

# American White Water

The Journal of the American Whitewater Affiliation



*Miriam and Randy Carter running one of the many ledges on the  
Cacapon River in West Virginia, Photo by Louis Matacia*

**SPRING 1967**

**VOLUME XII, NO. 4**

## EDITORIAL

People are going to be disappointed about this issue and perhaps subsequent issues of A W W in 1967. Nobody is as sick about it as the Editor. As you read through these few pages and observe that your section of the country was not represented and that the articles you want are not in the Journal, realize that excellent copy and pictures were in hand to publish a large Journal. This material could not be used because we have no money.

The Business Manager has tried to sell advertising in addition to his other duties. The Editors have worked themselves into complete exhaustion. Selling and doing the make-up of advertising was the chunk that made the load unbearable.

It will be necessary to increase the membership dues in 1968.

In order to survive until 1968 we will need a combination of efforts: First, membership drives already begun in several Affiliates must expand and continue; Second, Someone must come forward to take over and build an Advertising Dept. that functions. Advertising not only must be sold, it must be made-up ready for the printer.

**MEMBERSHIP DUES OF \$2.50 WERE PAYABLE MARCH 1st AND ARE DELINQUENT JUNE 1st.** To curtail expense the renewal form is on the Journal protective cover.

We believe that the only people interested in AWA are INDIVIDUAL members. We wonder if individual members would like to vote in AWA elections. At present a Club with 140 members which contributes \$355 has no more voice in the councils than a Club with NO members which pays \$5.00. This is in spite of the fact that the Clubs with large AWA memberships are vitally interested in the organization.

You will notice on your RENEWAL FORM a place to mark whether or not you want a VOTE. By putting it on the renewal form which comes in with your check, your opinion is INDESTRUCTIBLE. If you have already paid for 1967, send in the VOTE anyway. All opinions will be counted by an accounting firm as yet not selected.

**THIS IS YOUR REFERENDUM.**  
**THE AWA HAD NO ELECTION IN 1966.**



## EDITORIALS

### TO AWA MEMBERS

Vern Rupp, B. C. Kayak and Canoe Club Rep. and member of AWA Conservation Committee is calling for the support of all AWA members. The area of his concern is located in the Cascade Range just north of the U. S.-Canadian border and would be roughly contiguous to the Federal Lands in our North Cascades Study Report, completed after a 2 1/2 yr. study and transmitted to the Secretaries of Agriculture and Interior 12-29-65.

The region consists of the Chilliwack River and tributaries and Chilliwack Lake—a wilderness mountain area surrounded by snow-covered mountains and valleys; this Lake offers crystal clear 'potable' water, excellent rainbow trout fishing, white sand beaches, mixed evergreen timber stands, mountaineering opportunities and good camping at the south end of the lake. This is only a capsule picture—a detailed study in an article with pictures is to follow for publication in AWW.

The immediate plan is to encourage preservation of the lake for non-powered boats. All Canadian members please act at once! To U. S. members: This gives us an opportunity to reciprocate the help we have often received from our Canadian members. Write to British Columbia Travel Bureau, Dept. of Recreation and Conservation, Parliament Bldg., Victoria, B. C., Canada in favor of preserving Lake Chilliwack for non-powered boats.

*Conservation Department*

### NATIONAL POLOING CHAMPIONSHIPS

August 19th and 20th.  
Host: Marquette River Canoe Club, write Susan Stumpf, 6703 Minnesota, St. Louis, Mo. 63111.

### ATTENTION ALL WHITEWATER RACERS

For officially sanctioned A.C.A. divisional, regional and National whitewater championships in both slalom and wild-water, all competitors must either be individual members of the American Canoe Association or be a member of a club which holds a club membership in the A.C.A. Applications for either individual or club membership may be obtained from your local divisional purser or from the headquarters of the A.C.A. at 1217 Spring Garden St., Philadelphia, Pa.

Attention all race organizers: All race entry forms for divisional, regional or national championship races should include a space for the competitor's A.C.A. membership number or his club's number. From Jay Evans, A.C.A.

Ed. note: For the information of AWA members who wish to compete in ACA sanctioned races, dues are: \$25.00 for club membership, \$6.00 for individual voting membership.

The American Whitewater Affiliation has no official standing in national or international racing. Because many of our members like racing, we like to publish racing news. We have the news and the desire to print it. The printer and the Post Office do not work for free. Advertisements you see in this Journal are AUTHORIZED, and we think it would be nice to support the firms. For instance, the ed bought a canoe from Lou Mataccia and another from Ralph Frese.

### IS POPULATION A CONSERVATION PROBLEM?

Can the fact that population is growing faster than ever before in the U.S.A. be part of the reason that our resources are being exploited faster than ever before? Could sheer numbers of people overwhelm the beautiful in America the Beautiful? Can our forests, grasslands, mountains, seashores, streams, and farmlands support an ever growing population? Does medical science really have the answer to this problem? When my friend asks me: "Will 350,000,000 Americans live at a higher standard of living on fewer natural resources in 1999 than are the 200,000,000 Americans in 1967?" will I be unrealistic if I say no?

*Diane Kelley*

# American WHITE WATER



The purpose of the American Whitewater Affiliation, formed in 1954, is to:

Encourage the exploration, enjoyment, and preservation of American recreational waterways for man-powered craft; Protect the wilderness character of waterways through conservation of water, forests, parks, wildlife and related resources;

Promote safety and proficiency in all aspects of white water activities such as the navigation of moving water, teaching, teamwork, leadership, and equipment design by publishing and demonstrating developments in these and related fields; Promote appreciation for the recreational value of wilderness cruising and of white water sports.

Opportunity for membership in this affiliation is open to all individuals interested in the recreational use of American waterways who will subscribe to the above purpose.

## ANNOUNCEMENTS

Henri Eble who worked very hard to circulate the Journals, prepare data for processing new and renewal memberships during 1966, and who has been helping co-ordinate records during this transition period between membership years, deserves recognition and thanks from American White Water for this arduous task. Since publication in Kansas City necessitates circulation and record keeping here, Henri will have a deserved rest while we try to persuade him to volunteer for another job.

The Editor requests that original articles only be submitted for publication in

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Ed Alexander, of the Staff, will begin a compilation of available guidebooks, their source of purchase, cost, etc. Send any information you have about such books (also those out of print) to Ed.

American White Water is published quarterly and mailed to all members of AWA in Winter, Spring, Summer and Fall Issues. DEADLINES for insertion of copy and advertising are Nov. 15, Feb. 15, May 15, and Aug. 15. Annual dues are \$2.50, payable March 1st. New members please apply to the Membership Chairman. Address renewals to the K. C.

address on the cover. Your name will be removed from our Mailing List if your renewal is not received by June 1st.

