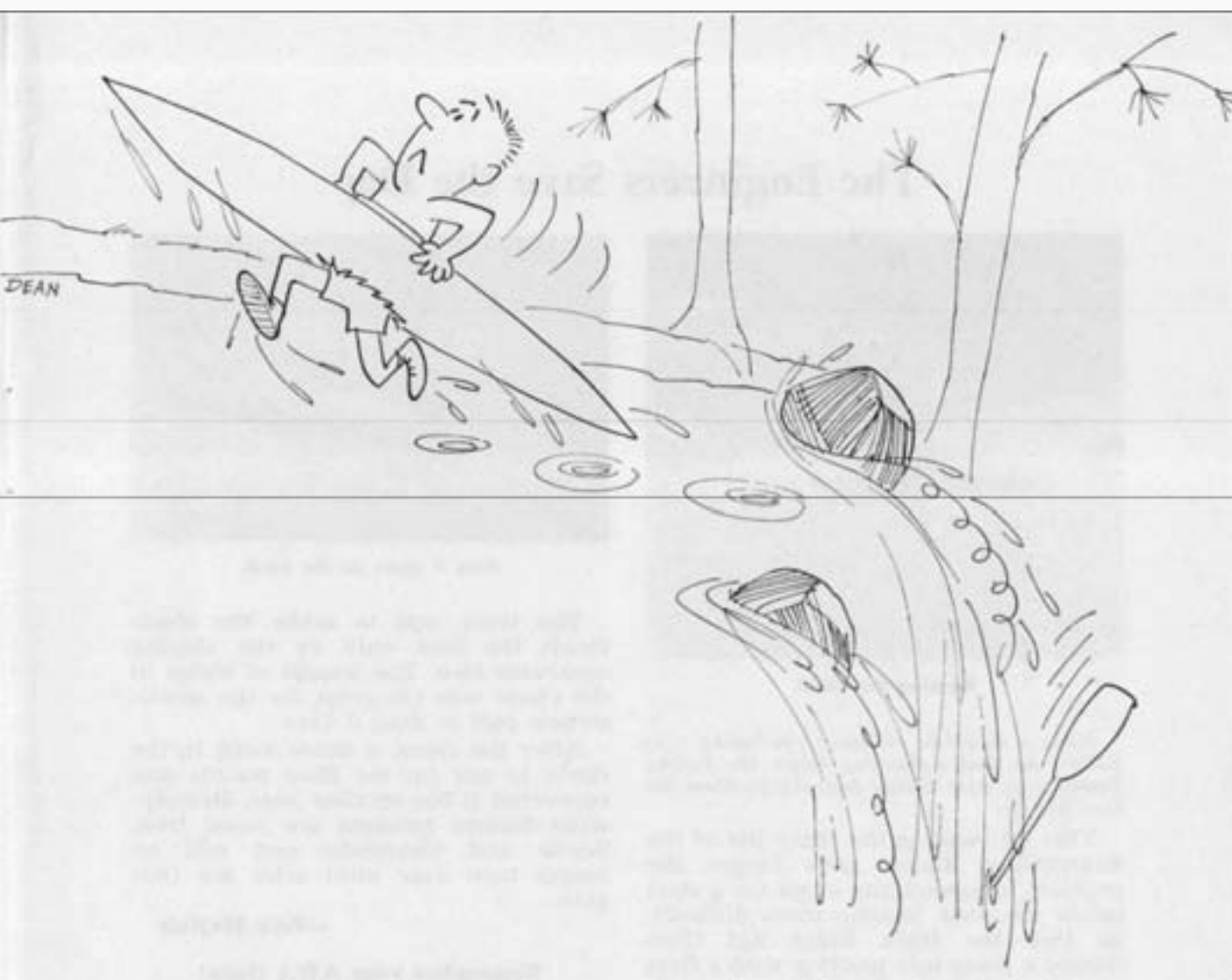
Here's a narrative not directly related to our white-water sport, but still of interest to anybody who has ever sought out the mystery of a river or has been saddened by seeing a beloved river about to die at the hands of the dam-builders. Although the author speaks of "the lift of a canoe in the rapids," he is not interested primarily in the white water, nor even in his canoe, which he regards as a vehicle to take him where he wants to go on the river.

