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the Journal of the American White-Water Affiliation



SPRING, 1971

Vol. XVI, No. 1



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SPRING, 1971

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The American Whitewater Affiliation

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Cover: **Erich Proehl**, 1967 Canadian Centennial Whitewater Regatta, Elora, Ontario, Canada

Photo by **J. Pennell**, Harvard, Mass. **Pentax**, 135 mm. Tri-X, f8, 1/1000

American Canoeing In the Crystal Ball

By Bob McNair — Director AWA, Swarthmore, Pa.

I hear that 78 canoe companies sold over 50,000 canoes last year, that 4 million people went canoeing, that canoeing is second only to skiing in growth rate. I can believe it. America has wonderful rivers that are a public right of way through scenic wonders—at once a challenge to youth and a fulfillment to mature paddlers. They are our finest wilderness recreational asset at a time when wilderness becomes scarce and needed. In the wake of the whitewater club development comes a popular exodus to the rivers. Our national canoeing organizations should be rubbing their hands in glee. But they are not ready.

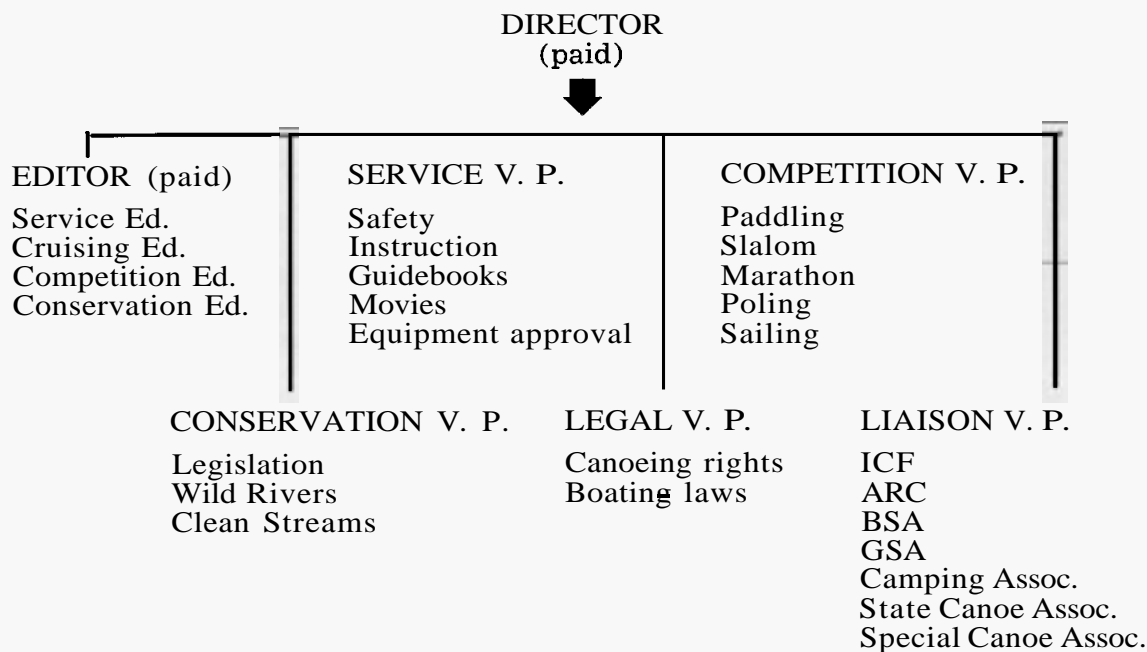
In merrie England there are 300 canoe clubs and the British Canoe Union boasts over 5000 members, this in a country with a quarter of our population, where canoeing is a recent innovation, and where flowing rivers are generally private property keep off. The per capital participation in canoe organizations in such countries as Czechoslovakia and Yugoslavia is said to be even greater. By comparison we should have 20,000 members in our canoe associations and be headed for the 100,000 mark. Perhaps we can muster 2,000 in all three national organizations.

The traditional American canoeist is an isolationist. He seeks escape from an overpopulated, overly complex world. The rivers belong to him because he found them. Alas, the dam builders, sewage dumpers, stink potters, and bulldozers all have plans for the same rivers. The paddlers had better wake up and get together.

Small groups do wake up, become upset, and take action. In 1954 a group formed the American Whitewater Affiliation and did a wonderful job of promoting the infant whitewater sport. In 1967 another group formed the United States Canoe Association and are making canoe history in the promotion of marathon racing and general river running in the Midwest. These breaks with the old American Canoe Association (ne 1880) were remarkably

similar, though thirteen years apart. Each felt they were being ignored, that they must not waste effort on politics but should strike out on their own to fill the obvious needs. An alert ACA could have nipped both secessions. In 1953 the ACA could have financed the new sport of canoe slalom. But the non-ACA whitewater clubs financed the gear and then turned down the suggestion that entrants must be ACA members. In 1955 the AWA, then only an interclub committee, might never have opened to individual memberships and issued a magazine if ACA had asked Joe Lacy to be their whitewater editor and had offered a cheap subscription rate to recreational paddlers. In 1967 ACA might have kept the midwest in its fold by appointing Charlie Moore National Marathon Chairman and giving him a budget without waiting to haggle over amending their constitution. Idle speculation, no doubt, but the point is you cannot expect the controlling old guard to have the insight into new canoeing patterns for such bold steps. If it was hard to hold us together think how much harder it will be to recombine us. Those who have sat through ACA annual meetings grow faint of heart at the thought.

Suppose for a moment that all the AWA and USCA members, overwhelmed with loyalty to the grandest and oldest canoe organization in the world, were to give up their own hard-earned traditions and defect 100 per cent to the ACA. I think the result would be tragic. All the extra officers would stop working and go back to paddling. ONE ORGANIZATION RUN BY AMATEURS IN THEIR SPARE TIME CANNOT BE BIG ENOUGH TO DO THE FULL JOB. Indeed, I predict the birth of more national canoe unions as groups become unhappy about special problems that all present national groups are neglecting. I also predict the rise of state canoe associations. Many states will have fifty to a hundred clubs and will need to give proper attention to state regulations, local



laws, water control, stream pollution, and such. Perhaps you can begin to foresee the magnitude of the duties that must be assumed by a national federation embracing all associations and clubs.

Each vice president would have a job bigger than the top job today. Each of the twenty-five committees would be truly a committee and national — not just a chairman as often happens today. Selecting, guiding, and inspiring so many cannot be done by one man in his spare time. It needs a paid director and a paid editor. I envision a national office with an address that comes easily to paddlers, like "Ely," or "Salida," or "Jamaica." All we need is enough thousands of members to finance these services so we can attract enough thousands of members. I feel we are looking at a point on the other rim of the Grand Canyon. We know just where we want to be but can't possibly get there from here. Or can we?

Suppose we don't attempt to amend by-laws in endless annual meetings. Suppose we just evolve intelligently to where we want to be with our existing rules. By mutual consent the heads of the three national canoe organizations could form a "Canoe Federation Committee" to cooperate and better meet their objectives. Each head would sit on the committee and also appoint an-

other who could give full effort to the Federation Committee, perhaps an ex-commodore or ex-executive secretary. The first job is to find a professional Editor for a joint magazine. Combined circulation might be high enough that advertising would pay for the magazine. The publisher should be someone who puts out similar magazines so he already has contacts with suitable advertisers and also can try putting the magazine on the newsstands. If archery and other obscure sports can do it why can't we? The present editors are all needed as contributing editors — the fun without the headaches. They would now divide the competition and recreation material between them and cooperate instead of compete.

The magazine would carry all three titles, all three organization names. Dues would evolve to be about the same. Gradually the privileges of each organization would be extended to the members of all. When the membership became large enough there would be money for a joint director — the magazine would hopefully be almost self-supporting. Having arrived on the far rim of the canyon we could then consider rewriting the Constitutions.

There seems little doubt that the joint magazine would help us all. Let's start down the road without further delay and see how far it will lead.

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Souse Holes—The Ins and Outs

By Jim Sindelar and Walt Harvest

The souse hole, suck hole or reversal is perhaps the one thing seasoned white water boaters fear most, and certainly is a dangerous situation. It is, of course, the area of extreme turbulence directly downstream of an obstacle over which water is flowing. As the falling water hits the surface of the water below, it splits into two components: the one forms a current that goes deep and gradually comes to the surface a distance downstream. The other, dangerous component curls back on itself in a "reflex boil" near the surface. This phenomenon can exist in almost any water to some degree but usually becomes dangerous only on large rivers with a flow rate of 1000 cfs or better, for it is only then that the power of the reversal is sufficient to stop a boater's downstream progress and hold and tumble him in its maw.

There have been a number of facts and old wives' tales circulated about such places, and listed below are a number of thoughts, some of which have been around for a long time, but all of which have been successfully tried at various times by the authors or their boating acquaintances on northern California rivers.

Reversals can first be classified into two types; the distinction is basic, and directly related to the problem of escaping. The first type is formed by some object such as a boulder in the center of the river. The hole thus formed has fast water flowing by on both sides, and "end effects" where the turbulent water of the reversal meets the fast water of the jets on either side. The second type extends, for all practical purposes, across the entire river (for example a check dam) and has no such end effects. This is what the fluid dynamics people call the "two-dimensional case."

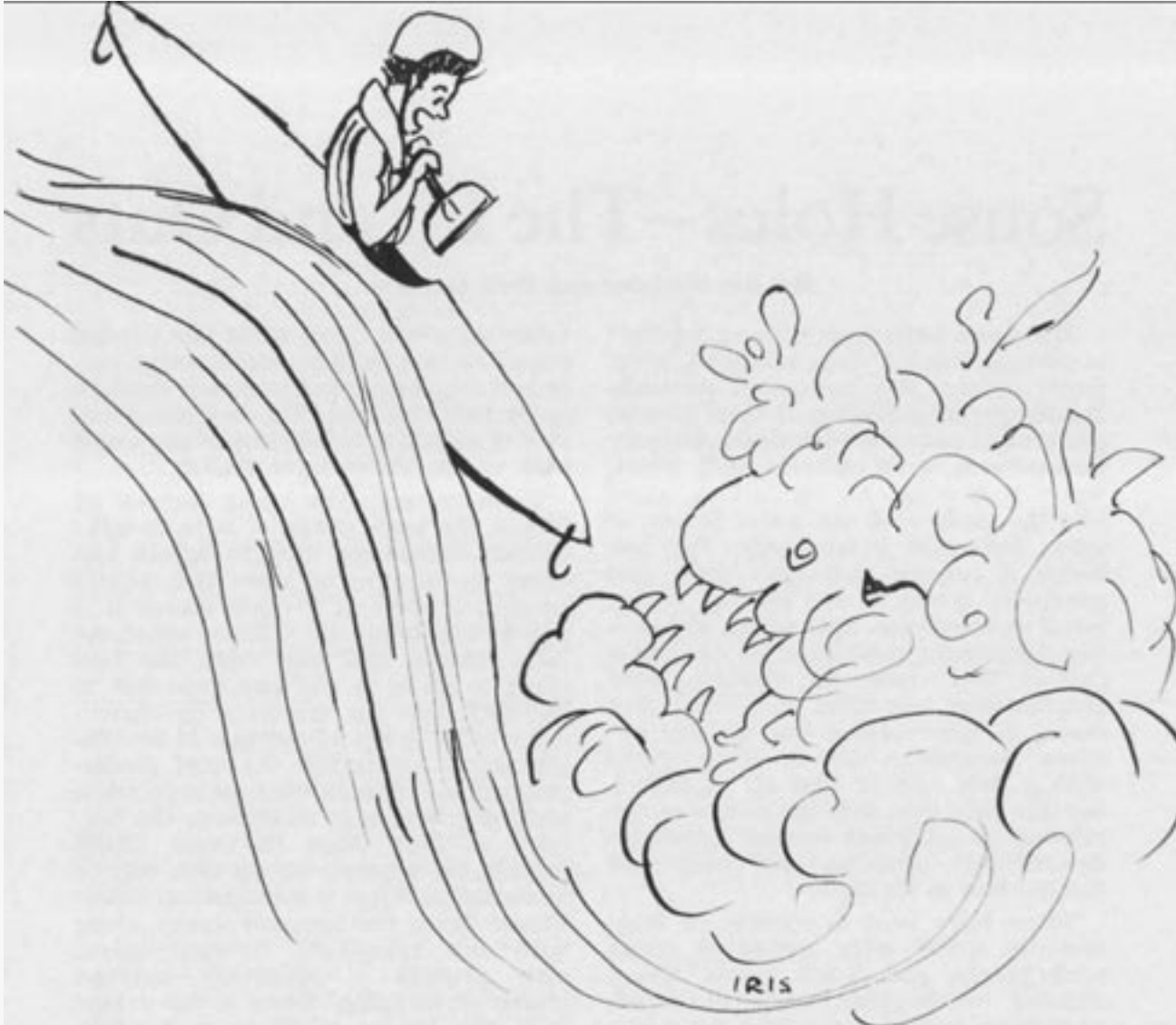
Escape from holes of both types will be considered in order of desirability—that is first, in your boat and second, swimming. The first instruction is cer-