If you plan to move, please obtain POD Form 3573 from your Post Office, fill it out completely with Zip Code and mail to Kansas City at least one month prior to your move or you may miss an issue. Numerous journals were returned after the Jan. mailing because of failure to give us address changes; A W A lost 24c on each of these plus the cost of a new journal. There will be NO further chasing of members; if non-receipt of an issue is your fault, send \$1.00 cost and handling charges for replacement; if it's our fault, we want to know that, too, and will replace.

# THE BLUE RIDGE VOYAGEURS ON THE CACAPON

*Pictures and text by  
Louis J. Matacia*

For most of us, our outdoor life does not begin at an early age—not so with Tommy. He was camping in the Rocky Mountains before he could walk. Now, eight years later, he has made his first solo paddling test in an eleven foot canoe of his own. Though some of his experiences have been a little uncomfortable, the opportunity for a canoe trip is rarely passed by.

Therefore, I was quite surprised when a few days before a planned outing I asked him if he wanted to paddle bow position for me on the Cacapon River in West Virginia, he vehemently stated that he wasn't interested. I felt sure that I could change his mind when I explained it would be an overnight trip with no females present. No amount of coaxing on my part could alter his decision not to make the trip. Finally his mother discovered that his reason for not going was that he didn't want to go through any more misery from bug bites!

The week-end before, our family of seven was on a canoe trip in West Virginia, and during the late evening at the camp site insects had peppered Tommy's head with bites. He was certainly not opening himself up to another meal for the pesky creatures just a week later. We had made camp late in the evening, and didn't know until the next morning that we were quite close to a cow pasture! After I had convinced him that there would not be any insects—then, and only then, did he pack his extra clothes in his waterproof bag, pick up his knee pads and paddle and start to load them into the car. A short time later the two of us were packed and on our way.

Along the way to most of the canoe trips, I have discovered a very interesting phenomenon about drivers following a car with a canoe loaded on top. The suburban GMC I have has proved itself over all other vehicles owned in the past. It handles more like a car, rides comfortably, and carries the load well at high speeds.

I have asked myself many times what it is that compels a driver to pass me on

the highway when I have a canoe on top and driving 65 miles an hour on the interstate highway. But this happens even on most roads. Drivers risk their lives passing me—one car after another, even though I am going the speed limit. Frankly, I believe the driver of the car behind, seeing the canoe on top of my car, expects the canoe to blow off suddenly and torpedo him through his windshield. Therefore, to overcome this sudden hazard before him, the driver's only thought is to "get the hell outta here!"

How do you know all this? Simple! As you look in your rear view mirror, you observe the driver coming up slowly behind you. He and his passenger look at the canoe and say a few words. Then, all of a sudden, the driver is practically head and shoulders out of the car window looking for a chance to pass. Since there are a number of rolling hills and curves, he gets the Double Line treatment for his efforts. You can sense that he is visualizing the canoe across his windshield, as he straddles the double line—all this time at the speed limit, usually 55 m.p.h. Without any reservation, the driver's emotions by this time are to the point of "pass or suicide". He presses the accelerator to the floor, shoots across the double line and is over the hill and around me with the exhaust smoking. After much discussion with other canoeists, I find this is typical on the highway. Now, I have developed the attitude of letting the driver pass before his phobia kills us all.

All of us who canoe, often comment that the most dangerous phase of the canoeing is driving to and from the river; although the river has its own hazards to overcome.

Leaving the Washington Metropolitan area on Virginia Route 50, we traveled for two hours over the Blue Ridge Mountains and into beautiful West Virginia. About four miles beyond the small town of Bloomery, we made a left turn onto a dirt road marked simply as "Caudy's Rock". The primitive road ends at a fairly level camping and parking area

where the last 100 yard hike begins. It is not an all-weather road. It is privately owned, and permission must be obtained to camp.

There is an interesting history connected with Caudy's Castle. I have heard the story told that centuries ago, before landowners were numerous, Mr. Caudy (an ancestor of Buffalo Bill Cody, the local people say) roamed and hunted the hills in this area and knew this rock well. He must have foreseen its possible use in the event of enemy attack. For when eighteen Indians set upon him, Caudy ran from them upward to the top of the mountain promontory. On a strategic ledge just behind a group of huge boulders, Caudy made his stand. The Indians in pursuit would have to approach him by scaling around a narrow ledge. Only one human could possibly negotiate the pass at a time. One well-placed clap on the head, and the attacker would fall from sight. Seventeen Indians plunged to their death before the last one, recognizing Caudy's superior strategy, turned and fled, leaving Caudy the undisputed ruler of his "Castle".

From some angles, the vertical tilt of weathered rock, gives one the impression of a castle. The name given on the map is "Castle Rock", but to all canoeists who know the story, it is "Caudy's Castle".

Tommy and I arrived at Caudy's Castle in the late afternoon. We loaded ourselves down with camera equipment and started the hundred-yard hike and climb to the top of the rock. Each time we make the climb, we marvel at the strength and agility of anyone who would plan this route of escape. As we scrambled among the rocks, our awe increased. Soon we were on the cliff side of the granite out-hang and could readily picture the courageous Mr. Caudy in position. Far below we could see the Cacapon River winding and cutting its insistent way. How still and peaceful the water appeared from here! Not a sign of another human being as far as we could see; just as it must have been in Caudy's day.





*Winter and a canoe on the Cacapon, Photo by Louis Matacia.*

Using the field glasses, Tommy was scanning the river, hundreds of feet below, when his attention was drawn by movement on the east side of the river, and he realized he had caught sight of a deer getting his morning drink from another body of water deep in the woods. I recognized this as a beaver dam evidently made before the river had carved its present course. We decided to return another time to investigate at closer range, for there appeared to be two of them.

As we were leaving, Tommy was fascinated by a nine inch lizard who hesitated a moment near the lichen and then scooted into a sheltering crevice. He would have liked to stay all day and follow that creature, hoping there were others, but grown-ups always have other plans. Still and all, the river was fun to explore, too.

The first night in the fullness of the moon, I could read a map. Tommy tended the camp fire and roasted marshmallows, while the whippoorwills resounded in the forest. Now came the task of pitching the tent which proved quite simple since we'd made camp under similar conditions just the previous week-end.

