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The Staff and committee members listed above are unpaid White Water enthusiasts who volunteer their time and efforts to bring affiliated member subscribers this journal. Your contribution of articles, letters, race results and schedules, photos and drawings are essential for their continued efforts and the timely publication of the American White Water Journal.
Dear Editor,

We have recently been revising the old AWA Safety Code, and it is surprising how well it still pertains to white water boating today, in view of the fact we are now running the "unrunnable" rivers of ten years ago as a matter of course.

Safety is suddenly assuming more than the usual importance in the West. We are fortunate that so far, we have had an excellent safety record—actually, kayakers are endowed with enormous luck! We are slowly getting back to life jackets on easy water, nearly all of us wear helmets (Bell-Topex) use commercial flotation. We sponsor beginner's training, have roll sessions and hang English gates at local pools. We try to have one easy river trip scheduled each week end so that inexperienced boaters won't feel tempted to try water beyond their skills.

We have boaters now, however, that are extremely skilled and are trying truly fantastic things. Unless we start a new drive for river safety, someone won't make it, one of these days We are all becoming increasingly concerned.

Actually, at some point, safety in terms of equipment and knowhow ends and safety in terms of psychology takes over. We've all heard we're a bunch of suicidals—naturally that's ridiculous, but don't you think that something other than love of fresh air and exercise drives those who defy reason by most boating standards; those who find floodstage and class V rivers the only worthwhile water, attempt daring and dangerous stunts, whether for attention or fun, run alone or even take inexperienced boaters into situations where they will be obviously dumped.

We are always wondering about the "psyche" of the white water enthusiast—it makes interesting speculation. I think this will need exploring eventually. There is a certain group of boaters who will always be protected by better boats, jackets, hard hats, rules, etc. It is the better segment who need a new kind of safety. We should understand and recognize them, "save them from themselves" as it were. I guess you would call it "Psychological Safety."

In fact, this goes hand in hand with the subject "why the enormous 'attrition-rate' of beginners-in-training?" Again the psyche is at work. Some of us say that anyone, given the proper training, should enjoy the sport if they volunteered to try it in the first place. Others say it's a terrifying sport to most, and beginners just don't know what they're getting into. Neither of these philosophies are perfect, of course, but we don't really know. We would like to see more people on our rivers—how can we sell river conservation to the reservoir recreationist? Unfortunately, we expect a drop-out rate of over three fourths in our beginner programs, and it is these people who are the conservationist's most valuable allies.

If your readers have an comment to make, we would very much like to hear from them.

Sincerely,
Frances Cutter
Chairman
River Touring Section
San Francisco Bay Chapter

In an effort to expedite publication of long overdue issues #3 and #4 of Volume 15, and with the consent of President of the Board of Directors, Ed Alexander, I'm responsible for the contents of this issue and apologize in advance for errors, omissions, deletions or changes that might offend contributors. Such misjudgments are not likely to be repeated from Volume 16 on, under the direction of an experienced journalist, Iris Sindelar. — G. Larsen
Race Organizing Is Hell

By Jay Evans, Hanover, N. H.

It is fashionable these days in America to criticize and challenge those who are in positions of authority and responsibility. And the good-hearted fellow who agrees to organize a white-water race is also not immune from this general malaise.

As a battle-scarred veteran (having run 25 races in the past ten years and having been intimately involved in helping with another 25) I submit my claim as an "expert" in this field.

The organization of a white-water slalom involves far more than meets the eye. I suggest that a properly run slalom is harder to pull off smoothly than most other athletic events. Hanging of gates, variable water levels, inclement weather, inaccessibility of the race site, etc., all contribute to one gigantic headache. Therefore, I would like to speak out on the subject of white-water race organization and make a plea for patience and understanding.

A Rare Breed

Race organizers are a rare breed. They are hard to find, and, like most other humans, they can get discouraged easily unless competitors treat them patience and courtesy. He who has never organized a race ought not to criticize. Wait until you have been bloodied yourself and have stood on the other side of the fence and watched the world crumble around you before you speak out in protest because the race doesn't start on time, the gate-judging is poor, etc.

I'll never forget one year at Jamaica, Vermont, when I volunteered my services to the race organizer. I was placed in charge of safety and very carefully set up a plan and personally checked each individual involved. We even developed a time schedule with names, equipment and stations located along the river.Shortly after the race began an irate woman (mother of one of the racers) accosted the race organizer demanding in no uncertain terms to know what had become of the safety precautions. The organizer checked with me and I checked with my safety patrol only to discover that, as a group, they had all decided at the last minute to go to church instead of helping at the race. They had left the campground without telling a soul!

Competition brings out the best in people but it also can bring out the worst.

At another race the organizer's wife was literally reduced to tears by harping, keyed-up competitors demanding all sorts of things.

A Code for Competitors

White-water sport is still young in this country and it is still pure. We have a golden opportunity to move forward in harmony and create a wonderful tradition of good fellowship and spirit. But in order to accomplish this we must be eternally vigilant.

In this connection I would like to submit a Gentleman's Code of Conduct which every white-water enthusiast should consider:

1. Be patient at a white-water race. You'll appreciate more than you can imagine a little forebearance on the part of competitors when it becomes your turn to be race organizer.
2. Never refuse the organizer if he catches you along the course and asks you to do an errand for him or to fill in somewhere.
3. In the event you attend a race and, are not able to help in running it, let the race organizer know ahead of time so he will not count on you.
4. Return your race number or bib.
5. Spare the race organizer from unnecessary and irrelevant details, he's overburdened with details as it is.
6. Be useful rather than decorative at a race. If you see something that needs done — pitch in and help.
On July 19-20, 1969, the Stanislaus River of California had perhaps its peak use by white-water enthusiasts. Raft groups, kayakers, canoeists and skin-diver swimmers all took advantage of this fine mountain river which flows out of the Sierra through an exquisitely unspoiled wilderness canyon.

Perhaps this makes you shudder at the thought of all those people in that little nine-mile stretch all at once, but everyone really stayed out of each other's way, crossing paths only briefly the first day. Beaches for camping were carefully mapped out in advance to avoid any conflicts.

The heavy use that July weekend gave Norman B. Livermore, California's Secretary of Natural Resources, a glimpse at white-water sport. He was in one of the Wilderness Water Ways' raft groups along with Edward F. Dolder, State Chief of Conservation Education. It was Mr. Dolder's persistence which got "the boss" and a group of 25 friends and relatives to take the trip under Bryce Whitmore's leadership.

It is sad that a river as beautiful, boatable and accessible as the Stanislaus will soon be inundated with a reservoir created by the New Melones Project, scheduled to be completed by 1976. How we wish these interested State officials could have been around 10 years ago when the Federal project was first being pushed by the Army Corps of Engineers!

Mr. Livermore, one of the highest officials in California State Government, is a friend of conservation. He was effective in getting at least a delay and another look at the controversial dam proposal on the Middle Fork of the Eel River at Dos Rios, and delays are in our favor as the California Water Plan is more and more a target of public criticism. He shows much interest in saving many of our favorite rivers.

Although it looks too late for the beloved Stanislaus, steps have been taken since that July trip which indicate official concern for preservation of some of Northern California's rivers. A Committee has been established for the purpose of forming a Protected Waterways Plan for California. The committee consists of members of the Department of Fish and Game, Department of Parks and Recreation, Forest Service, and members of Sierra Club's River Touring Sections. At this writing, several meetings have been held, and a great deal of information has been precipitated into written form. This appears to be a break-through in cooperation between conservation groups and State officialdom.

Credit should be given to the late Roland "Prof" Davis for the many hours he spent in Sacramento and elsewhere plugging for just such cooperation. He and Edward F. Dolder were responsible for the awareness in Sacramento of the need to preserve sections of wild river for public enjoyment. Now that Prof is gone, we shall have to be doubly diligent.
Touring Western White Water

By Margie Arighi

Touring for several days or more on western rivers is an unforgettable experience for white-water boaters, but unfortunately relatively few try it. This article is for those who would like to try, but either can't afford to hire a guide to lead them down the river and carry their gear, or don't want to. In spite of myths to the contrary, you don't have to!