tainly to avoid large holes, by careful choice of route and by maintaining sufficient forward speed to punch through holes that are run. The following advice is meant to be applied in the event both of the above have failed.

Upon entering and being stopped by a hole, the basic shape of it (a trough) quickly causes the boat to broach and often to tip over as well. If a boater reaches a point in a rapid where it is impossible to avoid a hole which he feels certain will stop him, the best thing to do is to use any time left to INSURE that the direction of broaching will be to his advantage. If broaching seems inevitable, the best contingency plan is to turn the boat at an angle of 20 degrees or so relative to the current, so that when the boat DOES broach, the boater's strong side will be downstream. Then a combination downstream brace and forward stroke, along with any remaining forward speed, may provide a relatively painless means of escaping. Even if the escape fails, the boater is likely to be well braced to fight the battle to follow on terms most favorable to him, and he probably will have been able to avoid tipping over as well.

While braced downstream in a hole, the boater may find that the water will sometimes cause the boat to bounce rhythmically, and he can USE this natural motion by putting in power strokes to reinforce the amplitude of the bounces. The power strokes should be timed to give an extra push on the part of the cycle when the boat is closest to being out (same technique as "rocking" a stuck automobile).

If you have capsized, the trick is to maintain your orientation and get the downstream paddle out in a brace, which will usually at least bring your head up for a breath. Once up, the most obvious way out of either type of hole is to lean as far downstream as possible on a high brace and attempt to pull the boat straight over the top of the re-



versal—or through it. This is often seen on trips as the better boaters play with "baby" souce holes. ~~THE~~ method doesn't often work on larger ones, as the holding power is just too great and the result could well be a broken paddle shaft or a dislocated shoulder. Often a tipover will, by virtue of the area of the boater's body and paddle exposed to the deep jet, wash boat and boater out of the hole as a unit. Thus if it is not possible to escape right side up, a deliberate capsize is definitely worth a try. One can help things out (while upside down but before attempting to roll) by reaching down as deeply as possible with the paddle and hanging on for dear life. The signal that one has escaped is that the extreme turbulence and buffeting subside—THEN roll. For the two-dimensional case, this is about the limit of the possibilities while in the boat.

It has been suggested that popping

the spray skirt will admit water, making the boat ride enough lower to wash out, but the value of this is questionable on two counts. First, if the boat is properly equipped with modern flotation, it shouldn't take on a lot of water, and second, if there are appreciable rapids downstream the boat probably won't be stable or maneuverable enough (even with float bags) to finish the rapid or reach shore if you do get out of the hole, and you will soon be swimming anyway.

If the reversal is not two-dimensional, it MAY be possible to work the boat out the nearest end. If you have managed to roll your head up, you may be able to power toward the end on your angled bracing strokes (tricky) or if you're upside down, it is worth taking a power stroke or two underwater (if you have enough breath and orientation to know which way it IS to the closest end). The orientation is, of

course, a question. Vision in the froth and turbulence is not much help, although sunlight on the water will usually establish which way is up. Remembering your situation as you went in may help (which way you broached, which jet was closer).

If after trying those things you are nearly out of breath and still in the hole, it is time to bail out (30 seconds without air is a long time for most people to keep their cool). At this point the distinction between the two- and three-dimensional cases becomes very important. In the two-dimensional case, the only possibility is now to leave the boat and dive down and out. This CAN be done with most life jackets, and retaining your lifejacket is certainly to be preferred, if there are rapids of consequence downstream between you and the first likely rescue spot. The authors personally have dived out of a couple of beauties wearing the equivalent of Flotherchoc lifejackets, and have seen others do the same. The forces of the water are so great that the lifejacket doesn't seem to be much of a handicap. The best advice is NOT to fight to the surface. You will generally be circulated upstream to the drop itself by the reversal action and then the falling water will force you back down. You may be able to recognize this point in the cycle as it is usually when the buffeting and turbulence are maximum; if so, you should help the water take you deep by swimming or diving at that time. The deeper you go, the better your chances of washing out the bottom. Because of the consequences of a Class IV or V swim with no lifejacket, and because of the instances in which we have observed people get out with jackets, we believe that shedding your lifejacket is generally undesirable and should be done, if ever, only as an absolute last resort.

For the three-dimensional case such as a boulder with fast water flowing around on either side, the better choice may be to make certain that in bailing out, you DO NOT LOSE CONTACT WITH THE BOAT and somehow work your way out to a grab loop after bailing out. A 13-foot boat with full flotation and a person on one end is very

unsymmetrical, and the chances of IT being bounced out the end of a hole are much better than those of a person alone. Having seen a number of boats and boaters in holes of various kinds, we think it is unusual for a boat to stay in a hole as long as its occupant, if the width of the hole does not greatly exceed the boat's length. It usually is bounced out one end or another rather quickly. Several people have been pulled out of such places by their boats. One particularly cool fellow who HAD let go of his boat was being held and buffeted in a hole on the Eel River. He chanced to look up, saw the outline of his boat above him and grabbed the grab loop, and it pulled him on out. Besides the fact that the boat is likely to pull you out, if you and the boat are being tumbled independently it is likely to bash into you at the possible expense of some teeth. Furthermore, a boat with 15 cubic feet of air for flotation is an extremely valuable companion for the swim that will likely follow once you are out of the hole (as long as you stay on the upstream end). If you can maintain your hold on the boat, the chances of your being at or near the surface are much improved, and the boat should provide enough support to let you raise your head clear for some air periodically. Without exception, the boaters we've seen who have had a bad swim spent more time under water than on top, even WITH a lifejacket. Even most of the diehard Western boaters have finally come over and now wear lifejackets in heavy water.

Our advice, then, could be condensed as follows. Do your best to avoid big holes. Failing this, try to get out IN your boat—pull out downstream, pull out the end, or tip over and wash out if possible. If you must bail out, unless the hole is behind a dam or weir, hang on to the end of the boat and the chances are it will take you out. If this fails, or if the reversal is two-dimensional, the only way out is to dive out the bottom.

Extreme turbulence probably means you are being held in, and subsidence of same is the best clue that you are out. And wear the lifejacket.

A WHITEWATER PARK?

(See page 20, Vol. XIV, Issue No. 2, American White Water)

GIANT SPADES MOVE EARTH — March of Triumph and Olympic Activities at the Groundbreaking ceremony of the world's first Canoe Slalom Course at Augsburg, Germany.

There is paddling behind the woods. A boy and a girl in a polyester C-2 are playing the rapids. The waters of the river Lech are foaming icy green through the Ice-Canal. A control release lock provides the desired turbulence for the whitewater boaters.

This stretch of river near the city of Augsburg, Germany appears dreamy. If you appreciate fine scenery you will find enjoyment here. It is hard to imagine that between river banks now studded with ash, chestnut and lime trees, in less than two years competitors at their best will vie for Olympic medals.

Olympic type activities are already very much in evidence along the sluice. The parking field in the meadows is slowly filling as a loosely grouped crowd of spectators arrive for the groundbreaking ceremony. Several hundred have arrived, some out of curiosity, others because of sports interests and others because of professional or political reasons. The mayor of the city of Augsburg is also present. The organizing committee of the Olympic Games arrived in almost full complement from Munich, only a short distance away. A rostrum decorated in grass green had been erected. No such affair seems complete without the necessary speeches. The National and City colors were blowing ever so lightly in the breeze. Six sky-blue Olympic Banners with their spiral emblem were hanging almost motionless; the theme of the fabric appearing too heavy.

A TV technician drags the cable from the mobile studio to the microphone. The groundbreaking ceremony for the Canoe Slalom Course of the 1972 Olympic Games cannot proceed without proper TV coverage; meanwhile a grandfather tries to still his grandchild with a bottle.

The brass band in their colorful country costumes are playing with intensive vigor. Now is the time! To the tunes of the Triumphant March from Verdi's opera "Aida," the ground was broken.

The "spade," a yellow monster on 6%-foot-diameter wheels with a giant hungry scoop powered by a tremendous engine was set into motion by a push of a button by Mayor Wolfgang Pepper of the city of Augsburg. The bulldozer now digs into the ground, lifts several tons of earth into the air and spews it onto the meadows.

Nine of these giants are standing by and are awaiting the command to move in. The biggest of them is capa-



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ble of lifting 5½ tons of earth with one move of its scoop. After a few moments the first fleet of trucks is already rolling away loaded with earth. In a few days the now appealing scenery of the Ice-Canal will have the less attractive appearance of a construction site as 15,000 tons of earth is being moved.

The Ice-Canal will ultimately be utilized as start and finish line of the Olympic Slalom Course. The center will be completely rebuilt. It will require 14,000 cubic tons of concrete for the world's first Canoe Slalom Stadium, where they expect to have buildings providing 830,000 cubic feet of space.

Facilities for about 30,000 spectators will be provided along the 600-yard-long course, with 10,000 grandstand seats of which 4,000 will be under cover. An administration building, a center for news services, as well as ten permanent and ten temporary boat houses, are being erected. Competitors' housing will be grandiose, with the latest in health and sanitary facilities, dressing rooms and lounges.

Obstacles along the entire course must be installed for the five canoe-slalom competitions. The depth of the water will vary from 18 inches to 4½ feet and should run at a speed of 17 feet per second. Before the start of construction ten weeks of trials were run on a model lay-out course at a ratio of 1:22.