Through the help of canoeists in the Blue Ridge Voyageurs, we were able to field test many types of tents to be used for canoe camping. Of all the tents tested, the Eureka Draw Tite Overlander or Continental Holiday proved best under actual field conditions. Here we used the Overlander tent, 7 feet by 7 feet and about 6' 2" high in the center. Even in the dark, we put the tent up in three to four minutes, and it was then ready for service.

The remainder of the night was quite pleasant—with the whippoorwills appearing to answer one another, and occasionally one could be heard flying about four feet above ground past our camp. Late in the night, I was awakened by the sound of motors, and for a minute I thought I was dreaming. Then I heard voices, so I looked out through the netting in the doorway and saw several young couples drive up near our camp site. Apparently I had taken their favorite spot that evening. In spite of our presence, they were determined to have their party—beer, laughter and gaiety—but forty-five minutes later they left.

At 4:00 a.m., I found myself a tres-

passer again. Several wild turkeys decided to have a reunion outside our tent. The first few calls were not so bad, and I drifted off into a light sleep. It must have been an hour later when each started trying to out-gobble the other, and I almost jumped through the side of the tent. I hadn't heard turkeys call for years, and the sound coming to me in a semi-awake state reminded me of one of my children blowing near my ear through a balloon with the other end cut off. Other than these two interruptions, we had an enjoyable night with nature.

The following morning we met the canoeists at Capon Bridge<sup>1</sup> for the first day's trip. The Cacapon River is one of the most beautiful streams in West Virginia. Great cliffs and rocks rise right out of the water and climb up into the sky. A small, fast stream it gives wonderful white water sport with four exciting ledges, all of which can be run. Wild life is abundant along this little river, especially beaver trimmings. The Cacapon starts out as Lost River until, after traveling under a mountain for five miles, it reappears above Capon Bridge.

<sup>1</sup>For the stream description I refer you to "Canoeing White Water in Northern Virginia and Northeastern West Virginia also the Great Smoky Mountain Area", by Randy Carter. This book is a must for any canoeist using the streams in the above region.

The Cacapon River even has historical significance. George Washington, in his youth, surveyed in this area. After Braddock's defeat in 1755, he came to know the Cacapon better. Then, hardly out of his teens, he commanded the wilderness frontier in the fight against the French and Indians and supported the lonely forts in the Cacapon and South Branch valleys.

At Forks of Capon, another point of interest, near the river there are remains of an old iron foundry. From here, cast iron "chunks" or "pigs", as they were called, were shipped down the Cacapon on rafts and flat boats to the Potomac River canal and on to Georgetown. Those of you who think you do something great when you run the Cacapon in a 75 pound canoe should consider those men who ran this river in highwater with a heavy flat-boat loaded with pig iron.

Captain Riedel was the trip leader for the fifteen canoes on our run. For this trip we traveled light. White water canoeing, in my opinion, is best done by

leaving the overnight equipment in the car and shuttling the car after the day's run. When a loaded canoe upsets in a rapid, it usually takes an hour or more to rescue the canoeist, recover equipment and start again. In this way, with less equipment, one has more control of the canoe, and damage to the canoe is slight when making contact with the bottom. It does take time to accustom oneself to the depth of the water. The water is so clear that the bowman often avoids rocks he can pass over. Then again there are times when the bowman wants to go over rocks, only to find himself thrown forward on the deck of the canoe. (This makes him utter a few sharp words about his judgment!)

We stopped at one of the ledges for the noon meal. Here it was an all-round stop—lunch, swimming, paddling around in the rapids, taking pictures and swimming through the rapids. White water canoeing is quite costly to some. A few of the newcomers learn the hard way. All equipment should be waterproof, not water repellant. A rubberized bag that can be sealed should be used. We haven't lost a canoeist yet, but we have seen eye glasses, equipment and even canoes lost to the river.

Not far from the place where we stopped for lunch, my daughter Becky, age 4, on a previous trip decided to ride in another canoe for awhile. Three minutes later, the green canoe in which she was riding, swamped with water and snapped in half. One paddler was washed through the rapid. The bowman, Marshall, happened to jump out and stand behind a rock to take out his equipment. We threw lines to him from shore and pulled the equipment from the canoe. The canoe could not be saved. The water pressure held the remaining half in the rapid. Each year we can still see half of Marshall's green fiberglass canoe in the woods, the only part recovered.

After lunch the Voyageurs continued their trip to the Bridal Veil Falls. Here we explored the source of the water falling in Fairyland fashion on the river. There were several openings in the rocky cliff where the clear water ran freely. I saw Lamarr Knapp filling his water containers from above. I also noticed that we were muddying up the water for him.

When I inquired about drinking the water, I learned he was collecting this precious water for "experimentation" purposes. Four gallons were collected before it was discovered that we were immediately above, tramping about and stirring up the water as it fanned out into the moss. No matter, however, for the resulting fermentation process killed all bacteria, and the "experiment" was a complete success as a few club members can attest. (You guessed it! "Home Brew!")

And now came the last ledge of the day which was near Cady's Castle. Here, just a week ago, our experiences with the ledge were quite different:

I went above the ledge with a camera on a rocky bluff to take pictures. I asked Roger Corbett to take my canoe through the rapids for me. Usually each canoeist determines his own ability to line down a rapid or shoot the rapid. My wife, Frances, elected to paddle bow position for Roger. He had been through several times already that day and decided to negotiate the ledge further in the center of the river. On his approach to the ledge, the fast current put the bow on a rock. Frances tried to push the canoe free of the rock, but she was unsuccessful. At this point the canoe started to swing out of control. This made her quite uneasy, and she considered abandoning the canoe. Roger's quick thinking prevented this action, and he ordered her to stay with the canoe. In three seconds the canoe made a 180 degree swing, heading stern first down over the ledge. Here the skill of paddling a canoe backwards was well rewarding to both Roger and Frances.

For our safety on rapids and ledges, the first canoe through has to make a perfect run since there is no other canoeist to help him when he capsizes. In case the lead canoe does capsize, the second canoe sizes up the situation and either shoots the rapid in hopes of picking up the canoeist or giving him a line to secure to the canoe.

In general, there are three situations to cope with on the river:

1. The swamped canoe and canoeist washed through the rapids.
2. The swamped canoe is pinned down, and the canoeist is washed through the rapids.



*Louis and Frances Matacia running a ledge*

3. Swamped canoe and canoeist are pinned by a tree or rock in the middle of the stream.

The most important factor after a capsize is TIME! What is done in the first fifteen seconds will determine the outcome of the rescue of canoe and canoeist. While a canoe is swamped in the rapid, a man in the water can put the canoe in a position so the water pressure will not pin it down for hours or even forever.

