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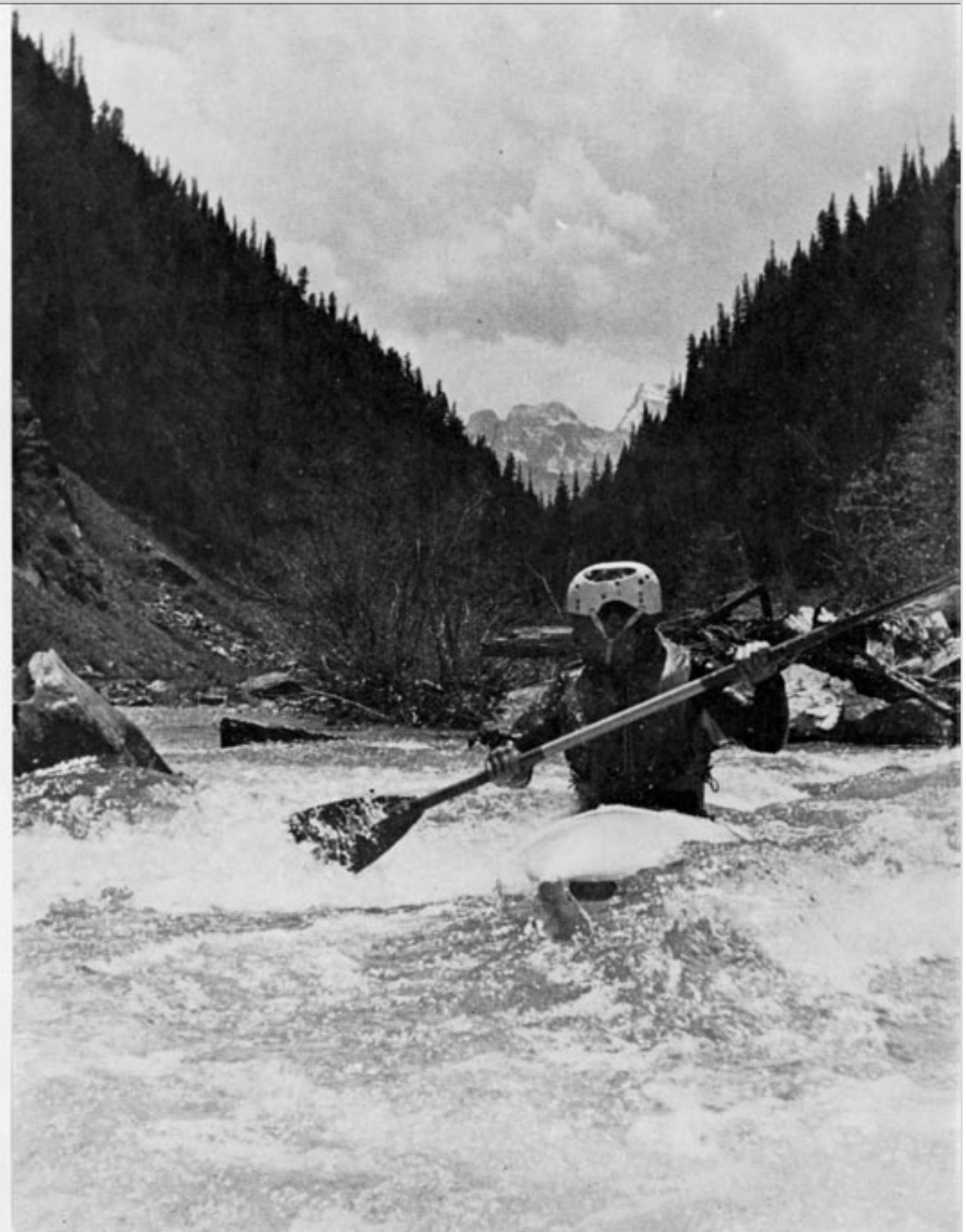
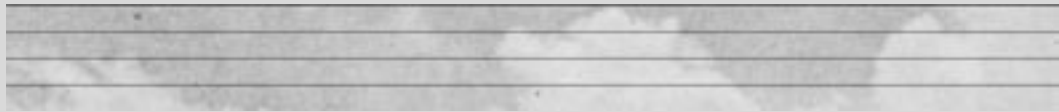
WHITE WATER

the Journal of the American White-Water Affiliation



SPRING 1968

Vol. XIII, No. 4

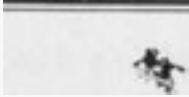


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Sponsored by The American Whitewater Affiliation

SPRING, 1968

Vol. XIII, No. 4



The
American
Whitewater
Affiliation

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1968-69

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Send advertising matter and payments to the Business Manager,
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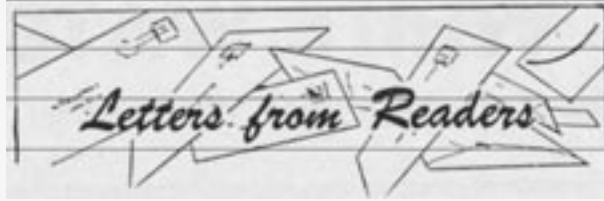
American WHITE WATER is mailed to all members of the American Whitewater Affiliation in June, September, December and March. Membership is open to all who are interested in river sport, for the sum of \$3.50 per year.

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 any member of the Board of Directors.

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

Printed in the United States of America

Cover: Dominic Thomas, King Islander, demonstrates a dying skill. Photo by Bob and Ira Spring.
Inside Front Cover (facing): Ron Mason in the canyon of the Animas River. Photo by Richard Barchet.



23rd March, 1968

Dear Sir,

I read the letters and articles on safety in your last issue with great interest. One has to keep hammering at this subject, yet it can be boring and "un-newsworthy." For that reason alone, it may be of value to put another pen to work.

When "Rob Roy" McGregor did his canoeing in and from England last century he had a few small indulgences. Such as a launch following him and having peasants at every stopping place to carry gear at his bidding (this referring to his trips on the Baltic and the Nile). But he did his canoeing the hard way in that it was a new sport with no precedents to guide him. Every stroke took him into new and potentially dangerous waters. He had to find out for himself how to react to various water conditions and what improvements could be made to his canoes. He survived because he was an intelligent man who could and did bring that intelligence to bear on the problems that faced him.

Intelligence . . . obviously, the more you paddle, the stronger you will get, but unless you are consciously and actively aware of what you are trying to do and what conditions you are facing, this strength will be misapplied and may be detrimental to your comfort and safety. You should give the matter sufficient thought, that you may be competent to tackle the waters you are on **and** those that you meet if you pursue any particular course. Competent! That is the vital word. I would define a competent paddler as one whose paddling is instinctive yet whose appreciation and anticipation of risks is based on intelligence and not on emotion.

Reason shows that you should investigate hazards thoroughly before engagement with them is inevitable. There are people who glory in retracing the paths of our predecessors: de-

signing their own craft, paddling their own ways in their own style—but unless they bring to bear on it the intelligence of McGregor they will not be so successful and may even end up as a three-line paragraph in the daily papers. No, we should try to improve on the deeds of our predecessors and associates in the sport by starting from where they left off, by building on the experience gained through their errors and achievements. And this is where a good club plays a vital role.

Through the club (and the national association), we learn what is to date the easiest style of paddling, the latest accessories. We learn which is the best boat for various water conditions, what waters suit our particular talents (as distinct from preferences), and which waters we should steer clear of. But even more important, the good club will advise on proper safety precautions and standards. It will pour scorn on the individual who, through bravado or stupidity, neglects these precautions. We all know how hard it is to put up with mocking friends!

My friends and I have had many "mad" exploits—which seemed mad only to those who did not realise that we had previously planned for every eventuality. The pleasure, then, came in recognising the hazards when we met them, and adopting the appropriate line of action. I am confident that this is the policy of every responsible canoeist, no matter in which country he may be active.

Yours sincerely,

Ian D. Pendleton
21 Windsor Road
Clayton Bridge
Manchester 10, England

(Ed note: "Roy Roy" used a craft that resembled a touring kayak. In British usage, "canoe" stands for both "kayak" and Canadian canoe. Ian Pendleton is editor of our British contemporary, WHITE WATER.)



Senator Robert F. Kennedy before the 1967 Hudson River run. At left, Dave Binger [other Kennedy photos on page 19]

Robert Francis Kennedy

He asked what the river was like. I told him how the waters rushed through the gorge—the banks lined with natural hemlock and white cedar. He never asked if he would be equal to the task. He knew he was.

He said of his wife and the children—in that funny clipped way of **his**— "We are participants, not spectators." He wanted to do everything man could do, and a good part of America was ready to follow where he went.

I think of him whenever I think of the river—friendly yet **remote—each** without question about a course, as though they both obeyed a force which told one to seek the sea and the other to lead his people.

We spoke of how beautiful the river was. What difference does it make to you if you are the last generation to witness its untamed power? I pray to God it matters enough to the living.

It never occurred to me that he could die. Nor could I foresee the aching emptiness of the place where he stood. Must we have martyrs and legends? Isn't a good and brave man enough?

— Robert E. Harrigan

The Animas of Colorado

Pioneering the Narrow-Gauge River

By Bill Winn

The Animas River starts in the rugged San Juan mountains in South-eastern Colorado and runs south into New Mexico, where it joins the San Juan River, which drains into the Colorado River in Utah. About 10 miles from its source, the Animas passes by the old mining town of Silverton, Colorado, and then flows into a scenic canyon which extends for 30 miles. The last four miles of this canyon is a very deep and narrow box canyon. Beyond this the river flows into a broad valley which contains many farms and the town of Durango, Colorado.