The construction of the Olympic Course is planned for completion in December 1971. The costs are estimated at four and a quarter million dollars. For that the course will probably not be better than the present sluice, but far more "Olympic."

Taken from the "Frankfurter Allgemeine Zeitung" Sports Section, Tuesday, July 21, 1970. Article by Steffen Haffner, translated by Ed Alexander.

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Whitewater In New England

By John P. Wilson, Lancaster, N. H.

One problem with whitewater in New England is that though there are plenty of streams during April and May, the streams soon run out in the late spring and the choice is limited. In April and May, the dangers are greater due to cold water temperatures and erratic fluctuation of the streams due to snow melt. On a warm afternoon the river can easily come up three or four feet higher than it was in the morning.

In running whitewater races and trips for the last four years in the White Mts. region of New Hampshire, I have become convinced this is an excellent activity to be further developed. It brings a group of people who are compatible with a mountainous environment, who enjoy the outdoors, work to keep it clean and fight to preserve unspoiled river stretches.

It has been claimed that whitewater is the fastest growing sport in America today. About 250,000 new canoes are manufactured yearly and the rate is accelerating. In 1972 whitewater slalom racing will be part of the Olympic events. This inclusion should result in an explosive growth of the sport.

Though people are reproducing and whitewater fans are growing, the number of good canoeable rivers is steadily declining. The demands for more water storage and better flood control will continue to create more dams which usually are located on the best stretches of white water rapids. One answer to the problem of supply and demand lies in expanding our concept of the multi-use management for our water resources. Multi-use to the average dam builders means making a recreation lake for swimming and motor boating and supplying a certain amount of water for downstream industrial use, plus flood control and/or electricity.

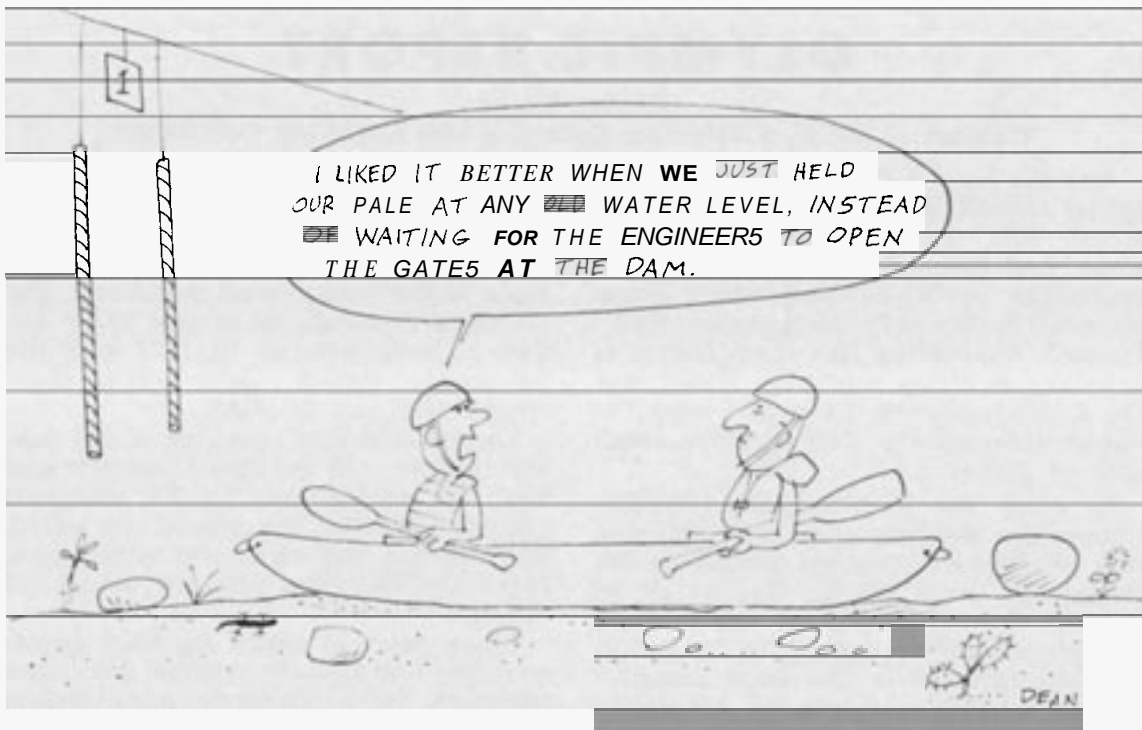
One of the best examples of the multi-use is the Androscoggin River system from its source to Berlin, N. H. Below Berlin there is one use only and that is for sewerage. Above Berlin the

requirements of the large paper companies downriver have created a huge reservoir in the Rangeley Lakes chain, a system of large lakes which can be drawn down to supply a constant flow of water on the river year-round. The system of lakes makes the Rangeley Lakes a center for flat water activities, while the rivers draining the lakes: the Magalloway, the Rapid and the Androscoggin offer reliable and exciting whitewater runs in the summer months when other streams are nothing more than irrigated rock gardens. The control of the river for the Rangeley Lakes has made the Androscoggin one of the best regulated rivers in the world so that at no time is there a low water stage on the river. It is used not only by whitewater enthusiasts but also by fishermen who, though the water is usually high, find plenty of good areas for wading and casting.

With the exception of the Connecticut and the Androscoggin, no other rivers in N. H. have any storage ability at their headwaters and, therefore, cannot be used during the warm months which is the most enjoyable time to pursue whitewater activities.

Today it is not possible to create another Rangeley Lakes system in New Hampshire, but in planning future smaller impoundments in the region, some provision should be made for whitewater canoeing. If certain stretches of rapids are to be taken away for impoundments, other stretches should be improved for whitewater activities. Parts of the river should be preserved forever through the creation of state parks or national scenic rivers.

One possibility in the design of new impoundments would be to have them able to discharge water on a scheduled basis to provide a downriver run for canoeists. If an impoundment had a good stretch of rapids immediately below it, possibly a four to six-hour flush at a moderately high level would provide an adequate depth for whitewater activity on the river. If a number of



such impoundments were available it might be possible to provide a continuous schedule of canoeable rivers in the summer, one being run each day. The important thing would be to announce well in advance the schedule of running the rivers so that the canoeists could plan ahead to be ready at the right time to go down with the discharge.

Another possibility is the use of existing dams for discharges for white water runs. There are numerous older dams still holding water in the region but unused for power. With certain improvements and repairs it might be possible to make some of them operative so that they could flush water at certain scheduled times.

Another possibility is the regulation of reservoirs which store water for hydrodams downstream. Power companies in Maine are conscious of the demand of canoeists and try to regulate their flows if economically possible to accommodate canoeists. Most of the power companies in New Hampshire insist that the flow of water can never be altered and are regulated by computers downstate.

Another problem I have found is that many planners developing comprehensive recreation studies view white

water as a dangerous sport, somewhat akin to rock climbing and sky diving. They aren't too interested in developing or preserving the more difficult whitewater runs in the area. At the same time they advocate encouragement of family canoeing on lakes or streams with mild currents. In reality, advanced whitewater canoeing and kayaking is an activity very similar to skiing involving about the same danger and physical exertion. Family skiing is not necessarily confined to the small, easy mountains. In fact, many families use only the larger, steeper mountains because it accommodates the skiing desires of the whole family. The same is true of whitewater: the interest in the sport is in navigating a variety of rivers and consistently challenging the more difficult ones as your skill improves.

Recently with the production of a two-thirds size children's kayak, youngsters between the ages of seven and twelve have taken up the sport and they love it. Youngsters and families, women and oldsters all can enjoy white water. The problem in the next ten years probably will not be the lack of participants but the lack of facilities available for use. Therein lies the challenge.

OLYMPIC REPORT

By Jay Evans

Member of the U. S. Olympic Canoeing and Kayaking Committee

Rumors have a curious way of circulating around the globe with incredible speed. For the past several months there has been much talk about the possibility of Whitewater Sport being included in the 1972 Olympic Games in Munich. Separating fact from fiction is not easy in these confusing times, but the following is the latest and most reliable information that I have been able to gather:

In June the International Olympic Committee meeting in Warsaw decided that Whitewater Slalom would be included at the Olympic Games to be held in Munich in 1972. It was decided further that Whitewater Slalom would be considered as a full-scale event — not as a demonstration as originally discussed. It was also decided that only slalom racing would be included — not wildwater (downriver). Next, it was decided that the C-2M class would not be included, and, the latest information I have indicates that the team races (originally scheduled) will not be held. Therefore, at the present time we can count on four classes being represented: K-1, K-1W, C-1, and C-2 with three competitors each plus one alternate each for the K-1, K-1W and C-1 classes and three teams of two individuals each plus an alternate team of two persons for C-2. All of this adds up to an Olympic Whitewater squad of 15 individual team members plus five alternates. It is interesting to note that after the above was decided the East Germans promptly dropped both wildwater racing and the C-2M class for international competitions to focus their considerable talents and energies, I suspect, on the remaining classes with a direct eye toward Munich in 1972.

After some shilly shallying around between the cities of Augsburg and Munich it was finally settled that the slalom events will take place on the Eis Canal in Augsburg. A spanking brand new whitewater stadium seating up to 30,000 spectators will be erected along the course together with special team

quarters, changing rooms, saunas and restaurants. Olympic team members will live at the Olympic Village in Munich and will commute the 30 kilometers to the race site at Augsburg. The Games are scheduled to run from August 26 to September 10, 1972 with the whitewater slalom events taking place on the 29th and the 30th.

We are told that upwards of 800 million people will be able to watch and hear the events over 60 TV channels and 110 radio stations around the world. For both the flat water and whitewater races the Germans plan on using 119 officials.

Since news of these exciting developments has already crossed the ocean our own U. S. Olympic organization has not been standing still. In order to accommodate whitewater slalom three people were nominated and elected to serve on an expanded U. S. Olympic Canoeing and Kayaking Committee. These people include Dick Bridge, long a spearhead in racing in the Washington, D. C. area with the Canoe Cruisers Association; Mark Fawcett of the Buck Ridge Ski Club and A.C.A. National Slalom Chairman; and yours truly, 1969 U. S. Team Coach. This 13-man Games Committee is responsible for the development of canoeists and for team preparation. The Committee has already worked on and approved of the U. S. Olympic Whitewater Team Selection Method for 1972. This selection system will be discussed in detail in my next column. This committee is also responsible for choosing the coach and manager for the team and the committee is already studying and considering various names. The British, however, are one step ahead of us; their managers and trainers have already been picked. Hopefully by late spring I'll have more information regarding the emergence of whitewater slalom as a full-fledged Olympic sport.

(First in a series of quarterly columns by Jay Evans devoted to developments concerning Olympic Whitewater Sport for 1972.)