All the Voyageurs ran the ledge with good form. We all beached our canoes near the base of Cady's Castle. Camp would be made on the top of the ridge near the great rock. The cars were shuttled to the campsite from Capon Bridge. Most of us climbed Cady's Castle that evening. The next morning I asked Harold Leich if he was bothered by the whippoorwills. He sure was! One particular bird kept calling continuously. I counted over 250 calls, and he was still going strong. I also turned on my portable tape recorder to pick up the calls. The bird was still calling without let-up when I fell asleep.

This last day was very much like the previous day with many of the same

sights and fun until mid-afternoon. An approaching storm was forcing us to move a little faster. We made it to the next take-out point before the storm broke. A canoe is no match for winds from a thunder storm.

If the white water fever ever brushes your family, look out! I have had many people comment that they wish they had started much earlier. As a result, many of them are really trying to make up for lost years on the river. After teaching basic canoeing to students, I have seen them progress so fast that they are running advanced streams in one year. Although there are no official classes in white water canoeing as such, the local clubs, and in some cases the American Red Cross, give more advanced instructions so the canoeist can penetrate the hinterland by canoe to see nature at its best. When it comes to an accident in canoeing, one can usually trace it to a very basic rule. And here is where I teach—Basic Canoeing. I feel that as long as you obey the basic rules in canoeing, you will not only save yourself, but will help many around you to enjoy the out-of-doors as it should be enjoyed.



## Opinions and Suggestions

By Jim McAlister and Bill Prime

While we in Missouri talked about saving the Buffalo and Eleven Point Rivers in Arkansas, the powerful Corps of Engineers matured their nefarious plans to completely dam our own spring fed Meramec River with a total of 31 impoundments. The Corps had sold their plan so well that we could not swing even the Missouri Conservation Federation to our side. We are now trying desperately to interest enough people so that one of these dams will be moved in the planning stage. This would save Meramec Spring, Huzzah and Courtois Creeks.

Meanwhile the Ozark Society and Upper Eleven Point River Association in Arkansas were working with skill, dedication and, in many cases, great personal courage to influence legislation and voters. Now Senators Fulbright and McClellan have introduced a bill to make the entire Buffalo a National Scenic River. Proposed dams on the Eleven Point have been de-authorized.

This is a tribute to Doctor Neil Compston, The Ozark Society, Mr. John Pickett and The Upper Eleven Point River Association, who gave so much in order that the Buffalo and Eleven Point Rivers should continue to flow unimpounded.

The Wild Rivers Bill, S.119, has been reintroduced in the Senate where it should pass without difficulty. We may assume that it will have trouble getting out of committee in the House. Representative John P. Saylor has reintroduced the National Scenic Rivers Bill H. R. 90 in the House of Representatives. This National Scenic Rivers Bill which offers much more protection for a greater number of rivers is sure to have trouble getting out of Committee and will face a hard fight even if reaches the floor for vote and debate. Certain Congressmen and a few of their constituents who intend to enrich themselves at the expense of our rivers will automatically oppose either bill. However, to oppose one bill does not mean that each Legislator will oppose both or for the same reasons. The Wyoming Fish and Game Department opposed

including the Upper Green River in the Wild Rivers Bill because they believed Wild River Status would degrade the Wilderness aspect of the Green River. As I am familiar with this section of the Green I agree. The Scenic Rivers Bill H. R. 90, which is identical with last session's H. R. 14922, would more effectively preserve the watersheds and the wilderness characteristics of our few truly wild rivers while protecting and attempting to upgrade other streams. Will you people please get a copy of both bills from your Senator and Representative and read them. Then get all the backing you can muster and apply it to your Representative and to any politically oriented organization you can reach.

If the victory in Arkansas proved anything, it proved the place to apply pressure is where you can make it felt. If the paddle boaters of the nation would make the effort that the Ozark Society and the Upper Eleven Point Association did to save their Rivers we would now have effective River Protective Legislation and could devote our efforts to pre-

serving other portions of our heritage as the Ozark Society is doing.

No, these organizations are not affiliated with AWA. Neither are 99 out of every hundred other paddle boaters who could help us save our Rivers. It is possible that many unaffiliated canoeists are as appalled by the idea of group canoeing as I am. It is also possible that there are people who would be delighted to join both the local organizations and AWA. American White Water offers a chance to work with others in the struggle for running water. It also is the magazine published by and for canoeists. Given a few thousand more members and adequate dues it could properly represent the membership.

Bill Prime ably represented the 1965 U. S. Wild Water Team at the Senate hearing on the Wild Rivers Bill. The last time we encountered him was in the pages of Business Week. Mr. Prime knows his way about in Wall Street as well as on the rivers.

We are proud to have Bill as our guest columnist.



*Bill Prime, Photograph by Bart Hawthaway.*



# WILD RIVERS

An opinion by Bill Prime

"All the rivers run into the sea, yet the sea is not full; unto the place from whence the rivers come, thither they return again." Thus the Bible describes the hydrological cycle, which says that the total supply of water always has been and always will be constant. We are told that a soaring population, growing industrialization and greater irrigation threaten a water shortage, but it ain't so. Even the dirtiest water can be made clean, at a cost, and as soon as the many (the taxpayers of the 50 states) stop subsidizing the water usage of the few (predominantly the Southwest), this problem will disappear forever. Per capita consumption in the Colorado River basin is close to one hundred times as great as in the Delaware River basin due to irrigation, and the irrigators think nothing of using \$10 worth of water to grow \$5 worth of cotton because the water may only cost them \$0.50.

You may ask, what has this got to do with the wild rivers bill? Plenty! The only real opposition to the bill comes from the cattle, ranching and farming interests of the west and southwest. I quote from *The New York Times* magazine of January 22, 1967, "A definitive instance of a committee chairman's arbitrary use of his prerogatives occurred in the legislative history of the 'Wild Rivers' bill. The Senate passed it early in 1966. On reaching the House, the measure was referred to the Committee on the Interior and Insular Affairs, in conformity with the prevailing procedure. Whereupon Representative Wayne Aspinall of Colorado, the Chairman, announced he would hold no hearings, or consider the legislation at all in the 89th Congress. The bill died in the committee's pigeonhole, and that was that." Aspinall, who sees the growing independence of the House adding to his own importance, accuses Secretary of the Interior Udall of "Hiding behind Lady Bird's skirts."

