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How to Write to American Whitewater: Deadlines for all material, including advertising, are the 25th of Dec., Feb., Apr., June, Aug., and Oct., for Nos. 1, 2, 3, 4, 5 and 6 respectively.

Send Race Schedules and results to the Editor.

Send membership subscription payments, changes of address, non-receipt of copies to Circulation manager, Phil Vogel, P.O. Box, 1483, Hagerstown, MD 21740

Send Advertising copy and proofs to the Editor, Bill Kirby

Send Payments for Advertising and requests for advertising Information to the Advertising Manager, Joel Freund.

American Whitewater is mailed to all members of the American Whitewater Affiliation, an affiliation of boating clubs and individuals interested in whitewater paddle sport. Membership is open to interested individuals at $6.00 per year and to clubs at $11.00 per year. Club membership includes listing in the Journal.

Publication is planned at 6 times yearly. Single copies $1.25 each. Surplus back copies are available at reduced prices. Write Geo. Larsen, P.O. Box 584, San Bruno, CA 94066.

The Staff and committee members listed above are unpaid Whitewater enthusiasts who volunteer their time and efforts to bring a quality journal to the readers. Your contribution of articles, letters, race results and schedules, photos and drawings is essential for the continued efforts and the timely publication of the American Whitewater Journal.

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COVER: Matt Held running the right side of Suddy Hole Rapid, Big Laurel Creek, North Carolina. See story p. 28
LEFT: Don Morin, top, and Jim Snyder playing in Swimmer's Rapid on the Youghiogheny River, Pennsylvania.
MESSAGE FROM
THE AWA DIRECTORS

A new spirit of commitment to the original goals of our organization has swept the staff and directors of AWA. We have systematically evaluated all complaints and weak points of AWA and devised methods to eliminate the difficulties. We have taken some of the weight of publishing the Journal from Iris Sindelar's long-burdened shoulders by breaking in a new associate editor, Bill Kirby, of Fairfax, Virginia. We have begun a multifaceted program to upgrade our journal, clear up circulation problems, and expand the public service efforts of the Affiliation.

These programs came about because of the vigorous efforts of a number of new people working closely with the Sindelars and our treasurer, Rosemary Gabler. The infusion of new personnel couldn't have come at a better time; Downriver magazine now lacks the guiding light of Eric Evans, Oar and Paddle no longer exists, and ACA’s official publication, Canoe, is suffering from the inevitable conflict of flat-and whitewater paddlers.

What do we want to accomplish?
In short, we want our journal to become the foremost publication in the field, the magazine boaters everywhere, from novice to expert, must read! The staff and directors of AWA are committed to the challenge of meeting the unique needs of whitewater paddlers and to covering certain aspects of whitewater racing. We believe that we can accomplish these goals in the next year through an aggressive drive toward the following objectives:

A. Elimination of circulation problems by streamlining membership renewal and subscription systems.
B. Infusion of new volunteers to carry on work of AWA and write for the Journal.
C. Development of a program to attract equipment suppliers to join the Affiliation and advertise discreetly in the Journal.
D. Development of effective mechanisms to attract new members to the Affiliation.
E. Implementation of a mechanism to meet the needs of affiliated clubs and help them increase their own membership.
F. Development of an aggressive program with ARCC to protect and enhance our whitewater resources.
G. Maintaining and enhancing the personal and friendly atmosphere of our Journal through emphasis on individuals.
H. Development of special features in the journal such as river maps, photography contests, expedition reports, posters, equipment evaluations, and international reports.

Who can help us do all this? ANYONE!
We realize that even our revitalized staff cannot do this ambitious job alone. We need volunteers internationally to spread the word, do various tasks, and write short and long articles. Our journal provides the perfect source and outlet for information needed by boaters across the nation and overseas. If you have information paddlers need, submit

Continued on page 6
Many of you may be wondering, "Who is this new guy, anyway?" Those who know who I am are wondering, "How did Kirby get himself into this one?" Still others are scratching their heads in bewilderment and wondering, "What new guy and what the devil is he talking about?"

Well, let's get everybody on an equal footing. My name is Bill Kirby and I'm the new editor of American Whitewater. I am a member of the Canoe Cruisers Association in Washington, D.C. and a rank amateur in the art of magazine editing. I have been kayaking for five years and paddling open canoe for nine years. I am primarily a river runner, though I race occasionally, and most of my paddling experience has been gained beneath the skies of Central and Southern Appalachia.

Many people (myself included) find it hard to imagine American Whitewater without Iris and Jim Sindelar. The service that they have rendered to the AWA throughout the last seven years is immeasurable, and the loss of such experience and expertise would be a massive blow to the journal. Fortunately this is not the case. Iris has pledged me her continuing support and advice as well as an occasional article or cartoon. Already the long distance phone lines between New Hampshire and Virginia have hummed with the sniffling and whimpering sounds of a novice editor seeking help from the "old pro." This unmanly but essential display will continue to take place over the coming months (and, possibly, years). I would like to take this opportunity, as an AWA member, to thank the Sindelars for their efforts over the past several years.