Our kayak trip started at Silverton and ended 26 miles downstream, where the box canyon begins. This portion of the river is familiar to many railroad enthusiasts. The Denver and Rio Grande-Western Railroad operates a narrow-gauge passenger train between Durango and Silverton during the summer. The railroad parallels the river for the 26 miles which we kayaked, and then veers away to find a better grade into the wide Durango valley.

Our interest in kayaking the Animas was aroused by Ron Mason, who saw it from the train in 1966 and told us of its beautiful surroundings and its long and exciting rapids. We were also attracted to it by the fact that it had **not** yet been successfully run.

A Rail-River Guide

Thanks to the popularity of the railroad among summer tourists there is some literature about the river which is very useful to boaters. A recent book by Doris B. Osterwald (**Cinders and Smoke**, Union Printing and Publishing Co., Denver, 1965, \$2.00) gives the mileages along the railroad to various landmarks, which are frequent. Silverton is at Mile 497.7 and Durango is at Mile 451.5; the numbers are large since Mile 0 is in Denver. The mileage posts are sometimes visible from the river.

The book also describes the geology of the area and its railroad and mining history. It has a profile of the railroad grade, which is nearly identical to the river grade for the stretch that we kayaked. We started at an elevation of 9280 feet above sea level at Silverton and kayaked 25.6 miles downstream to an elevation of 7240 feet. The average gradient was 80 feet per mile.

The biggest difficulty in planning our trip was in trying to predict when would be the right water level. When Ron saw the river in 1966 from the train the flow was 756 cubic feet per second (cfs) at Durango. Although that looked runnable, he thought the optimum would be between 850 and 1000 cfs. Ordinarily, predicting the river flow a week in advance can be done with some confidence, but unusually rainy weather up to and during the time of our trip made the run-off erratic. On June 12, 1967, the U. S. Geological Survey office in Durango told us that the flow at Durango was 1320 cfs and would probably fall to around 600 cfs by the end of June.

A Rising River

With this information, we set June 17 as a starting date and hoped for the best. It turned out that the flow when we began our trip was 900 cfs—just what we wanted—but it increased rapidly due to rain. On the second day it was 1100 cfs, on the third day 1300 cfs, and on the fourth, 1440 cfs. We think the rapids we encountered during the last three days would have been easier if the flow had remained steady at 900 cfs.

Three kayakers went on the trip: Ron Mason and Jerry Klug from Denver, and myself, from Boulder. We were accompanied by Ted Cannon, Richard Barchet, and Les Southern. Ted, a railroad enthusiast, rode the



Playing the Animas Rapids. *Photos by Richard Barchet*

train from campsite to campsite with our baggage, thus enabling us to camp comfortably and yet keep our boats light and more maneuverable. Richard came along to watch birds, but spent most of his time beside the river taking pictures of kayaking. He took most of the pictures which accompany this article. Les was also taking pictures.

On Friday, June 16, Ted, Richard, and I rode the narrow-gauge train between Durango and Silverton to scout the river and make arrangements with the conductor for carrying our baggage.

The Start at Silverton

The next day, Saturday morning, we all met in Silverton, put the baggage on the train with Ted, and started down the river. That day we went only seven miles, stopping at Elk Park, which is the first scheduled train stop downstream from Silverton. This section of river was easy, about class III on a scale of VI, but there were no stretches of flat, still water. We had to portage around a log which had fallen across the river.

Elk Park is a beautiful grassy meadow and the only place in the can-

yon, we were told, where worms can be found. Ron tried fishing in the Animas here but had no luck. We learned later that fishing in the main river is not good until later in the summer, and that Ron should have tried the side streams. A railroad man stationed at Elk Park caught about 10 good-sized trout in Elk Creek the day we were there.

The most difficult rapids were in the second leg of our trip, between Elk Park and Needleton. We portaged a rapid 2.5 miles below Elk Park and another one two miles below that. Aside from these portages, the rapids of this stretch were class III and IV. The cold water temperature (typically 42° in the morning and 48° in the late afternoon during our trip) and the extraordinary length of the rapids made them quite difficult. Sometimes I think the word "rapids," since it is plural, gives the wrong impression of the Animas. There was only one rapid, but it extended the entire 26 miles.

Needleton, our camping place the second night, is a scheduled train stop 6.5 miles below Elk Park and consists

of a few unoccupied cabins, an unfinished lodge, and a water tank for the train.

Two More Portages

On the third day we portaged two rapids—a long one which started at a steel footbridge two miles downstream from Needleton, and a shorter one about one mile farther downstream. The remaining rapids were about class III or IV. Again, however, they were difficult because of their length and the cold water. Just upstream of our night's stop, the Ah! Wilderness guest ranch, the river passes through a narrow canyon and the rapids become deeper and the eddies larger. In our

opinion, these are the most enjoyable on the river.

We had planned to camp in some inconspicuous place in the vicinity of the Ah! Wilderness guest ranch, but the owner, Ross McCausland, met us as we arrived and invited us to have dinner with him and to sleep in one of his cabins. We had a most enjoyable time that evening playing baseball and visiting with the guests and employees of the ranch. Ross, who had been in the area for more than 20 years, was able to tell us as much of the local history as we could absorb. He confirmed our belief that the river had not been boated successfully before our trip.

Marble-Sized Hail

The next morning a thunderstorm came up as we climbed into our kayaks at Ah! Wilderness. We first had a heavy rain and then hail. The hailstones were marble size—large enough that we were glad we were wearing crash helmets—and so dense for a while that we couldn't see where to go. The hail and rain made us cold, and we portaged a rapid that we otherwise would have run.

We stopped boating at the steel railroad bridge (25.6 miles below Silverton) which crosses the river about the narrow, deep box canyon which I mentioned before. From that bridge we carried our boats two miles to Rockwood, where we met Ted, who had taken our baggage on the train back to our cars at Silverton.

Thus ended a most enjoyable trip.

One question remains in our minds and beckons us to return: What do the rapids in the deep, narrow box canyon look like? Those which can be seen from the railroad tracks look either difficult or impossible to run and, in either case, impossible to portage because of the sheer rock walls on both sides of the river. The rapids farther down the box canyon, which cannot be seen from the tracks, must be worse since the U. S. Geological Survey topographic map of that area shows that the gradient there rises to about 250 feet per mile. Some day we will return to see those rapids when we are in the mood for hiking rather than boating.

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Eskimo Kayakers & King Island

By John D. Heath

"Long experience at plunging through surf with their handsomely made kayaks, and returning to land on these perilous shores of King's Island, has made the Ookivok people the boldest and best watermen in the north."

Henry W. Elliott

My informant was Leo Kunnuk, a King Island Eskimo man in his early sixties. I was particularly interested in Leo because he was one of the few remaining King Islanders who knew how to right a capsized kayak with his paddle. As a student of Eskimo kayaks, I seek out such men, then try to absorb and record as much information as possible, for when their generation goes, virtually all first-hand knowledge of traditional kayaking in Alaska will be lost forever.

So it was that Leo, as my guest in Seattle, carefully led me through a step-by-step explanation of the **kink-nah-war-hahk**, or King Island roll. Using a broom for a paddle, I stood behind Leo, who used a dust mop for his paddle, and followed his every move. Yet as I watched Leo go through his demonstration, my thoughts were not only on him, but on the centuries of kayaking experience that was his heritage.

The Heritage

The King Islanders, or **Ooky-oo-vung-miut** as they call themselves, formerly lived on **Ooky-oo-vuk**, a small, precipitous island located just south of Bering Strait, some 30 miles off the Alaska coast. It was discovered in 1778 by Captain James Cook, who named it King's Island, but usage has since dropped the "s." The island rises several hundred feet above the sea and commands an excellent view of the surrounding waters, hence was an ideal home for Eskimo seal and walrus hunters. In 1966, however, all of the **Ooky-oo-vung-**

miut moved to King Island Village, on the outskirts of Nome, so that their children could attend public school.

Traditionally, the King Island Eskimos have been expert kayak builders and users. There were no beaches on the island; in order to embark when the breakers were heavy, it was necessary for a man to get into his kayak on the rocks, fasten his **ee-mahn-ee-tik**, or walrus-gut parka, around the cockpit rim, then be picked up—kayak and all—by three or four men, and thrown into the sea.

The Kayak

Hunting in the stormy seas and drifting ice floes of the Bering Sea required a rugged craft, and the outstanding characteristics of the King Island kayak were those of strength and seaworthiness. The framework was made from carefully selected driftwood, which had to be straight-grained and free of knots. The gunwales were carefully matched, so that they would assume a symmetrical shape "when bent. Natural crooks were used for the ten curved thwarts and the upturned stem piece. From 24 to 30 ribs were usually required; these were split out of a birch log and bent by steaming. A keelson and eight longitudinal stringers were lashed to the ribs. The cockpit hoop, made of willow, formed an integral part of the framework structure.

Each kayak was tailored anthropometrically to the builder. This measuring system was common among Eskimos; the measuring units varied according to region and type of kayak,



Dominic Thomas demonstrates double paddle.

but everywhere the system had the advantage that the finished product automatically fit the builder. At King Island the gunwales were $2\frac{1}{2}$ armspans long. The stem piece, which was notched on top to receive the fore end of the gunwales, was as long as the distance from the elbow to the tips of the outstretched fingers. Thus the over-all length of a typical King Island kayak was the sum of the gunwales, plus the stem piece, minus say, 6 inches overlap of these parts, or a total of about 15 feet. The two middle thwarts were as long as an arm including the outstretched fingers, giving an average beam of about 25 inches. However, the sides flared in to give a waterline beam of only about 18 inches.