One of the great problems as I see it is the idea that conservation was invented by westerners for westerners and that there is nothing left in the East worth saving. Nothing could be further from

the truth. The Kayak and Canoe Club of New York paddles some 50 "wild" rivers within 100 miles of New York City, and many other areas of the country are similarly endowed. A sense of urgency pervades eastern conservationists and their calls for help are widely listened to by politicians. Conservation wins votes in the east. In the west, on the other hand, the conservationists are opposed to the power groups who have the politicians' ears and votes. Representative John Saylor of Pennsylvania will surely fight for the Wild Rivers bill, but what of Representative Aspinall of Colorado, a state second to none in terms of mighty rivers and enthusiastic paddlers and conservationists?

Recreation, like conservation, means many things to many people. The theory of the greatest good for the greatest number emphasizes mass-recreation values to the detriment of individual recreation. Personally, I do not think that the Army Engineers are well suited to studying the recreational value of a reservoir versus a river. Most of the rivers discussed for possible inclusion in this bill are truly wild rivers and as such they are relatively far removed from the main centers of population. However, I don't think that we should confuse the quality of a river with its size, wildness or remoteness. Earlier in this article I mentioned fifty wild rivers within 100 miles of New York City, and I mean it. There are at least this number with unspoiled stretches of 15 or more miles which might be suitable for preservation as a local recreation area. I hope that the Wild Rivers Act is just the beginning, and that some day we will have many local, state and federal scenic waterways just as we now have numerous local, state and national parks. I believe that bills to preserve the St. Croix River in Wisconsin and the Buffalo River in Arkansas are perhaps the first steps in this direction. Finally, my training as a security analyst won't let me stop without making a forecast. I predict that the designation of a river as a "wild river" will raise local land values, increase the attraction of the surrounding area for new industry, and improve the life of all Americans. The cost to benefit ratio is infinite since it costs nothing to leave a river alone, and the benefits accrue for-

ever. It looks as if conservationists are finally winning the battle to preserve the Grand Canyon, now let's help President Johnson ease his budget problems by cutting back on the dam building funds of the Army Engineers.

The Wild Rivers bill will surely be passed by the Senate this spring as easily as it was last year. Its prospects in the House are not so certain and depend predominantly on one man, Wayne Aspinall of Colorado. I urge conservation groups everywhere to communicate with Representative Aspinall at the House Office Building in Washington, D. C.

## Advertisement

### A PLEA FROM THE MRCC

We hope this is not a test of future strength to save America's rivers. Three of our favorite wild, clear float streams, our Meramec in its finest section plus the Huzzah and Courtois may soon be lost if present plans for 31 dams go through. The dam promoters say they will not move one of the 31 dams which would save these three beauties. The hour is late. Can you help by writing us your support? Or send us a check for \$4.00 which entitles you to an associate membership in our club, the MRCC journal, an offset publication, and float trip schedule of Ozark streams. The \$4.00 also covers your 1967 dues in AWA.

Write Meramec River Canoe Club,  
3636 Oxford Blvd., Maplewood, Mo., 63143.

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Refer to Sept., 1966 Issue for basic list.

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# PADDLE BUDDIES



## BOOK REVIEWS

*A White Water Handbook for Canoe and Kayak*, 1st edition by John T. Urban, Appalachian Mountain Club, 5 Joy Street, Boston, Mass., 02108, \$1.50. Reviewed by Andres Peekna.

At last there has appeared a comprehensive white water training manual for canoe and kayak! It treats in detail nearly all aspects of white water boating: basic strokes and paddle-braces, various problems encountered in river-running, equipment, safety and rescue procedures. Further references, including guidebooks, are indicated. There is even a glossary of terms. Unlike the now familiar *White Water Sport* by P. D. Whitney, which was aimed toward the general reader as well as the white water paddler, this book is a detailed, no-nonsense training manual for white water cruising. Thus it complements rather than supersedes *White Water Sport*.

This handbook is intended to make learning on the river easier, through preparation. It can supplement, but never substitute for, thorough instruction and growing experience. Nevertheless many beginners, through isolation, are faced with the task of trying to learn white water paddling almost exclusively from books. This handbook does come amazingly close to filling their needs. There is certainly none better, and with its modest price it is a bargain that no beginning or intermediate boater can afford to do without.

Its faults are very few and will most likely be smoothed out in later editions. In spite of numerous photographs and diagrams, including an excellent under-water Eskimo roll sequence, one has the feeling that more illustrations, particularly of the basic strokes, would help. An explanation of the mechanics of the draw stroke or high brace (why a vertically held paddle deep in the water provides a third point of support, or brace) is lacking. Though the kayaker is told to lean heavily on his paddle during the draw stroke, the importance of this is not made clear to the canoeist. Nor is the canoeist told to swing his weight away from the paddle side during a pry, yet unless he does he is very likely to dunk himself. For some curious reason, the low brace, or

reverse sweep, is omitted from the discussion of basic canoe strokes, although it is the most powerful brace available to the canoeist.

The Eskimo roll is rightly introduced as a cornerstone, not a capstone, of kayaking technique. The only kayak roll described is the screw roll and its extended-paddle version. Though this is probably the most useful of the various methods of rolling a kayak, it is a complicated movement and hard for beginners to learn. It's a pity that the much simpler "put-across" roll is not described as well. Nor are the obvious hazards of Eskimo rolling in rocky, shallow rapids made clear to the reader. In most upset situations the boater's head spends less time under water if the boat is abandoned than if it's rolled back up.

Our sport is still evolving so rapidly that one can not help feeling that this edition, having come out in 1965, is already a little bit out of date regarding equipment. It seems to imply that canoes of strictly white water design are "for expert white water use" and not necessarily of interest to beginners. The importance of *maximal* flotation is, in this reviewer's opinion, not stressed strongly enough. Its use certainly makes unnecessary those elaborate canoe-rescue methods involving winches and block-and-tackle rigs, and, more important, eliminates the danger of getting mashed against a rock by the waterlogged boat. This book still recommends painters over grab loops. A more extended discussion of helmets would be helpful. (See E. Jacobson's forthcoming article on this subject.)

Unfortunately space does not permit discussion of all the features that are covered in an excellent manner, which amounts to 95 percent of the book. It is very highly recommended not only for beginning and intermediate boaters, but also for those who instruct same.

### BLUE RIDGE VOYAGES

by

H. Roger Corbett, Jr. and  
Louis J. Matacia, Jr.

VOLUME I, published in 1965, covers 10 one and two day canoe trips within easy travel distance of Washington. Small scale general maps are included with brief but adequate descriptions of each stream.

Specific warnings, suggestions, notes on side trips and names of recommended topo sheets are also provided for each river. Equipment check lists and trip log pages are included in this first volume.