His objective, and the subject of the story, is a last run down the upper middle Brazos River in Texas, where he canoed and explored as a boy, and which is now scheduled for a coup de grace in the form of a series of dams. He accepts the coming change in his river with the wry commentary: "When someone official dreams up a dam, it generally goes in. Dams are ipso facto good all by themselves, like mothers and flags. Maybe you save a Dinosaur Monument from time to time, but in between such salvations you lose ten Brazoses."

It is a leisurely trip, told at a leisurely pace. Interwoven in the story of the river trip is the history of the countryside dating back to the early settlers and their conflict with the Comanches. The usual mishaps expected by river tourists occur, and are taken in stride. There are some nostalgic flashbacks to boyhood excursions on the same river, and a certain amount of philosophy presented in an inoffensive manner. Throughout the book there is a strong feeling of understanding of and attachment to the land through which he is traveling.

It is a quiet book, making no grand moral points, but permeated by a regret at the loss to be sustained in the name of "progress."

—Reviewed by Martin Vanderveen



NEW PRODUCTS

Three new merchants of fiberglass-and-plastic in the various stages toward making a complete white-water craft are offering their wares to our readers in this issue.

Husky Kayaks, made by Cooper Fibreglass Products of North Surrey, B.C., advertise their short two-seater cruising S2S, a stable fishform kayak. Mr. R. G. Cooper writes that a friend "paddled 28 miles (measured on the chart) the first afternoon he took his kayak out... he was kind of sore for a week afterwards but boy is he a HUSKY enthusiast."

The Husky line totals five models. Write to R. G. Cooper, 13945 104th Ave., North Surrey, B.C.

Fiberglass Kayaks, 5525 East Bails Drive, Denver 22, offers pre-cast and

pre-cut parts ready for assembly; construction time is estimated at 40 hours. Knowing the dynamic designer behind this outfit, we can be sure this will be a lightweight and sporty craft.

Astrolite Industrial Plastics of Oakland, Calif., is a supplier well known to many of our West Coast readers. The special know-how for building white-water plastic boats is a mutual achievement, gained by exchange of information between the chemist and the boater. This company is willing to ship anywhere, and will provide technical advice on the non-nautical part of the process. Write: Astrolite Industrial Plastics, 4425 Linden St., Oakland 8, California.



The Engineers Save the Day



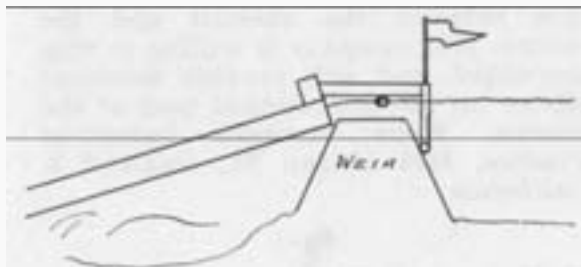
Running the chute.

Many a would-be slalomist (including your Editor) has had a dunking below the boiling Brandywine weir. Here's how the problem has been licked:

Year by year, as the entry list of the Brandywine Slalom grew longer, the problem of assembling boats for a start below the weir became more difficult. In 1958 the Buck Ridge Ski Club floated a chute into position with a fleet of canoes. But the triumph was short-lived: after only a few hours the heavy current tore it loose and demolished it.

The next year many contestants never even reached the first gate; they were swept onto a rock by the down currents or sucked under the weir by the back eddy. These Scylla and Charybdis monsters could be tolerated no longer and the Buck Ridge engineers sharpened their pencils.

The solution in 1960 was delightfully simple, and it enabled over eighty boats to launch above the small dam and shoot down the chute into the slalom course.