My husband Scott and I have been river touring on such rivers as the main Salmon and Middle Fork of the Salmon in Idaho, and the Rogue River in Oregon for the past three summers, and have never hired a guide. We carried all our gear in our slalom-type kayaks (and C-2's, if any were along), except on the Middle Fork (where we carried about half our gear).

The advantages of such a system are:

(a) It's obviously much cheaper than hiring a guide.

(b) It allows more independence and flexibility. You can stop when you want, and not plod ahead to catch up with the raft, or wait until he catches up with you.

(c) It allows you to travel with whatever sized group of friends you wish instead of forcing a mob trip. Besides making river travel easier, this gives you a much wider range of campsites to select from. One of the pleasures of
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such trips is finding beautiful little unused campsites. Large commercially guided groups must stop at a relatively small number of huge, rather overused sites.

(d) You have the thrill of “reading” a river new to you instead of just following. This presents obvious hazards in wilderness-situations, but certainly not insurmountable ones, if reasonable caution is exercised. Excellent maps are available of most of these rivers, and with suitable enquiries and common sense you can readily determine which rapids should be scouted or portaged.

Of course, the system also has disadvantages. The boats are more heavily laden than normal. With proper gear (see later discussion), however, the load should not significantly affect their maneuverability. The only noticeable effects of such a load on my kayak are that it is slightly more sluggish, and less easily upset (due to the lower center of gravity). It is somewhat more difficult to "play" in rapids, as it is harder to paddle upstream, but we manage to do quite a bit of it anyway!

Without a guide, your progress might be somewhat slower if you had inadequate maps and river information, as you might do some unnecessary scouting. We have not found this to be a problem, as maps and enough information have been available so that we have had to scout only those drops we would have scouted even with a guide.

Summary of River Tours

We have toured all these rivers without guides. (If you wish a complete set of our notes on any of these rivers, including a general description of the river, and a specific description of notable rapids and campsites, write us at 5940 S.W. Brugger St., Portland, Ore., and enclose one dollar for each set desired.)

1. Salmon River, Idaho — "River of No Return" Section: From the confluence of the Middle Fork with the main almon to the road in from Riggins, 80-100 miles (depending on where you take out on the Riggins road). 4-8 days (depending on how fast you paddle and where you take out).

Most of the river is fairly easy, with
a good deal of flat water (but with strong current, so you can drift). There are plenty of rapids, however, to keep life interesting. Due to the large size of the river, at medium-high water many rapids develop huge waves, hydraulics, and a few man-eating holes. Rocks are not much of a problem on most rapids, being huge, obvious and avoidable. The maximum difficulty of the rapids is class III-plus to IV depending on the water level. The minimum paddler skill level recommended is a strong class III. For example:

New England boaters—should be competent on water such as the "dumplings" section of the West River (Vt.) at high water.

Midwestern boaters—should be competent on the section starting at the Boy Scout camp on the Wolf River (Wis.) at high water.

The recommended water level is 8000-12,000 c.f.s. at Whitebird, Idaho, and is usually found between July 15-30. (There is plenty of water to run the river in August, but don't expect much heavy water!)

This is a wilderness trip (although you will see many raft parties in July), with excellent semi-desert, scattered pine, canyon scenery. Mountain sheep are often seen. We have had poor luck with July fishing.

This (and the lower Salmon) is an excellent trip for those who are tired of rock-dodging and would like to try heavy water (waves approach 7-9 ft., but are spaced reasonably far apart, giving plenty of time to climb the next "mountain," so it's just glorious fun! A good brace and padding ahead are usually all that's needed).

2. **Lower Salmon River, Idaho.** From Whitebird to the junction of the Grande Ronde River with the Snake, near Lewiston. About 80 mi. 4-6 days. Suttle unusually convenient.

More flat water than the "no return" section, but since the river is larger here, some drops are extremely heavy. Maximum difficulty of rapids — class IV. (Minimum paddler skill recommended — strong 3 (see "no return" discussion). Suggested water level — 5000-8000 c.f.s. at Whitebird (July 20-Aug. 14).

This is not a declared wilderness area, and as a result is little-known. We have never seen anyone on it (before the confluence with the Snake) — it gives more of a true wilderness feeling than any other river we're run. The river runs through a desert canyon (sagebrush, no trees), with several awe-inspiring rock walled stretches, and innumerable untouched white sand beaches for camping. Wildlife includes cougar, mink, chukar partridges and, of course, rattlesnakes! Fishing is poor in summer.

Recommended for those who want a

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true wilderness experience (and aren't afraid of a desolate, lonely, but beautiful area) combined with some thrilling heavy water.

3. Middle Fork of the Salmon River, Idaho. From Dagger Falls to the confluence with the main Salmon. About 95 mi., 5-7 days.

Many very long continuous rapids (most class 2-3) with very little flat water. This is a much smaller river than the main Salmon, without the heavy water, and with much more rock-dodging (rather like Eastern rivers) and constant excitement. Maximum difficulty of rapids — class IV. Minimum paddler skill recommended — class IV (the individual drops are no more difficult than those on the main Salmon, but the river is very continuous so rescue is more difficult). For comparison:

New England — river is like a combination of the Ammonusuc (below the dam), and the Swift in N.H.

Midwest — the river is like the "roaring rapids" section of the Peshtigo at good water (Wis.).

The water level is usually ideal in mid-July, and too low by August. Because of the rocky nature of the river, the party should include several C-2's or a raft to help carry gear as more maneuverability is needed than on the other rivers discussed.

The scenery is magnificent and varied — starting at an elevation of 6500 ft. with heavy forest and meadows, and progressing through rock gorges and by several marvelous hot springs to a near-desert environment at the confluence. Wildlife includes mountain sheep and deer. Fishing is excellent in spots (even I caught some!) (Although this is a declared wilderness, it is crawling with people on commercial raft trips in July, so don't expect to feel truly isolated!)

Recommended for those who wish to combine magnificent scenery with constantly exciting (but not huge) rapids.


Allow 4-6 days if you wish to enjoy its non-boating offerings.

Lots of flat water, but with good current, and rapids spaced closely enough to keep you interested. Most rapids are short drops in narrow rock-walled canyons followed by pools. Most are easy enough for novices, but interesting enough for experts, with some really thrilling runs. Maximum difficulty of rapids — class III-plus (with one easy portage or line around Rainey Falls). Minimum paddler skill recommended — strong class III. For example:

New England — Ammonusuc River above the dam (N.H.).

Midwest — Langlade-Boy Scout section of Wolf (Wis.).

This is an excellent trip for experienced novices at low water, as most drops are only class 2, and the harder drops can be lined (except for one). Recommended times to run the river are July for parties consisting of class III or better boaters, August for parties including class II boaters.

Scenery is wonderful — banks are a combination of forest and meadow: Frequent lovely side streams with waterfalls. There are many fascinating
rock gorges with potholes and caves. A hiking trail runs the entire length of the river so the trip can be varied by some excellent hiking, blackberry picking, etc. Wildlife includes many deer, bear, and otter. Fishing is excellent at certain times of the summer. Quite a few people run the river in rafts and drift boats.

Recommended for those who want to combine fairly easy (but interesting!) rapids with beautiful scenery and ample hiking and fishing opportunities. **What to take.** If you are carrying your own gear, it must be only the bare essentials.

Boating gear: helmet, lifejacket; comfortable bathing suit; long-sleeved old shirt (sun protection); sneakers; wetsuit jacket or wool sweater and windbreaker for Middle Fork.

1 pair jeans; 1 light shirt; 1 bandanna; 1 set underwear; 2 sets wool socks; 1 pair sturdy lightweight shoes; 1 light rain poncho; 1 light wool shirt or sweater; 1 nylon ski shell; sleeping bag (the more compressible the better); sleeping pad — light and non-bulky; toothbrush; fishing gear; penknife; matches; small comb; chap stick; small sun tan lotions; 1 cup and 1 spoon (everything is eaten from these).