BOOK REVIEW

River Runner's Guide to the Canyons of the Green and Colorado Rivers, with Emphasis on Geological Features

Vol. I—From Flaming Gorge Dam through Dinosaur Canyon to Ouray by Philip T. Hayes and Elmer S. Santos, 40 pp., \$2

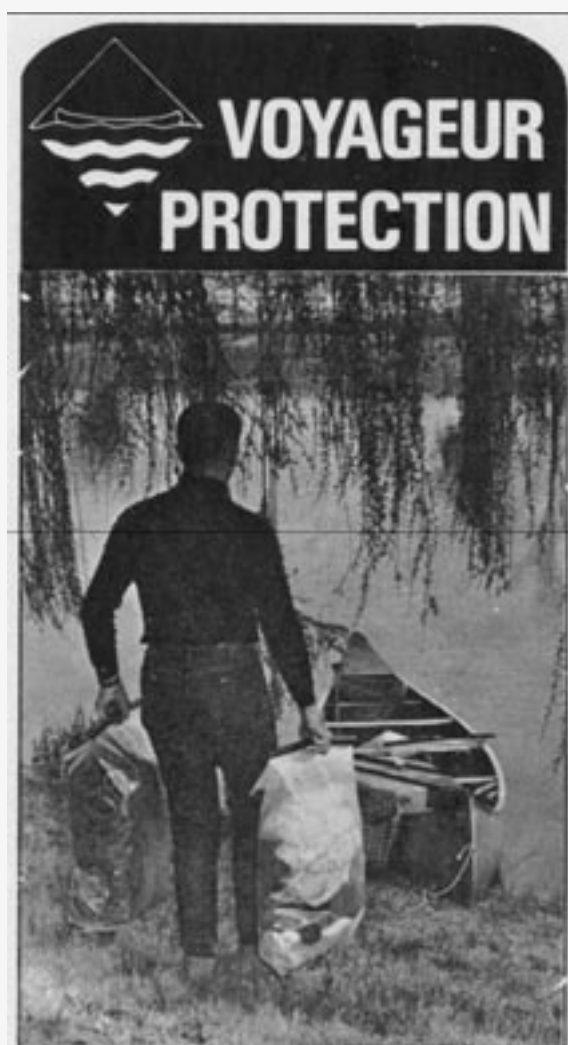
Vol. 11—Labyrinth, Stillwater, and Cataract Canyons by Felix E. Mutschler, with Glossary, 79 pp., \$3

Vol. 111—Marble Gorge and Grand Canyon by George C. Simmons and David L. Gaskill, with Glossary and Listing of Rapids, 132 pp., \$4

Published by Powell Society, Ltd., 750 Vine St., Denver, Colorado 80206. (Paper back, hard cover on special order.)

These are handsome pocket-size volumes, suitable for taking along on a river trip. They are highly recommended, and must be inescapable equipment for any river runner seriously interested in these canyons. They are in the form of a Log, indicating by river miles items of interest—geological, geographical, and historical; rapids and ranches, cabins and caves, flora and fauna and rocks. They are based on data from river trips made in 1968 by the U. S. Geological Survey repeating Powell's voyages of exploration, and in preparation for the Powell Centennial celebrations of 1969—Powell was instrumental in founding the USGS, and served as its second Director. Accordingly the Emphasis on Geological Features is a good deal stronger than emphasis, amounting in Volume III to downright concentration. The average river runner is given more information on gabbro, plagioclase and anticlines than he will really want to know.

But a great deal of the geological information is of real interest to the layman. Here one can find out what "desert varnish" really is, and where "gastroliths" really come from (Vol. II); how caves develop by seepage, and about the possibility of the flooded-out talus slopes becoming unstable and subsiding into Lake Powell. The cutoff meander at Anderson Bottom—recognized by Powell—is well described and illustrated, but several others are not



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mentioned, including the one at the mouth of White Canyon, which would be close to full of water again at maximum reservoir level (Vol. 11).

Rapids are mostly listed, but not extensively treated, and rightly so, as they change over the years and of course at varying stages of the rivers. There is valuable data on the rapids in Cataract Canyon, including those flooded out by Lake Powell—and a convenient listing of the major rapids in Marble and Grand Canyons. Rapids are graded on a 1-10 scale, rather than on the I-VI scale successfully used everywhere else, including Europe. This seems somewhat over-precise, and the grades are not defined. One wonders what advantage it could have.

The historical data on Indians and explorers, prospectors and settlers, outlaws and river runners is most interesting. Much of it is from standard sources, but there are also nuggets from unusual sources or from personal observation—the sad fate of James Mooney of Mooney Falls, horse-thievery and moonshining on the Tanner Trail, the aeroplane crash of June 1956 on Chuar Butte, and observations on the doin's at Lee's Ferry and Phantom Ranch nowadays—"like camping in a city park" (all Vol. III). Traveller's inscriptions in Cataract Canyon are precisely located, and many are reproduced—a most valuable service (Vol. II). Diamond Mountain is correctly described as **not** being the scene of the Diamond Hoax of 1872, which has now been located some miles to the northeast (Vol. II). There is some guesswork or questionability, notably the unlikely association of Butch Cassidy and his Wild Bunch with cabins in Little Hole and on Fort Bottom, no doubt because of the recent publicity on these attractive desperados.

The volumes include reference lists of sources, and photographs—including some from the USGS expedition of 1923 and a few charming ones from Powell. Many modern photographs are unfortunately loaded up with inscriptions denoting the geology.

Maps are sketch maps only, with mileages indicated every five miles. As stated in the Guides, the serious river

runner will enter river mileages from the USGA river surveys—which are now difficult to come by—on to up to date topographic maps. Would that the USGS would include these on their new quadrangles! And they might do so—the new Split Mountain quadrangle carries names (and correctly) for the major rapids.

What we really need are strip maps, such as have been available in Europe for their most travelled rivers since the 1920s, showing mileages, bridges, towns, roads, campgrounds, rapids and danger spots, sights to see, and so forth. And on waterproof paper! As said in the Guides, there has been a great growth in recent years in river travel in the canyons of the West, so much so that this would now help our sport tremendously.

Publication of the Guides has been made possible by Powell Society Ltd., a non-profit organization devoted to the canyons of the West, and rivers in general, and the publication of relevant material. More power to them. We are all in their debt. Their Vol. IV, on Desolation and Grey Canyons, is eagerly awaited.
—T. C. B.

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New Slalom Rules for 1971

Introduction by John R. Sweet

Recently the International Canoe Federation passed extensive revisions to the slalom racing rules, to take effect January 1, 1971. Some of the most important changes are:

1. C-1 minimum width reduced to 70 cm. for both slalom and wildwater.
2. Free gates eliminated.
3. 100 second penalty reduced to 50.
4. 50 second penalty reduced to 20 under certain conditions.
5. Repeated attempts at a gate is not penalized under certain conditions.

The October 1970 Bellefonte, Pa., slalom was run under these new rules as a trial for next year. Several problems and uncertain situations came up, which will have to be clarified by the I.C.F. Most of them involved judging under items 4 and 5 above.

Following are excerpts from the rules covering the portions necessary for all competitors and judges. Omitted sections deal primarily with organization of the race, such as duties of officials, invitations, etc. The complete rules will be printed up and will be made available for race organizers and others with an interest in the nitty-gritty details.

It should be emphasized that the rules herein are those officially adopted by the I.C.F., and must be followed at all races in **1971**. The interpretation of the rules is in some cases unclear. This will be the subject of a later article after consultation with the I.C.F. to assure uniformity between the United States and Europe.

Rules for Canoe Slalom:

Valid from **1 January 1971**

1. **OBJECT:** Slalom is a competition the object of which is to negotiate a course in rapids, defined by gates, without fault in the shortest possible time.
2. **BOATS:** Slalom is carried out in the following boat types:
 - a) K-1: Minimum length 4.00 m.; Minimum width 0.60 m.
 - b) C-1: Minimum length 4.00 m.; Minimum width 0.70 m.
 - c) C-2: Minimum length 4.58 m.; Minimum width 0.80 m.

All boats must be used without rudder.

In order to preserve the traditional shape of the Canadian Canoe, the highest point of all cross sections of the canoe shall not be higher than the highest points of the stem and stern. These highest points of the stem and stern shall not be more than 30 cm from the corresponding extreme end.

It is not permissible to make the boats meet the above dimensions by the addition of wooden extensions or by similar means. The boats must be designed to and remain within the required dimensions. Any boat which does not conform to these dimensional requirements shall not be accepted.

From 1 January 1973 onwards only minimum length and width remain enforced. All other constructional requirements will no longer apply.

9. SAFETY:

a) All boats must be made unsinkable and handholds must be fitted at stem and stern. These can be in the form of loops or toggles or a line running the length of the boat from stem to stern. Loops must be large enough to allow the entire hand to pass through them, and the cord from which they are made must have a minimum diameter of 6 mm.

b) If the Organizers so decide, each competitor shall wear a safety helmet and a life jacket with a minimum buoyancy of 6 Kg. Competitors failing to observe such decision shall be refused the right to start.

c) Competitors must at all times be in a position to free themselves immediately from their boats.

d) In all cases competitors participate at their own risk. Neither the I.C.F. nor the Organizers can be held responsible for accidents or material damage which may occur during a slalom.

Every Official is required to observe that these safety measures are adhered to, and to prevent boats or competitors from starting if they fail to meet the requirements in this respect.

11. NUMBERS: In C-2 the front man wears the number. Each competitor is responsible for his starting number.

12. THE COURSE: The course shall have a maximum length of 800 meters measured from the start through all the gates to the finishing line. It shall contain at least 25 and not more than 30 gates, of which at least 4 are reverse gates and only one a Team gate. The last gate shall be at least 25 meters above the finishing line. The finishing line must be clearly marked on both sides.

The Organizers are advised to design the course in such a manner that a smooth flowing run is possible without criss-crossing or excessive restriction of competitors. The gates should not be too close to each other in order that they can be executed and judged correctly.

14. GATES: All gates shall be numbered in the order of their negotiation, and painted . . . according to the direction of negotiation:

ree en-always to the right of the competitor.

Red—always to the left of the competitor.

The width of the gates is 1.2 m minimum and 3.5 m maximum. The poles must be round and at least 2 m long and 3.5 to 5.0 cm in diameter. The bottom ends of the poles must be as near to the water surface as possible but must on no account be brought into movement by the waves. The poles are painted over their entire length with 5 white and 5 red or green rings, the ring nearest the water always being white.

15. NEGOTIATION and JUDGING: All gates must be negotiated in numerical order and in the direction of travel indicated by the colors.

A. Negotiation: In order that negotiation of a gate is judged as CORRECT, the following conditions must be observed:

- 1) A pole must not be touched when the boat is outside the gate.
- 2) The gate must be negotiated in accordance with the colors and (if applicable) the "R" sign.
- 3) The body (in C-2 the bodies) of the competitor(s) must pass through between the poles.

4) The competitor must not intentionally push aside a pole in order to pass through the gate.

5) The boats of a team must negotiate the team gate within 15 seconds.

6) A faultless negotiation occurs if boat and body have passed through between the poles (gateline) in the direction indicated by the colors and neither pole has been touched by boat, body, or paddle.

The negotiation of a gate is completed when boat and body have left the gate line in the direction of travel indicated.

