ABOVE: Winter clad Ron Dann pivots below a drop in the Ripogennus Gorge on the West Branch of the Penobscot in Maine. (Jamey Elledge photo).

COVER: Racer Bobby Alexander churns his way open-mouthed through the Savage at the 79 Nationals. (Linda Harrison photo).
Contents

ARTICLES
Book Reviews .................. Tom McCloud 11
The Anniversary Gift .......... Mike & Margaret Bogan 14
A Stern Lament (Poetry) ........ W.R. 16
Kayak New Zealand .............. Pat Mueller 18
Personal Profile: Corny King ........ 24

DEPARTMENTS
Editor's Soapbox ................ 4
Letters From Readers .............. 5
The Fluvial News: Affiliate Notes ... 8
Upcoming Expeditions ............ 9
AWA Business Affiliates ........... 22
AWA Club Club Affiliate List ........ 29

How to Write to AMERICAN WHITEWATER:
* Send articles, photos, cartoons, poems and drawings to AWA Editor.
* Send questions of AWA Policy to Board President.
* Send all membership forms and payments to Membership Chairman.
* Send advertising matter and payments to Advertising Chairman.

AWA STAFF
Editor: Bart Jackson. 7 Holland Lane, Cranbury, NJ 08512
Racing Editor: Barb McKee, 5 Marlborough Rd., Rochester, NY 14619
Regional Editors:
Alaska: Jack Allen, 5013 Emmanuel Ave., Anchorage, Alaska
Northwest: Joe Bauer, Box 394, Inverness, CA 94937
California: Rich Bangs, Box 761, Angels Camp, CA 95222
Rocky Mountains: Ed Sibert, Box 20055, Denver, CO 80220
Idaho: Rob Lesser
Middlewest: Fred Young
Midatlantic: Ernie Kincaid, 1302 West Virginia 26881
Northeast: Dave Barnhart, 111 N. Bowvry, Inverton-hudson, NY 10533

AWA INFORMATION
How to Submit Articles: 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.
Publication is planned 6 times yearly. Single copies $1.50 each. Surplus back copies are available at reduced prices. Write to the Membership Chairman.

American Whitewater is mailed to all members of the American Whitewater Affiliation, an affiliation of boating clubs and individuals interested in whitewater paddling sport. Membership is open to interested individuals at $10.00 per year and to clubs at $12.00 per year. Business may affiliate at the rate of $20.00 each year. Clubs and business affiliate names will be listed periodically in the Journal.

The Staff and Directors listed above are unpaid Whitewater enthusiasts who volunteer their time and efforts to bring affiliate/member subscribers this journal. Your contribution of articles, letters, race results and schedules, photos and drawings are essential for their continued efforts and the timely publication of the American Whitewater Journal.

© 1981 American Whitewater Affiliation. All rights reserved.
Boaters take care of their own. We've all witnessed it. A paddler gets in trouble on river, or just takes a mild swim, and the rescue of him and his craft instantly becomes the entire group's concern. Anyone who can paddle to the victim; ropes shoot out from boats and the bank. Once the man's ashore, the trip stops. Duct tape, dry clothes, first aid kits, whatever is necessary is quickly supplied. (If, as happened once to this editor, it is your sixth swim of the day, those tender looks of concern may be replaced with snarls of disgust.) But still, major injuries are few, and almost never can they be blamed on lack of rescue effort.

Oh yes, we look so sharp and safe, charging around the scene of a rescue like a rhinoceros with a harpoon in its liver. But for all too many of us, rescue is strictly an on-river item, and the responsibility of helping any boater in trouble is one we shed as soon as we hit the takeout. Unfortunately, on-river eagerness is not the sole criterion for effective rescue, and there are some other steps needed to make our attempts work, and our trips safer.

Packing it. When you paddle with others, you are committed to them, and you should load your boat accordingly. Yet have you ever noticed how it seems to be the same people, trip after trip, who carry the safety supplies. The throw line, the extra wool hat, sweater or a change of clothes, a compact but well-planned first aid kit, a deck-cutting knife in covered-boat parties, a tad extra quick-energy food for a hypothermia victim, and a knowledge of how to hike out are all things that each boater owes it to his comrades to carry. Leaving it to Joe for safety gear every trip is unwise as well as discourteous.

Another unlooked after facet is rescue education. Most of us were spoonfed proper safety practices along with our initial instruction, and these continue to be passed along to novices rather effectively. But there is an enormous difference between safety practice and rescue techniques – about which most paddlers know very little. In certain small sectors of the boating community the knowledge of how to rescue a paddler in trouble has actually kept pace with the recent explosion of stroke technique that put him there.