Community gear: 1 large plastic or rubberized nylon tarp; 1 excellent first aid kit (including a snakebite anti-venom kit, penicillin, and a pain killer as well as standard items); 1 set nesting pots—1 coffee pot and 2 others with covers that double as frying pans; 1 small light grate; pot cleaner; 1 large cake of soap (for bodies, dishes and clothes); toilet paper; Hexamine fire starters; matches; food — backpacker type — dehydrated and freeze-dried (2 lb./person/day should be plenty); rope; repair kit (sewing kit, repair tape, minimum fiberglass kit); 1 or 2 extra paddles (collapsible); 1 or 2 extra spray skirts.

**How to Pack Gear**

We have found a variety of bags that are both waterproof (when closed properly) and sturdy. They are occasionally available at Army Surplus stores. Klepper makes an excellent (but expensive) waterproof bag.

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Hints

1. **Whom to take:** It is not advisable to take paddlers below the minimum recommended skill level, even those who are marginal. A boater with a broken boat cannot just walk up to the road. A smashed boat is a real danger on a wilderness trip, and must be avoided, even if some eager boaters have to stay home.

2. **How many to take:** An absolute minimum of three (except on the lower Salmon, where a minimum of four is recommended due to its remoteness).

3. **How to run.** Carry several copies of maps and instructions, and carry one set in a transparent plastic bag in an **available spot** (such as lifejacket pocket), and check it at every landmark (such as sidestreams or buildings). Otherwise it is very easy to lose track of where you are, and you may find yourselves running something you planned to scout (or portage!). Another useful trick is to notice early in the trip about how many miles per hour you cover, and then use time to help you judge distances. The combination of these two techniques always told us when we were approaching a bad spot, and we then proceeded with caution, scouting dubious rapids.

Be sure to have all obtainable information about the river. The Forrest Service has excellent river maps of the main Salmon "no return" section and the Middle Fork of the Salmon (Forest Service, Salmon, Idaho). A map of the Rogue River can be obtained at the store in Galice, Ore. Further information can be obtained from us, as mentioned earlier.

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American WHITE WATER
Key Fall River Ruling

By Ed Neal, from the San Francisco Examiner-Chronicle, July 12, 1970

Fall River is one of California's shortest streams yet it is rated the state's finest big trout water by the Department of Fish and Game.

From its source, where it bubbles out of the ground at Thousand Springs, down to Fall River Mills, where it empties into the Pitt River, the distance is only eight miles as the mallard flies. The journey by road is 15½ miles between the two points.

Yet Fall River, twisting and turning countless times as it meanders through a grassy, pine-studded valley, is almost 20 miles long. The average depth is six feet, and at many spots the stream widens to 150 feet.

The clear, cold waters produce rainbow and brown trout to 14 pounds. Anything under two pounds is considered small. Veritably an angler's paradise tucked away in the northeast corner of Shasta County. Yet for nearly 20 years only the chosen few sampled the fishing.

To the drooling fishing public it was another story. The river was festooned in barbed wire and sprinkled with log booms. Boat traffic was blocked effectively. No trespass signs lined the banks. Barbed wire even was strung in the water alongside the three county road bridges.

The wire didn't stop casting from the bridges, but it did make it impossible to land a hooked fish.

That is all in the past now. Superior Court Judge Thomas M. Montgomery of Redding in a landmark opinion has held that Fall River is navigable, thus brushing away any vestige of legality for fences or barriers of any kind on the river.

His ruling was based in part on the legal spadework done 22 years ago by two San Francisco attorneys, both of whom now are judges, in the Frank's Tract case. In that one, a suit which started in Contra Costa superior court and finished four years later in the State Supreme Court, the flooded delta island was held to be a navigable portion of the San Joaquin River. The ruling ended the imposition of tolls on fishermen.

The case was prosecuted by the late Robert L. Mann and his two assistants, Charles S. Peery and Norman Elkington. Now they are State Appellate Judge Elkington and Superior Court Judge Peery.

The Fall River case dragged in the Shasta County courts even longer. "We filed the original action back in 1964," recalls Shasta District Attorney Bob Baker. That one followed two other suits, one brought by a fisherman, the other by property owners trying to legalize their barriers. Neither was prosecuted.

When Baker entered the picture, he sued 13 defendants, constituting seven separate ownerships of property along Fall River, charging they "obstructed free passage or use of Fall River."

Judge Montgomery agreed, declaring navigability was the key test. Citing the Frank's Tract ruling as "analogous to the present case . . . the court feels boating for pleasure is a sufficient test of navigation."

The judge personally covered the river, both by boat and air, before ruling the upstream limit of navigation as the Zereda Jensen property. Clarifying, District Attorney Baker said, "that means 95 per cent of the river is navigable, from a point several hundred yards above Metzger's Lodge downstream."

For venturesome anglers, anxious to sample the fabled fishing, the D.A. had a bit of advice: "Remember," he said, "this ruling only opens the stream for navigation. It does not give people the right to trespass across private lands."

A notice of appeal has been filed in Shasta County against a decision which declared a portion of the Fall River navigable for pleasure boats.

If Superior Court Judge Thomas B. Montgomery's decision in People vs Mack et al, number 31063, is upheld by a state appellate court, his decision can be a significant breakthrough in navigation questions.
Neoprene Sleeve Mitt
For Warmth and Unimpaired Paddle Grip

Greenlanders wear sealskin mitts waterproofed with blubber but having two thumbs, one on the back. When the palm gets wet the boater turns the mitt around and the back becomes the palm. But the Greenlanders paddle mainly in calm, sheltered waters and don't normally have occasion to bury their hand in water as we might when executing a stroke in rough river or surf conditions.

My personal answer to the really cold weather is, at the moment, based on an idea given to me by Ken Langford. He showed me a sleeve of neoprene which he pulled over his wrist, forearm and back of hand leaving the rest of the hand free to grip the paddle. This prevented heat loss at the wrist but had limitations, so I made a sleeve, shaped as in the sketch, out of an old wet suit sleeve. It is cut away so that the palm of the hand is free but the complete backs of the hand and the fingers are covered. This gap is held in place by a little hood of neoprene into which the finger tips fit. When the hand is closed around the paddle it is well protected and warm, but the paddle grip is unimpaired. An added bonus is that it is easy to put the spraydeck on with bare hands, flip the hood over the fingers and paddle away. Those who have struggled to fit a tight spraydeck while wearing gloves will appreciate this point.

— D. T. Roscoe
from Canoeing (Britain)
FOILING THE BOAT-MUNCHER

By Jay Evans, Hanover, N. H.

An advantage of having boaters come together from all parts of the country is the exchange of ideas, equipment and techniques that result. One of the most useful tips that the U. S. Team picked up last summer in Europe was the "Burton Boat-Saver"—named after its originator, U. S. Team Captain, John Burton.

In almost constant practice, day after day, it is inevitable that the stern of a boat will begin to show some signs of serious deterioration. A white-water monster, affectionally known as "the Muncher," lurks in the rapids and likes to feed on fiberglass—particularly sterns.

A Muncher-foiler, or Burton Boat-Saver can avoid excessive wear and tear on this part of the boat. After smashing his stern repeatedly one afternoon in the rapids of the Isere River John Burton thoroughly waxed, and then covered with wax paper, a section of his stern two or three feet long. He then spread over the wax several layers of fiberglass cloth and scraps saturated with resin. After it had hardened he removed it from the hull, trimmed its edges, and sandwiched a very thin piece of rubber between the hull and this newly created protective shield. He then attached it tightly to the stern with waterproof tape.

The results not only protected the hull completely from damage but also provided a secondary or substitute surface for the Muncher to chew on. When made correctly the Burton Boat Saver will not alter the boat's handling characteristics and will add years to the life of a boat. Simply remove it for races, then tape it back again for practice.

The U. S. Team in 1969 also experimented with nose cones for wild-water boats, built in the same way as the Burton Boat Savers. The bow of a wild-water boat is exposed to unusual punishment.

VOL. XV / 3
Rediscovery of New Hampshire's Bristol Gorge

By Jim Sindelar

It is unfortunately true that the white water situation in New England during the summer is pretty discouraging. Thus it was a pleasant surprise indeed to find that the Androscoggin is not the only possible place to find real live rapids after the first of June.