VOLUME II (1966) describes 10 more trips in the same Pennsylvania, Maryland, Virginia and West Virginia area but includes more "intermediate" and "advanced" trips and detailed maps or diagrams to accompany these. Three excellent strip maps are provided in a pocket of the back cover but unfortunately no river or trip names are printed at the top of each so that it is difficult at first to correlate them with specific trip texts. The second volume has also added descriptions of side trips for hiking, exploring, caving, rock climbing, fishing and even some general references to the types of plants and animals to be seen locally. The second volume also does a better job of stating clearly, at the beginning of each trip description, what the general difficulty rating of the trip is.

Both booklets are 40 pages and of a size and layout which lends itself well to using them in a plastic map cover which may be carried in the pocket or in a handy place in the canoe. The cost of the booklets (\$1.75 for I and \$2.00 for II) is naturally somewhat higher than state sponsored guidebooks published in quantity. However, they are well worth their price and it is obvious that canoeists who use them will be eagerly awaiting forthcoming volumes in the series.

The booklets may be obtained by writing to BLUE RIDGE VOYAGEURS, 7414 Leesburg Pike, Falls Church, Va. 22043.

Oz Hawksley

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# WHITE WATER RACING REPORT

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Times Beach, Mo., 1 P.M. Sat., Aug. 19th to Sun., 20th at 2 P.M.  
Camping available. You are welcome to attend or enter.  
Host: Meramec River Canoe Club, write Susan Stumpf, 6703 Minnesota, St. Louis, Mo. 63111.

**ANGEL FALLS—DEVIL'S JUMP CANOE RACE, JULY 2, 1967.**  
30 miles down river through the gorge on the South Fork of the Cumberland River (see AWW Sept., 1966). For details write to: Tom Gentry, Box 454, Oneida, Tenn. 37841.

## ANNOUNCEMENTS

The Canadian White Water Affiliation is planning to celebrate Canada's 100th birthday with a gala three day event called the Canadian Centennial White Water Regatta on July 1st, 2nd and 3rd, using the dam controlled water (class 2 & 3) in the Elora gorge 100 miles north of Buffalo, N. Y.

For applications or further information contact —Roger Parsons, 15 Langside Avenue, Weston, Ontario, Canada.

## AWA FLIGHTS TO EUROPE 1967

To attend the 1967 World Slalom and Wild Water Championships from July 3 through July 16th in Czechoslovakia.

The four week group flight has turned out to be so popular that we are now opening up a second 25 seat section. If 50 seats are sold on the four week flight, the fare for all persons on that flight, whether signed up now or not, is reduced from \$365 to—\$288—New York to Zurich or Munich, R. T.

The 50 person group fare is new with IATA as of Jan. 1, 1967. There has been talk of boat shipment (either way) by the container method via ship.

Contact Dave Kurtz, Flight Organizer, 623 West College Ave., State College, Penna. 16801.

**THE INDIANA CANOE RACING COUNCIL, AWA Affiliates, announces 7 Indiana downriver cruising races in 1967 sanctioned by ICRC for point recognition resulting in Indiana State Championships for Sr. Men, Jr. Men, Mixed and Women. Open to all amateur canoeists, the first of these will be held April 15-16. For information write to Robert M. Swalley, Jr., R.F.D. #6, Crawfordsville, Ind.**

## RACING SCHEDULE FOR 1967

May 20-21: "Wolf River Slalom and Downriver Races" to be held at Langlade, Wisconsin; officially sponsored by the Wolf River White Water Races, Inc.—course set by members of the Wisconsin Hoofers.

### OFFICIAL A.C.A. WHITE WATER RACING SCHEDULE FOR THE EAST, 1967

- April 8-9: Kettle Creek Slalom (For Scouts) Explorer Post 32
- April 8-9: Farmington River Slalom A.M.C. Boston
- April 15-16: Moscoma Slalom and Wildwater Race Ledyard C.C.
- April 15-16: Brandywine Slalom Buck Ridge
- April 15-16: Beaver River Slalom, Canadian W.W.A.
- April 22-23: New England Slalom, West River, Jamaica, Vt.
- April 23: Red Marshannon Wildwater Race P.S.O.C.
- April 29-30: Barren River Slalom, Kentucky
- April 29-30: Loyalsock Slalom and Wildwater Race W.B.C. (Eastern Canoe Slalom Championships)
- April 30: White River Open Canoe Race, Ledyard C.C.
- May 6: Seneca Slalom, C.C.A.
- May 6-7: Hudson River Derby, Johnsburg Fish and Game Club
- May 6-7: Ontario Wildwater Race at Moira, Can. W.W.A.
- May 6-7: Potomac River Race, C.C.A.
- May 13-14: National Kayak and Canoe Slalom Championships, and Eastern Canoe, and Eastern Div. Kayak Wildwater Championships, All Clubs, West River, Jamaica, Vt.
- May 20-21: National Canoe and Eastern Kayak Wildwater Championships on the Yough River, C.C.A.
- June 3-4: Esopus Slalom, K.C.C.N.Y.
- July 1-3: Canadian National Slalom Championships, Elora Gorge, Can. W. W.A.
- Aug. 26-27: Peterborough Slalom, Ontario Voyageurs
- Sept. 16-17: Cobasset Invitational Slalom, K.C.C.B.
- Sept. 18: Yough River Slalom, C.C.A.
- Sept. 29: Frostbite Slalom, White River, Vt., Ledyard C.C.
- Oct. 7-8: Oneonta Slalom, Oneonta O.C.
- Oct. 21-22: Bellefonte Slalom, Explorer Post 32

### WHITE WATER RACING SCHEDULE FOR THE WEST, 1967

- Feb. 19: Bear River Races, Sacramento, Cal., Sierra Club
- April 1: Kern River Whitewater Races, Kernville Chamber of Commerce, Cal.
- April 29-30: Colorado Academy Slalom, Flatte River
- May 20-21: Crystal River Slalom, Colorado Rocky Mt. School
- May 27-28: Poudre River Slalom, Colorado Whitewater Assoc.
- June 17-18: Arkansas River Races, Filark
- June 24-25: National Wildwater Championships and Pacific Division Championships, Feather River, Cal., Sierra Club
- July 4: Klamath River Races, Klamath River Days Assoc., Cal.
- Aug. 19-20: Truckee River Races, Tahoe City, Cal.

The official A.C.A. Slalom Rankings for the West for the 1966 racing season are: K-1: 1. Roger Paris 2. Walter Harvest 3. Bill Clayton 4. Don Makris 5. Fletcher Anderson. K-1W: 1. Kay Harvest 2. Jackie Paris. C-1: Tom Johnson.