Unfortunately, this knowledge is known by a pitiful few, and the attempts to broadcast it are infrequent. What to do on a rescue scene should be something as pre-formulated as the eskimo roll, an ender maneuver, or hole surfing. All boaters of all levels owe it to themselves and their group to learn the step-by-step options on how to get a man to shore, free a boat, and handle a pinning situation. An increased number of clubs are setting aside winter weekends, which, along with the partying and slide shows, include long sessions on rescue technique. This we heartily applaud.

One final note: there seems to be a new trend of non-interference springing up among several of the most experienced boating groups. The charge to rescue has been replaced by the wait and see attitude. "Maybe he'll roll up, work his way out, and get himself to shore. After all, he's a real expert, like me, and he's above all this fuss. Frankly, this stinks. It is an excuse for the worst kind of selfishness and laziness. No expert is so good that he doesn't ever need help, and no amount of training takes one beyond the risk of hypothermia. When a person swims, it is the job of his group and any others nearby to get out of their precious playing holes and lend a hand. On or off the river, rescue is that tacit responsibility which each boater assumes when he joins others in this sport. It is not a sideline, but an inherent part of paddling, each boater must learn about and prepare for.

Bart Jackson
Letters from Readers:

AWA wants to hear your comments, complaints, and news. Why not write the AWA Editor today at 7 Holland Lane, Cranbury, N.J. 08512. If any or all of your letter is not for publication, please specify.

Hypothermia Thermometers

Dear Bart:

Thermometers for the proper treatment of hypothermia are hard to get! I recently wrote to the National Ski Patrol to purchase the Zeal Subnormal Thermometer mentioned in Mary Ginsberg's Report No. 3 on Hypothermia, appearing in Vol. XXV, No. 5. A prompt reply was sent stating that the cost of this special thermometer is $3.95 each and it is available only to persons belonging to the National Ski Patrol. Not a member of the Patrol, I investigated the possibilities of obtaining subnormal thermometers elsewhere and uncovered the following information which will prove helpful to the readers of American Whitewater interested in hypothermia treatment.

To obtain a B-D subnormal thermometer (registers temperatures to 90° F.) in a plastic travel case for $3.99 each, order direct from Early Winters, Ltd., 110 Prefontaine Place South, Seattle, Washington 98104. The stock number is 6805 and appears in the company's catalog on page 44. I have a few of these thermometers and they are accurate.

Also, I am told, the Zeal Subnormal Thermometer is available through Dr. Charles Houston, 88 Ledger Road, Burlington, Vermont 05401. Price is unknown (probably $4.00 each), so I would recommend that one write Dr. Houston directly.

I trust this updates the information for those interested in hypothermia treatment and care.

Tom Minchin
Brooklyn, New York

DECK COLLAPSE FORUM

Dear AWA:

Perception, (the South Carolina kayak manufacturer), would like to offer our feelings on the article featuring the K-1 Deck Collapse on an Old Town kayak purchased by Arnold Reif. This article was published on page 27 of the July-August 1980 AWA Journal.

First of all, Perception, Inc. feels totally qualified to address this situation as we have established ourselves as the company leading the entire United States market in kayak sales. We have taken this type of situation very seriously and scrutinized the arguments that this gentleman has presented.

Obviously, the arguments about the sport being an assumed risk activity are prevalent. Anyone participating in hang gliding, climbing, unpatrolled wilderness skiing, or whitewater activity seems to understand this. All of these activities require an awareness of the natural laws governing the energy one is capturing in the activity whether it is wind currents, gravitational vectors, snow crystal metamorphosis or fluid hydraulics. Any individual capable of safely participating in such a wilderness sport is one who will obviously come to know the medium through which he or she is experiencing the environment. This is true of a hang glider's sail, the climber's rope, the wilderness skier's avalanche beacon, and the kayaker's boat.
It is reasonable to say that all kayakers should realize the importance of interior support in their boats and should always utilize full length pillars (not end them past the footbraces as Mr. Reif suggests) and always use split flotation bags in fully inflated capacity.