The stretch of white water to which I refer is the Bristol Gorge on the Pemigewasset River, only about 35 minutes north of Concord, N. H., or about two hours north of Boston (almost all on interstate). It is directly below the Ayers Island dam and hydro plant, about a mile north of Bristol, N. H. These rapids have been known for some time, the gorge is described in Appalachian Water by Burmeister and somewhat inaccurately by the AMC New England Canoeing Guidebook.

The river at this point is a relatively large river, roughly comparable to the Androscoggin. The run has been very nice white water at various times throughout the summer. The best section of the run, from a white water standpoint, is from the vicinity of the dam to a point about a mile above the confluence with the Smith River, although the river has good current and some riffles that continue beyond the Smith River. The maps show the Franklin Falls Flood Control Reservoir extending into this area, but except in time of flood this reservoir has almost no permanent pool.

The rapids are about Class III and the term "big water" describes them better than does "rocky," since most of the drops have a number of 2%-3-foot standing waves. The rapids are somewhat similar in width and length to the Pontook Rapids of the Androscoggin at the usual level except that the major drops are sharper, and the chutes more clearly defined. Also the eddies and jets below several of the drops are much better for playing around in.

There are about two major drops (Class III) and several lesser ones in the ¾ mile between the dam and the Bristol bridge (the only bridge on the run), and about three major drops and a number of lesser rapids in the 2½ miles between the Bristol bridge and the Smith River junction.

The catch to all this is that the Ayers Island hydro plant must be running, since the river contains upwards of 1000 cfs when it is, and perhaps 50 or 100 cfs when it isn't. A call to the N. H. Public Service Company didn't prove too helpful, in that they are either unwilling or unable to give any definite information, but the plant is used for peaking power (absorbing the heaviest part of the power demand) and the most likely time for the water is from about 10 a.m. to 2 p.m. The present best guess (mine) is that in an average season on an average day, it is likely that there will be such a discharge. The guess is based on what information I could glean from the Power Company, and on two successive Saturday trips, Sept. 12 and Sept. 19, 1970.

As a bonus, this section of river is relatively well isolated. We saw a number of birds and Great Blue Herons seemed particularly abundant. The water quality is not bad either, especially since the paper mills at Lincoln are no longer in operation. (They built...
proper disposal facilities last year, and went bankrupt this summer . . . there may or may not be a connection.)

The dam is reached by taking the New Hampton exit from Interstate 93 and following 104 west toward Bristol. The reservoir and dam are visible from this road, and the service road to the dam is a tar road to the left about 3½ miles past the bridge over the river. (There is only one tar road that looks like it might go to the dam, and it does.) If the plant is running there will be a large flow from the tailrace beneath the plant on the far side of the river, and I would certainly recommend checking before you do a car shuttle. We put in right at the dam on N. H. Public Service Company property, which may not be acceptable to the company as the use of the section increases. If it is not, a carry through the woods a short distance below may be necessary. Therefore we should try not to offend anyone, ask permission when possible, etc.

For a takeout there are three possibilities. If you are interested only in the best rapids and want to run them as many times as possible, take the road across the Bristol bridge to the east side of the river and turn south (downstream) on a small dirt road which roughly follows the river.

The first time this road closely approaches the river is directly at the last good rapid, one of the best spots for playing around on the river. The other possible takeouts are on the road to the old town of Hill (Hill was relocated when the Franklin Falls Flood Control Dam was built). Follow 3-A south from Bristol for about 1.7 miles and turn left at an oblique angle onto an unmarked tar road which is in a state of disrepair. The first time this road approaches the river will be just below the junction with the Smith River. You cross the Smith River about ½ mile before you see the Pemigewasset. Optionally, you can continue along this road until you see the river a second time (two more miles). The first takeout involves a short ¼-mile carry up to the road. The second is only 75 yards or so across a field.

One pleasing part of the trip was the low cost. Nearly all of us had need of cash for the coming semester. The individual share of the food, shuttle transportation, boat registration, special equipment, and breakage repair costs came to around $25. The shuttle was actually a case of leaving the cars at the put-in and hitchhiking 300 miles back to get them. We had some food cached for us down river by a commercial outfitter (Hatch) who was leaving before we took off. Food was heavy on rice, dried beans, spaghetti, peanuts, cocoa, and flour.

All of us would like to see more private groups running without motors. The overuse of the river and beaches facilitated by the big "rubber barges" and motors is ending the wilderness condition of the canyon.

LOW COST

GRAND CANYON RUN

By Chuck Carpenter, Jr.
Pasadena, Calif.

The major concern in the first leg of the trip was to get through two rapids, Sockdolager and Grapevine, which are very tough to line or portage with rafts. Both rafts and the kayak slipped through with no trouble after the accurate appraisal and planning of Yeamon, who was the small raft expert in the group.

The two kayakers, Yeamon and Carpenter, who alternated using the kayak, found that the boils and whirlpools below the rapids were the toughest part to handle. There were a few rocks to hit, and the very large souse holes and haystacks could often be easily skirted. The 7-man rafts were more than adequate to handle the majority of the rapids. They turned and maneuvered beautifully with nine foot oars.

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VOL. XV / 3
A White Water C-2 from Old Town

Old Town Canoe Company has added a two-man canoe to its line of white-water craft. Old Town calls it the "Berrigan Canoe" after its designers John Berry and Bob Harrigan. Seating is in bow and stern cockpits with a center hatch for cargo. In calm waters, one man can fish or paddle from the center hatch. Sixteen feet in length, the Berrigan is long enough for speed, yet short enough to be very maneuverable. Fiberglass-balsa sandwich construction yields an extremely tough hull that requires virtually no maintenance.

The Berrigan conforms to I.C.F. competition requirements for wildwater and slalom, and has placed in tough competition in both. In addition, the Berrigan is an excellent downriver touring craft. For more information, write Old Town Canoe Co., 300 Irvin St., Old Town, ME 04468.

WANT TO HELP SAVE FREE-FLOWING RIVERS?

The Sierra Club has established a new conservation unit—the River Conservation Committee—

To: Develop, organize and coordinate talents relevant to river conservation and ecologically appropriate use of water resources; Develop knowledge and information to support river construction efforts.

Aid the Sierra Club, its chapters around the country and other responsible conservation organizations in river conservation efforts.

If you would like to assist in the work of the Sierra Club's River Conservation Committee, please fill out the form at the bottom of the page or provide similar information by postcard or letter and send it to:

River Conservation Committee, c/o Scott Fleming, 2750 Shasta Road, Berkeley, Ca. 94708

Name ........................................................................................................................................
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Special Interests, time available, etc. .........................................................................................
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Comments or suggestions ............................................................................................................
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Check if you are interested in joining the Sierra Club □
The gravel bars beside rivers are the best campsites in the world. Darwin said that camping on gravel was the best when he made his trip around the world, and discovered evolution in the Galapagos Islands. When I read that, I figured Darwin must be right about evolution, too.

These are the advantages of gravel for a campsite (probably known to primitive men, but not reported to the scientific world before Darwin):

1. Rain soaks into the gravel, so you don't have to ditch around your tent.
2. No matter how hard it rains, gravel never turns into mud.
3. Gravel doesn't blow into your food or track into your bedding unless it is very fine, and then it is called "sand."
4. Gravel is not the natural habitat of mosquitoes, chiggers or ticks.

In Darwin's day gravel was a bit lumpy to sleep on, but since the invention of the air mattress this is no problem.

On the Other Hand

There is one disadvantage of a gravel campsite. Ordinary tent stakes bend, spindle and mutilate when you drive them into gravel. I have found stove bolts effective, and many gravel bar campers make tent stakes out of steel reinforcing rod or angle iron.

A 6-to 8-inch stake will pull loose from gravel at the first puff of wind, so you need stakes 12 to 18 inches long.

A two-pound sledge hammer is handy for driving stakes into gravel. I used the back of a hatchet until the day I almost cut off my thumb. Cutting off your thumb is a dumb thing to do anywhere, but it is particularly stupid on a wilderness river trip where you may need all of your parts to survive.