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## SAFETY AS WE SEE IT CAR TOP CARRIERS

by

Andres Peekna, Guest Columnist

Department of Physics  
Sterling Hall  
University of Wisconsin  
Madison, Wisconsin 53706  
December 10, 1966

I wish to point out the hazards involved in cartop transportation of boats and luggage, and to propose a basis for legislation that would greatly mitigate them.

My background: I have a degree in mechanical engineering, have worked as an engineer, and am now finishing work on a Ph.D. degree in physics at the University of Wisconsin. For the past six years I have engaged in the avocation of running rapids in canoe and kayak with the University of Wisconsin Outing Club. This has brought me in contact with most of the problems encountered in transporting boats on the highway.

I have heard so many firsthand reports of boats blowing off cartops that I avoid following most cars carrying boats. Almost all these incidents were due to the rack coming loose from the car, and could be traced to unsafe design of the rack, rather than negligence in mounting it, or in tying the load to the rack.

As it is now, to get a safe rack one either has to make his own or modify a commercially manufactured rack. I don't

think, however, that the consumer should be expected to have the mechanical aptitude that it takes to spot a hazard and eliminate it by modifying the rack. He certainly should not be expected to be an engineer in order to know enough not to buy a rack that will break! Yet his choice affects the safety of innocent bystanders, namely other motorists.

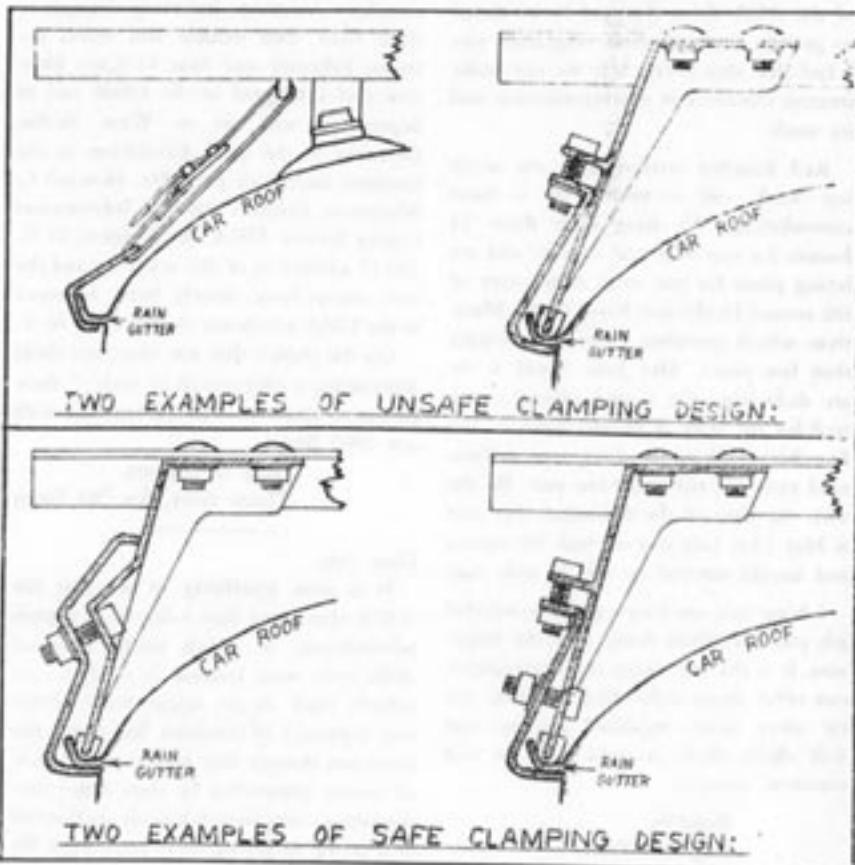
*I believe that the situation calls for legislation specifying minimum safety standards which must be met by all cartop racks sold in the U. S. This would of course be similar to the automobile safety standards bill. I have enclosed a set of proposed standards.*

### PROPOSED MINIMUM SAFETY STANDARDS FOR CARTOP CARRYING RACKS.

(a) Detachable racks fastening to the raingutters must clamp the raingutters from both inside and outside, in such a

manner as to *positively prevent* the gutter clamps from slipping off. The outer clamps must be restrained from moving outward as well as downward by the rack itself, or by fasteners connecting the inner and outer clamps. This restraint may not be accomplished by sole dependence on the shapes of the raingutter and of the outer clamp.

(b) All racks must be capable of carrying any reasonable load of the kind they are designed to carry (e.g. boats, or luggage) that can be fastened to the rack, over rough roads for any period of time, without leading to eventual breakage or permanent deformation of any part of the rack. Limitation of the maximum load may, however, be obtained by clearly labeling the maximum permissible weight upon the rack. This weight must be based on adverse road conditions, and may not be based exclusively on a specific manner of loading.



LETTERS  
TO  
AMERICAN  
WHITE WATER



Dear Jim:

Keep the ad going and I will try to vary it for the next issue. I know that the money is needed and am happy to try to help in this way although I doubt I have made any fortune off of it.

You did a beautiful job on the cover for the 16 footer. The article should start a flurry of decking projects.

Yes! I definitely should have issues available "over the counter" and this should be done all over the country somehow. I have also talked with Ted Alteneider of the ACA about this and he promised to get me some of their magazines too. I feel that this is one way we can really interest outsiders in our organization and its work.

Red Fancher arrived from the south last week and is giving me a hand canoeing. We have built three 34 footers for our Montreal venture and are laying plans for our tenth anniversary of the annual DesPlaines River Canoe Marathon which promises to be even bigger than last year's. Also June 3 and 4, we are dedicating the second official canoe trail for the state of Illinois down on the Fox River, where we discovered a thousand year old red cedar last year. By the way, the date of the Marathon this year is May 21st. Last year we had 302 canoes and kayakers entered on the 25 mile run.

I hope you can keep up the wonderful job you have been doing with the magazine. It is the only thing our organization can offer those individuals residing too far away from organized activity that will allow them to take part in our common interests.

Regards,  
Ralph C. Freese  
The Chicagoland Canoe Base

February 7, 1967

American White Water  
5040 Glenside Drive  
Kansas City, Missouri 64129

Two of the items that we are displaying at the New England Boat Show are the OLD TOWN F.G. Model Canoe and the OLD TOWN Lightweight Model Canoe recently selected for inclusion in Industrial Design USA for the United States Exhibition in the USSR in 1967.