Now then, you are faced with manufacturers trying to offer kayaks at reasonable prices in the face of skyrocketing costs. Since most boaters have the awareness I have previously described, are used to do-it-yourself repairs, and customizations of the boats, etc., it seems very reasonable that Old Town would offer its kayak as was originally purchased, leaving it up to the consumer to make any modifications he or she would like. In all seriousness, an additional 25 or 30 dollar charge for what the consumer felt he could do himself will not be tolerated at the retail level and sales from any manufacturer will drop. At the other end of the spectrum, you have a master of the art, making what amounts to custom glass boats, like Natural Designs, installing to every last detail an excellent pillar system and warning sticker about assumed risks in the sport. Where you have such a product, and this company demanding a premium for the product, the consumer will pay for the pillar installation since it is virtually one of the terms of sale in order to get a product of such high quality and reputation.

So there you have two different levels of pricing-acceptance or refusal for the final consumer to accept. A manufacturer trying to purvey boats to the general boating public has to watch their final retail price continually. Education to river awareness is the answer and not development of a Ralph Nader Kayak.

I think a letter we recently received from one of our customers summed it up quite accurately:

"... Of course, in the final analysis, a paddler must satisfy himself that a particular boat can withstand the limits to which he will push it. At the same time, he must realize that EVERYTHING, ABSOLUTELY EVERYTHING made by man has limitations. It is part of the judgement that a paddler must possess that prevents him from pushing himself or his craft past the limit of either his or her boats capabilities..."

– Wesley Welsh, Lake Forest, Illinois,

If we ever allow the kayak industry to be regulated by any government agency, the next step will be relinquishment of our freedom on the wild rivers. What will you do when you someday pull into an eddy above a fabulous rapid only to be told by a uniformed official that you cannot run this rapid because of the type of craft you are using?

Thanks for the opportunity for us to add our opinions.

Ken Horwitz,
Marketing Director
Perception, Inc.

CALLING CHRIS HART

Hi Bart,

I was wondering if you could put a notice in American Whitewater for us? While in Ocoee last May, we photographed a young man named Chris Hart from, I believe, Huntsville, Alabama. We have slides, black and white prints, and Super Eight footage of him going into Power House Hole and eventually rolling up. Would like to send him the stuff.

We are going to eastern L.I. (Long Island) and up to the West Point Area of New York next July – would like to know where we can go to do some paddling. Our four and six year olds will be with us, so we are hoping for some kiddy stuff.

Margret & Mike Bogan
Hollywood, Fla.

Let's hope Chris Hart spots your gen-
(Continued on page 28)
"The State of the Art"

PERCEPTION MIRAGE

For the name of your closest dealer
and a free catalog, write to:
Perception, P.O. Box 686, Dept. WA
Liberty, South Carolina 29657
Affiliates, send your newsletters to our Editor to help AWA stay current with your club’s activities and concerns.

GUIDES FEEL GOVERNMENT PINCH

The Western River Guides Association is on the move. In a recent letter WRGA President Patrick Conley stated, "There is a growing consensus among western river outfitters and guides that their profession is endangered by a bureaucratic, anti-business bias, incompetence in river management, and the rush for "energy independence." In self-defense, the WRGA members present in Grand Junction November 7 & 8, 1980 unanimously endorsed a program to increase dues, hire an Executive Secretary, and actively work for a greatly expanded membership.

There are presently 109 outfitter members. A large general membership they feel would give WRGA a solid financial and political base.

– Thanks to W.R.G.A. Bulletin

HOW TO WRITE LETTERS TO CONGRESSMEN

1. Letters do not have to be typewritten; legible handwriting is just as effective.
2. Be brief: state your support or opposition clearly, giving concise reasons.
3. If you have specific expertise on an issue, or specific knowledge of a river, be sure to elaborate, but make your position known early in the letter.
4. Sending copies to other officials not only spreads the message further, but lets the addressee know that you are informing others of the problem.
5. Be polite. Use the proper forms of address: To a Senator, Dear Senator Doe; to a Representative, Dear Mr.(s) Doe; Dear Mr. President; Dear Secretary Doe.

The Honorable _______
U.S. Senate
Washington, DC 20510

The Honorable _______
U.S. House of Representatives
Washington, DC 20515

The President
The White House
Washington, DC 20500

Mailgrams of up to 100 words cost only $2 – Phone (800) 257-2211.

– Thanks to American Rivers Conservation Council

TIPS FOR WINTER CANOEING:

1. Consider each river to be one grade above its summertime rating. The cold leaves much less margin for error.
2. Choice of clothing is critical. Wear wool or better yet, a wet suit, with a paddle jacket over it. For hands, the best combination I have found is Pogies® over a pair of playtex gloves.
3. Don’t overextend yourself physically. Take shorter trips. Allow for breaks to warm hands and take a bite of chocolate.
4. An emergency kit with matches, kindling and dry clothes may save a life. Hypothermia works very quickly when you are wet.
5. Always travel in a group. Cold water can sap your strength and leave you helpless in minutes, making self rescue almost impossible.