Gravel Speaks History

Gravel has aesthetic qualities that enhance the enjoyment of camping. To a trained eye the bits of rock tell many things. Tiny fossil shells imbedded in limestone speak of an ancient sea in
the Ordovician (or possibly Silurian) era. A chip of flint speaks of a primitive hunter hurling his stone-tipped shaft at a bison or woolly mammoth. A polished green nubbin speaks of a slob shooting at a pop bottle with a .22 rifle.

There is music in the gravel. It clinks under your feet, and in the dark you can see it throw sparks as it clinks.

There is a species of frogs called Rock Knocker Frogs, because they sing just like two pieces of gravel being nocked together. You can get the frogs to answer you by knocking two rocks. I have never seen Rock Knocker Frogs, so I am not sure that they don't make the noise by knocking rocks also.

Dangerous Wild Animals

Many persons have never tried camping of any kind because they are afraid of wild animals. When you camp in a civilized campground, you are almost always annoyed by wild animals during the night. Hot rodder and motorcycle nuts roar through the campground after midnight. If you camp alone beside a road, you are in as much danger as when you are sleeping at home in the city. You may be robbed and murdered.

But when you camp along a river, you are rarely annoyed by wild animals, if you pick your spot carefully. If you camp on a gravel bar near a road the hot rodders and motorcycle fiends may visit you during the night, and remain a few hours to stage a beer bust. But if you pick a gravel bar that is far from any road, you are almost certain to enjoy a peaceful night.

The only time I have been annoyed by wild animals at a river camp was during the bullfrog mating season. Male bullfrogs sing like crazy during late May and early June, and they sing all night. Screaming at them shuts them up for a minute, but only for a minute. The way to whip this problem is to concentrate on detecting a rhythm to the singing. I am not sure that there is a rhythm, but after thinking about it for half an hour I can usually convince myself that I hear a rhythm, and then the bullfrogs lull me to sleep.

A bullfrog chorus beside the natural amphitheater of an Ozark bluff is a performance worth hearing even at the cost of a night’s sleep. One frog starts by singing "GRUMM GRUMM GRUMM GRUMM GRUMM." About halfway through his first GRUMM, another frog a little way down the river starts singing. All along the river more bullfrogs pick up the song, each frog about half a GRUMM behind the frog next to him. The vibrations become more jangled and the volume increases during the first three to five GRUMMs, and then, as one frog after another stops singing, the chorus peters out the same way it began.

You can get used to the singing, but it is the silence between choruses that makes you tense. At the end of a chorus you are almost asleep, but during the silence you begin to anticipate the start of the next chorus (like waiting for the second shoe to drop). By the time it begins, you are wide awake again. As I said before, the only way to whip it is to detect a rhythm. When the next chorus begins just when you thought it would, the mind relaxes and you are GRUMMED off to dreamland.

But most of the wildlife in the Ozarks creeps about silently during the night, and you are rarely aware of its presence unless you left some dirty dishes and garbage for raccoons to clean up.

Skeptic About Snakes

I will never believe the old "Snake Crawling into the Sleeping Bag" story until it happens to me. That one is always being written up in the he-man outdoor magazines. I don't doubt that people put snakes into sleeping bags just to be funny, but I don't think a snake would do it on his own. If you worry about creatures getting into your sleeping bag, just keep an eye on your bag and on your buddies, and if you think somebody might have salted your sleeping bag, shake it out before getting into it.

Remember that a sense of humor is one of the things that distinguishes man from beast, and a snake just isn't capable of thinking of such a joke.

Real Hazards of a River Camp

There are only two things worth worrying about when river camping. First, don't pitch your tent under large trees where the tree or a dead limb could be blown down on you during a storm.
Secondly, be prepared for a flood. The rivers worth canoeing and camping beside are the small, shallow streams, and these are just the type that can rise quickly after a rain. Floods are most likely in the spring and early summer, but they can happen anytime.

Before you set up your tent, consider what you will do if the river rises 4 to 5 feet during the night. I don’t like to have my sleep disturbed, so I always try to select a tent site at least 6 feet above the river level.

Then consider what you will do if the river rises 20 feet or more during the night. Here is what others have done in those circumstances:

A party of Scouts who camped in a canyon had no way to climb the sheer rock wall behind their campsite. They climbed to the tops of large trees, and were rescued by helicopters the next day.

A couple who camped on an island tied their canoe to a tree, and sat in it all night while the rising river lifted them over their campsite like Noah in his ark.

If you pick a gravel bar with an escape route to higher ground, you can survive a big flood by simply moving your tent. Many gravel bars that look safe at first glance become islands when the river rises and flows through a secondary channel—perhaps one hidden in the woods.

The only time I had to pick up my camp at night my car was handy, so I drove to a motel. I returned to the campsite the next morning, and saw muddy water flowing 8 to 10 feet deep where my tent had been pitched.

The Advantages

I didn’t mind the inconvenience or danger, because it is the occasional high flood that creates these beautiful gravel bar campsites. When a river is controlled by impoundments so that it never floods again, the open gravel bars become overgrown with willows.

But a flood rolls the gravel down ravines and streams and into the river. It rolls the gravel down the channel, and piles it high in eddies. When a few seedling trees take root, another flood rips them out and spreads a fresh layer of gravel on the bar.
In the long run, vegetation gets a foothold and covers the bar, but then the river has shifted its channel, and is creating new gravel bars at other places. If you like gravel bars, you have to like floods.

If you are a worry-wart like me, you can pitch your tent fairly close to the river level. Before I go to sleep I push a stick into the gravel at the edge of the river. I always wake up several times during the night, and check the river level by shining my flashlight on the measuring stick.

**Soil May Absorb Rain**

If the weather has been dry lately, the soil can absorb a heavy rain, and the river won’t rise. But no matter how much rain is falling at your campsite, it is the rain falling upstream that will affect the river level where you are. You could get flooded off of the bar on a night when no rain at all falls on your tent.

If the river rises slowly a few inches, it is nothing to worry about. But if the water comes up quickly 2 or 3 feet, it is time to worry and possibly move your tent to higher ground.

A sound sleeper should camp on high ground, or camp with a light sleeper. I know of two boys who were floating on their air mattresses in 6 inches of water when other campers woke them up.

**The Reward for Hard Work**

Actually, camping beside a river isn’t very enjoyable. Setting up camp is a lot of hard work, and the first night out it is always hard to get to sleep on an air mattress. Your feet and arms are either pressed tightly against you, or hanging over the edge. But sleep finally comes, and then morning comes.

Waking up beside a river on a clear spring morning is what makes all the trouble worth while. Just before daylight a Carolina wren plays his bugle. It’s too dark to see him, and anyway it’s more comfortable to be a bird-listener instead of a bird-watcher. I just stick one ear out of the sleeping bag.

The Carolina wren wakes up the wood thrush, and he flutes a tune that can’t be described. Hearing a wood thrush makes bird lovers out of people who never gave a damn about birds before.

The wren and wood thrush wake up the cardinal, and he wakes everybody up. The cardinal is a loudmouth anywhere, but when every toot and whistle are amplified by a river bluff, the cardinal can shake the leaves off of a sycamore.

When the first rays of sunlight hit the bluff across the river, the crazy birds are making such a racket that I can’t sleep any more. So I get up and get the fire going.

While the coffee is boiling into a rich, black goo, I admire the total effect: mist swirling over the river, sunshine on the bluff, frost on the willows, and the valley brim-full of bird music. The sunlight slowly creeps down the face of the bluff until it strikes my back and warms the gravel bar.

If my buddies are still sleeping by that time, I pull the plugs on their air mattresses. Another great day is beginning, and there is another nice campsite waiting for us somewhere down the river.

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**RIVER TOURING DECALS**

Sam Gardali, white water kayaker and editor of the excellent River Touring NEWS BULLETIN, Sierra Club, Northern California, has designed the above decal for Sierra Club River Touring Sections throughout the country. Sections have a choice of color. At present the Bay Chapter has red, Yokuts has light blue and Loma Prieta has green. Minimum quantities of 100 are available to Sierra Club River Touring sections at $3.50 each. Sam may also be interested in designing decals for other boating clubs. Write to Yosemite Advertising, 340 Spenker Ave., Modesto, Calif. 95351.
If he's too cocky, put him in a shaky position.