How it looks on the bank.

The trick was to make the chute touch the dam only on the sloping upstream face. The weight of water in the chute was too great for the downstream pull to drag it over.

After the races, a canoe hung in the chute to pry up the floor boards and recovered it for another year. Brandywine Slalom entrants are freed from Scylla and Charybdis and will no longer turn over until after the first gate.

—Bob McNair

Remember your AWA Dues!

HUSKY KAYAKS

Model S2S

A fast efficient cruising kayak made of proven fibreglass-reinforced plastics.

The most advanced design by a European kayak expert, moulded in the latest fashion using techniques which guarantee you:

SAFETY: built-in stability, flotation.

DEPENDABILITY: time-tested materials, moulded-in color.

RUGGEDNESS: Vacuum moulded for ultra-light weight with great strength.

STORAGE: Stressed-skin construction offers you greatest carrying capacity.

This is just one of several models in our Illustrated Brochure. You are invited to write today for yours. It will be mailed to you without obligation. Write today to:

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REPRINT

Dept. of Support from
Unexpected Quarters

IT TAKES A LOT OF LAW TO PROTECT A BABBLING BROOK

A long-range development of our water resources will be required to meet constantly increasing usage. However, several who testified before the Senate Select Committee on National Water Resources sounded a cautionary note. Certain streams should be left unchanged. Their natural scenic and recreational values, it was held, are worth more than anything that might be gained by their development for power, irrigation, water supply or other uses.

The Department of the Interior joined in recommending this exemption, and it deserves support. These unspoiled streams, most of them small, represent something that is becoming rare. With their clean, free flowing water, tumbling over rocky stream beds or lazing along in woods-shaded pools, they recall some of the beauty of the America that was. Their values are intangible. They are measurable only in terms of the human heart and spirit.

Two things are necessary if we are to preserve these values. One is to get public support. The other is some sort of rational classification of our rivers and lesser streams according to actual utility. One such classification has been suggested by Dr. John J. Craighead of Montana State University and is receiving strong support in Montana. It would divide streams into four groups—wild, semiwild, semideveloped and the developed and harnessed rivers. In the wild and **semiwild** classes the streams and their watersheds are either wholly or largely in virgin condition, and scenic and recreational values would be given precedence in plans involving them. Such streams are now confined mostly to the Mountain States. But other areas contain streams with qualities worth preserving.

Wisconsin is doing something about the problem with a program to maintain its good fishing streams in as

natural a condition as possible. The Province of Ontario in Canada has set up land- and water-use designations, which include wilderness areas and lakes and rivers that are not to be developed, but are to retain their natural qualities.

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Attention, Competitors!

Many American paddlers are for the first time showing interest in competing in the World Championships, to be held July 22-26 near Dresden, East Germany. As a result, it may be necessary to hold eliminations for the four places open to the U. S. for men's F-1. We've heard just at press time that this event may be held in April in Colorado. For final news, write Allen Schell, 2500 14th Ave. Ct., Greeley, Colo.

Renewal Time!

Remember . . . we won't remind you.

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Vacation Trip Aids

Our esteemed colleague Murray Spear, canoeist of elegance, reports a new enterprise that could be of interest to Eastern members wanting to go West during the summer. Under the title "Company of Voyageurs," Murray is offering all-expense trips in turnpike-cruising station wagons to the National Parks.

Although his first announcements do not say anything about river cruising, Murray wants AWA members to know this service is available for group charter in connection with AWA or com-

mercial river trips. Write: Murray Spear, 711 Valley Road, Mahwah, N.J.

Farewell to San Juan

Walter Kirschbaum advises that he will have mimeographed guides to the San Juan River available soon. This trip will be substantially ruined by Glen Canyon Dam, so the upcoming two seasons are likely to be the last when the entire river can be run. Those who want to say goodbye to the San Juan in style should write Walter, Box 264, Route 1, Morrison, Colo.



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