Having found myself in my present position, I would also like to take this opportunity to make an appeal to all AWA members. It is easy to forget that the journal contains only products of AWA members. Since we do not pay for the articles that we publish, we cannot depend on professional writers to provide the stories that we would like to read. In other words, the journal can only be what the members make it. If you would like to see an article on your favorite river, for example, don't write the editor saying I'd like to see an article on my favorite river; take a camera on your next outing, dust off the old typewriter and WRITE IT! Likewise the photographers; if you have some really dynamite photographs send them out. We don't necessarily have to have a story to go with them although information on where it was taken and who's in it would be a good idea. Likewise all you latent or non-latent cartoonists out there. Also, keep in mind that you don't need to limit yourself to trip reports, race results or technical reports. We also need things like profiles of interesting or prominent individuals in whitewater sport, songs relating to whitewater, poetry, new developments (such as new river runs, high water record river runs, new equipment).
it to our editor. If you have any time to help us develop and implement our plans, please contact:

Peter N. Skinner  212-488-3475 work
Rm. 4772, #2 W.T.C.
NYC, NY 10047  201-864-8738 home
AWA belongs to all of us. You deserve the best and we need you to make it the best. Together let us make our Affiliation the most responsive and effective representative for whitewater paddlers!

tell your friends about
AMERICAN WHITEWATER!

BOOK REVIEW


"A do-it-yourself guide to brand-name foods revitalized for the trail — with double the flavor at half the cost." Whether the latter is true depends on the value you put on your time: there is considerable labor required to turn ordinary foodstuffs into convenient, lightweight, non-perishable camping food. Either you pay for having someone else do it by buying the relatively expensive trailready food, or you expend your own time and effort. This book is for those who are more willing to spend time than money.

I won't quibble about the flavor part, though. Reading the book was a mouth-watering experience. The recipes provide a selection of trail food that you couldn't come close to in the freeze-dried food section of an outdoors store. There are even directions for preparing casserole at home and drying them, so that (as with freeze-dried instant trail meals) essentially all you have to do in camp is add boiling water.

Home-drying of food turns out to be the core of the book. Most of the recipes require dried ingredients (some of them surprising: did you ever consider drying cottage cheese, tuna, tomato slices or shrimp?). One intriguing recipe provides a new twist on the idea of instant breakfasts: "Breakfast Leather." It's made by processing an egg, fresh fruit, dry milk and molasses or honey in a blender, then drying the mixture to a sheet on plastic wrap, as for fruit leather.

All this drying can present a problem. For those in the Southwest, sun-drying is the obvious choice, not available to those where summers are short and humid unless you can get hold of a (Turn to page 26)
New Paddler's Calendar

For three years Kathryn Mills of Berkeley has been producing calendars for paddlers featuring artwork like that seen above. If the above drawing is representative of the rest of the work in the calendar 1978 would not be complete without one of these items. They are available now at a reduced rate of $2.50 each. (California residents add 25¢ tax). Order from:
Kathryn Mills
1429 Grove St. #B
Berkeley, CA 94709

INCLUDE A SELF-ADDRESSED, STAMPED ENVELOPE WHEN WRITING FOR INFORMATION.

COAST GUARD FORMS CANOE SUBCOMMITTEE

The U.S. Coast Guard is expanding its research and development work in the area of canoeing: specifically, canoe flotation, canoe education and PFD carriage requirements.

In line with this, the National Boating Safety Advisory Council has formed a canoe subcommittee whose responsibility is to review the Coast Guard's canoe research and development program. The Coast Guard has obtained approval to establish a group of persons from the private sector experienced in canoeing safety to assist the subcommittee in reviewing the research program and providing the subcommittee with input from canoe safety organizations.
AWA’s representative to this group will be our Safety Chairman, O. K. Goodwin. If you would like to air your views on these subjects, please write to him at 1240 Moyer Rd., Newport News, VA 23602.

WHITEWATER CANOEING INSTRUCTORS COURSE

BUCK RIDGE SKI CLUB will conduct its Bi-Annual Red Ridge Whitewater Canoeing instruction program on May 4, 5, and 6, 1978.

This course is designed to train instructors, and is sanctioned by The American Red Cross.

Classes for open and decked boats will be conducted on the Big Nescopek Creek near Hazelton, Pennsylvania.

Due to a limited enrollment, only experienced paddlers who are interested in training others will be accepted.

For further information and an application, send a self-addressed, stamped envelope to:

ALBERT J. CUNNINGHAM
822 JACKSON AVENUE
ARDSELEY, PENNA. 19038

(APPLICATIONS MUST BE POSTMARKED NO LATER THAN APRIL 7, 1978)

Keep Your Eye on Your Ear

Although we know some paddlers who have always seemed to have bone between their ears it was never really meant literally. The Stanford School of Medicine, however, has confirmed our worst fears.

Research conducted by Dr. Daniel Seftel on a group of California surfers suffering from impaired hearing discovered that each of them had developed a bony growth in the ear. Cold water crashing into the ear canal caused the development of the growths over a period of several years. Some of the growths had become so large that they completely occluded the canal.

Fortunately the growths can be removed fairly easily and safely through surgery and hearing can be completely restored. In addition, Dr. Seftel reports that the problem may be avoided by wearing a set of custom-fitted ear plugs.

So if you have trouble hearing and your paddling partner claims you have a short rib sticking out of your ear, it's time to see your orthopedic surgeon for a trim.

MISSOURI WHITEWATER CHAMPIONSHIPS

The Arnold Whitewater Association and the Sierra Club are co-sponsoring the 11th annual Missouri Whitewater Championships on March 18 & 19, 1978.