**A K-2 For Training Novices**

By Mel Schneller

The K-2 that I developed for training beginning kayakers has the basic hull of the Czech C-2, with modifications, and an entirely new deck. I went to the “V” deck and cockpits the same as in my singles, spacing them almost 4½ feet apart and using a dropped coaming. It turned out to be quite a boat. It allows for independent paddling without clashing blades, and the occupants can perform any C-2 maneuver with the added advantage of the double paddle and the lower center of gravity.

It's beautiful for training. In ten minutes I can make a beginner aware of boat tilt, paddle support, and effect of water and motion. After that I can take the beginner into and out of a class III jet, “S”-curving and ferrying, and he has the "feel" necessary for K-1. He knows what maneuvers are supposed to feel like and what to strive for.

In the K-2 I can help the beginner overcome his (or her) anxiety and tension (make a laughing matter of it) and, if he is too cocky, put him in a shaky situation so he is aware that he has a lot to learn.

(For those of you who do not know Mel, he is the mainstay of the Feather River Kayak Club of Marysville, Calif. He spends much of his spare time experimenting with boat design and training techniques.)
ROLLING WITH A RIDER — Cal Quate of Los Altos, California rolls a 14-foot touring kyak with a 11-year-old daughter, 73 lbs. Cal is working at perfecting rescue technique for junior boaters by having them climb over the stern and hanging on with hands and legs.

Safety Is Thinking Ahead

LOOSE-LINE ADVENTURES

Are you the kind of person who is eager for new thrills? Well, have you tried being towed through a rapid by a swamped canoe with the painter wrapped around your neck? Just remember that the more loose lines you have on your craft the better are your chances for this adventure. Even if the line is only tangled around your leg it can still be an exciting experience.

For the more timid of you, who prefer not to be drawn into this phase of the sport, here are some suggestions.

Painters should be stowed so that they are quickly available if needed, but so that they cannot float free in an upset to entangle you. Shock cord is a good way to do this, or the coiled line can be held in place with adhesive tape. Various metal clips and even clothespins have been used successfully.

Other loose ends around your boat should also be minimized if you want to avoid this kind of hangup. Particularly treacherous is the nylon parachute cord which tends to cling like flypaper in the water.

And then there is the fellow in the kayak who ties his bailing cup to the boat, takes a wrap around his waist, a half hitch around his right leg, and puts the cup under his left knee.

So decide what adventures you are in the mood for and spin your web accordingly. “Rio Grande Gurgles”

(Many kayakers have settled for no painters at all — just a short loop at bow and stern. — Ed.)

Five have drowned on the turbulent Middle Fork of the Salmon River in Idaho in raft accidents this year. They were warned not to run the river until the exceptionally high water subsided.
1970 Race Results
By Bob Alexander, Racing Editor

Farmington Slalom — 4/4-5

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<td>2. J. Binger</td>
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<td>3. S. Ruhle</td>
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Tariffville Slalom — 4/12

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<td>2. Walker/Southworth</td>
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<td>3. Hager/Endicott</td>
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Brandywine Slalom — 4/18-19

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<td>2. J. Fisher</td>
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<td>2. N. Southworth</td>
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<td>2. Liebman/Rogachenko</td>
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<td>3. Lewis/Lewis</td>
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Loyalsock Slalom — 4/25-26

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West River Races—SI. & W.W. — 5/9-10

National Canoe Slalom Championships — Slalom

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Wildwater — Expert—WW Boats

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1970 RACE RESULTS (continued)

West River Races:
Cruising

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Esopus Slalom — 6/6-7

1. B. Benham 257.8 1. L. Geisler 378.6 1. Frank Shultz 251.0
2. S. Powers 273.6 2. L. Holcombe 429.8 2. N. Holcombe 299.0

Feather River Slalom — 7/4-5


Feather River Wildwater—Down River — 7/4-5


National Kayak Championship Slalom

Wenatchee River, Leavenworth, Wash. — 7/11-12

1. D. Nutt 309.6 1. P. Nutt 499.9 1. Parks/Sedevek 468.6
2. E. Evans 311.3 2. I. Fleming 690.8 2. Poenn/Durfey 474.9
3. C. Lyda 325.9 3. L. Holcombe 700.1 3. Lewis/Lewis 569.0

Delaware Slalom — 7/25

2. J. Yearick, Jr. 164 2. A. Alexander 316 2. T. Irwin 223

Truckee River Races, Lake Tahoe, Calif. — 8/29-30

### 1970 RACE RESULTS (continued)

#### Rapid River Training Clinic — 9/5-7

<table>
<thead>
<tr>
<th>Long Course</th>
<th>Short Course</th>
</tr>
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<tbody>
<tr>
<td>1. P. Wilson 179</td>
<td>1. D. Cole 97.2</td>
</tr>
<tr>
<td>2. C. Clark 224</td>
<td>2. B. Gray 106.0</td>
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#### Burleigh Falls — 8/29-30

<table>
<thead>
<tr>
<th>K-1</th>
<th>K-1W</th>
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<tbody>
<tr>
<td>2. C. Seaman 387</td>
<td>2. C. Goodwin 332</td>
<td>2. J. Yearick 433</td>
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<table>
<thead>
<tr>
<th>C-2</th>
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<tbody>
<tr>
<td>2. Heinzerling/Feldman 525</td>
<td>2. Feldman/Stopps 482</td>
</tr>
<tr>
<td>3. Durley/Poenn 552</td>
<td>3. Sweet/Shuster 483</td>
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#### Savage River Races — 9/5-6

<table>
<thead>
<tr>
<th>Slalom</th>
</tr>
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<tbody>
<tr>
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<table>
<thead>
<tr>
<th>C-2</th>
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<tbody>
<tr>
<td>1. Draper/Hager 428</td>
<td>1. N. Holcombe/B. Holcombe 408</td>
</tr>
<tr>
<td>2. Liebman/Rogachenko 450</td>
<td>2. Goodwin/Lewis 759</td>
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<tr>
<td>3. Heinzerling/Feldman 486</td>
<td>3. L. Holcombe/Yearick, Jr. 761</td>
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<table>
<thead>
<tr>
<th>C-1 Intermediate</th>
<th>K-1W Intermediate</th>
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<tbody>
<tr>
<td>2. D. Reker 630</td>
<td>2. A. Alexander 616</td>
<td>2. W. Eister 562</td>
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<table>
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<tr>
<th>C-2 Intermediate</th>
<th>C-2M Intermediate</th>
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<tbody>
<tr>
<td>1. Douglas/Cary 688</td>
<td>1. Snyder/Snyder 524</td>
</tr>
<tr>
<td>2. Goertner/Bridge 895</td>
<td>2. Irwin/Clark 577</td>
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<tr>
<td></td>
<td>3. Goertner/Bridge 778</td>
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#### Wildwater

<table>
<thead>
<tr>
<th>K-1 Wildwater Boats</th>
<th>C-1 Wildwater Boats</th>
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</thead>
<tbody>
<tr>
<td>1. B. Funk 15:08</td>
<td>1. A. Button 15:48</td>
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<table>
<thead>
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<th>C-2 WW Boats</th>
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<table>
<thead>
<tr>
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<th>C-1 Cruising</th>
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<tbody>
<tr>
<td>1. J. Wright 15:59</td>
<td>1. C. Goodwin 16:54</td>
<td>1. B. Hager 16:40</td>
</tr>
</tbody>
</table>

#### Youghiogheny Slalom & WW Sprint — 9/12-13

<table>
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<tr>
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<tbody>
<tr>
<td>K-1</td>
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<tr>
<td>-----</td>
</tr>
<tr>
<td>1. T. McEwan 198</td>
</tr>
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<td>2. J. Manifold 204</td>
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<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>1. Hager/Endicott 198</td>
<td>1. Sweet/Shuster 251</td>
</tr>
<tr>
<td>2. Benham/Benham 230</td>
<td>2. N. Holcombe/B. Holcombe 307</td>
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</table>
1970 RACE RESULTS (continued)