For those of you "hard-core" enough to put these tips into action, you'll enter a time of solitude and beauty. Rivers are devoid of other paddlers, fishermen, and bugs. Ice and snow impart a fairytale look to familiar scenes. And a big thermos of hot tea waiting at the end of a run is sooo good!

— Thanks to Bluegrass Wildwater Assn.

ULTIMATE CANOE CHALLENGE PROGRESS REPORT

From Camden, Maine, Steve Landick and Verlen Kruger have paddled the Atlantic Seaboard leg of their 28,000 mile odyssey and hope to reach Florida in time for Christmas. 70 mile per hour gales have slowed them somewhat. The following are quotes from Steve taken from their #5 newsletter:

"We rounded West Quoddy Head, the most Easterly point in the continental US ... although windy every day, our mileage increases as we become accustomed to the ocean. If it gets too rough, we drop our seats or hook together, *catamaran* style ... the limiting factor is our spray covers ... we took as much as an inch of water rounding a rough point or making a traverse ... it is clear that we need a fiberglass deck to cover the 7' cockpits for the Pacific..."

In mid-January, the boys rounded the tip of Florida and were sighted by paddlers within the Everglades. They took four days to paddle the 100 mile Wilderness Waterway, against tides, in an open canoe.

The ongoing newsletter detailing this remarkable paddling journey (scheduled to finish in 1982) costs $10 and is available from Mike Reynolds, 617 S. 94th St., Milwaukee, Wisc, 53214.

Upcoming Expeditions

If you or your club are seeking members for an expedition, send specifics to AWA. Please include registrar's address, mandatory skill level, location, and approximate trip dates. If possible, list the number of available places and estimated cost.

NANTAHALA OUTDOOR CENTER IDAHO TRIP

Where: Main Salmon, North Fork to Salmon, ID
When: Thursday, Sept. 10 — Tuesday, Sept. 22, 1981
Cost: $825 for boaters; $925 for rafters
$100 deposit required.

Participants: The trip is limited to 20 boaters of intermediate or better ability. Rolling ability is recommended for decked boaters. Include a brief statement of qualifications when applying.

This is a twelve day wilderness river expedition on a 150 mile stretch of wild river. Pace of trip will allow ample time for exploration, playing, and enjoyment of

MOVING? LET US KNOW!
the magnificent scenery of the area. Trip is completely self-contained, with a re-supply on day six. Temperatures will be seasonably warm: 80's in the daytime; 40's at night. Water level will be 2,000 – 6,000 cfs; rapids are generally wide-open Class I-III's. Major Class III and IV drops can be lined or carried if desired. Frequent eddies and playful waves characterize the run.

Contact: Nantahala Outdoor Center
Star Rt., Box 68
Bryson City, NC 28713
(704) 488-2173
Attn: Idaho Trip

PRIVATE RAFT TRIPS: WHERE TO WRITE

1. Colorado River/Grand Canyon
   Inner Canyon Manager
   Grand Canyon National Park
   Grand Canyon, AZ 86023

2. Snake River/Hells Canyon
   U.S. Forest Service
   Hells Canyon Float Trips
   Pine District
   Halfway, OR 97834
   (503) 742-2361

3. Salmon River/Middle Fork
   Middle Fork Ranger District
   Challis National Forest
   Challis, ID 83266
   (208) 265-2382

4. Salmon River/Main North Fork District Ranger
   Salmon National Forest
   North Fork, ID 83466
   (208) 265-2382

5. Selway River
   District Ranger
   West Fork Ranger Station
   Darby, Montana 59829
   (406) 821-3236

6. Bruneau/Jarbridge/Upper Owyhee
   Boise District Office
   Bureau of Land Management
   230 Collins Rd.
   Boise, ID 83702
   (208) 384-1582

7. Lower Owyhee River (below Three Forks)
   Vale District
   Bureau of Land Management
   Box 700
   Vale, OR 97918
   (503) 473-3144

8. Rouge River
   Sisiyou National Forest Headquarters
   Box 440
   Grants Pass, OR 97526
   (503) 473-3144

   Send a postcard requesting information packet. Be sure to include your address. Time is of the essence; in many cases the drawing dates for permits have already passed for this year. The waiting list in the Grand Canyon is now 4 years summer; 1 year off-season.