The only true whitewater paddling event in Missouri, held on the scenic St. Francis River at Silvermines Campground in the Mark Twain National Forest, was a great success last year. (See photo coverage of last year's race in AW, Vol. XXII, #4, 1977.) All Mid-Western paddlers (and anyone else who can make it) are invited to get a good start on the 1978 racing season at the St. Francis. Trophies and medals will be given in eight classes for slalom and downriver events.

For further information, write: Dave Smallwood, Box 1261, Jefferson City, MO 65101.

INCLUDE A SELF-ADDRESSED, STAMPED ENVELOPE WHEN WRITING FOR INFORMATION.

American WHITEWATER
RESULTS OF THE POGIE MARATHON
Sponsored by Hampshire Paddling and Bonnies Hot Pogies

HELD NOVEMBER 13, 1977
On the Connecticut River 8 Miles Windy and Snowy

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<td>4 Carl Ronke</td>
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WAR CANOE UPDATE

Since the article, "Building the 'State of Maine'" (AW, Vol. XXII, #6, 1977) was written, the State of Maine II has been tried and tested; Neil Phillips and his crew entered seven war canoe races and won them all. Turned out that the boat traveled best with twelve paddlers, rather than with ten as originally anticipated.

The crew was a little apprehensive about its chances at the first race. The men had practiced, of course, and knew how fast their own canoe would go, but they didn't know how fast the other canoes could go. Their uneasiness increased when their opponents — paddlers boning up for the 1980 Olympics — started to kid them about the State of Maine.

Neil recalls, "One fellow, a Hungarian, came over and took a look at it and gave us a hard time: "What kind of canoe is that? You can't go fast in that — it's too BIG! How much does it weigh?"

Neil told him.

The put down continued. "That's too heavy. And what are the seats for? Are you actually going to SIT while you race??!!"

The Hungarian, as do other Olympic paddlers, kneels on one knee while paddling. That was the only way to go — any racer who sat was out of it, he thought, quite loudly. And as far as he was concerned, the bent paddles the Maine men were using were something else, too, and should be put back into the tree where they'd come from. Along with the canoe . . .

For a few awful miles after the race started, the Maine men thought he might be right. "They blew the sneakers right off us at first," says Neil. "It was terrible."

Seven of the nine canoes in the race were Old Towns, and one was a Peterborough Olympic C-2 boat made in the 1930's and later extended to serve as a war canoe. The crew members were serious paddlers, out to win.

A mile out . . . two . . . Maine was still behind. Maybe their competitors were right, and the Maine canoe really was too heavy, too wide — a 52" beam is a bit much . . . Maybe . . .

But then the State of Maine II started to gain. Another mile and a half or so and they had actually come abreast of the leader, and by the time they made the turn to head upstream for the second half of the race, their closest competitor was 50 yards behind.

The Maine men finished the race 17 minutes ahead of the second place finishers, 20 minutes ahead of third.

Did the victors quietly refrain from reminding their pre-race taunters about their put-downs?

Hardly.

Neil says, "I walked over to the kneeling Olympic paddlers as they were moaning and groaning about their loss, and let them know — ever so politely — how comfortable our crew had been sitting down while winning the race!"

Victory was sweet.

Fern C. Stearns
Stillwater, ME

American WHITEWATER
Jim Stuart plays in Rocky Island Rapids, part of the race course for the S-turn slalom.

**Important New Race on the Potomac**

On March 25-26 the Slalom Division of the CCA will sponsor a slalom at S-turn on the Potomac, just below Great Falls. This will be an expert race, with the river rated as a Class IV. C and D paddlers are invited to enter as well. The Potomac in this area is characterized by high rock walls and a narrow channel, from 40 to 75 feet wide in the race course. The flow during this season ranges from 12,000 to 20,000 cfs. These conditions produce extreme turbulence which promises to make this one of the most exciting slaloms in the country.

The race will be preceded by a training camp on March 20-24. Further information and entry forms are available from:

Chris McCormick  
8049 Tuckerman Lane  
Potomac, MD 20854
HOPE FOR THE DAMMED

by Joshua Cohn

Are there forbidden waters in your neighborhood? Good boating streams, either leading into or out of power generating reservoirs are often placed off-limits to boaters by power companies fearful of the imagined bother and potential liabilities of public use of "their" waterways. As they often own the land above and below their reservoirs, power companies (in cahoots with other private landowners) can easily limit river traffic merely by denying right of access to the river. Obviously, your local utility is not acting in the public interest when hiding the beauties of its reservoirs from its friends, neighbors, and ratepayers. Surprisingly enough, that is just the way the Federal government feels.

The Federal Power Commission, licensor of hydro-electric generating projects, states that its policy is "...to evaluate the recreational resources of all projects under federal license... and seek... the ultimate development of these resources." To implement this policy, the Commission demands a recreational plan, a so-called "Exhibit R," of all its licensees applicants. Further, the Commission spells out stiff responsibilities for licenses, including the acquisition of additional land in order to maximize the recreational opportunities to be provided by the power project. Provision of access routes and public announcement of recreational opportunities are other salient licensee duties.

Several different situations may present themselves to the whitewater boater trying to get a stream adjoining a reservoir opened. First, the reservoir may be licensed by the FPC, but its recreational plan may not include whitewater boating. To correct this situation, negotiate gently with the power company and your state's conservation or recreation department, whichever was involved in the drafting of the recreational plan. Company and state might volunteer to approach the FPC to amend the recreational plan. Explain to the numerous officials that you will meet that you only need a put-in and take-out, or permission to use existing access points, and that there are numerous whitewater boaters who will gratefully use the river at little cost to the utility or the state. Stress the environmental sensitivity of (most) whitewater boaters. If nothing seems to come of this, contact the FPC, which conducts regular reviews of the efficacy of recreational plans.