An unusual feature of the King Island kayak was its skin covering. Many other Eskimos had to use the skins of the small ringed seal for covering their kayaks. These skins were thin, hence

not very durable, and the kayaks had to be re-skinned each year. Also, the small size of these skins meant that many would be required, which meant more seams to leak or tear. The King Islanders were blessed with an abundance of walrus (**a-vik**) and the large bearded seal (**oogruk**), and they used one of each for their kayaks, resulting in only one transverse seam. The bearded seal skin covered the forward third of the kayak, and the walrus skin—split to make it thin enough—covered the rest. Such a covering would withstand two years of hard service.

The completed kayak had a steeply ridged deck, level except for an up-turned stem and a sloping stern. The gunwales had a slight reverse sheer, which gave good stability in the heeled position. This, plus a sharply ridged deck and a cockpit freeboard of about 10 inches, made spray protection unnecessary under most conditions. The



Frame of a King Island kayak

bottom was straight for most of its length, curving upward at the bow. A handhold was built into the bow, and some kayaks had a projecting grip at the stern.

The above description applies to King Island kayaks of the last several decades. An older form of kayak, ascribed to King Island and similar to those of today except for more rocker and a thinner forefoot, is shown in Figure 181 of **The Bark Canoe and Skin Boats of North America**, by Adney and Chapelle. I have examined this specimen at the U. S. National Museum, and similar specimens at the National Museum of Canada, the Heye Foundation Annex in New York, and the Robert H. Lowie Museum in Berkeley, California. All specimens were similar to the present-day King Island type, but Frank Ellanna and Charles Mayac, expert kayak builders in their early sixties

(who furnished most of the construction details given here), could remember no craft of these lines during their lifetimes. They said that, within their memory, the Bering Sea has become rougher, and since the newer type would be a better rough-sea kayak, it is possible that it was developed for this reason.

Using the Kayak

When the ice began to break up in the spring, the kayak was carried on a small sled to open water, then the sled was put on the afterdeck and the kayak was used in the normal manner. This procedure was repeated when ice floes were encountered, and it was an important factor in the evolution of Bering Sea kayaks, for the frequent hauling out and dragging necessitated handgrips at the bow and sometimes at the stern. When the kayak was on its sled, the bow handgrip was at a convenient height to be grasped for dragging. The frequent getting in and out was also a reason for the relatively large cockpits used in all Bering Sea kayaks.

For most paddling, the **ahnq-oon**, or single-bladed paddle, was used. It was important that the **ahnq-oon** be just the right length; otherwise, it would tire a man too quickly. When held across the chest with outstretched arms, the **ahnq-oon** should be exactly long enough for the fingers, bent at the second joint, to curl around each end of it.

For fast travel, the **pah-o-tik**, or double-bladed paddle, might be used. It was $1\frac{1}{2}$ armspans in length, with short, narrow blades. However, the King Islanders, as did most Bering Sea Eskimos, definitely preferred the single blade, particularly when the sea was rough. To use a double-bladed paddle in deep kayaks was tiring, because the elbows had to be held higher than their natural position. Yet a deep kayak was essential for their hunting conditions; they sometimes butchered their game on the ice floes and stowed the meat forward and aft inside the kayak.

When paddling, a King Islander sat in the middle of the cockpit, so that his back was unsupported. His flexed knees hooked under the first thwart forward of the cockpit, so that kayak and man



Aloysius Pikongonna with the single blade. Photos by Bob and Ira Spring

were as one. His hips rested directly on the framework in the bottom of the cockpit, and when the male **oogruk** called to its mate deep beneath him, the vibrations, transmitted through the water, tickled his behind. Thus the King Islander was snug in his kayak, yet in close communion with the sea.

The Purpose

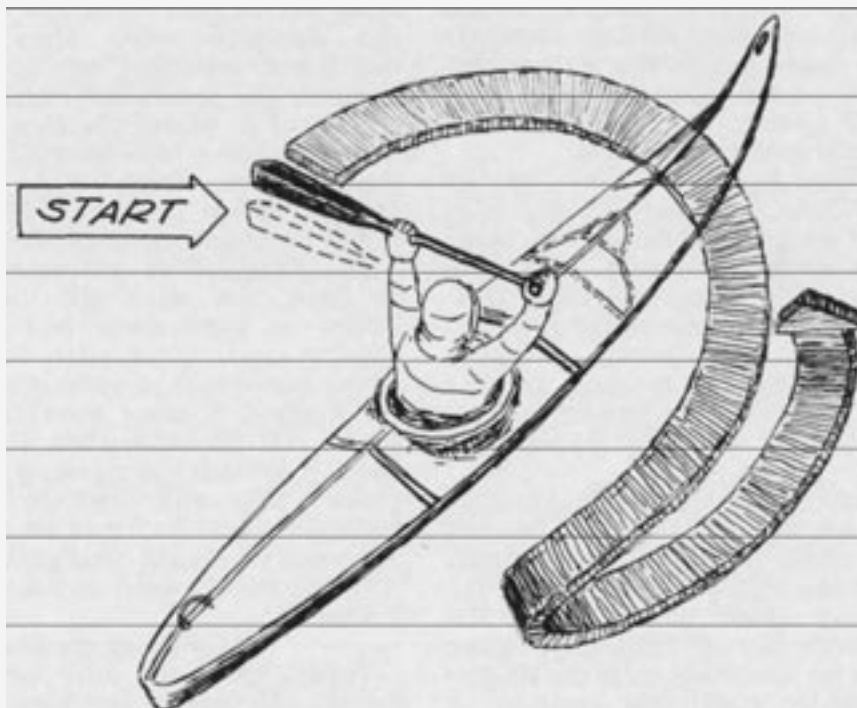
The kayak was primarily a hunting implement; its purpose was to get a man within harpooning range of a sea mammal. At King Island the kayak was used from April to December; the sea was frozen over the remainder of the year. From April to June it was used for hunting walrus as they drifted on the ice floes. During the summer it could be used for fishing or incidental hunting. However, since the turn of the century, the King Islanders have spent their summers in Nome, and the use of kayaks has been limited to the spring and fall. From October to December, the kayak was used for hunting **oogruk** and other seals. This was the season when the walrus-gut parka

was used, because heavy seas and violent storms could be expected.

When hunting walrus or seals, the King Islander carried on his foredeck a boathook (**nee-u-soon**), spare single-bladed paddle (**ahng-oon**), harpoon line tray (**ah-zah-lewk**) and either a heavy harpoon (**oo-nahk**) or a medium harpoon (**tee-me-uh-ah-tahk**). The latter was primarily for winter use on the ice, but it could also be used with the kayak. In the accompanying photographs, Aloysius Pikongonna has an **oo-nahk**, and Dominic Thomas has a **tee-me-uh-ah-tahk**. A harpoon line (**eye-lek**) ran from the harpoon head to a coil in the line tray and thence under the hunter's right arm to a float (**ah-wah-tahk**) of inflated seal skin on the afterdeck. Under the foredeck, within easy reach, was carried a gun.

When the quarry was sighted, the hunter stalked it to within firing range, then shot it and paddled rapidly to within about 20 feet before throwing his harpoon. Immediately after throwing the harpoon, the hunter threw his

THE SKETCH NOW REPRESENTS A FISH-EYE VIEW OF THE CAPSIZED POSITION. THE ARMS ARE EXTENDED DURING, OR IMMEDIATELY AFTER, THE CAPSIZE. TO RIGHT HIMSELF, THE PADDLER SWEEPS HIS PADDLE FORWARD ALONG THE PATH SHOWN BY THE ARROW, ALWAYS KEEPING THE LEADING EDGE OF HIS BLADE TOWARD THE SURFACE OF THE WATER IN ORDER TO GAIN LIFT.



THE KING ISLAND ROLL

BEFORE CAPSIZING, THE PADDLE IS HELD HORIZONTALLY IN FRONT OF THE BODY, WITH THE BLADE TO THE LEFT, PARALLEL TO THE WATER SURFACE. THE PADDLER CAPSIZES TO HIS RIGHT.

(NOW TURN THE PAGE UPSIDE DOWN)

float overboard; its drag would tire a wounded animal, or keep a dead one from sinking.

Before guns came into use, the harpoon had to be used for the initial hit. This required much more skill in stalking and it was far more dangerous for the hunter, but it had the advantage that few wounded animals escaped or were lost through sinking. A generation ago, the gun replaced the bird dart (**noo-git**) and its throwing stick (**nok-sok**), in the hunting of waterfowl from the kayak.

Two kayaks were often lashed together to form a catamaran (**kay-luk-me-eek**) for fishing or carrying cargo. This was the common method of carrying trade goods out to the icebreakers and Coast Guard cutters when they visited the island.

Surviving a Capsize

The Bering Sea is notorious for its sudden, violent storms, and the harpooning of walrus was dangerous; these and other situations could lead to a capsize. If a man could not right himself with his paddle, he might still survive a capsize by crawling up inside his kayak and waiting for help. He was safer there than out in the icy water, particularly if a wounded walrus was nearby.

The quickest and best method of survival, of course, was to right himself with his paddle. The King Islanders always used the single-bladed paddle for rolling. As a matter of fact, all of the Alaska methods of rolling I have learned so far are done with the single-bladed paddle, and this includes a method from Kotzebue Sound, where the double blade is preferred for most paddling.