   — Thanks to Washington Kayak Club

FAR FLUNG ADVENTURES
RAFTING SCHOOL

Where: Rio Grande Gorge and Rio Chama, New Mexico


Cost: $400 per person; $100 deposit required.

This is a seven-day intensive course covering the basics of oar-powered river rafting: equipment, safety, technique, strategy, and water-reading skills. Format calls for 3 instructors, four boats, and nine students giving all an opportunity for substantial on-the-water experience. River segments range from Grade II-IV in difficulty. Most students have not had substantial prior river experience, and over 75% become skilled oarsmen. Course includes transportation and all but three meals, which will be eaten at local restaurants.

Contact: Far Flung Adventures
Box 31
Terilingua, Texas 79852
CLASSIFIED

STOLEN BOAT: Tyee I kayak, white hull, light blue deck, yellow tow line, with two fishing pole holders attached with rivets ahead and behind the cockpit. Stolen with paddles, float bags, and equipment. Call Jeanne (206) SH7-1144.

TRIP GUIDES WANTED
Wilderness Tours is looking for managers, trip leaders, and guides for our whitewater raft trips on the Ottawa River in Eastern Ontario. Applicants should have extensive experience leading raft trips. Excellent salary, good working environment and great Canadian whitewater. Call (613) 238-2361 or write Wilderness Tours, 145 Riverdale Ave., Ottawa, Ont. K1S 1R1.

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

WILDWATER DESIGNS

We're a unique company specializing in top quality equipment for the serious river runner, and the fastest possible service for our customers. Whether you save money with our life vest, spray skirt, or wet suit kits, or purchase finished items like our throw line rescue bag or Bonnie Hot Pogies®, you'll be getting the benefits of our decade-long experience as boaters and suppliers. All items carry our unconditional money-back guarantee.

Like to know more? Write for our brochure.
230 Penllyn Pike #AA Penllyn, PA 19422

Looking to unload that old hulk? Why not do it through the AWA Classified. Send copy and 30 cents per word to the Editor.

Three things you should know about kayaks.

1. Klaus Lettmann
2. Toni Prijon
3. Old Town

Old Town Canoe Co., Dept. AWT, Old Town, ME 04468, (207) 827-5513
Write for dealers and catalog.
AWA Book Reviews

SOME POSSIBLE ADDITIONS TO YOUR BOATING BOOKSHELF

AWA is constantly on the lookout for new books and films on boating, the environment, and generally related topics. We welcome outside reviews from interested readers. If you would like a book or film reviewed, just send a copy to the AWA Editor. (If not elsewhere listed, please include book price and a few author biography notes.)

THE LAST WILDERNESS
by Peter Browning
116 pages, 8" x 8½", b&w photos, $3.95

"WANTED: PARTNER TO PADDLE 600 MILES OF CANADIAN ARCTIC WILDERNESS. NO EXPERIENCE NECESSARY. CONTACT JOHN."

Would you answer an ad like this? Well the author did, and the experience he had might well dissuade you from ever considering the same.

What possibly would prompt one, who is totally without experience or qualification, to attempt a difficult wilderness canoe trip? Whatever, it would seem that miles of upriver wading in freezing water, lack of food, cold, being lost, wind, interminable miles of portages and other hardships would certainly be the cure from ever doing it again. But in the end, I doubt it.

The book reads like a diary of endless misery of all types. This repetition of agonies gets old after awhile, yet you are likely to read on to find out how, or even if, the travelers survived. The black-and-white photos are adequate and add to the story being told. But this is far from being a high point in the annals of canoeing. How could two people do so much wrong! It's certainly not a how-to-do-it book for wilderness tripping, unless you do everything exactly the opposite of these guys.

Yet they had the sense to survive and, in a way, that in itself is important and maybe makes the book worth reading for someone who is really seriously interested in deep wilderness trips. There are many lessons which may be learned, and a book of this kind can serve to teach them nearly as well as the journal of a well-conceived and executed trip. So don't expect great literature, a great story or high adventure, but, if you should decide to read this book, you can distill out the important principles which should go into the making of a wilderness trip.

Reviewed by Tom McCcloud

A CANOEING AND KAYAKING GUIDE TO THE STREAMS OF TENNESSEE
Bob Sehlinger and Bob Lantz
350 pages, 8" x 11½" hardbound, maps, photos, $12.95.
Available from Thomas Press, Box 2210, Ann Arbor, Mich. 48106.