Second situation: the reservoir may be a new project with FPC license proceedings underway. Participate in the letter-writing and hearing stages of the licensing process. Focus your formal remarks on specific changes that you would like to see in the project's recreational plan. Bring as much pressure as you can muster to bear on state, utility, and FPC officials. Don't be shy.

If in either the first or the second situation you do not get what you feel is a reasonable response, then, after exhausting all administrative appeals, you might want to try the sport of the
court. If you are of a litigious nature, see your lawyer.

A third situation might be that your local dam is not an FPC licensed project. The FPC only licenses hydroelectric projects on "navigable waters" or affecting interstate commerce — either in terms of river use or ultimate destination of the electricity produced. The limits of FPC authority are poorly defined. You may find that the project you are interested in is one of a number of small projects awaiting the outcome of a test case that the FPC has not yet brought to court. If you find that FPC authority is in doubt, and that no action has been taken on a pending application, try negotiating an agreement with the power company. If that doesn't work, contact the FPC counsellors' office in Washington, D.C. Ask them if they can't put a little pressure on the power company to extend recreational opportunities. Most likely the company will be so terrified that the FPC might be choosing its license for the big test case, that it will gladly cooperate with boaters to avoid FPC attention.

If your project is not now, nor ever will be an FPC licensed project, try sitting down as a friend with the utility company. If the conversation falters, dicker with your state conservation department. Again, half the battle is in convincing the authorities that whitewater boaters are numerous (but not too numerous), responsible, and can enjoy the rivers at no cost to government or landlord.

GET THE WHOLE PICTURE

Of American river conservation developments in the monthly ARCC newsletter and support national conservation efforts at the same time. Send $10 or more to:

American Rivers Conservation Council
317 Pennsylvania Ave., S.E.
Washington, DC 20003
ALASKAN RIVERS: ONE LAST CHANCE

by Steve LaPrade

The time to try to preserve Alaskan wilderness waterways in the national Wild and Scenic River System is now. In fact, it may be fair to say that any Alaskan rivers saved in that system by 1979 will be the only ones ever set aside in that state to join the St. Croix, Middle Fork of the Salmon, and the other federally protected rivers.

For the fact is that any rivers not set aside on federal land by the federal government won't be set aside at all in Alaska.

The Christian Science Monitor, in its Oct. 5, 1977 issue, noted that "Less than half of one percent of Alaska is privately owned." The state and federal governments own the rest.

And this means that organizations like the Audubon Society and the Nature Conservancy would not be able to buy large sections of private land, as they have done in the continental 48 states, to save wild areas.

In 1972, the Secretary of Interior withdrew 83.5 million acres in Alaska from all commercial exploitation, so they could be considered for inclusion in the National Park, wildlife refuge and wild river system. The end of 1978 is the deadline for Congressional action before these lands would become available again for exploitation.

A group of conservation organizations, combining as The Alaska Coalition, has proposed 22 Alaskan rivers for inclusion in the Wild and Scenic Rivers System.


But the odds are substantial against saving much. Oil companies, mining firms and similar businesses know of the riches in Alaska waiting for them. And they can pay huge campaign contributions to have Congressmen preserve the status quo. If that sounds too pessimistic, consider the following question: In what year was the last national park or monument established in Alaska?

The last one was Glacier Bay National Monument in 1925.

Since then, Congress has fought conservation in Alaska. One year, after Alaska became a state, one Alaska senator proposed abolishing Katmai National Monument, which was established in 1918.

And once, in the 1960s, the Army Corps of Engineers wanted to dam the beautiful and historic Yukon River, an act that would have created a lake larger than all New Jersey and wiped out the Yukon Flats, an area known for fur-bearing animals and wildfowl.

And the State of Alaska has no interest in conserving rivers on state-owned land. The Christian Science Monitor article referred to earlier noted Alaska's state division of lands has put out a brochure stating available state land will all be sold at auction.

The pamphlet warns bidding will be competitive, with probable high land prices resulting.

So all land to be saved has to be federal. But that land is coveted for development, exploitation and pipelines.
PROPOSED ADDITIONS TO THE NATIONAL WILD AND SCENIC RIVER SYSTEM

1. Alagnak  
2. Alatna  
3. Andreafsky  
4. Aniakchak  
5. Beaver Creek  
6. Birch Creek  
7. Bremner  
8. Charley  
9. Chilikadrotna  
10. Chitina  
11. Colville  
12. Copper  
13. Delta  
14. Fortymile  
15. Gulkana  
16. Ivishak  
17. John  
18. Kanektok  
19. Killik  
20. Kisaralik  
21. Kobuk  
22. Mulchatna  
23. Noatak  
24. North Fork Koyukuk  
25. Nowitna  
26. Porcupine  
27. Salmon  
28. Sheenjek  
29. Tinayguk  
30. Tlikakila  
31. Unalakleet  
32. Utukok  
33. Wind

This system would consist of 4,162 miles of river.

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And with energy shortages, don't expect Congress to be very concerned about saving wild rivers in Alaska.

After all, they may wonder if we care.