B. JUDGING:

- 1) No Penalty—Negotiation of a gate without touching.
- 2) 10 seconds penalty — Touching one pole from inside.
- 3) 20 seconds penalty — Touching both poles from inside.
- 4) 20 seconds penalty — Touching a gate from outside followed by negotiation according to Article 15A.
- 5) 50 seconds penalty — Touching a gate from outside without subsequent negotiation according to Article 15A.
- 6) 50 seconds penalty — Intentional pushing aside of a pole in order to pass through the gate.
- 7) 50 seconds penalty — Exceeding 15 seconds in negotiating Team gate.
- 8) 50 seconds penalty — Eskimo roll within the gate, whether or not the body has crossed the gate line.
- 9) 50 seconds penalty — Negotiation of a gate contrary to the color indications according to Article 15A 2.
- 10) 50 seconds penalty — Gate missed out (omitted). The boat passes outside the gate without touching. A gate is only regarded as definitely missed out when the competitor continues down the course or touches the next following gate in the numerical order.
- 11) 50 seconds penalty — Repeated attempt at a gate after the body of the competitor has crossed the gate line. (That means, once the competitor has crossed the gate line he must continue in the indicated direction of travel.)

Passing underneath a pole without touching (undercutting) is not penalized.

Repeated attempts at a gate without touching is not penalized provided the body of the competitor has not crossed the gate line.

If during undercutting of a high-hanging pole the boat is lifted in such a way that the pole touches the deck ahead of the body and is then deflected inwards so that the boat is outside the gate, this constitutes an outside touch.

If on the other hand during undercutting of a high-hanging pole the boat is lifted in such a way that the pole is deflected outwards so that the boat is inside the gate with correct color presentation, this is an inside touch.

If when approaching a gate the stem (stern in the case of a reverse gate) makes point contact with a pole, the following rule applies:

- a) If the pole swings back in such a way that the boat is inside the gate with correct color presentation, this is an inside touch. If the opposite occurs it is an outside touch.
- b) If the pole swings high over the head of the competitor, in doubtful cases he is given the benefit of an inside touch.

Gate missed out (omitted): If a gate is negotiated out of numerical order with 0, 10, 20, or 50 penalties, the following rule applies:

- a) One single gate missed out. This is penalized as omitted, 50 seconds penalty. Any penalty obtained on the gate attempted out of order stands.
- b) Two or more gates missed out: The penalty on the gate negotiated out of order can be nullified by turning back and negotiating one or more of the gates left out. For each gate left out 50 seconds penalty are given.

16. CAPSIZE: The Eskimo roll is not regarded as a capsize. In team races the members of a team may help each other to roll up. If a competitor leaves his boat he is disqualified for that heat. He must immediately make for the nearest bank and leave the course. If a member of a team leaves his boat in a

team contest the whole team is disqualified for that heat and must leave the course.

18. TIMING: The time of a run is taken from the moment the stem passes the starting line to the moment the clearly marked finishing line is cut by any part of the boat.

Crossing the finishing line upside down disqualifies. The boat is regarded as upside down when the whole of the competitor's torso is under water.

21. CLEARING THE COURSE: If a competitor is caught up by the following boat he must give way if the gate judge gives repeated short blasts on his whistle. If a competitor has been hindered by another boat he may repeat his run with the authority of the Chief Judge.

23. DEAD HEAT: In the event of two or more competitors or teams obtaining the same result, their order shall be decided by the better of the two non-counting runs.

24. LOSS OF PADDLE: If a competitor loses or breaks a paddle, only a spare carried on the boat may be used. In team events the spare paddle of another member of the team may be used.

Reprints of this article are available from:

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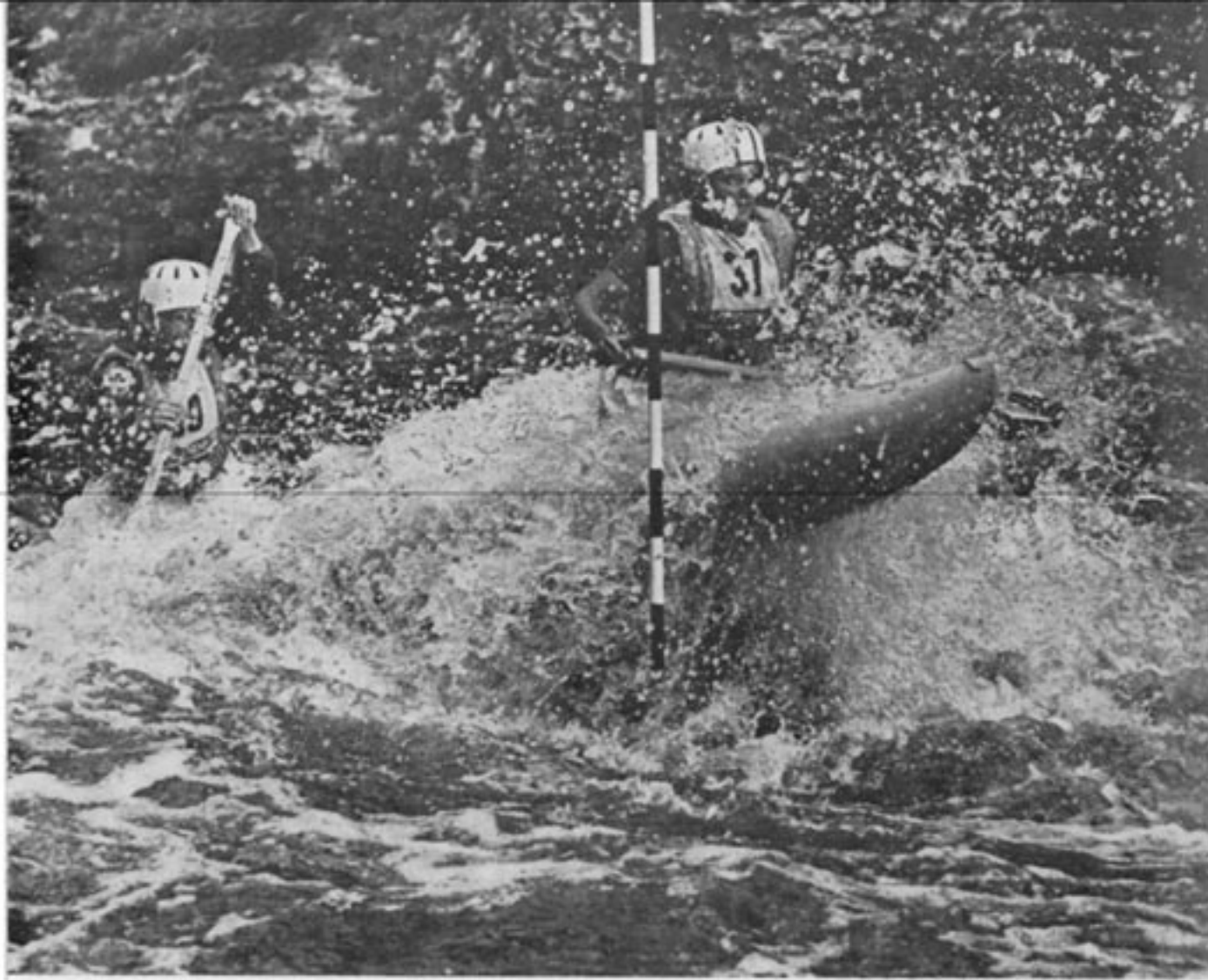
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Editor's note on the new ICF slalom rules.

Some additional background on the ICF and the new slalom rules: the ICF is the International Canoe Federation, and it is the official governing body for all competitive canoeing and kayaking activities. It is made up of representatives from the 30 member nations who participate in the sports involved, which include Olympic flatwater events as well as our whitewater events, and perhaps some others as well.

The new rules were drafted by the ICF Slalom Committee about a year



Gail Minnick and Tom Jack at Elora, Ontario, Canada (1967)
Photo by J. Pennell, Harvard, Mass.

ago. At that time, this committee consisted of 9 members, from E. Germany, W. Germany, France, England, Luxembourg, Austria, Switzerland, Czechoslovakia, and Yugoslavia. The rules were routinely approved by the whole ICF congress (U. S. included) at the meeting which was held in Copenhagen on the 3rd and 4th of August, 1970. Also at that meeting Bill Riley was elected as the first U. S. representative on the slalom committee. Thus, although we had no voice in the drafting of rules presented here, we will have our say on any future changes.

The rules came to us in the form of a British translation of the official French or German text via John Sweet.

One other note of interest: the rules state that the grab loops on the boats must be made from cord having a minimum diameter of 6 mm. Converting

this to inches gives .236 inches, which would require one-fourth-inch rope if standard U. S. rope were used. This is considerably larger than the bits of packing twine and parachute cord often seen on competitors' boats presently.

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By Mel Schneller

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Now how many of you do we still have left?

Next, you must understand what slalom competition is and what it is not, also the concepts, conditions, restrictions, and history.

I don't know when slalom competition started even though I started boating over 30 years ago. I suspect that I was too young and dumb to compete then, and now I am too old and decrepit. Anyway, when it started isn't as important as the phases it went through. Incidentally, they would rather closely parallel the learning curve of most boaters. After learning the rudiments of handling a boat, something more exacting was needed to maintain interest . . . like gates (less destructive than rocks and tree stumps). Anyone who could fumble and bumble through a series of gates without bumping into too many of them won. In case of a tie the fastest time decided the winner. The "natural" or instinctive boater usually stole the show. Boats became more critical with the swing toward maneuverability rather than the speed and positive direction of the general purpose touring boat. Courses were tight to emphasize skill, and the class of the water became more difficult.

Then a breakthrough: maneuvers became practiced, named techniques, and the natural, instinctive boater often gave way to the schooled and practiced strategy boater who could recite the names of the strokes in alphabetical order, order of difficulty, order of use, etc. Handstands and "show" were the order of the day. Speed was still secondary. Boats stayed as close as possible to minimum length and width, with high rockers and a high instability rating. What else would best display the fine style that separates the boys from the men?

More skilled boaters developed, the courses became still more difficult and, in many respects, bad breaks, surges, changes in flow rate, etc. often decided the winner. Speed was still a secondary factor.

This brings us almost up to date, meaning, two years behind the Europeans. The number of boaters capable of running the courses fairly consistently with no more than 30 penalties increased to where penalties became calculated risks plotted against seconds of time. The clock was now moving into contention. Boats became more stable to apply more of the energy into speed and forward motion rather than in overcoming the inertia of the grandstand-handstand turns. Flat turns and continuous directional motion came into vogue. From the spectator's point of view, the sport lost something.

While all this was going on, boats used in downriver racing were moving off in the opposite direction . . . sharp, deep bowed, little or no rocker, and dependent on speed for stability.

Now that we are up on the history, we can enter the phase of absolute and predictable certainty (frantic guessing?). This is the era of theory. It appears that, to win, we have to backtrack and head out somewhat in the direction that the downriver boat has taken, or more like an old touring boat I had. In other words, what we are

looking for is the longest possible in-the-water length for speed, and the shortest possible in-the-water length for turnability and still stay within the minimum length and width of the international rules.

Since the winners of international slalom are Europeans, they also control the direction that slalom championship boating will take. The deciding factor being the establishment of a course that will reduce the possibilities of ties, protests (warranted or otherwise), and hard feelings. This is no time to aggravate the already tense international situation. The winner should be, obviously, the most skilled, the most dedicated, and the most physically fit competitor. All nations agreed openly, and secretly ~~felt~~ that **now** their national champion would win the international competition because the more **free-**course concept would place more reliance on a mechanical device like a clock and less on the biased judges from the other nations. A tight course with questionable penalties could lead to war.