These products were selected by the United States Information Agency Designer, George Nelson & Co. to represent excellent American Industrial Design in their field. This exhibit will travel between February and June to Kiev, Moscow and Leningrad in the USSR and in September will go to West Berlin, Germany as the U. S. Exhibition in the German Industries Fair. Mr. Howard C. Messmore, Exhibits Division Information Center Service, USIA, Washington, D. C. 20457 advised us of this selection and the two canoes have already been delivered to the USIA warehouse in Brooklyn, N. Y.

On the chance that you may find them interesting, a photograph of each of these canoes in action is enclosed together with our 1967 line.

Very truly yours,  
Deane Gray, For Old Town

Dear Jim,

It is most gratifying to see that the AWA after more than a decade of superb achievement, in which many technical skills have been learned, is ready to establish itself as an organization which may represent all canoeists. Sad irony that canoeists, though they hold a purist view of nature unmatched by most other outdoorsmen, have been relatively ineffectual as a group in saving their waterways. By placing emphasis on conservation as you

do, the AWA may now appeal for membership to those thousands of canoeists who have never been associated with a canoeing organization. A call for a broad national base is a vital concern of each of us, no matter how specialized his major interest.

How may each of us help, beyond urging all of his associates to join AWA? Perhaps the letters column could explore new approaches to supplement purely literary efforts. Here is one idea: Let us print decals "Save America's Waterways: Join AWA" for members to purchase and distribute. They could grace their own craft—or clandestinely affix them to boats of acquaintances made on the river. They could distribute them at races—not only slalom races, but some of those hundreds of canoeing events which take place throughout the country. Another possibility would be to ask permission to put the decals on unsold boats so that new owners would learn of us.

My guess is that there are a number of members like myself who might be classified as "concerned but inarticulate", i.e. they don't get around to writing their congressmen as often as they intend to. Why not let them expiate their guilt by buying decals and assuming responsibility for a certain territory?

Dwight Gibb  
Oshkosh, Wisc.

## WHITE-WATER BOOKS

### Buy Them Through AWA

Bookseller's profit goes to the Affiliation's fund for projects like Guidebooks, etc.

Available:

"White-Water Sport,"  
by Peter Whitney \$4.00

"Canoeable Waterways of New York State,"  
by Lawrence Grinnell \$5.00

"Fundamentals of Kayaking,"  
by Jay Evans \$2.00

"The Exploration of the Colorado River,"  
Major Powell's diaries \$3.75

Send orders, with checks made out to  
AWA Guidebooks Committee, to:

ED ALEXANDER  
6 Winslow Ave.  
East Brunswick, N. J.

Books will be sent Postpaid. No COD's.





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Write for catalog to Mr. and Mrs. N. K. Peacock, Directors, Summer Session, C.R.M.S., Carbondale, Colorado 81623

Mr. R. W. Davis  
Advisory Committee Chrm., AWA  
14 Norwood Ave.  
Berkeley, Calif. 94707  
Dear Prof Davis,

I have audited the General Fund accounts of the American Whitewater Affiliation for the calendar year 1966. I have inspected the statement of operations as prepared by Mr. C. Smith, AWA Business Manager, for that period. As is customary, his statement includes neither the AWA Film Fund balances (kept by Mr. John Bombay) nor the Guidebook Fund (kept by Mr. Ed Alexander). However, a statement by Mr. Bombay regarding 1966 Film Fund activities can be found in the policy file maintained by Mr. Smith.

In my opinion, the statement of operations as prepared by Mr. Smith for the period Jan. 1, 1966 thru Dec. 31, 1966 accurately shows the results of the year's operation of the General Fund of the AWA.

Sincerely,  
Robert C. Hawley

## What Canoe Is Best for You? Wood-Canvas? Fiberglass? Aluminum?

*A fine canoe is a wonderful outdoor companion.*

*A lifetime joy if it's an Old Town.*

We've always had a special feeling about canoes. To an outdoorsman, a good canoe is what a saddle horse is to a cowpoke. Swift, responsive, a part of his every move.

A dip of the paddle is the same as a nudge of a foot. The craft spins, weaves, glides, or goes flat out at the slightest urging.

Pulls to and backs with a stroke or two. Movers and hangs over a good fishing spot.

That's the kind of canoe we turn out, in a choice of models and lengths.

### Our Wood-Canvas Canoe

For the dyed-in-the-wood outdoorsman who wants a canoe that almost becomes a part of him, our recommendation is the wood-canvas model. It's light, responds instantly to the touch, and holds steady in a broad stretch of water.

Almost trouble-free, too. Easily repaired, and capable of long years of service.

Wood is naturally buoyant. Even when filled with water, a wood canoe will float several people.

Nothing is as friendly to the touch as varnished wood. Nothing has greater durability, either, when properly cared for.

Wood-canvas canoes adapt quickly to body movements.

sure, and don't present problems in very hot or very cold weather.

### The Merits of Fiberglass

A good reinforced fiberglass canoe, if skillfully designed and properly built, can fill many needs with a minimum of care and maintenance.

However, there are wide variations in the quality of fiberglass canoes. It pays to know what you're buying.

Our fiberglass models, for example, have built-in polyurethane foam molded under gunwales and decks. Besides being able to float three times their hull weight, they have added stability and structural strength.

The bottoms are a sandwich of reinforced plastic with a core of end grain balsa. They're strong, nearly impossible to puncture, and they'll literally slither over rocks.

Frankly, our fiberglass canoes are the safest we know of.

### Aluminum

We don't make any aluminum canoes.

Aluminum, in our opinion, doesn't compare with either wood-canvas or fiberglass.

In white water, for instance, it's noisy, and has a tendency to hang up on rocks, slowing the craft and often costing the paddler his balance.

Frequent blows may stretch the metal and leave permanent dents in the bottom, to say nothing of punctures that are difficult to repair.

Aluminum can get positively hot or cold, and isn't friendly to teeth. You have to watch for corrosion around rivets and joints.

And aluminum offers no advantages in weight. An 18-footer weighs the same as fiberglass and 6 to 7% more than wood-canvas.

### What's Best for You?

The prices of canoes vary widely and reflect quality.

In varnished wood canoes, the quality is easy to see.

In fiberglass or aluminum, though, a knowledge of construction and the materials used is needed to be sure of getting top quality for your money.

Remember—a canoe can be a wonderful outdoor companion. Take the time to choose the right one for you.

Send 25¢ for catalog showing complete line of wood-canvas and fiberglass canoes and boats, including sailboats, dinghies, skiffs.

**Old Town** Canoe Co. 525 Middle Street  
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*Tex Nunnally on the Cacapon, Photo by Louis Matacia*

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