For example, I received a 1977 gift subscription to CANOE, the magazine of the American Canoe Association. This group, in at least one ad I've seen, claims to date back to 1880.

But in the five 1977 issues I've received so far, I have yet to see an editorial on Alaska wild rivers or any articles on rivers in Alaska. Congressmen may be wondering if, since a 98-year-old organization like the ACA has ignored—the issue in its magazine, it doesn't care about the rivers in the 49th state.

I only recently obtained a subscription to American Whitewater so cannot comment as fully on its coverage of the rivers in Alaska. But the three issues I've seen, while they included articles on rivers in Canada, made no mention of the wild gems of Alaska.

At the end of this article, I will suggest some things ACA and AWA might do.

But remember there are true wilderness rivers in Alaska that deserve to be saved.

Some choice examples can be found in "Wild Rivers of Alaska" mentioned earlier.

One gem, which has received more publicity than most, is the Noatak, located in Northwest Alaska. Along its 425 miles, all north of the Arctic Circle, the Noatak only has one settlement, Noatak, along its banks. The river flows through forest and tundra with a stretch passing through the De Long Mountains.

And then there is the Porcupine. Although reported as suitable for traveling by families, the river runs for hundreds of miles through caribou country. Since the river floats through Canada and Alaska, perhaps conservationists should push for an International Wild River, much the same way that America's Glacier National Park and Canada's Waterton Lakes National Park became Waterton-Glacier International Peace Park.

And let's not overlook the Copper River. While the Porcupine is north of the Arctic Circle, The Copper is in southern Alaska, closer to civilization. But the river flows through the Chugach Mountains, passing such gems as the...
Childs Glacier.

The Nenana River flows through moose and bear country with Mount McKinley looming to the south.

The Ambler River flows through the Brooks Range while the John River begins at the Eskimo village of Anaktuvuk Pass in northern Alaska and flows through the Endicott Mountains.

There are other rivers, but the message is clear: efforts must be made to protect them.

With the 1979 deadline approaching, there is much organizations like AWA and ACA can do.

(1) Any members financially able to do so should schedule vacation canoe trips in Alaska. They should shoot movies and photographs of what they find and take notes.

(2) Persons should encourage or pay hunters and servicemen who will be in Alaska to take all pictures and movies possible.

(3) These films and movies should be compiled into books and movies to spread the word of Alaskan river beauty to others. All pictures and movies could also be offered to aid the Sierra Club and Wilderness Society who have pushed most strongly to save Alaskan wilderness.

(4) All available history should be gathered on Alaskan rivers worth saving. History buffs may be willing to join your fight. I doubt it is mere chance that many of the federally protected rivers had rich historical background. The Rogue in Oregon was the site of Indian battles. The Middle Fork of the Salmon was tested by Lewis and Clark. Indian artifacts have been found along Arkansas’ Buffalo River, also the site of a Civil War skirmish.

Part of the shallow Eno River near Durham, N. C. was saved because, the September 1977 issue of Southern Living reported, history buffs wanted to preserve an 18th-century water-powered grist mill.

(5) Donations should be increased to conservation groups fighting for these rivers.

(6) The AWA and ACA, along with other interested groups should consider forming a coalition to save the rivers, much as conservation groups did in fighting the Florida jetport (near the Everglades) and the Alaskan pipeline.

(7) Hold at least one major racing competition on an Alaskan river. Fewer people would be able to attend than usual, but such action could attract national attention to rivers needing protection.

(8) Efforts should be started in America and Canada to push for a Porcupine River International Peace Waterway. Similar efforts could be started for the Fortymile, Alsek and Stikine rivers which also flow partially through Canada.

(9) Write Congressmen and Senators.
It's so damn cold this tree is frozen in the air. We'll have to build a fire to melt it loose.

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*Covers cost of printing and mailing
A test of nerve on the Kettle River in Minnesota. Photo by Andy Westerhaus.
River: Cheaha River, West Virginia. Photo by Bill Kirby.

First two women to run the Cheaha River. Celia Killian and Hobble Moler. The run on the Thula Bani took 19 hours. Runers on the Thula Bani of northwest Nepal. The rapid is the Ladders Run, named for the craggy rocks.
Angus Morrison powers his way to a 2nd place finish in C-1 in the 1977 National Open Canoe Whitewater Championships on the Nantahala. Photo by Jim Henry

The Great Falls of the Potomac. Photo by Kirby
WHITEWATER TRESPASS
by Judd Smith

Here we continue and conclude Judd Smith's summary of the river runner—land owner trespass situation. This article gives the paddler a good general idea where he stands with regard to the trespassing situation nationwide, but all must bear in mind that the situation varies greatly from county to county. The paddler who uses the information in this article to justify a confrontation with a landowner or a class action suit without consulting a lawyer deserves the financial ruin or buckshot-filled hind quarters that these actions can cause. — Ed.


On many rivers the landowner may have every right to prevent you from even floating down the river without so much as touching a rock. On the next stream over, beyond the next ridge, you may be entitled to use the river and its banks, even a path out to a public road. Why this discrepancy? The question now is whether the stream is legally "navigable" or "non-navigable."

Has the U.S. Army Corps of Engineers declared the stream to be a "navigable waterway?" If so, then it is legally navigable and the PUBLIC, not the landowner, is the actual owner of the stream bed and its banks to the mean high water mark.

A landowner has no right to fence across or obstruct a "navigable waterway" and if a boater encounters such fencing he may legally cut it away.