Youghiogheny Races (Continued)

Wildwater Sprint

<table>
<thead>
<tr>
<th>Class</th>
<th>Name 1</th>
<th>Time 1</th>
<th>Name 2</th>
<th>Time 2</th>
<th>Name 3</th>
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<tbody>
<tr>
<td>K-1</td>
<td>B. Funk</td>
<td>7:26</td>
<td>L. Holcombe</td>
<td>8:45</td>
<td>J. Evans</td>
<td>8:13</td>
</tr>
<tr>
<td>K-1W</td>
<td>C. Townsend III</td>
<td>7:27</td>
<td>C. Goodwin</td>
<td>8:51</td>
<td>A. Button</td>
<td>8:15</td>
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<tr>
<td>C-1</td>
<td>P. Carey</td>
<td>7:35</td>
<td>L. Ashton</td>
<td>9:00</td>
<td>J. McEwan</td>
<td>8:56</td>
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<tr>
<td>C-2M</td>
<td>Hager/Endicott</td>
<td>7:35</td>
<td>Holcombe/Holcombe</td>
<td>7:43</td>
<td>Holcombe/Holcombe</td>
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<tr>
<td>C-2</td>
<td>C. Townsend</td>
<td>7:27</td>
<td>C. Goodwin</td>
<td>8:51</td>
<td>A. Button</td>
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Cruising Boats

<table>
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<tr>
<th>Class</th>
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<th>Name 2</th>
<th>Time 2</th>
<th>Name 3</th>
<th>Time 3</th>
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<tbody>
<tr>
<td>K-1</td>
<td>J. Snyder</td>
<td>8:12</td>
<td>S. Spindt</td>
<td>9:09</td>
<td>J. Holcombe</td>
<td>8:45</td>
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<tr>
<td>K-1W</td>
<td>D. Woodward</td>
<td>8:15</td>
<td>J. Benisek</td>
<td>10:04</td>
<td>R. Rigg</td>
<td>9:21</td>
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<tr>
<td>C-1</td>
<td>T. McEwan</td>
<td>8:20</td>
<td>A. Button</td>
<td>8:15</td>
<td>J. McEwan</td>
<td>8:56</td>
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<tr>
<td>C-2M</td>
<td>Connet/Bliss</td>
<td>8:29</td>
<td>Raleigh/Martin</td>
<td>8:42</td>
<td>Raleigh/Martin</td>
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<tr>
<td>C-2</td>
<td>Alexander/Yearick</td>
<td>8:46</td>
<td>Cairns/Stopps</td>
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Saco Slalom — 5/23

<table>
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<tr>
<td>K-1</td>
<td>E. Evans</td>
<td>125.6</td>
<td>P. Wilson</td>
<td>152.2</td>
<td>P. Nutt</td>
<td>141.4</td>
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<tr>
<td>K-1W</td>
<td>W. Clark</td>
<td>145.2</td>
<td>D. Sellers</td>
<td>152.2</td>
<td>R. D'Entremont</td>
<td>176.4</td>
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<tr>
<td>C-1</td>
<td>D. Newhall</td>
<td>151.3</td>
<td>B. Simpson</td>
<td>163.0</td>
<td>M. Nutt</td>
<td>178.8</td>
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<tr>
<td>C-2M</td>
<td>J. Evans</td>
<td>148.4</td>
<td>A. Edgerly</td>
<td>131.0</td>
<td>S. Gray</td>
<td>154.6</td>
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<td>C-2</td>
<td>B. Hauthaway</td>
<td>163.5</td>
<td>P. Wilson</td>
<td>138.0</td>
<td>D. Hartung</td>
<td>148.0</td>
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<tr>
<td>C-1</td>
<td>E. Baldwin</td>
<td>188.7</td>
<td>N. Jose</td>
<td>151.4</td>
<td>J. Eten</td>
<td>148.8</td>
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<tr>
<td>C-2M</td>
<td>J. Bliason/Andrews</td>
<td>346.0</td>
<td>Stearns/Stearns</td>
<td>253.1</td>
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<td>C-2</td>
<td>Cleaves/Smith</td>
<td>445.4</td>
<td>Kaufman/Kaufman</td>
<td>323.4</td>
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<td>C-1</td>
<td>Ryan/Young</td>
<td>186.8</td>
<td>D'Entremont</td>
<td>192.6</td>
<td>Wilson/Wilson</td>
<td>316.8</td>
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<tr>
<td>C-2M</td>
<td>W. Stearns</td>
<td>277.7</td>
<td>S. Sindelar</td>
<td>198.8</td>
<td>S. Sindelar</td>
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<td>C-2</td>
<td>A. Chardon</td>
<td>317.5</td>
<td>C. Kaufman</td>
<td>219.8</td>
<td>C. Kaufman</td>
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<td>C-1</td>
<td>R. Rasmussen</td>
<td>336.8</td>
<td>S. Feldman</td>
<td>219.8</td>
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<td>J. Wilson/Wilson</td>
<td>195.6</td>
<td>Singsen</td>
<td>179.2</td>
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<tr>
<td>C-2</td>
<td>Smith/Smith</td>
<td>65.40</td>
<td>Hyer/Hyer</td>
<td>391.2</td>
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Saco Downriver 5/24

<table>
<thead>
<tr>
<th>Class</th>
<th>Name 1</th>
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<tr>
<td>K-1Long</td>
<td>E. Evans</td>
<td>55.25</td>
<td>J. Eten</td>
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<td>S. Gray</td>
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<td>K-1W</td>
<td>D. Hartung</td>
<td>58.40</td>
<td>D. Baldwin</td>
<td>64.00</td>
<td>R. D'Entremont</td>
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<td>C-1</td>
<td>C. Ohl, Sr.</td>
<td>58.45</td>
<td>C. Ohl, Jr.</td>
<td>64.25</td>
<td>J. Edgerly</td>
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<td>C-2</td>
<td>B. Hauthaway</td>
<td>59.48</td>
<td>A. Bonney</td>
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<td>Kaufman/Sindelar</td>
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<td>J. Evans</td>
<td>64.21</td>
<td>A. Hodgkins</td>
<td>74.55</td>
<td>Feldman/Hauthaway</td>
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<td>Walsh/titcomb</td>
<td>64.31</td>
<td>A. Hodgkins</td>
<td>74.55</td>
<td>J. Rugge</td>
<td>75.58</td>
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<td>Hoffman/Chandler</td>
<td>65.35</td>
<td>Burnham/Wolner</td>
<td>59.25</td>
<td>Ryan/Young</td>
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<td>C. Ohl, Jr.</td>
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<td>C. Ohl, Jr.</td>
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<td>1. Stearns/Stearns</td>
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<td>Hyer/Hyer</td>
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<td>Greene/Gebe</td>
<td>68.17</td>
<td>Frenette/Frenette</td>
<td>64.29</td>
<td>Frenette/Frenette</td>
<td>64.29</td>
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</tbody>
</table>

VOL. XV / 3
1970 RACE RESULTS (continued)

EUROPEAN RACE RESULTS — 1970

Muotathal, Switzerland — Slalom (Electric Eye Timing) — June, 1970

**K-1 (56 Boats)**

1. J. Brenner DDR 135.04  
24. J. Stuart 194.45  
40. B. Funk 319.31  
50. T. McEwan 447.08

**C-1 (31 Boats)**

1. J. Forsten DDR 152.32  
10. J. Sweet 275.25  
16. J. McEwan 422.15  
22. B. Griffith 553.54

**C-2 (24)**

1. Trummer/ Kretschmer 137.84

**Tacen Slalom**

**K-1 (80 Boats)**

1. Bouson (W. Ger.) 208.0  
27. T. McEwan 345.6  
28. J. Stuart 346.4  
67. B. Funk 582.0

**C-1 (29)**

1. K. Reinhold 265.2  
8. J. Sweet 346.1  
19. J. McEwan 508.1

**C-2 (21)**

1. Pollerts 262.1  
16. Hager/Endicott 451.8  
18. Liebman/Rogachenko 507.0

**Merano (Site of 1971 World Championships)**

**Wildwater**

**K-1 (38 Boats)**

1. Magdinier — France 18:19.4  
15. E. Evans 19:05.8  
17. D. Nutt 19:08.6  
32. B. Funk 20:21.4

**C-1 (21)**

1. Gehlen — BRD 19:50.6  
7. J. Sweet 20:51.9

**K-1W (12)**

12. P. Nutt

**Team K-1 (7)**

1. Austria  
5. U.S.A.  
6. U.S.S.R.  
7. Yugoslavia

**Slalom**

**K-1 (71)**

1. Peters — BRD 215.6  
20. E. Evans 247.1  
24. J. Stuart 249.5  
40. D. Nutt 270.0  
57. B. Funk 341.9  
65. T. McEwan 428.3