Certain elements of the King Island roll make it one of the most interesting of all methods. To keep the paddle from being accidentally forced out of position during the capsize, it is held so that it enters the water along its axis, handle first. When completely capsized, ready to begin the recovery, the paddler has his arms extended deep in the water below his head, holding the paddle horizontally about three feet below the surface. Thus, unlike rolling methods that begin the recovery with the paddle on the surface and

face the risk of running out of water by letting the working blade sink too deep, this one starts out with things at their worst and gets better as it goes along.

Another unusual element of this roll was the initial sweep. After capsizing—which, Leo emphasized, was always toward the paddler's right-hand side—the paddle blade would be at a right angle to the kayak on his left-hand side. His first sweep was forward and toward the kayak, so that the paddle blade crossed the foredeck as it made a climbing arc toward the surface on the opposite side. It finished at a point behind the paddler near the surface on the opposite side, after traveling through a sweeping arc of about 225 degrees. The remainder of the roll, consisting of a 90-degree forward sweep followed by a downward draw, was similar to the finish of the Greenland reverse sweep method, which recreational paddlers know as the Steyr roll.

The King Island roll seems complex at first, but once the fundamental stroke is memorized and the blade planing angle is adjusted to the speed of the individual paddler, the merits of the method become apparent. It is a useful roll for exhausted paddlers, because it spreads the righting effort over greater time and distance than most methods. And after mastering this roll, one need no longer fear getting caught with the paddle deep in the water after a capsize.

The End of an Era

Today, there are only two or three kayaks left among the King Islanders, and these are used mainly for demonstrations to tourists. Sea mammal hunting is done from open boats equipped with outboard motors, by hunters using high velocity rifles.

Some ninety miles from present-day King Island village, a mist-shrouded, deserted island guards the southern approach to Bering Strait. For countless centuries it was the home of some of the best kayak men in the world. Now it stands as a monument to an era that will soon be gone forever.

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Wick Walker in the Dartmouth pool

RACING REPORT

By Jay Evans
Racing Editor

The growth of indoor pool training activity during the off season has been truly phenomenal. People have been working out in the Washington, D. C. area, New York, at the University of Wisconsin pool, Middlebury, Denver, University of Vermont, Harvard, Kimball Union Academy, Cornell, and many others. The Ledyard Canoe Club of Dartmouth, in response to popular demand, stepped up its training sessions from two to three nights per week and have completed over 60 hours of pool training by March 1. Best known English Gate time of the year: 74.9; best known double English Gate: 155.5.

And now it's KAYAK POLO! Another new development is the spread of kayak polo from Colorado to the Pacific Northwest and to New England. This exciting game offers all the thrills of field hockey, soccer and lacrosse and

more. The object of the game, usually played with three boats on a side, is to pass or bat the ball with paddle past opponents and through a goal at the opposite end of the pool. The Ledyard Canoe Club has, as a public service, and for the physical protection of its own players and boats, drawn up a set of rules to help bring a little order out of the chaos that can easily result when two or more boats are closing in on a ball. These rules are included in the fourth edition of **Fundamentals of Kayaking** available from the AWA Book Service, 6 Winslow Ave., East Brunswick, N. J. 06816, or from the Ledyard Canoe Club (\$3.00).

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1968 Racing Schedule

International

June 22-23—Slalom/Wild-Water, Muota Valley, Switzerland
 June 29-30—Slalom, Tacen, Yugoslavia
 July 6-7—Slalom/Wild-Water, Spittal, Austria
 July 13-14—Slalom/Wild-Water, Lipno, Czechoslovakia
 July 27-28—Wild-Water, Moll, Austria
 August 3-6—Slalom/Wild-Water, Bourg St. Maurice, France
 August 17-18—Slalom/Wild-Water, Innsbruck, Austria

United States

July

6-7—Klamath River Slalom
 Scott Fleming, 2750 Shasta Rd., Berkeley, Calif.
 13-14—NATIONAL KAYAK SLALOM CHAMPIONSHIPS (expert) Buena Vista, Colorado
 Tom Cooper, 400 Garfield St., Denver, Colo.
 12-13—South Fork Slalom and Wildwater Race (Intermediate)
 John Woll, 1826 E. Hamlin St., Seattle, Wash.
 20-21—Androscoggin Canoe Weekend
 John Wilson, Lancaster, N. H.

August

3-4—PACIFIC DIVISION SLALOM CHAMPIONSHIPS; Feather River, Calif.
 Harry [redacted] 15246 Via Lomita, Los Gatos, Calif.
 13-14—NORTHWEST DIVISION SLALOM CHAMPIONSHIPS, Stillaquamish R.
 Al Zob, Shorewood Apa., 9050 E. Shorewood, Dr., Mercer Island, Wash.

17-18—MERAMEC SLALOM, NATIONAL POLING CHAMPIONSHIPS

Ron Kloeppe, 4071 Gravois St., St. Louis, Mo.
 24-25—Truckee River Slalom
 Walter Harvest, 3976 East Ave., Hayward, Calif.
 24-25—Peterborough Slalom
 Erich Proehl, 54 Caledon, Peel Village, Bramton, Ontario

24-25—Cohasset Slalom

John Pennell, Poor Farm Rd., Harvard, Mass.

September

7-8—Yough River Slalom (Expert)
 Rosemary Bridge, 8-A Ridge Rd., Greenbelt, Md.
 14-15—Elora George Slalom and Wildwater Race (Intermediate)
 Barry Bridgley, 73 Kohert St., Weston, Ontario
 14-15—Androscoggin Slalom (Intermediate)
 John Wilson, Lancaster, N. H.
 28-28—Oneonta Slalom (Intermediate)
 John Cook, Jr., 62 Main St., Unadilla, N. Y.
 29--Frostbite Slalom (Beginner)
 Jay Evans, 201 McNutt, Hanover, N. H.

October

4-6—St. Croix Slalom (Intermediate)
 Bob Haug, 5222 34th Ave., So. Minneapolis, Minn.
 13—Windham College Slalom (Intermediate)
 Jo Trotta, Windham College, Putney, Vermont
 19-20--Bellefonte Slalom (Beginner)
 Dave Kurtz, 623 W. College Ave. State College, Pa.

Race Results

National Canoe Slalom Championship West River, Jamaica, Vt. May 11, 12, 1968

C-1

Wick Walker 556.4
 John Sweet 567.7
 Dave Kurtz 621.0

C-2

Kurtz-Bechdel 453.0
 Osborne-Heinzerling 618.8
 Raleigh-Connett 620.0

C-2M

Bridge-Southworth 544.3
 Turner-Lewis 639.0
 Fawcett-Gruss 704.8

National Kayak and Canoe Wildwater Championships Esopus River, N. Y. June 1-2, 1968

K-1

Dave Nutt 26:30.3
 Tom Johnson 26:47.2
 John Evans 26:58.0

K-1W

Tammy DeBord 29:29.0
 Peggy Nutt 29:50.5
 Nancy Southworth 30:38.2

C-1

John Sweet 29:24.5
 John Burton 29:31.0
 R. Waldrup 29:50.0

C-2

~~Hummel-Bryson~~ 29:01.7
 Heinzerling-Osborne 29:03.4
 Church-Bliss 29:09.7

C-2M

Fawcett-Gruss 29:12.5
 Lewis-Turner 29:20.8
 Wright-Leibman 30:03.0

Eastern Kayak Slalom Championship

West River, Jamaica, Vt.

May 11, 12, 1968

K-1

Dwight Campbell 346.1
 Jim Stuart 413.8
 Les Bechdel 484.3

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K-1W	
Jan Binger	701.0
Tammy DeBord	773.5
Nancy Southworth	785.6

**West River Wildwater Race
May 12, 1968**

K-1	
H. Kerchoff	25.10
D. Nutt	25.26
J. Knight	25.40

C-1	
B. Bickham	27.35
A. Chase	27.45
J. Burton	27.47

C-2	
Connet-Raleigh	26.39
Poenn-Leinweber	26.44
Church-Bliss	26.51

C-2M	
Fawcett-Gruss	26.45
Turner-Lewis	27.08
Leibman-Wright	28.38

**Red Moshannon Wildwater Race
March 31, 1968**

K-1	
H. Kerckhoff	49:21
E. Maschek	53:36
L. Bechdel	55:54

C-2	
J. Bryson-J. Hummel	59:12
A. Sundin-H. Sundin	62:09

C-2M	
G. Guss-M. Fawcett	59:15
L. Wright-P. Liebman	60:05
G. Johnson-L. Johnson	60:36

K-1W	
M. Teeter	61:37
N. Jenkins	62:57

C-1	
W. Bickham	60:10
J. Monahan	62:38
T. Martin	65:06

**Eastern Division Slalom Championships
Farmington River
April 13-14**

K-1	
J. Evans	180.7
D. Nutt	188.1
J. Burton	195.0

K-1W	
N. Southworth	267.2
P. Nutt	356.4
P. Coleman	374.9

C-1	
W. Walker	189.3
J. Burton	199.6
T. Southworth	210.0

C-2	
Walker-Southworth	166.4
Bliss-Church	208.0
Burton-Davidson	399.8

C-2M	
Teeter-Connet	269.1
Southworth-Southworth	301.4

**Point Scoring for Eastern Division
Team Championship**

Ledyard C. C. of (Dartmouth)	24.5
Cochituate C. C.	15.5
University of Vermont	8.0
M. I. T.	5.0
Harvard	4.0
Middlebury	3.0
Mt. Holyoke	1.0