In cases where there has been no public declaration regarding navigability, the legal status is determined by present and past usage of the stream. Most critical is the question whether the stream has been used for a commercial purpose—as by farmers to raft cows, hay and sheep down-river. If the stream has NOT been used for a commercial purpose it probably is NOT NAVIGABLE and therefore the adjacent landowners own the land and stream bed to the center of the stream and do have the right to erect fencing across the stream, and any cutting of same is a crime.

But again not necessarily!

The key question is "commercial usage" of the stream, and the courts are more and more tending to recognize that recreational usages are in fact a commercial usage.

Therefore if a stream is used extensively for recreational purposes, and if one were arrested for trespass on its immediate banks, or better yet, a gravel bar, he could definitely go into court and found his defense on the premise that recreational use of the stream is now so pervasive and extensive that it is a commercial use, and that therefore the stream is legally a "navigable waterway" and the bed of same is public property.

In order for "recreational use" to even approach the proofs necessary for its recognition as a "commercial use," it would require a documented showing of the existence of rafting companies making a profit from the river, and boat rentals and fishing guide services, and a long standing and voluminous public recreational use.

*Part I appeared in Vol. XXII, #5, SEP/OCT, 1977 of AW.
Documented statements of a State highway department, or department of tourism, or fish and game authority, promoting the waterway as a recreational asset and as "heavily used" would be valuable evidence.

One who undertakes such a lawsuit must have real economic staying power. The road ahead would be long and costly, and very likely would lead through multiple appeals.

The case might well become a landmark in an area of law where there are few landmarks regarding recreation as a "commercial use," and where both sides are wary of creating one.

A successful result would pave the way for many similar suits across the country and for many similar successes.

A failure—an appellate court declaration in clear language that "mere 'recreational use' can never rise to the eminence of 'commercial use' and lead to escheat of the streambed and banks to the Public" could be a landmark failure—a case to be cited by landowners against recreationists for decades ahead.

One more doctrine which can come into play on rivers comes from international maritime law which declares that from a storm at sea a ship may seek shelter in any harbor.

A boater wrecked on a rock and in danger of his life is in the same plight and comes into the same rights. This is not to say that he cannot be arrested for trespass, but the fact of it not being a "wilful" trespass, but rather one forced by necessity, becomes a complete defense to the charge.

Such a boater's rights include use of the bank to right his craft and get set to re-embark on the stream, or, if he is fearful of continuing, includes a right for him to make a "way of necessity" from the river bank to the nearest public land.
The July/August 1974 issue of *American Whitewater* describes a situation on the Lehigh River in Pennsylvania where the only feasible take-out is at the midpoint of a 26 mile stretch and had traditionally been up a railroad embankment. This egress was closed off, however, by a local gun club, the members of which were patrolling the area and making arrests.

I mention this example to say two things. First, a boater could not cynically claim just at that point in the river that he was "shipwrecked" or suffering an emergency of some sort, and claim a "way of necessity" across the closed railroad embankment. The courts would see through that in a trice. And second, if the boaters and fishermen who have used the Lehigh river prior to the closure of this particular egress trail *can show that they have in fact made a trail across the embankment for the previous 21 years* (the required period varies from state to state and in Nevada is only 5 years) then they can go into court and in a "trespass to try title" action can assert that the public has a "prescriptive easement" to the path or trail that forms the needed 80-foot easement to the river. If the court agrees with them, then the path reverts to public ownership.

Once again back to the subject of a straightforward trespass, keep in mind that any infringement of land rights has historically resulted in murders, wars and every conceivable violence.

Step in a strange dog's yard and he'll come at you with bared teeth.

Men are not so different.

Any reading of trespass case law leads to the conclusion that the trespasser must be deferential, courteous and must keep his tongue in his head, must retreat and must save his acid comments for the county prosecutor or his own lawyer.
Water Damage and Your Camera
by Pete Cleland

Editor's note: The following article on water damage to cameras was printed courtesy of Pete Cleland of Nobi's Camera Repair and also courtesy of White Water Sports, both of Seattle, Washington.

Water damage... The general rule of thumb for water soaked cameras is this: Fresh water damage not taken to a repair facility within a couple of days—throw it away. Salt water damage—throw it away.

First let's talk about prevention. Salt air alone, over an extended period of time, can ruin a camera. If you are around saltwater keep it in a case and plastic bags when not in use... and for good measure throw in a couple silica gel bags. Rain, contrary to much popular opinion, can get in and destroy a camera. It may be slower, but it is just as effective. True, a camera may have some aluminum parts, but most of the ones that count are made of steel.

Now let's get into the nitty gritty—repair of water damaged cameras will usually cost at least $100.00. The cost will probably be about half of the replacement cost or a total loss if you
don't follow these guidelines.

(a) Fresh water dunk — open it up, shake it out, remove battery and film, take off the lens, wipe out as much water as possible. Do not send it to a manufacturer’s repair facility; it can rust to complete ruin by the time our fine postal service completes its assigned task. If you cannot get it in right away, then do the above and proceed directly to the freezer compartment, do not stop at the refrigerator. The freezer will crystallize the remaining water and prevent the water from potentially rusting the camera's surfaces.