We, in America, were neither good enough or geographically close enough to get that involved. Besides, we were supposed to listen to, to meditate on and to concur with our superiors and their rulings. Naturally, since we are a year or two behind their latest developments, the mad scramble for speed, and the changes in boat design and techniques to accommodate, hasn't fully caught up to us, especially here in the West where that kind of news arrives by ox-cart.

Another problem we have is that America is too damn big. This is obvious from the different schools of thought and philosophies that dominate different areas of the country. That has advantages and is typical of our heritage to explore and develop on our own; however, there is also the danger of falling in a rut and becoming technically refrigerated or uninformed of new directions, concepts, and philosophies which we are not exchanging, or even expressing too well.

Some of this stems from the very nature of boating which is non-verbal

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and based on inexpressible concepts like gravity, force, inertia and vectors in conjunction with hydraulics and aerodynamics which confound our best computers. Some of it also stems from the competition on the course where it belongs, and off the course where it doesn't belong. This is getting way out there, but it is part of what you potential champs can and will get involved in. If there are any still with me let's get back to simple realities like the riddle of the boats.

Perhaps that is why we let the Europeans lead . . . we don't like riddles, we don't want to look stupid by trying something, and we are too advanced and committed to look back.

The riddle intrigues me. I happen to be two generations removed from Germany which may account for my being as pleased with proving 99 things out of a 100 are conclusively wrong, not just theoretically wrong, as I am to find that I was right once. If we in America hope to win in the Olympics we either have to come up with a superman who can win in spite of the gains the Europeans have made in the meantime, or we have to do some creative and experimental work of our own to solve the riddle. Actually, I am trying to inspire someone to be that much of an idiot. If I can't inspire anyone, the next best thing is to irritate someone into a controversy or duel hopefully at 20 miles or more, with swords as the weapons.

Or better still why don't you go wander off somewhere and practice putting your lifejacket on while I go hide and theoretically design a boat for you, one that will solve the riddle or be better than no wild guess at all. I have some very definite ideas, but because it has to be two years ahead of the Europeans we will have to keep it under our helmets and spring it on them as a surprise . . . that is, if there is any one of you hopefuls left to be stupid enough to train like a dog, live like a spartan, eat, sleep, and refrain like a monk, and dutifully credit what's-his-name for the privilege of competing in a boat that hasn't, as yet, been built, with a paddle that is in "design," and a technique that is out of this world.

American WHITEWATER



The Saco Saga; Or, How To Rescue Your Dog

The dog, known as man's best friend, has been known to come to man's aid time and again. But occasionally the tables are turned and man finds himself cast in the role of rescuer. Witness the following incident:


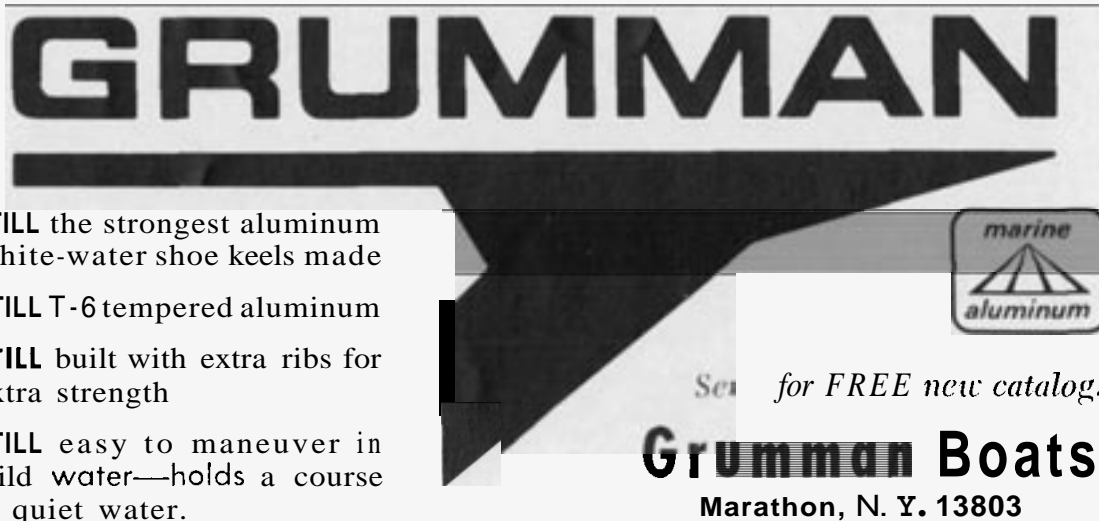
Among the competitors and spectators lining the banks at the Saco River Races (N.H.) are the well-known Eastern boater, Chuck Kaufman, his wife and their little dog, Pup-Dog. Suddenly, a tip-over in the most turbulent part of the course! Pup-Dog (being a well-trained whitewater dog) leaps into action and joins the mid-stream turmoil in a matter of seconds, being swept (as it seemed) on down the river by the swift current. Her master to the rescue! He tears down the bank to his Grumman, heaves it into the water and takes a flying leap into it. At that



precise moment the canoe comes up against a sandbar and stops dead. The spectators (by this time aware of the drama taking place) gasp in unison as Chuck somersaults over the gunwales and splats into six inches of water. Meanwhile the object of his concern comes swimming up, her other rescues apparently accomplished and ready now to take her master to shore if need be. (Well, he got her back safely, didn't he?)

—I. Sindelar (but with most credit due to Chuck; it's not every man who is gracious enough to let a story like this be publicized!)

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The 1971 Racing Schedule

Date; Race; Type; Location; Contact

January

23—C.C.A.; Pool Sl.; Silver Springs, Md.; Geoff Hechtman, 821 Clinton Place, McLean, Va. 22101.

February

14—Penn State; Pool Sl.; State College, Pa.; John Sweet, 118 S. Buckhout St., State College, Pa. 16801.

20—MIT Whitewater Club; Pool Sl.; Cambridge, Mass.; MIT Whitewater Club, Room 10-100, MIT, Cambridge, Mass. 02139.

March

7—KCCNY; Pool Sl.; Berkeley Heights, N.J.; Ed Alexander, 6 Winslow Ave., East Brunswick, N.J. 08816.

6—Dartmouth Invitational; Pool Sl.; Hanover, N.H.; Pete Webster, Ledyard Canoe Club, Kohinson Hall, Hanover, N.H. 03755.

18-31—Dartmouth Training Camp, Youghiogheny River; Sl. WW; Ohio, Pa.; Steve Ruhle, Ledyard Canoe Club, Robinson Hall, Hanover, N.H. 03755.

28—Stony Creek (Class III-IV); WW; Johnstown, Pa.; Mrs. Ann Yearick, Box 93, Rd. 3, Bellefonte, Pa. 16823.

April

3-4—Kish (Class II); Sl. WW; Reedsville, Pa.; Mrs. Ann Yearick, Box 93, Rd. 3, Bellefonte, Pa. 16823.

3-4—Petersburg; Sl. WW; Petersburg, W.Va.; Frank Daspit, 1000 Otis Street NE, Washington, D.C. 20017.

3-4—Farmington (int-exp); Sl.; Otis, Mass.; George Thomas, 24 Barnard Drive, Oakland, N.J. 07436.

4—Capilano River; WW; Vancouver, B. C.; Brian Creer, 4022 W. 27th Ave., Vancouver 8, B.C., Canada.

3-4—Credit River; Sl. WW; Ontario, Canada; Herman Kerckhoff, 2 Tuna Court, Don Mills, Ontario, Canada.

4-11—Kings River Easter Week Training Camp; California; Tom Johnson, Box 675, Kernville, California 93238.

9-11—Humber Valley (Ontario Slalom Championships) (int); Sl. WW; Toronto, Ontario; Roger Parsons, 15 Langside Ave., Weston, Ontario, Canada.

10—Red Moshannon (nov); WW; Pennsylvania; John Sweet, 118 S. Buckhout St., State College, Pa. 16801.

17-18—Mascoma Invitational (exp.); Sl. WW; Lebanon, N.H.; Jay Evans, 201 McNutt Hall, Hanover, N.H. 03755.

17-18—Brandywine (nov-int); Sl.; Wilmington, Del.; Peter Hellier, 14 Feathered Lane, Glen Mills, Pa.

17-18—Rig Head; Sl. WW; Meaford, Ontario; Mike Twitchin, 1848 Jane Street, Weston, Ontario, Canada.

17-18—Sugarloaf Canoeski Weekend (int); WW; Kingfield, Maine; Harry Baxter, Sugarloaf Mountain, Kingfield, Maine.

24—Moir; WW; Ontario; Barry Brigly, 20 Redgrave, Apt. 802, Weston, Ontario, Canada.

24-25—Kernville; Sl. WW; Kernville, Calif.; Tom Johnson, Box 675, Kernville, Calif. 93238.

24-25—Loyalsock (Eastern Sl. Champs) (Class III); Sl.; Worlds End State Park, Pa.; Mrs. Ann Yearick, Box 93, Rd. 3, Bellefonte, Pa. 16823.

24-25—Kenduskeag, Weekend (Beginn-int); Sl. WW; Bangor, Maine; Dale Theriault, Recreation Dept., City of Bangor, Bangor, Me.

25—Roaring Fork (nov-int); Sl.; Colorado; Roger Paris, Colorado Rocky Mtn. School, Carbondale, Colo.

24-25—Ilz; WW; W. Germany.

May

1-2—Savage River, Nat'l Canoe Sl. Champs; Sl.;

Westernport, Md.; Joe Monahan, P.O. Box 1291, Cumberland, Md. 21502.

1-2—Hudson River Derby; Sl. WW; North Creek, N.Y.; D. Bennett, P.O. Box 5, North Creek, S.Y.

1-2—Zwickau, Invitational; Sl.; East Germany.

1-2—Monschau; Sl. WW; West Germany.

2—McKenzie (int-exp); Sl.; McKenzie Bridge, Ore.; Alex Lane, 874 Sunnyside Drive, Eugene, Ore. 94702.

8-9—Savage River, Nat'l Kayak and Canoe WW Champs; WW; Westernport, Md.; Joe Monahan, P.O. Box 1291, Cumberland, Md. 21502.

8-9—Capilano (int-exp); WW Sl.; British Columbia; Brian Creer, 4022 W. 27th, Vancouver 8, B.C., Canada.

8—Elora Gorge, Sprint; WW; Ontario; Ross Durfee, 72 Arnd St., Guelph, Ont., Canada.

15-16—Seneca; Sl.; Maryland; May McEwan, 1600 E. Randolph Road, Silver Springs, Md. 20907.

15-16—Rio Grande; Sl. WW; Pilar, N.M.; J. H. Fretwell, 4091 Trinity Drive, Los Alamos, N.M. 87544.

15-16—Saco (beg-int); Sl. WW; Bartlett, N.H.; Kim Perkins, North Conway, N.H.

15-16—Wolf River; WW; Langlade, Wis.; Herb Buettner, White Lake, Wis. 54491.

15-16—Muota; Sl. WW; Switzerland.

22-23—Crystal (int-exp); Sl. WW; Colorado; Roger Paris, Colorado Rocky Mtn. School, Carbondale, Colo.