**Salmon River, Conn.
Whitewater Slalom
March 23-24, 1968**

K-1	
Tom Wilson	138.8
Bart Hawthaway	147.8
Charles Richardson	160.8

K-1W	
Nancy Southworth	193.2
Cathy Dugan	228.8
Barbie Newhall	681.2

C-1	
Tom Southworth	147.8
D. Joffray	156.0
S. Feldman	222.7

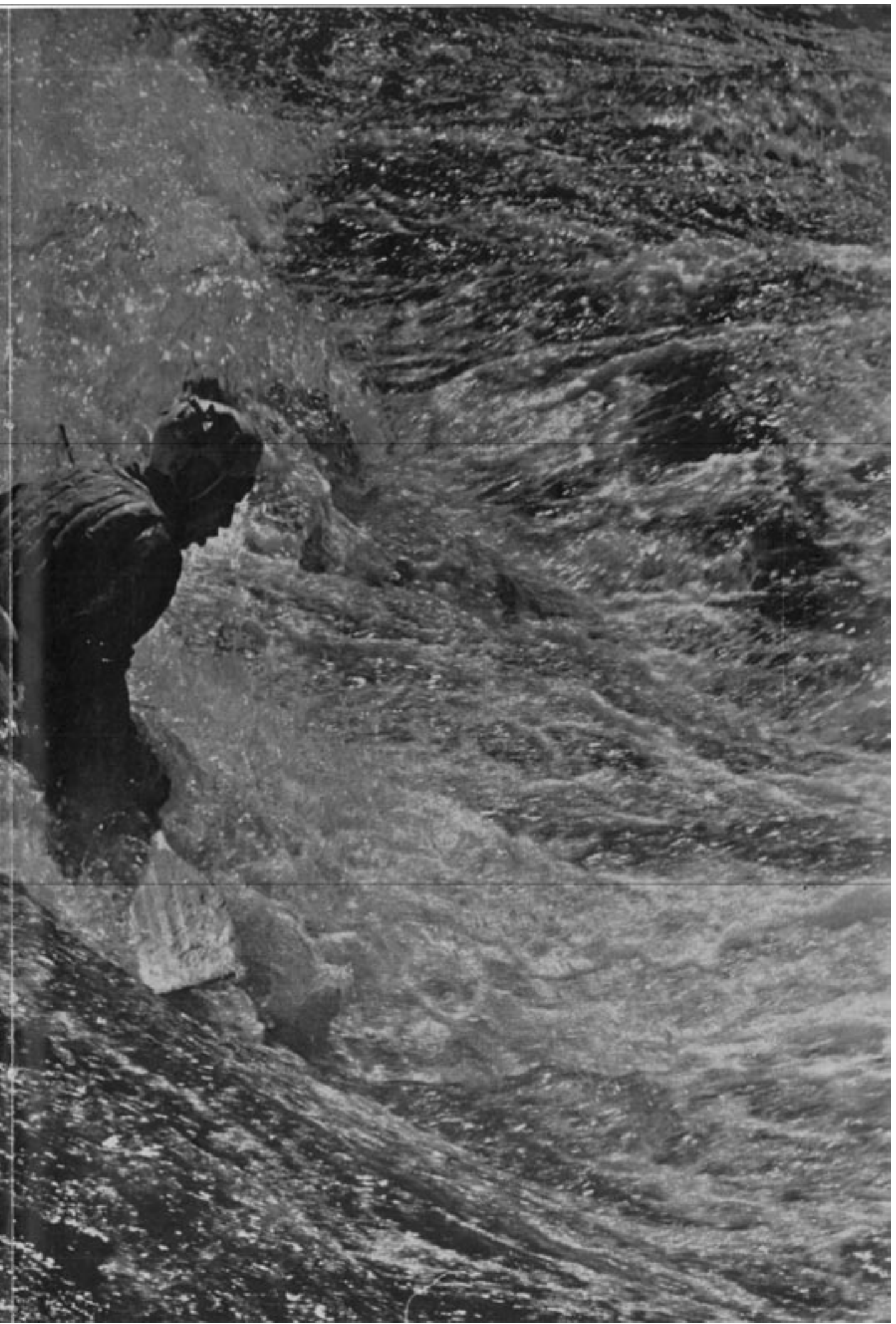
Continued on Page 18

On following page: Eric Evans is doing this on purpose. Farmington River. Conn.
Photo by Bart Hawthaway

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C-2	
Whitney-Ohl	275.6
Mattison-Griggs	DNF

C-2M	
Faldman-Feldman	251.0
Feldman-Wareham	282.2
Hanson-Hanson	376.0

Brandywine Slalom
April 20, 21, 1968

K-1	
J. Hummel	397.6
N. Smith	407.0
J. Frost	410.2

K-1W	
L. Ashton	475.4
G. Gruss	588.0
N. Jenkins	615.2

C-2	
Ponton-Lemker	389.4
Lewis-Lewis	399.8
Hager-Holcombe	437.2

C-2M	
Lewis-Turner	416.4
Gruss-Fawcett	417.0
Sweet-Shuster	421.6

C-1	
J. Sweet	304.4
B. Bickham	338.4
D. Kurtz	383.0

Loyalsock Slalom
April 27, 28, 1968

K-1	
D. Leinweber	440.5
L. Bechdel	449.8
J. Burton	465.0

K-1W	
L. Ashton	818.6
M. Teeter	1003.6
P. Ganser	1156.8

C-1	
J. Sweet	426.6
D. Kurtz	500.7
B. Bickham	508.9

C-2	
Raleigh-Connet	527.0
Bechdel-Kurtz	576.2
Hager-Holcombe	586.9

C-2M	
Sweet-Shuster	532.3
Fawcett-Gruss	644.3
Turner-Lewis	699.3

Petersburg Slalom
April 7, 1968

K-1	
L. Bechdel	177.3
J. Stuart	214.7
D. Henry	307.4

K-1W	
G. Gruss	451.2
B. Snyder	791.7
L. Holcolombe	828.6

C-2	
Sweet-Bickham	282.1
Raleigh-Connet	290.3
Ponton-Lenkert	335.1

C-2M	
Fawcett-Gruss	317.6
Connet-Connet	349.3
Sweet-Shuster	420.2

C-1	
J. Sweet	218.6
J. Holcolombe	305.7
B. Bickham	324.0

Sauk River Slalom
Washington
April 27, 1968

K-1	
Al Zob	148.0
Tom Derrer	151.0
Ron Bohlender	166.0

K-1W	
Jo Yount	332.9
Yvonne Derrer	344.6

C-1	
Rick Rigg	191.2
Al Zob	208.2
Elrich Ganz	351.2

C-2	
Yount-Burlingame	321.0
Rigg-Ganz	240.5
Woll-Norton	345.8

C-2M	
Zob-Zob	203.1
Burlingame-Burlingame	437.4
Yount-Yount	724.3

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Above, Senator Kennedy in a Hudson rapid. Below some of his family.



Conservation Comment

broad back—even if it does belong to the Secretary of the Interior? Oh why, oh why had I decided to entice him out of a safe rubber raft into my Ber-rigan canoe? The thoughts of 73 people, including Senator Robert Kennedy, the intrepid Mrs. Kennedy, their children, the news media and many members of the boating fraternity seeing a wallowing upset canoe with a member of the President's Cabinet and the trip leader clinging to it was just too much to bear.

I had to stop asking myself, "How did I get here?"—the situation called for every bit of skill and determination I possessed. In a blur of action I can remember the pain of a draw stroke which pulled a canoe completely on its side back to an even keel. Then there was the panic brace to keep from going over on the opposite side. My bowman had become a passenger, coolly gripping the cockpit coaming, riding out the white water assured that his "expert" sternman knew what he was about. My thoughts were only for the finish of this cursed rapid. Thank God, not all my strength had disappeared over the years. We were still afloat at the bottom, I'm convinced, only because of the same kind of luck that might let a man survive a ride over Niagara Falls in a barrel.

The question, "How did I get here?" comes back to me again. Thinking back I can say that my participation in the May, 1967, trip on the Hudson came from a number of causes. Like lots of people, I am unashamed of my excitement and thrill at being with some of the great personalities of our time—even if only because I can paddle a canoe. But apart from the ham in my soul that makes me enjoy being near the limelight, I've been inspired to promote or assist in outings like this one because I have found that they are a means of helping to preserve the outdoor places I cherish which would oth-



Golden Eagle

H. H. H. H.

By Robert Harrigan

It began to dawn on me that I had bitten off more than I could chew. It had looked like a fun rapid from above. Reflected sunlight sparkled off medium-sized waves. John Berry, my bowman on countless trips, and I had run it in much higher water several years ago. My recollection was of a long rapid, possibly a mile of continuous action, a few low ledges, some boulders, but plenty of room to maneuver. The Upper Hudson in New York had seemed like an exuberant friend when I had reached this rapid on my previous trip. Now, what had been a delight before, was about to turn into a disaster of embarrassing and possibly painful proportions. A grim and cruel river appeared intent on upsetting me.

How Did I Get Here?

A worried glance at my bowman revealed no information as to his concern or distress. But then how much can you tell from an expressionless



Bob Harrigan with the Secretary of the Interior at bow

erwise soon disappear under man-made "improvements."