**C-2 (30)**

1. Kadawka/Brakeck — CSSR 245.6  
22. Hager/Endicott 428.8  
27. Liebman/Rogachenko 502.0

Racing Information: Please send race results and corrections of or additions to these results to: Bob Alexander, AWA Racing Editor, 6 Winslow Ave., East Brunswick, N.J. 08816. Also send additional information of racing interest such as rate of water flow, difficulty of racing course and other items of interest.
Bob and Dave Benham, Gate 27, Mascoma Slalom

Pete Hales at Scotty's Falls
To answer the many questions of our friends and members: "Where is American White Water?", let me say, we have experienced some difficult times.

I am proud and happy that Issue 3 of Volume XV, although several months late is now in front of you. Issue 4 should follow in short order, and we are endeavoring to bring Volume XVI up to date before too long. After that we intend to remain on a quarterly publication with Spring, Summer, Autumn and Winter issues to be published on time in that order.

In order to pursue this publication schedule, let me review our type of operation. The American White Water Affiliation is a non-profit organization; its officers and workers are performing their functions as a work of love, if you please. None is being recompensed in any way for their efforts.

For many years our esteemed editor Peter Whitney has spent time and energy beyond anyone's expectations. A professional writer and newspaperman, Peter has published for us a magazine of professional caliber and magnitude. His work has brought recognition and respect to our organization. For these many years he has thus given to the American White Water Affiliation and its magazine professional services without cost to us, and we are forever grateful to him for his generosity.

Unfortunately, as of late, Peter's personal problems have overwhelmed him, and he is no longer able to publish our magazine. Even partial remuneration to which we agreed did not make his continued services possible.

For some time, Peter had asked to be relieved, and I am happy to report at this time that we have found a new editorial chairman in Iris Sindelar. She will assume the responsibility of publishing the magazine henceforth. Others to serve with her on the committee are presently, David Binger, George Larsen, Henry Eble and Charlie Smith. In my next report, I sincerely look forward to announce additional committee members who will help continue to publish the high caliber type magazine we all have received and valued these past years.

The foremost endeavor of your new editorial committee, as pointed out before, is to bring the issues up to date and to keep it on a regular publication schedule.

We are all taking this opportunity to first say "Thank you" to Peter Whitney, for a great job well done over the years, to wish him well in the resolve of his own difficulties and hoping that in the future, near future, we trust, he may again stand by us with advice and assistance.

Secondly we are soliciting the assistance of all our members and friends to become active in AWA by contributing interesting articles for publication. Why don't you write-up a trip you took, a bid on conservation which is dear to your heart, a technique you have developed in boat handling, boat building, a word on racing, on safety, or whatever you...
wish to share with your friends in the white water fraternity or family or conservationists? Furthermore, we, the Board of Directors, are looking for constructive criticism. We are also looking for your nomination of officers. Our terms are presently overlapping. Your recommendations of new officers and their ultimate elections will bring new blood into the administration of your organization.

Remember 1972 will be the year when the White Water Sport will come into its own—in Olympic Competition.

RATING RECORDS
Sierra Club Bay Chapter, S.F.

Class I: Novice Boater
Requirements:
1. Elementary swimming ability. (Ability to swim on surface at least 100 yds. and ability to stay afloat in water without support for at least 5 minutes).
3. Ability to turn.
4. Ability to catch and hold an eddy in rapidly moving water.
5. Ability to do an effective brace and draw stroke in rapidly moving water.

Class III: Advanced Boater
Requirements: Class I rating plus
1. Ability to rescue a swimming boater, loose boat or paddle in white water.
2. Ability to maneuver accurately and with confidence in strong class 3 rapids.
3. Advanced knowledge of, and ability in, white water boating as demonstrated on at least 2 upper intermediate river trips with Class III RTS members.

Roll Ratings
Class I: Ability to roll consistently on at least one side in flat water.
Class II: Ability to roll consistently on both sides in flat water; ability to roll consistently on at least one side in white water.
Class III: Ability to roll consistently on both sides in white water.
AWA Affiliates

Adirondack Mt. Club
Genesee Valley Chapter
769 John Glenn Blvd.
Webster, N.Y. 14580
Adventures Unlimited
Hicks, Rep.
Box 186
Belvidere, N. J. 07823
Albuquerque Whitewater Club
204 Warm Sands Dr. S.E.
Albuquerque, N. Mex. 87123
American Camping Ass’n.
Bradford Woods
Martinsville, Ind. 46151
American Youth Hostels, Inc.
Columbus, Ohio. Council
Charles H. Pace
650 Noe Bixby Rd.
Columbus Ohio 43213
American Youth Hostels, Inc.
Minnesota Council
R. Charles Stevens, Rep.
6506 Knox Ave. South
Richfield, Minn. 55423
American Youth Hostels, Inc.
Pittsburgh Council
Bruce T. Sindquist
210 College Park Drive
Monroeville, Pa. 15146
American Youth Hostels, Inc.
Ozark Area Council
P. O. Box 13099
St. Louis, Missouri 63119
Appalachian Mountain Club,
Boston
Riff & Janet Blaha
83 Korth St.
Guilford, Conn. 06437
Appalachian Mountain Club
Connecticut Chapter
Kill & Janet Blaha
83 Korth St.
Guilford, Conn. 06437
Appalachian Mountain Club
New York Chapter
George N. Thomas, Rep.
24 Barnard Ave.
Oakland, N. 07436
Appalachian Mountain Club
Worcester Chapter
Bob Osthues
2 Merrimount Rd.
W. Boylston, Mass. 01583
Ballona Creek Paddling Club
of Los Angeles
John Evans, Ken.
933 N. Orlando Dr.
Los Angeles, Calif. 90069
B. C. Kayak & Canoe Club
Erich Kozak, Rep.
P. O. Box 2237
Vancouver A. B. C.
Blue Ridge Voyageurs
129 Hill Crest Dr.
Manassas, Va. 22110
Boy Scouts of America
National Council
Mart Bushnell, Rep.
New Brunswick, N. J. 08903
Buck Ridge Ski Club
Hans Buchler, Rep.
1155 Schoolhouse Lane
West Chester, Pa. 19380
Bluff City Canoe Club
Malcolm O. Williams, Rep.
728 E. Brodhaven, Circle
Memphis, Tenn. 38117
Canadian Youth Hostels Assoc.
Maritime Region
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Halifax, Nova Scotia, Canada
Canoe Club of Milan, Italy
Federico Maccione, Rep.
Via Sammartini 5
Milano, Italy
Canoe Cruisers Association
John Thomson
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Cherry Chase, Md. 20015
Canoe Cruisers of Northern Vermont
Mrs. Nan Smith
Shelbume Farms
Shelbume, Vt. 05482
Central Missouri State College
Outing Club
Dr. O. Hawksley, Rep.
Central Missouri State College
Science Dept.
Warrensburg, Missouri 64093
Central Ski Club of Philadelphia
345 S. 18th St.
Philadelphia, Pa. 19103
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Old Town Downriver and Slalom kayaks were chosen for use by the U. S. Team in the World Championships this year at Bourg St. Maurice, France. Write for literature on all four Old Town Kayaks; for wildwater, slalom, touring and for juniors under 100 pounds.


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