29-30—East Coast Kayak Surfing Champs; Cape Cod, Mass.; Pete Areson, 108 Wheeler, Hanover, N.H.

29-30—Rissbach; WW; West Germany.

30-31—Upper Dead River (State of Maine Champs, beg-int); Sl. WW; Maine; Hartland Osgood, Eustis, Maine.

29-31—Kings River Training Camp; Sl. WW; California; Harry Neal, 12295 Saratoga Sunnyside Rd., Saratoga, Calif.

June

5-6—Esopus; Sl.; Phoenicia, N.Y.; Ed Alexander, 12-13—Kings River (Pacif. Div. Champs); Sl. WW; California; Charlie Martin, 1329 Henry St., Berkeley, Calif.

12-13—Bellefonte (nov); Sl. WW; Bellefonte, Pa.; Mrs. Ann Yearick, Box 93, Rd. 3, Bellefonte, Pa. 16823.

17-23—World Championships; Sl. WW; Merano, Italy.

18-20—Arkansas River (nov-exp); Sl. WW; Salida, Colo.; Fibark Club, P.O. Box 762, Salida, Colo.

30—Iacen; Sl.; Tacen, Yugoslavia.

3-4—Rouge River; WW; Quebec, Canada; P. Hlaikie, 4 Place Ville Marie, Suite 514, Montreal, P.Q., Canada.

3-4—Vir; Sl. WW; Czechoslovakia.

3-4—Chilliwack River (BC Champs) (exp); Sl. WW; Chilliwack, B.C.; Brian Creer, 4022 W. 27th Ave., Vancouver, B. C., Canada.

10-11—Androscoggin (beg-int); Sl.; Errol, N.H.; John Wilson, Lancaster, N. H.

24-25—Delaware River; Sl.; New Hope, Pa.; Walter Daub, Box 22, Newtown, Bucks County, Pa.

24—Rockwood Lake Flatwater Races; Sl. WW; Ontario; Jim Martin, 100 Delhi St., Guelph, Ontario, Canada.

24-25—Rourg St. Maurice; Sl.; France.

August

7—Milan Bicentennial (Marathon and Beg); WW; Milan, N.H.; John Wilson, Lancaster, N.H.

14-15—Thale Invitational; Sl.; East Germany.

21-22—Buena Vista (Nat'l Kayak Sl. Champs); Sl.; Buena Vista, Colo.; Ulrich Martins, 8711 W. Brittany Drive, Littleton, Colo. 80123.

21-22—Maine Whitewater Weekend 1. Open Canoe WW Champs); WW Sl.; Dead River, Me.; William Stearns, Box 121, Stillwater, Me.

21-22—Lipno; Sl. WW; Czechoslovakia.

28-29—Meramec R. (Nat'l Canoe Poling Champs); Times Beach, 130.; Al Beletz, 3636 Oxford Blvd., Maplewood, Mo. 63143

28-29—Burleigh Falls; Sl.; Ontario; H. Kerckhoff, 2 Tuna Court, Don Mills, Ont., Canada.

28-29—Truckee; Sl. WW; California; Charlie Martin, 1329 Henry St., Berkeley, Calif.

28-29—Augsburg; Sl.; West Germany.

29—Kittamaquundi Flatwater Slalom; Sl.; Columbia, Md.; Nancy Rayburn, 203 Longwood Rd., Baltimore, Md. 21210.

September

4-5—Savage River; Sl.; Westernport, Md.; Joe Monahan, P.O. Box 1291, Cumberland, Md.

4-5—Szczannica; Sl.; Poland.

11-12—Youghiogheey, Sl. WW; Ohio; Pa.; Stape Shields, 65-E Ridge Road, Greenbelt, Md. 20770.

11-12—Androscoggin Whitewater Weekend (exp); Sl. WW; Errol, N.H.; John Wilson, Lancaster, N.H.

18-19—Elora Gorge; Sl.; Ontario; Dave Jack, 10 Sykes Ave., Weston, Ont., Canada.

26—Froshite beginning Class II); Sl.; White River, Vermont; Steve Ruhle, Ledyard Canoe Club, Robinson Hall, Hanover, N.H.

October

2-3—Icebreaker (int); Sl.; Unadilla, N.Y.; Tom Jones, Box 447, Unadilla, N.Y. 13849.

16-17—Llangollen; Sl.; Great Britain.

23-24—Bellefonte (nov.); Sl. WW; Bellefonte, Pa.; Mrs. Ann Yearick, Box 93, Rd. 3, Bellefonte, Pa. 16823

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The Not So Dead River

By Arthur H. Tuthill

The Dead River flowed towards us from the rock-walled gorge below Great Falls and spilled over into Spencer Stream at our feet. Spencer still flowed down out of Maine's pine and spruce-covered wilderness to the right. There on the opposite shore those tall pines still stood, guarding the point where the Dead and Spencer unite and providing an open needle-covered carpet for the camper. All was just as we had remembered it from six years before when we had first thrilled to the 16-mile sleigh ride from Spencer Stream junction to the Forks of the Kennebec. Here the Dead River flows through the wild and remote area of Maine which had proven so troublesome to Arnold's Army on the way to Quebec. The wilderness, history and the rapids combine to make any trip on the Dead thrice memorable.

Sons Ned and Bill and I had come to run the Dead again and join with some 70 other enthusiastic paddlers in the 22-mile downriver race last August 23. The race started at Big Eddy just below the dam at Flagstaff Lake and ended, for those that finished, at the Forks where the Dead joins the East Branch and becomes the Kennebec. Bill Stearns and The Penobscot Paddle and Chowder Society organized and sponsored the race as part of Maine's 150th anniversary celebration. It was billed as the National Open Canoe Wildwater Championship with separate classes for covered boats and kayaks. There was also a warm-up slalom in the rapids above Big Eddy on Saturday, the day before the downriver run.

What most Eastern paddlers didn't know, and what we only found out after several urgent phone calls to Mr. Bacon of Maine Central Power, was that there would be 1,000 to 1,200 cfs releases the week before as well as the week end of the race. It was a nine-hour drive Wednesday from Riverside, Conn. but we arrived at the put-in spot in time to make camp and prepare for four days of fun and frolic.

The first six miles was flat water. The swampy wilderness plain, through which the upper stretch of the Dead River meanders, was so fascinating that I felt well rewarded for the extra effort required here. There was no discernable current. The grassy banks rose four to five feet on either hand interrupted now and then with natural canals wandering back towards the mountains in the background. Bill and I stopped often to examine the footprints on either bank identifying many many bear, many many deer and innumerable small game. We climbed the bank in several places to look out across a level, open, scrub-covered plain. Mountains rimmed this swampy open plain all round. Here and there clumps of trees rose from the plain. Nowhere was there house or road or other sign of man to mar this bit of wilderness.

Gradually the Dead approached the distant mountains seeking a way out of this basin. Just before it reached the narrow breach in the surrounding mountains, it dropped 30 feet over Great Falls and joined Spencer Stream. A short portage permitted us to put in on a grassy bank under the tall pine trees that stood sentinel on the bank. About two hundred yards downriver, rocks and boulders marched out from the left bank and forced the whole flow over against the bare granite slab of the right bank. Here the Dead cascaded down an 8-foot chute known as Spencer Rip to a deep dark pool below. This entrance rapid can be run to the left, in the middle or on the right, or it can be swum. The swimmer can drag himself out of the pool below and empty his kayak or canoe on the sandy half moon beach as I did.

The Dead River flowed gently out of this big dark pool below Spencer Rip. The river bed tilted down and the water danced and bubbled around and over the rocks. The river was wide. The choices were many. We zigged, then zagged, then zigged again. We



paddled along, often three abreast, like three skiers descending an open slope in unison. The pitch of the riverbed was as uniform as if it had been surveyed and graded with a bulldozer. We sang. We shouted with sheer exuberance as this rapid went on and on and on until, an unbelievable four miles later, we dropped gently into a large pool at a wide bend in the river.

High on the right bank there was a log chute and just opposite was a sand bar that became our lunch spot. Here we unlimbered, let our spirits come back to earth while we drank in the beauty of the deep woods of Maine.

The Dead River slipped out of this pool gently. Again the river bed tilted down and again we went bubbling and dancing along. Twice for a 100 yards or so the river widened and we had to seek the deeper water near either bank. Otherwise, this nine miles of rapids continued without pause or significant difficulty. The drop averaged 30 feet to the mile.

About 13 miles below Spencer Stream, a rocky promontory pushed the river towards the left shore. The river bed tilted sharply to the left and dropped steeply in a long sweeping curve to the right. We picked our way through the boulders until we could turn downstream with the main flow. In the main stream the boulders were big, the holes

deep, the waves high and the choices few. We rode the crest, paddled down into the trough, up again and skidded our kayaks around boulder after boulder and shot out of the upper section of Poplar Hill Rip.

Just ahead the river was again compressed to the left bank and again dropped steeply in a long sweeping curve to the right—more rocks, more holes, more high waves and more vigorous paddling. Then the lower section of Poplar Hill Rip came into view.

For the third time, the riverbed tilted sharply to the left and fell steeply away in a long sweeping curve to the right. For the third time we picked our way through the boulders until we could turn downstream with the main flow. By now we were shouting like wild Indians from the sheer joy of this sleigh ride. The third section terminated in a long straight chute where we took the down elevator and shot underneath the bridge at the end into a deep black pool below. There we paused and looked back up that triple exit rapids the natives call Poplar Hill Rip.

The final mile to the Forks was an anticlimax. The river widened as it escaped from the narrow confines of the breach in the mountains. We had to read the water carefully, New England style, to keep from running aground, New England style.

The race Sunday was graced with a light rain. Six tired, less experienced paddlers draped their canoes around various boulders in Poplar Hill Rip. Several more, two of whom I personally assisted, swamped and pulled their canoes ashore. Bill Stearns and wife won the C-2 mixed. Ned placed third in his kayak class in a field of seven. I was the seventh.

The Dead River is a challenge for open canoes, but sheer delight for covered boats and kayaks. Next year if Maine Central Power continues its policy of releasing water the week before, paddlers from the New York and Washington area will have an opportunity to schedule their vacation then and know firsthand the thrill of the wilderness, and dancing 16-mile rapids of the Dead River with that final exhilarating triple exit down Poplar Hill Rip.

A DOWNRIVER BOAT FOR MERANO, '71

By Josef Sedivec

In modern downriver racing, one needs more than one type of downriver boat. In the past few years, I always had available 2 different designs. Many of the top competitors back in Czechoslovakia did the same. Generally one was a fast, less maneuverable "V" bottom boat and the other a moderate flat bottom. Competition in the important races is nowadays very high. A couple of seconds lost somewhere on the course might mean quite a difference in the final result. And these few seconds are often lost just because one selected the wrong boat for a given race. This article presents the reasoning for downriver boat selection. Because I am well acquainted with the course of this year's World Championship, I want to describe the type of boat I feel might be successful in Merano.

The following 6 points cover about all the factors that have any importance for downriver boat selection:

1. Depth of the river.
2. Size of the river.
3. Number and radius of the curves of the river.
4. Number of heavy rapids and what percentage of the over-all length of the course they occupy.
5. The number of places with rocks or other obstacles requiring maneuverability.
6. The size and pattern of the waves on the course.