I'd like to share with you some of the successful techniques which are being used by amateurs like ourselves in the field of conservation. They are by no means original with me or even the organizations to which I belong. Nor are these methods the only effective ones being used. However, we have found some modes of conservation action which are uniquely adapted to use by outdoorsmen who are willing, if necessary, to prepare testimony and write letters and give speeches — but are probably most effective when they are doing what they enjoy most—being in the out of doors and showing others what they have found there.

Perhaps the two main guidelines I would suggest for the outdoorsman turned conservationist would be: 1) Get together with others who believe as you do—find out who and where your friends are and work with them; and 2) call attention to yourselves and what you do. Let officials know that you are a force to be reckoned with, that you are politically active, that you are watching what they do in the field of

conservation and that you can be the source of either favorable or unfavorable publicity for them.

Conservation Begins With an Individual Who Cares

To me, conservation begins with the individual. No preservation will be possible without man's reaction to the land and the water, whether it be atavistic, intellectual, spiritual or otherwise. If men love their natural environment, some small corner of the earth may remain unchanged.

The threat to some unspoiled area by, say, a dam or a highway, an airport, or a collection of cottages, stores, and beer joints is too personal a loss to endure without a struggle. To continue unthinkingly to enjoy a favorite haunt until the day it is despoiled, is to my way of thinking now but a form of exploitation of the most callous sort.

The unspoiled country is fast disappearing under the press of population. An affluent society with an increasing amount of leisure time is ranging out to fish, hike, hunt, rock-climb, canoe, or just loaf in the sun. Entire communities are being built in some of the most attractive natural settings to be found.

Their sales literature lures the prospective buyer with scenes of the great outdoors. Such resorts have a place in the over-all scheme of things. But there should be an ever-increasing number of places under public ownership that are able to remain basically undeveloped. These should be acquired at a much faster pace now than in the past. This is particularly true in the East where such a tremendous crush of population exists. Without a certain range or expanse, the possibility of a moving outdoor experience is very limited.

You Are Not Alone

Personal feelings concerning the threat to treasured outdoor areas, unless communicated to others and acted upon, only lead to frustrations. You have to find others who feel as you do, or others who can be convinced to share your ideas, before any saving or conservation can be accomplished. Many times a natural setting is enjoyed by many more people than you might realize. While you participate in one or two outdoor recreational pastimes in a favorite retreat, some investigation

might reveal that the same area is used by fishermen, hunters, rock-climbers, hikers, canoeists, bird-watchers, skiers, cave-explorers and others. All of these recreationists will be as concerned as you are about a proposed dam, highway or commercial development. If you bother to get in touch with some of them you will often find that they belong to some organization. It might be the Izaak Walton League, the Appalachian Mountain Club, the Sierra Club, the Audubon Society, the American Canoe Association, the National Speleological Society or some local organization. Here lies a chance to spread news of impending danger, to discuss possible solutions, and to work toward some coordinated effort. Every organization has some kind of newsletter and most hold periodic meetings. Depending on what is at stake and how well you sell your cause, you may be able to have an article placed in these newsletters, or be invited to meetings as a guest speaker.

As an expression of concern or antipathy towards a development begin-

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ning to take shape, it must focus on a positive outlook toward the "establishment"—usually a local or Federal government body that can make changes. Elected officials are usually sensitive to the attitudes of their constituencies, particularly around election time. State Senators, Representatives, Mayors, State Department of Natural Resource officials, and others can be extremely helpful.

This is particularly true if the local populace is in agreement with your viewpoint. Unfortunately, this isn't always so. In cases where the local inhabitants and those seeking outdoor recreation don't see eye to eye, sometimes a sincere and reasonable public relations campaign using a network of friends and personal acquaintances can uncover latent conservation support and help to take the teeth out of the opposition. Sometimes support will have to be found in the urban areas where the users reside. It may be that a case must be made on the basis of the growing need for open spaces to serve the great centers of population. Don't forget, as you state your case, that you are not speaking for yourself alone, but also for future generations.

The Conservation Shindig

Perhaps one of the most effective ways to get people to rally around the flag is to hold some kind of outdoor event. Dramatize it by timing it with some pending legislation such as a conservation measure or a plan for undesirable development which must be stopped. The best kind of event is one which involves all the users of the area. This can be a sort of outdoor jamboree with scheduled hikes, visits to caves, bird banding exhibitions, bicycle sprints, rock climbing, canoe or raft river cruises and other activities which you have enthusiastic people to conduct. Sure, it takes a lot of work, but it is surprising to see how many people are willing to shoulder the load, if they can participate in a favorite activity and demonstrate their particular expertise.

These jamborees can be elaborate week-end events or simpler short excursions. A well-publicized hike inviting everyone who is interested can be

an excellent and simple way to draw attention to the need to protect a valuable piece of countryside. White-water canoe races have been very successful in bringing before the public the excitement and adventure of the nation's many beautiful wild rivers. The annual Potomac River White Water Race near Washington, D. C. has been dramatizing the beauty of the river since 1956. Petersburg, West Virginia, now has an annual white-water week end which draws tourists and celebrities and calls attention to the beauties of the North Fork.

Set the Stage for the Decision-Makers

With certain of these events it is desirable and appropriate to hold an evening meeting which brings together the dam builders, the highway planners, the resort operators, the local inhabitants, the politicians and you, the conservationist and user of the area in question. It is important that an atmosphere of mutual trust prevail and that the meeting not be allowed to degenerate into an ugly demonstration of prejudices. I've never seen this happen, because usually everyone wants to put

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forward his most reasonable argument.

There have been a few tense moments, I must admit, for example when conservationists around Washington used to try to talk about the Army Corps of Engineers' plans for high dams on the main stem of the Potomac. A meeting like this should serve to let our public officials, planners and law-makers know what an important segment of the people want. This is a more positive thing to do, in my opinion, than simply protesting. Try to get the officials concerned out into the area you are talking about by foot, by canoe, by raft. Give the area a chance to impress those you want to convince. Be prepared to take into account the need for certain areas for mass recreation. Not every area needs formal wilderness status for its preservation. You must take the trouble to become informed and to work with those who have experience and expertise in the field of conservation.

Then too, a lot of preserving should take place before any serious threat is imminent. Let's get the Upper Hudson or the Salmon recognized as streams worth saving as they are right now. Why wait to fight for them until after a dam or highways or vacation homes have been planned?

Follow Your Leaders and Vice Versa

No better atmosphere has existed in this country since Theodore Roosevelt's time for the preservation of America's natural heritage. The President of the United States and Mrs. Johnson have identified themselves personally with the cause of making and keeping the country beautiful. Never before have we had a Secretary of the Interior so actively concerned and involved in the creation of new parks, water and air pollution abatement, the designation of wilderness areas. He's a white-water enthusiast who lets out a wild whoop when he comes to one of those Class IV rapids we love so well. We have seen a new burst of Congressional activity in the field of legislation to protect open spaces and abate air- and water-pollution. Every day we read in the press of new awareness of conservation problems and new action.

The receptivity of the press to news of pending conservation or outdoor rec-

recreation activity is excellent now. You can take advantage of this by inviting one of your Congressmen or other officials to participate in the event you have planned. Hardly any man who must run for office can turn down a good offer for some free favorable publicity.

The sport of white-water boating is a natural for this purpose. It offers action, excitement and beautiful photogenic scenery. It is closely associated with conservation—water pollution control, wild rivers, wilderness areas. You don't need a very large crowd to attract one of your leading politicians to hand out awards at a race or to give a little speech at one of your events lauding his record on the preservation of wild and scenic rivers. Let your representatives in Washington and at your state capital know that there are voters and activists watching their record on conservation matters. Be quick to hand out the kudos in your newsletters and be quick to arrive with the delegation of protest.

Individuals and organizations should also be alert to opportunities to support prominent conservationists. I remember vividly how Supreme Court Justice Douglas challenged the Washington Post editors in 1954 to hike the Chesapeake and Ohio Canal from Cumberland, Maryland, to Washington, D. C. At that time the Post editorially favored a highway to be constructed in the bed of the canal. The editors responded to the challenge, and in no time a crowd of illustrious as well as garden variety hikers had joined the Justice. The celebrities drew the press. It is said that the Life man ran the entire 189 miles backwards snapping photos all the way. This was the beginning. Supporters of the Justice have kept alive a C. and O. Canal Association with an annual commemorative hike. But since that time neither the Washington Post nor any elected official from this area has dared to suggest that the Canal towpath be used for anything but outdoor recreation.

Prominent officials can also often be persuaded to appear at outdoor events and enhance their publicity value. I can remember Roland Palmedo bringing the Governor of Vermont to the

National Slalom Championships on the West River for several years. The people of Petersburg, West Virginia, talked Governor Smith of their state into handing out the awards and speaking on the need to save our rivers at the 1966 Petersburg White-Water Weekend. The Potomac River White-Water Race has had Secretary Udall to give out awards and has both Congressmen and Congressional candidates participating in the race.

There is a good chance that many more of our rivers can be preserved if white-water boaters and other outdoor sportsmen will join together and let the responsible officials know what they want saved. But there isn't any time to spare. If we expect our sons to be able to enjoy the rivers as we do, we must act now.

Conservation Notes

The Bell Tolls for the Eel

The Board of Directors of the Sierra Club has voted to oppose the Corps of Engineers' proposed dam on the Middle Fork of the Eel River.

A classic steelhead and white-water river in a wilderness canyon only 150 miles from San Francisco, the Eel has been one of the California water-grabbers' principal targets for many years. The system of reservoirs which will begin (if the proposal is accepted) with the Middle Fork dam will eventually commit the State of California to the entire Northwest Water Plan.