Rich as Tennessee is in canoeing streams it is amazing that a river guide has not been published years ago, but here it finally is. This book tries to cover the entire state of Tennessee, from the Smokeys to the Mississippi, and with such knowledgeable author-paddlers as Sehlinger and Lantz (Blue Hole Canoe Company and Tennessee Scenic Rivers Association), one would expect a superb job. However, it falls just a bit short. In a couple of cases, copied sections of maps which cover the area around the river have cut off necessary shuttle roads. (Just try to find your
way through Erwin on the Nolichucky shuttle without any directions if you think this doesn't matter.)

Some sections of rivers have been omitted. For example, nothing is mentioned of the upper Tellico above Kared's Knee, an excellent run, even occasionally done in open canoes. Not mentioned are the Bald River and North River tributaries of the Tellico, nor several miles above Elkmont on the Little, which is boated frequently.

In some cases the book's gage information could use a little more accuracy. We all recognize the value of having the TVA telephone number to call for gage info. But many of the state's most popular runs are not adequately measured by any of these usual, easily-obtainable sources of gage information. A prime example of this is the Elkmont run on the Little. The book suggests the Maryville gage as the best reference; but this gage lies 35 miles downriver, and a lot can happen to a river's flow in that distance. The book also lists 400 cfs as the minimum flow for this run. WRONG! On the Maryville gage, it would be rare for the Little at Elkmont to be runnable with less than 700 cfs. But had they listed the Townsend gage, located just inside the park boundary, below the confluence of the Middle Fork of the Little, their information would be correct. The whole point is that there are many useful gaging stations, which, though not telemetered, should not be excluded from a river guide covering their area.

It might be argued that the format is less readable than some other river guides. For example, a letter may be placed on a map without any name or indications, and it could take some time to figure out what it is there for. We liked the inclusion of both International scale as well as points ratings for the rivers. Also there are a number of creeks and streams listed which we had not heard of before and maybe when the waters' up, we'll have a chance to paddle them. For those many rivers and lakes where flow and gradient are not so important, the maps and descriptions will prove quite adequate. In the appendices are listed river outfitters, places to buy maps, canoeing organizations, and campgrounds.

So when you go about deciding whether to part with $12.95 you'll have to weigh all the portions of the book. It contains a great deal of useful and accurate information and it is unlikely that a better Tennessee river guide will be published soon, unless this one is updated. But it does have its shortcomings. It may just prove that even two excellent river paddlers can't hope to know every scrap of info about every river in their state.

— Reviewed by Tom McCloud

TENNESSEE WHITEWATER

Michael W. Mayfield

73 pages, 6” x 9” spiral bound, maps, photos, $4.50.


No sooner had I reviewed one guidebook about Tennessee canoeing than two more suddenly turn up. Well, if you're serious about exploring the whitewater streams of east Tennessee, this book will be a welcome addition to your library. It is written in a spartan style with only brief river descriptions and little in the way of river lore. Consequently, don't expect to be entertained. But it does list parts of some 22 whitewater rivers, shuttles, gages, gradient, rating, and the other basics. Judging from personal experience, his ratings and descriptions are about accurate, but on the other hand it's just not possible to do justice to the Little in just a page and a half. Likewise, the upper Tellico has been shortchanged, and Citico Creek omitted entirely.

It's not a bad book and for the price is probably worth purchasing.

— Reviewed by Tom McCloud
by MIKE & MARGRET BOGAN

FOR ORDINARY FOLK, IT’S SILVER. BUT FOR PADDLERS, WOOD IS THE TRULY TREASURED GIFT.

Mike and Margret Bogan are veteran Florida flatwater paddlers who have recently converted the entire clan to white-water. Their two children, ages four and six, claim two and-a-half years each experience in boats, both on rivers and Florida’s coastal surf. In fact, Mike has just built an eight foot downriver kayak, which his six year old son will be trying on more northern waters this summer.

In this article, Margret and Mike tell step-by-step how they crafted a pair of light, tough wooden paddles from raw lumber — and then presented them to a lucky paddling couple celebrating their 25th wedding anniversary. A true labor of love.

A 25th wedding anniversary is a once in a lifetime event. When it is that of acquaintances who have fast become friends through months of guiding you through the intricacies of kayaking and introducing you to the challenge of the river, the occasion calls for a special remembrance! As ardent paddlers and residents of South Florida’s flat water country, the most appropriate gift seemed a pair of flat water canoe paddles. We therefore set out to manufacture a pair of laminated wood blades.