(b) Salt water dunk — go into high gear. Take out the battery and film, remove the case, remove the lens, acquire a bucket of fresh water, close your eyes and gently drop both the body and lens into the non-salted blue. Five minutes later, drain the water out of each, change the water and reapply the treatment a second time. Now after two five minute treatments, remove both components, shake out as much water as possible, wipe dry and then wipe a little vaseline or light grease on the shiny metal film rails that the film rides on inside the camera. Get the camera in right away to a repair facility or use the freezer technique.

One last trick to try after the above has been performed, but in the absence of a freezer, is to generously apply light oil, WD-40, etc., to the camera and lens. Cracks and crevices included. The entire camera will have to be taken apart and cleaned. Alas oil, although normally used in very tiny amounts, is needed in greater amounts in certain situations!

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**BOOK REVIEW (Cont. from page 6)**

specially-designed solar dryer (used by many people here in New Hampshire). Electric food-driers are not cheap, and many would object to tying up the oven for a couple of days at a time for food-drying. Then there is the question of expending electricity or gas solely for the purpose of drying food. For those who have to live with humid summers and cold winters, winter is a good time to dry things. We rigged up a perfectly acceptable drying rack next to our furnace; the air there is warm and dry all winter. (Some dried food, such as meat, fish and cottage cheese, has to be stored in the freezer until you need it, but at least it takes a lot less space than fresh-frozen.)

The advantages of home-drying vegetables and fruits for camping are even greater for the person who has an abundant garden. But if you're not into drying, and don't want to be, shop around. More and more dried foods (vegetables in jars labeled "soup greens," etc.) are appearing on supermarket shelves.

I was unfamiliar with "chia seeds," which kept popping up on Ms. Barker's recipes. Finally the explanation: "In the days of the Conquistadors, a teaspoonful of chia seeds was regarded as sufficient to sustain an Indian for a day on a forced march." Even if the seeds had been all fat (the highest possible concentration of energy at 9 calories per gram) — which no seed is — and generously allowing about 5.5 grams for a teaspoon of seeds, this would still amount to scarcely 50 calories. I'll bet it wasn't the Indian who considered the ration sufficient!

Food is necessarily a major concern in planning camping trips. If you are concerned about providing a large variety of nutritious foods for backpacking and canoe/kayak camping for moderate expenditure of dollars, you'll certainly get your money's worth from this book. And any camper will benefit from the myriad of tips on making chow time a truly pleasurable time.

—Iris Sindelar

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Steve Starling reaches for a skyhook in Stairsteps, Big Laurel Creek.

A BIG DAY ON BIG LAUREL CREEK

by Tom McCloud

It had been a long and restless night on top of Rich Mountain in North Carolina, lying sleepless in the inky darkness of the tent, a strong wind whipping constantly against the walls. Fifteen hours ago we had departed the relative warmth of Raleigh to drive west for seven hours, past Asheville to a canoeing rendezvous at Big Laurel Creek in the Smoky Mountains. Even in good weather this river is rated advanced, Class III-IV, but the water would be ice cold in the mountains on March 5th. Rain had fallen during the previous week and we had driven through drizzle on Friday night. By flashlight we had searched out the canoeist’s river gauge and determined the water level to be high. Now, lying in the darkness, my mind repeatedly added these difficulties to an already challenging whitewater trip and questioned the advisability of putting a boat in the water. Would this willawa of a wind continue tomorrow, worse yet, bring rain or freezing temperatures to the mountains?

At dawn’s first light we crawled outside the tent and were relieved to find blue sky. Though the wind continued, there would be no rain and the temperature was still near 50° so only one possible glinch remained to stop our river trip: had the water risen to a prohibitive level overnight? There was still
apprehension as we boiled oatmeal, ate poptarts and visited with old friends who had arrived during the night. Lunches were packed, wetsuits put on and extra clothing stashed in dry bags before making the short drive to the bridge, but lucky we were... the gauge registered right at the recommended maximum, 3 inches. We jubilantly unloaded boats and gear in anticipation of an exciting day’s paddling.

Matt Held, a Raleigh high school senior and excellent C-1 paddler, would lead and our sweep for the ten boat trip was Paul Ferguson, carrying lots of rope, first aid kit and extra gear in his ABS open canoe fitted with additional flotation. Only Paul had paddled Big Laurel before, and not at such a high water level. It was only a few moments to the first sizable ledge. The white cottage on its left was the last house we would see until the take-out, and once into the gorge there is no exit, except downriver. For awhile there was fun Class II-III whitewater through boulders and over small ledges, and we knocked off a big piece of river mileage in a hurry. In 45 minutes we reached Stairsteps, the first out-of-the-boat scouting job. Here the creek has necked down to 8 feet in width and falls over 3 closely spaced 3 foot ledges. At this high water level the individual drops were smoothed out, but the turbulence was extraordinary. After safety lines were set, each boater took his turn coming through. The aerated hole below the second ledge allowed the kayakers to drop in up to the armpits, and despite frantic braces two of them upset.

Below Stairsteps progress was slower. Seldom was there 100 feet of calm water before the lead had to ease slowly to the
brink of a ledge and peek over to locate a negotiable chute. A couple of miles of Class III with an occasional Class IV took two hours. Suddy Hole, an 8 foot ledge, claimed some upsets with only Matt attempting the suicide route on the right, and successfully. The remainder of Big Laurel including the Narrows, where the gradient increases to 80 feet per mile, was nearly continuous Class IV. Restricted visibility, as the river turned behind boulders, made pinpoint maneuvering and split-second eddy turn decisions necessities. It was not until near the end that we paused for a rest and lunch stop.