If you can imagine a water desert, that is what the Plan envisages for an area about one-sixth of the Golden State. Virtually all the arable and habitable river valleys will become storage reservoirs for the benefit of the greedy suburbanites in Southern California, and for the melon farmers who act as the holding agents for their real estate until it is ripe for subdivision.

— P. D. W.

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SECRETARY'S SOAP BOX

By **BART HAUTHAWAY**
AWA Secretary

In a welfare state, numbers count, and we don't count enough. AWA currently lists about 1600 members, including some seventy affiliated clubs, but this is a mere fraction compared to the potential of interested paddlers. We constantly receive letters from boaters who have never heard of the AWA before, who have never heard of organized white-water coaching, cruising or competition, and who thought they were virtually alone in their interest. We need to reach these paddlers as potential members; we need those already interested or active, and we need to reach the potential of those who have not yet become interested. With the constant rape of our wetlands and river systems, we must create a strong voice to sustain our sport as we now enjoy it.

We require a collective force to oppose loss of our rivers whether through misuse and pollution by private interests, or through the actions of a paternalistic government containerizing waterways into silt-laden lakes under the self-flattering guise of creating the greatest good for the greatest number.

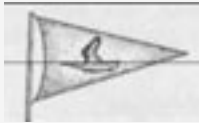
The answer, of course, is that we must become a greater number ourselves. We need an aggressive membership campaign. Unfortunately, we hear current members oppose this on grounds that they do not want "their" rivers overcrowded. But consider this: Should we close membership now, teach no new paddlers, introduce no newcomers to the

sport but save white water just for us, the select few, we could become even more overcrowded among ourselves from not acquiring the collective voice necessary to halt the rape of whole river-systems and to force the reclamation of others.

Complacency is a common human fault. Too many current members are content only that AWA exists to serve them. Actually, the American White-water Affiliation exists through the efforts of a few dedicated, volunteer editors and officers so that members may serve it. Members must supply the material and photographs the editor uses in the journal, and members must take a more active role in attracting new members.

Complacency is also cousin of contempt. Too often we hear paddlers complaining about fishermen and belittling hunters. However, fish and wildlife require much the same habitat we demand for white-water sport, and intelligent fishermen and hunting sportsmen not only share as much right to its use, but are also better organized to voice their opinions. It has become increasingly difficult to enjoy one's own pleasure without infringing upon someone else's, but it is ridiculous to compete for the sole use of a natural resource when all will benefit through understanding and cooperation for its multiple use.

I believe we should broaden our base. Specialization leads one to participate in an activity as an end unto itself, losing sight of more utilitarian pur-



July 9, 1968

Mr. Bart Hawthaway, Executive Secretary, American Whitewater Affiliation
640 Boston Post Road Weston, Mass. 02193

Dear Bart,

This is my official report on the vote for Board of Directors of the American Whitewater Affiliation:

Three hundred and twenty-eight ballots were received through July 8. They have been counted and the results tabulated below:

The following five candidates have been elected for the term which expires Dec. 31, 1969:

	Votes		Votes
Oz Hawksley	274	"Deacon" Kiehm	226
Peter Whitney	256	"Prof" Davis	212
Bob McNair	234		

The following four candidates have been elected for the term which expires Dec. 31, 1968:

Bob Harrigan	206	Ed Alexander	201
Bart Hawthaway	202	Andres Peekna	182

The following were not elected:

Vern Rupp	178	Bob Burleson	150
Al Beletz	171		

There was a write-in vote for Jim McAlister, and one for Jay Evans.

At a later time I shall submit a few suggestions concerning future balloting.

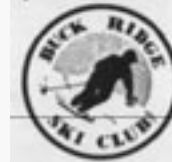
Respectfully submitted and with best personal regards:

Sincerely,	American Whitewater Affiliation
Eliot DuBois	935 Ridgeside Drive
Elections Secretary	Monrovia, Calif., 91016

poses. White-water skills can be an important adjunct to fishing and hunting sportsmen, and an awareness of this among white-water "purists" could reap enormous benefits in cooperation between groups with similarly oriented interests as well as in attracting new members. I believe hunting or fishing articles contributed to AWW, stressing the use of white-water skills to reach out of the ordinary locations, would be well received.

Specialization also leads to fractionalization. The AWA was formed to preserve, promote and publicize white-water paddling, without regard to whether the vehicle used might be a rubber raft, a beat-up birch bark canoe, or the latest fiberglass design adhering to ICF specifications. There will naturally be various levels of skill, and, as in nearly all hu-

man endeavors, the winning competitor will be the ultimate. But there is no conflict between the competitor and the recreationalist; on the contrary, most racers cruise, and many cruisers race. A recent letter to the editor indicates that only paddlers in cruising boats have "fun," leaving the impression that all other paddlers are masochists. This is pure idiocy, and is the type of self-interest that leads to fractionalization. We must instead assume that all white-water paddlers, whatever their level of skill, are interested in enjoying themselves within the limits of their ability. And if we are to continue in our own enjoyment of white-water sport, it is imperative that our aim be inclusive. We must seek to include as many interested paddlers as possible. A member should sign a member.



From Your Editor

You will find the names of the new Board of Directors of the AWA on the title page of this magazine. As of the writing of this comment, the results were not in.

The top five members of the Board were those receiving the most votes; they serve through 1969. The next four are to serve abbreviated terms, through next December.

Ten nominations for the four vacancies are to be made, under the new Constitution and By-Laws, by a Nominating Committee consisting of the President, Vice President, Secretary, Editor, Executive Director, and five rank-and-file members selected by the Board "so as to represent a cross-section of the United States and Canada."

As the nominating procedure has proven to be a somewhat time-consuming one and as the elections must be completed before December 31, all of you who have ideas for potential Directors should send on your nominations by letter to any officer of the Affiliation at this time.

The new Constitution and By-Laws are going into full effect as soon as the newly elected Board has chosen its officers and selected the key administrative officers: Executive Director, Editor, Treasurer, and departmental chairmen. Meanwhile the AWA is in a transition phase, operated by incumbent officers.

The Board, while it will have great authority and prestige, will not do the day-to-day work of the Affiliation. The new post of Executive Director will correspond closely to the previous Executive Secretaryship, and will be non-elective. It appears that the Board will function like the previous Advisory Committee, except that it will have complete statutory authority, which formerly was split between it and the General Committee.

There should be no hesitation, therefore, on the part of any member who feels he can't devote much time to the AWA in any given year: he will be able to contribute his experience and judgment to the Board with relatively

little sacrifice of hours or effort.

Why do not more of our affiliated clubs make AWA membership a mandatory part of their own membership? When a small group formed the Kayak and Canoe Club of New York, ten years ago, this was written into its constitution. KCCNY now feeds scores of members into the Affiliation.

Yet only the Meramec River Canoe Club, in the past decade, has followed suit. Understandably, some outfits that belong to larger outdoor groups, like the Boy Scouts or the Sierra Club, are not permitted to do this. But there are many that can, and these include clubs formed under the stimulus of the AWA in the last few years.

It would be a big help to the Circulation, Membership, and Business chairmen if half the membership roll and finances were delivered in a few big packages, with up-to-date addresses guaranteed, at predictable times each year.

But that is only a small, and relatively insignificant, part of the argument for such affiliate action. The main reason, of course, is that the AWA speaks for the sport, for cruising, competition and conservation of rivers, as no other organization can claim to do.

It has taken years for our individual membership to inch up over the thousand mark, to the present figure of about 1500. During this same period, affiliated clubs have multiplied from the original five to more than 75. Yet, under the new Constitution, the authority has been decisively shifted from the affiliates to the individual member. It would be a fine idea to celebrate this event by raising our membership by a thousand or so next year!

Needed: someone to handle distribution of the AWA instruction film on canoeing; preferably located in the Chicago area (but don't let that condition deter you if you would like to help!) Write John Bombay, 24 Lodge Ct., Oakland, Calif. 94611.

—P. D. W.

How Long Should Paddles Be?

By Stewart T. Coffin

"What length paddle would you recommend for me?"

Anyone in the paddle business must have to cope with this question incessantly. A typical encounter runs something like this:

"Think this five-foot-sixer is too long for me, Stew?" (waving paddle back and forth, stirring up dust).

"Oh, I don't know."

"Come on now, a bit too long isn't it?"

"I suppose so."

"How about . . ." etc. etc. Then, turning to wife, "Think this is a good length, Honey?" (kneeling on floor with paddle)

"Well, Darling, it's your paddle. But don't we already have some that length? Perhaps you should wait."

More of same, then, "How about a five-footer, Stew?" (swinging paddle wildly, knocking things off shelf)

"Well, Bickham uses a five-foot paddle."

"That does it, I'll take a five-footer."

"Haven't got any made up."

He ends up taking a 63-inch paddle. Wife groans.

Reference to numerous writings on the subject of canoeing reveals two approaches to the question of paddle length. First, the anatomical one, in which the paddle reaches one's chin, nose, eyes, etc. Or secondly, the advice that paddle length is mostly a matter of personal preference, which is the equivalent of no advice at all.

I don't claim to be an expert on this subject myself. But having made over 2000 paddles for white-water boaters, I have compiled the following data which may be of some help.