With anticipated enthusiasm we studied our Clements, the king of flat water paddles. Their construction seemed straightforward. They consisted of a three-piece laminate shaft with a sandwiched laminated blade. Obstacles seemed to be of a minor nature.

Perusing our tool chest we carefully removed one medium plane, a saber saw, a drill, a dremmel tool with bits, one bastard cut wood rasp, and two, seven-inch C-clamps. Tools in hand, we hied to the lumber yard.

Lumber. To buy ash, maple, or hickory for the center spline of the shaft would have demanded an expedition to Tennessee! Instead we lucked into a misshipment of eight x eight x quarter-inch oak and decided to use it. For the main shaft we purchased eight foot x two x two inch spruce. Mahogany veneer, clear red cedar and white fir were selected for the paddle blades. After buying a gallon of Elmer’s, reams of sandpaper, and Steelflex for the
"... (then) came the first gnawing of doubt. Do we really have a good enough friendship with these people to give away all this work?"

finishing touch, we were ready to commence our work.

Our kitchen table was designated as the official workbench. The spruce two x two's were sawn in half and an oak spline was laminated into the center between each piece. This gluing was easily accomplished, after we had borrowed clamps from everyone in the neighborhood. Each joint was clamped for 24 hours, when the shafts had dried, rounding them became the next order of business. This was all done by hand with a plane. With the long hours of handwork and the mountains of wood curls (our living room looked like a litter box for a giant hamster) came the first gnawing of doubt. Do we really have a good enough friendship with these people to give away all of this work?

The cedar and fir were sliced into eight x three-quarter x twenty-four inch strips. Paddle blades required matching the wood thickness, grain, and color of each of these eight-inch strips. The strips were partially planed and sanded before being glued to a mahogany sandwich. Then they were clamped for 24 hours. After the glue dried the blades were cut to shape, planed smooth, and rough sanded. That gnawing doubt about our friends and that ultimate separation from part of ourselves was becoming more pronounced as we watched our labors turning into real things. These pieces of wood were being endowed with personalities of their own entwined with part of ourselves. Could we really part with them?

Joining the shafts with the blades was the most traumatic step. Making the first cut into the shaft had our stomachs in knots. Once cut, and the die cast, so to speak, the rest of the operation of cutting and gluing the blades into the shafts went smoothly... and... our paddles were born!

The final shaping and sanding of OUR paddles seemed to increase our attachment to them. The hours of hand work, sculpturing and shaping gradually yielded the desired product. A silken sheen and a satiny feel on each paddle demanded that they be caressed and fondled. They were now ready for the last touches and finishing.

For one who has never used Steelflex before, an experience all its own awaits you. Parts 1 and 2 must first be mixed in a 2:1 ratio. Once properly stirred, this mixture is brushed onto the object to be coated, in this case our paddles. The mixture flowed like Karo syrup, and quickly covered both paddles. However, upon contacting the wood, this Karo syrup-like coating turned into the consistancy of water and dripped for hours. This necessitated rotating both paddles every 10 to 15 minutes for eight hours.

When the finish was finally tacky enough not to run, the paddles were left to dry completely. The next morning we awoke to a vision more beautiful than we had ever expected. The paddles were smooth as silk to the touch, the blades were radiant red and white striped, and the shafts felt strong and sturdy in our grip. We had created out of wood and love an expression of affection that "Really left us dumbfounded -- it was so thoughtful of you and we know how much work went into that little project. Believe me, we will treasure them (the paddles) as long as we can canoe and after that will entrust them only to descendents who really shape up!"

HAPPY CANOEING, HAPPY ANNIVERSARY

Author's Note: Under the strictest supervision we are allowed to paddle for short intervals with these objects du canoe.
A STERN LAMENT

by W.R.

There are those who think the C-2 is the watercraft sublime
Whether cruising down the river or spinning on a dime.
You can play in holes fantastic, and a brace you'll never lack,
But it's quite another story to the guy who sits in back
... shovelin' coal.

You can blast on through a stopper and defeat hydraulic flow,
Then swing into an eddy, or surf the waves below.
The brace is strong and sure, giving extra peace of mind,
But it's still another matter to the guy who sits behind
... shovelin' coal.

Consider the advantages — the power to command;
No matter what the problem, there's a downstream brace at hand.
No worry now of "off" or "on": no chore to paddle straight;
But from the bowman's course the stern can never deviate
... shovelin' coal.