Did I say the end? Well that was a mistake, for even though Big Laurel Creek ends, the final mile of paddling to the take-out is on the huge French Broad River. The French Broad was flowing at over 4200 cfs . . . more than the recommended upper limit. We eased out of our protected side canyon onto the roaring, muddy "Broad" and immediately discovered we had an additional adversary to contend with: the wind. Two major rapids had to be traversed. The first of these, Needle Rock, provided an exciting ride through 200 yards of 4 foot standing waves. A boat swamped here would float to Tennessee before it could be stopped, but we were fortunate to have no trouble. The final challenge was a Class V rapid, the legendary Frank Bell's Rapid, a series of three ledges which funnel the water into a giant whirlpool. Our three open boaters realized they didn't stand a chance here, so they turned left at the head of an island to run the Girl Scout route, a challenging Class III, while the closed boaters scouted from the right side of this same island. After waiting a
few moments to allow the canoes to find good rescue positions, over the **top ledge** came Matt, with a good low brace in the foam, then toward the left to ride out a curving tongue past holes and hydraulics to the bottom. He made it look easy. Next came Danny **Pyatt**. Off balance after the top ledge, he was eaten by the foam and missed his roll, so a rough hundred yards of swimming followed to the rocks at the bottom. His new **Hollowform** was retrieved hundreds of yards downstream. Third in line to give it a try was N.C. State University senior Richie Hughes. He made the top ledge O.K. but underestimated a very large and strong hydraulic halfway through and dropped into it sideways. Only the top of his orange helmet was visible from downstream as he tried desperately to surf out. After being flipped end-for-end in the reversal two or three times he came out of the boat and swam
free to rescue at the bottom. His kayak was not so lucky. After a minute or more in the hole it flushed loose, only to drift into the whirlpool at the bottom. In and out it bounced, end-for-end, upside down, under water then popping up like a cork only to be sucked upstream by the reversal. Eventually the river released it, but several old repairs had been undone, new holes opened and seams cracked. Richie paddled it out riding low in the water, undoubtedly thankful that comparable damage had not been done to his body. The rough experience to these two good paddlers convinced the others still waiting above to paddle upstream and bypass left of the island.

We were all very glad to see the bridge at Hot Springs, to get to our cars and warm, dry clothes. It had been a trip that would be remembered and discussed for many months.

That night it rained hard. Big Laurel Creek rose another foot, the French Broad even more. It would be foolhardy to try a Sunday re-run, so we headed for home satisfied that we had at least enjoyed our one big day on Big Laurel.

Big Laurel Creek is in Madison County, North Carolina near the Tennessee border. The run described is from the U.S. route 25-70 bridge over the Big Laurel to the town of Hot Springs on the French Broad River. Those who would like more information about this or other river runs in the western North Carolina area should refer to the excellent guidebook for that area, Carolina Whitewater by Bob Benner. This book is available from most outfitters in the Southeastern and Middle Atlantic States or from:

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though it be terse
it could be worse

I once knew a man who paddled many a river
in the middle of the winter
though he did shiver

He thought that some heat would be a treat
that could not be beat

So to the river
in winter
though he shiver

His kayak he did tote
and while afloat
within his boat

He built a fire
as was his desire
and his kayak did expire

To the bottom he went
and there time he spent
but first this moral sent

Especially for you
this is true
you can’t have your kayak and heat it too

As none
with pun
I have had fun

But in this game
disregarding fame
I give not my name

For should I slip
and flip
on my next river trip

Those who would hate this ryme at the proper time
would give me a sign

That a slip
of the lip
could sink my ship
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*Idair Smookler, Secretary-Treasurer of West Virginia Wildwater Assoc.

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Northeast Canoe Club
Ed Parenteau, Sr.
284 Indian Point St.
Newport, VT 05855

WISCONSIN
Sierra Club
John Muir Chapter
Rosemary & David Wehnes
2604 N. Murray Ave.
Milwaukee, WI 53213
Wisconsin Whitewater River Runners
Dennis Slater, Jr.
5530 W. Cold Spring Rd.
Milwaukee, WI 53120
Wisconsin Hoofers Outing Club
Wis. Union Directorate
800 Langdon St.
Madison, WI 53706
Fond du lac Voyageurs Canoe Club
Rt. 2 Box 11-A Elmore Lawns
Malone, WI 53049

WASHINGTON
Washington Kayak Club
Dave Hamilton
17318 30th Ave. S., #M2
Seattle, WA 98188
Pacific Water Sports
Lee A. Mover
12735 188th
Seattle, WA 98148
University of Washington Canoe Club
Intramural Activity Bldg.
Seattle, WA 98195
White Water Sports
Larry Jamieson
6820 Roosevelt Way N.E.
Seattle, WA 98115
The Tacoma Mountaineers
Kayak & Canoe Comm.
Bob Hammond
3512 Crystal Sog.
Tacoma, WA 98406
Desert Kayak & Canoe Club
Larry E. Thomas
450 Mateo Ct.
Richland, WA 99352

WEST VIRGINIA
West Virginia Canoe Club
Herbert C. Rogers, Res.
III-18th St. East
Wheeling, WV 26003

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Malone, WI 53049

WEST VIRGINIA
Canoe Club of West Virginia
John B. Davis
39 Franklin St.
Winookski, VT 05404
Northeast Canoe Club
Ed Parenteau, Sr.
284 Indian Point St.
Newport, VT 05855

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