Canoe Paddles

For running rapids in an open canoe (17-foot Grumman), the 72-inch paddle has always been the standard for stern or solo. With the larger and more effective blades now available, the tendency is toward a slightly shorter paddle—a 69-incher for example. Paddles

over 72 inches are seldom used, if for no other reason than that they are not available. I once made and used a 7-foot paddle as an experiment. Although it provided an astonishing brace and sweep stroke, it did tend to be slightly awkward.

The bow paddle varies more in length. The 66-inch is the most popular, but anything between 60 and 69 inches is common. Perhaps the reason for this is that the bow paddler varies more in size and strength, whereas the stern or solo paddler is usually a strong adult male. Smaller or weaker bow paddlers tend toward the 60- or 63-inch lengths.

At the other extreme, C-1 and C-2 slalomists are using much shorter paddles. Lengths given above for the open canoe apply if 9 inches is subtracted. The lengths most commonly in use by successful competitors are 57, 60 and 63 inches. For cruising in slalom boats, paddles are slightly longer—60, 63, and 66 inches.

The T-grip is preferred by at least 30-to-1 over other types.

Kayak Paddles

The question of optimum kayak paddle length has been obscured by the necessity of using whatever was available, or the tendency to select whatever is "standard" or what others use. But a trend is emerging. The average length used by successful slalomists is about 81 inches, the extremes being 74 and 84 inches. The average length used for cruising is 84 inches, the extremes being 81 and 87 inches. There seems to be little if any correlation between paddle length and paddler's height, but paddle length does appear to correspond to kayak length.

Nearly all experienced kayakers and successful competitors are using feathered blades. The trend is definitely toward spooned rather than flat blades for all types of kayaking. (Will spooned canoe paddles be the next innovation?)

Regarding the optimum angle of

feathering, 90 degrees has always been considered standard. A great many paddlers are probably unaware that their spooned blades are feathered at slightly less than right angles, the purpose of which is to reduce the awkward over-the-head, backward-leaning con-

tortions which one goes through to draw on the "off" side. Perhaps it would have been better not to mention it . . .

"What blade angle do you recommend for me?"

Ah well, happy paddling!

New Products



Mm-m-m! No longer austere

People occasionally criticize American White Water for editorial content. One remark, more often made in conversation but seldom committed to paper, is on the relative infrequency of what newspapermen call "cheesecake"* in our columns.

One thing that's often been blamed for our relative puritanism has been the wet suit, black, bulging and forbidding. So it's a pleasure to be able to reprint, from our British sister magazine **Canoeing**, ample evidence of female comeliness and shapeliness. The

*"2. Slang. Photography or photographs esp. of female comeliness and shapeliness."—Webster's

maker of the "Nao Coronet" wet suit boasts that it brings "color, fashion and a touch of glamor into water sports."

The material is not neoprene but synthetic expanded material described as having excellent wearing qualities, high thermal insulation, and resistance to sunlight and salt water. It's nylon lined with nylon zippers. And "they fit snugly and are figure flattering and do not restrict movement." Whee!

Ladies' colors: tangerine and light blue. Men's: dark blue and forest green. Details and prices from Collins & Chambers, Ltd., 197-199 Mare St., London E. 8, England.

* * *

The name Sports and Cycles, International, has superseded that of Spruks and Marteau, and the address has been changed to 3181 Wilson Boulevard, Arlington, Va. 22201. They are Klepper agents, stock Flotherchoc life jackets and plastic helmets.

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Safety as We See It

By Bill Waters
Wisconsin Hoofers

There seems to be a widespread belief that canoeing skills and knowledge are a lore of the past which somehow comes to him who takes paddle in hand and sets forth upon a river. Not so! Nor is canoeing skill a simple function of the amount of time spent in a canoe or the number of trips a person has been on. **Skill** and experience are not synonymous. The ability to handle a canoe does improve with practice but like everything else, knowledge of proper techniques and use of proper equipment play a significant role.

Most people embarking on moving water are really not adequately prepared. I am not necessarily referring to rapid water of class III or better or even class II; I am referring to any river or stream in which there are bends and moderate currents. Many canoeists commit the fallacy of confusing danger with thrills. They mistakenly believe that small streams which lack large and thrilling haystacks must also be devoid of danger. This is not always true. Small rivers (especially with water levels above normal) can claim the lives of those who are unprepared. Even on relatively gentle rivers, it is important that boaters have at least a rudimentary grasp of proper techniques.

"Floating" a river is not always to be taken literally. There are times to just drift along and there are times to use the paddle. Floating a river does not include being washed through all the fast sections like a pile of debris. In the quick and narrow sections with sharp bends, it is necessary to maneuver and alter the position of the boat with respect to the river. One need not be an expert paddler or exert tremendous effort to accomplish this. Quite the contrary, it is the unskilled who works hard but accomplishes little. Anyone will enjoy much more scenery paddling correctly than incorrectly.

Know What to Practice

The techniques adequate for class I rivers are rudimentary in comparison

with the skills (and equipment) necessary for the water of class III difficulty and above. Some understanding of river motion is required along with a knowledge of basic paddling techniques. Practice helps **but** one must have some idea of what to practice.

A canoeist should be able to recognize river situations such as current differentials, eddies and potential danger spots, e.g., logs, brush and other debris forming an entanglement on the outside of a bend. He should be aware of where the current will tend to take him and what he can do to avoid it. About all the boat-handling skills required are the abilities to turn the boat quickly and paddle across a current, back paddle (either to slow down to assess a situation, or to ferry across the current to another spot on the river) and execute an effective draw to take the boat a short distance sideways when necessary. Such techniques are described and explained in instruction manuals such as the excellent "A White Water Handbook for Canoe and Kayak," by John Urban (reviewed by A. Peekna, AWW, Spring, 1967). The general principles involved in white-water boating are not limited to roaring rivers; they apply to all flowing streams.

The necessary knowledge and skills are easy to master but usually require some instruction. To most canoeists, they seem obvious only in retrospect. A paddler will learn more from a few minutes' instruction from a competent boater than he will in several outings on his own.

How to Reach Them?

John Bombay urged that clubs appoint someone who could provide ". . . a training program to help any group requiring assistance." (AWW, Winter, 1966-67, p. 23) While establishing a club training program is highly desirable, the task of upgrading the general level of skills of canoeists (thereby increasing both the enjoyment and safety of the sport) should not be left solely to the instruction chairmen. The vast ma-

jority of canoeists will not be reached by formal instruction programs. Most boaters are either poor judges of their own abilities, usually overrating them, or they simply do not take the time to seek instruction. The task of improving the lot of the average canoeist falls on all skilled boaters.

For our purposes, a "skilled boater" is simply one who has acquired a knowledge of how the boat should be positioned and maneuvered in various river situations, and has a good grasp of some basic paddling techniques for accomplishing these maneuvers. One does not need experience in hairy rapids. Any competent canoeist can make a significant contribution toward a safer, more enjoyable sport by passing these skills along to those he meets, whether at club meetings, club outings or just to casual acquaintances made along the river.

However, do not be surprised if a kind offer of advice or assistance is rejected in a huff. Many canoeists regard those who question their canoeing ability with the same attitude they reserve for those who would question their parenthood. Do not let this dissuade you, it merely means you must use more tact when offering advice.

Do Not Be Aloof

Do not be aloof: be friendly and treat other canoeists as equals. Say, "Here is a stroke I have found useful for turning the boat in a hurry. What do you think of it?"

Avoid lecturing the canoeist; just "re-
mind" him: "Don't forget to avoid the outside of those bends ahead; you might get swept into the brush and dumped." Acquaint them with guidebooks and active canoeing groups in their area.

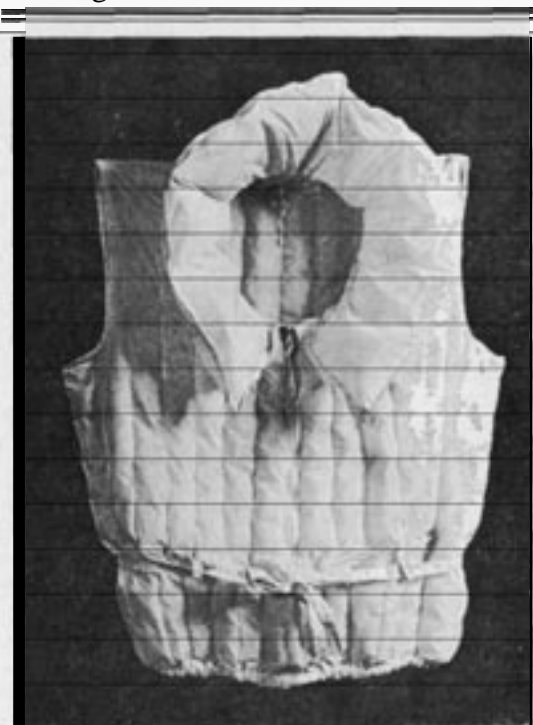
If you are with a group, encourage people to try an eddy turn or ferry across a fast section just for fun.

An approach we have found useful for discouraging beginners from running a class III or IV river in their unscratched, keeled aluminum canoes ("We heard there were some good rapids up here") is to call attention to the inadequacy of their equipment. We do not mention their skill; we just point out the need for decks, maximal flotation and the absence of keels in turbulent water. A discussion of equipment

is a good way to bring up the subject of technique.

Do Not Discourage

Bear in mind, though, that the object is not to send people home, but to encourage them to run rivers more in line with their abilities and equipment and to add to their skills so they can run and enjoy more rivers. In this way, any reasonably competent boater can improve the enjoyment and safety of our sport. Championship form, proficiency or stamina are not involved. Lazy floating is still an integral part of river-running.



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