The depth of the water is a starting point. A deep "V" profile for deep water and a moderate or flat bottom for a shallow course. Everybody knows that feeling when one comes from a deep, swift rapid into shallow water in a "V" bottom boat. It feels as if an anchor was just thrown overboard. Maneuverability is influenced by the size of the river. It is not so important on a wide, huge river because one can paddle almost anywhere without a noticeable difference in speed. It does not usually pay to steer too much on a river like this. But on a narrow, tiny river there are always many tricky

places where one must sneak in exactly somewhere to get maximum speed out of it. Also, better maneuverability is demanded to avoid the numerous eddies along the banks. Small radius curves have the same requirement on the boat. Heavy rapids require excellent stability and good maneuverability. If the character of the river changes along the race course, one must consider the percentages of the total length where each of these factors would be important. If heavy rapids are rare, even a fast, fairly unstable boat can be carefully paddled through them and lose only a few seconds. But on the rest of the easy water the fast boat can make up for the delay many times over. It has happened several times that somebody brought a brand new superfast design to a difficult course that consisted of one huge rapid from start to finish. It was immediately felt that no one else had a chance. But the surprise comes later when the race is won in a boat similar in shape to a wash tub. In real heavy water, the competitor in a slower but more stable and maneuverable boat can devote himself more to paddling than the other guy in a shaky super-speed boat who is bracing every second stroke to keep balance. The river with many rocks, especially large ones, needs a more maneuverable boat. The size of the waves is important for two reasons. Large waves bury the boat with a low deck and slow it down. The water sweeping the deck hits the body of the paddler, breaking the speed. Higher decks and more displacement are therefore indicated for large waves. The other aspect is to prevent the boat from pitching up and down, which results in slower speed than if the boat rides level. The pitching is limited by a larger crosssection in the stern. If the shape of the waves is sharp and steep, the displacement should be greater and the shape of the front such as to keep the boat from digging under the water. Also if there are many unavoidable stoppers on the course, the

"V" shaped boat will gain some time over the flat bottomed one. It is obvious that many of the above points will be in contradiction, and that the selection of the right boat has become very complex. The successful competitor must consider all the above factors, and in addition, match them with his personal style, strengths, and weaknesses. Can he steer the boat well enough? Is he a notorious swimmer, capsizing every second race, etc.?

As far as this year's World Championship is concerned, the downriver course will be somewhat different from the previous ones. There will be nothing like the large variety of rapids in 1965 in Austria. Nor can Merano's huge river Passirio be compared to the narrow, winding "creek," Spindleruv Mlyn in the 1967 World Championship in Czechoslovakia. You will not even find the long, shallow, rocky stretches of the 1969 Championships in France. The river Passirio in Merano is not regulated by any dam so that the final conditions depend on the amount of snow melt from the Alps. The date was intentionally chosen early in the summer to guarantee a sufficient water supply. Because of the unusually severe winter in Europe this year, we can expect heavy water matching the tragic 1964 flood when a promising young Austrian paddler, Helmut Leitner, lost his life on the upper (most difficult) part of the downriver course. The race was immediately called off, and I still remember when we paddled our boats down the course the next day, that special feeling of being lost in a small boat in the middle of a wide, huge river surrounded only by large roaming waves.


In 1971, I expect the Passirio to be a big, deep river with huge waves and not many places one can rest from the waves. The only difficult part will be a short stretch in the upper third of the course where there are several stoppers one must go through. The upper part has a few bends with moderate depth of water. Between stoppers there is always a place to get ready for the next one. There will be no special requirement for maneuverability.


For that reason, the boat able to maintain speed in deep water with larger smooth waves should be recommended. A "V" profile hull with the higher deck arrangement and slightly larger stern crosssection is therefore indicated. The bow might be pretty sharp.

I hope this article can help potential team members in boat selection, and perhaps be of some interest to other boaters as well.

(Editor's note: Joe Sedivec and his wife, Jirina, recently came to the United States from Czechoslovakia, where they were a championship C2-M team. In 1971 they are hoping to paddle for the U.S. team in Merano, and in preparation, Joe has designed a downriver C-2 similar to that described in his article. He tells us that his last downriver design won the men's World Championship C-2 event in 1967, and that if anyone else is interested in his new design, they can contact him at P. O. Box 369, La Mirada, California 90638, where he now resides and works as an electrical engineer.)

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PRESIDENT'S SOAP BOX



I am happy and proud to see that Volume XV, Issues 3 and 4 after an interval of almost one year have now been completed and delivered to you. It is my sincere hope that you are pleased to have the Journal again in front of you, and that you like its contents.

My appreciation and thanks to Iris Sindelar, our new editor and to George Larsen for picking up the ball and really bringing these two issues to you under most severe and difficult circumstances. We do realize that some gremlins have crept into the print, and ask your indulgence at this time. With the exception of these little flubs, the magazine is up to date with lively, fresh and enlightening material, and our promise for the New Year is to continue to publish the type of magazine we all have been proud of for so many years, and which has grown to great esteem in the past.

Due to the interval of publication prior to finalizing volume XV we thought it might be advantageous for all concerned to coincide the subscription year with the calendar year, and in most cases the individual club dues.

Now that the American Whitewater Affiliation appears to be back on firm ground, permit me to review the structure of our organization and its past. For many years the Affiliation was administered by an executive secretary who with the help of the editor in general were the only responsible officers. Thus it often was inevitable that communications were delayed and administration procrastinated. It was often difficult to find volunteers devoted enough to assume the tasks at hand while

those who would stand idly by would unjustly criticize.

Inasmuch as our organization is a non-profit undertaking, officers as well as members are expected to assume a certain amount of responsibilities. To review these I should like to refer you to the Constitution and By-Laws of the American Whitewater Affiliation as they were published in Volume XIII, issue No. 2 on pages 7 through 13. Please read them, study them and consider their meanings and implications. Much time and effort has been put into the drafting of this doctrine, and its value can only be realized by the proper application of the intent of these words.

As our new editor has stated in her soap box in the last issue of the Journal, your help is needed to keep this publication lively and interesting. May I join Iris in appealing to the entire membership of AWA for articles, letters, comments, thoughts, etc., which you wish to share with your fellow boaters, conservationists, outdoorsmen and sportsmen in general. Please become part of our editorial staff, appoint yourself a reporter for AWA, and keep us supplied with materials of interest for all.

As we continue to publish the Journal and rebuild a strong American Whitewater Affiliation we must recognize and reaffirm the intent and importance of the Constitution and By-Laws under which this organization must function.

I ask you all to consider and nominate candidates who will be willing and able to assume the leadership of AWA for the next few years. We are trying to offer them the tools, a



strong organization, to guide to a bright future. Although Article 6 of our Constitution specifies the persons who shall represent the nominating committee, I take the liberty of diverging somewhat from this rule. As the chairman of the nominating committee, I request each member to quasi serve as an active committeeman or woman. We need candidates who are able and willing to serve the cause we represent. The organization is too large for a small committee to truly pick a representative National group of candidates. Thus I suggest that nominations with supporting biographical sketches and above all the individual candidates' consent to serve if elected, be sent either to the president of the board of directors or to the editor. From a group of candidates thus presented a more diversified slate can be offered to the membership for election.

While I am on "The Soap Box" allow me to ask your consideration and comments on the feasibility of electing officers for 3 or 4 years staggered terms, rather than the present 2 years. It will afford a more continuous and smoother administration, as it may allow the individual officers to further pursue their ideas to a more constructive conclusion. Also it will not tie up our publication with nominations, elections and their results with a minimum of two out of four issues a year.

Perhaps our lawyer friends and other legal minds will find ways and recommendations to compromise or satisfy this possible shortcoming in our organizational structure.

FROM THE EDITOR:

My humble apologies to Liz Hull, for whose article, "Getting Beginners Started" (Winter, 1970) I inadvertently re-

ceived credit in the table of contents.
—ILS



For those who think this issue concentrated too heavily on racing: never fear, your turn will come! NEXT ISSUE will feature **surfing** (if I get enough material) and **wilderness river touring**, and will of course include many other interesting topics.

Like Physics? Write a Paper Win a Kayak

The Old Town Canoe Company is sponsoring an interesting contest as announced in the Jan. '71 issue of **Physics Today**. They are offering an Old Town slalom kayak to the person who submits "The most simple, logical, and succinct technical explanation of how the kayaker rights his craft after tip-over." These entries will be judged jointly by Old Town and the chairman of the Univ. of Maine Physics Dept., and should be sent to Deane Gray of Old Town before April 15.

Like AWA? Spread the Word!

How about lending this issue to a non-member friend? (Have him leave his watch until he returns it, if you must, or just plan to get another from George Larson at the reduced back issue rate.) Give your kids their own membership as a present. (You don't want **your own** AWA collection to disappear when they grow up and leave home, do you?) Get your club Affiliated and get two copies of the Journal in the bargain. Go forth. Crusade. Publicize. Evangelize. And who knows? We might even be able to afford a fatter magazine eventually, and we would certainly like to increase the circulation to a number more like what it deserves.



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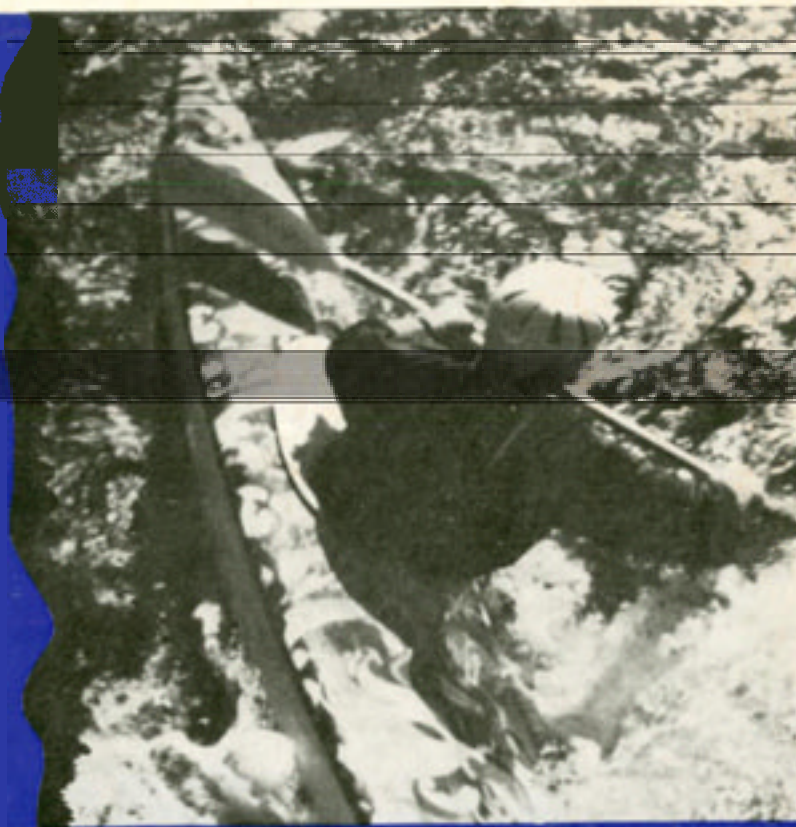
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