His view ahead is blank, and to peek would be to poach;
The stern must blindly follow, or risk a horrid broach.
And if the boat should go aground, the man who shoves her clear
Is not the bow who did it, but the guy who's in the rear
... shovelin' coal.

The man who sits up front is always in the saddle,
The stern can only curse and wish he'd choose which side to paddle.
A cross-draw on the eddy line — a lurch where lean should be;
It's the sternman's steady brace that averts catastrophe
... shovelin' coal.
When driving through a hole, if the bow should hesitate,
No frantic stroke will spare the stern his predetermined fate.
The bow gets the excitement as he rises in the air
While the stern sinks ever deeper into Davy Jones's lair
... shovel'in' coal.

And if the bow rolls up with his paddle on the right
The stern must switch and follow, and never try to fight;
For if he fails to do so, they'll just equilibrate
And remain submerged forever as they meet their final fate
... shovel'in' coal.

Yet there will be retribution on some future day in Hell,
When the fiberglass is melted and the bowmen turn to yell.
In agony they writhe, and some mercy they request
But the sternmen just keep doing the thing they've done the best
... shovel'in' coal.

AWA appreciates and is impressed by the feeling and heart of this stern-paddling poet. Unfortunately, we received work sans cover letter or any form of identification so we are unable to credit the author for his work. Thus if you are, or if you know, the mystery poet, please step forward and tell us who "W.R." is, so we may give this devil his due.
"Kayak New Zealand" – the trip of a lifetime to the rivers of this beautiful and exotic land. It was all put together by Whit Deschner of Seattle. It included Ron Burds of Iowa, Tom Atkins of Idaho, Nathan Depper of California, Hans Hasche, and "Opossum" Pipes, from Alabama. The latter member of the party got his name from winning opossum races, in which the person who chases his opossum down the track the fastest is declared the winner.

Our host was Clyde Cook, former New Zealand kayak champion. After a 16-hour plane ride we found ourselves in a land populated by three million people and fifty million sheep. Here men are men and sheep are nervous. Water goes down the drain the opposite of here (clockwise); eddies and whirlpools are less predictable. The sky is different; the Southern Cross is visible; the man in the moon is upside down and looks like a rabbit. In true British fashion, everyone drives on the left hand side of the road. "On" is down on light switches instead of up. But although the country is upside-down and quite English-sounding, it is very Americanized. They even listen to the same rock groups we do.

FEBRUARY 4
We try out our new, tippy Lettman Mark V kayaks in the Full James Rapids, downstream of the above-mentioned Huka Falls of the Waikato River. The drop was reminiscent of Middle Keany on the New or the Ottawa's Black Chute. The current was incredible; even the eddies had eddies. During a swim I was caught in some undercurrent versus eddy effect which would not let me surface; it was like being in a hole. Properly chastened, I returned to the eddy's eddy for some roll practice. If this was typical of New Zealand water, we were in for it!

FEBRUARY 5
Today we recover on the Mohaka River, a Grade II stream with Grade IV scenery.
Clyde Cook, former New Zealand K-1 champ and our host demonstrates how to run the Landsborouth. (Hans Hasche photo)

It was a great place to get used to our tippy boats. This idyllic journey was followed by an evening at a posh coastal hotel, including native foods such as marrow (something like a cucumber), chopped parsnips and carrots, Pania Reef Paua (a seafood soup), and Passion Fruit Yogurt.

FEBRUARY 6

We spent the day ocean surfing and learning how to windsurf. The waves are big enough to ride (and trash you some of the time). Great high brace practice.

FEBRUARY 7

We ran the lower Tongariro River, a Grade II-II run. The New Zealanders call it a II, no danger to life, limb, or boat; I'm in horror of what they'll call a IV! We paddled the easier section first, and Opossum and I ran it twice. The river is not quite as beautiful as the Mohaka, but has many more and somewhat harder rapids with no more than quarter-city block of flatwater between any of them. The others who ran the harder Grade II part had a few advantages. Clyde, when spearing Nathan in the groin while he was helplessly pinned on a rock, was heard to advise, "Keep calm Yank – pry off that rock!"

There were a few swims and we'll have to have a boat patching session tomorrow.

FEBRUARY 8

Today we hit the Rangatiki River, a fast moving stream which courses through a beautiful canyon. Rivers "down under" seem to have a common pattern; they curve sharply and bounce off of the outside wall. Also, the eddies seem turbulent, or my boat is less stable, I'm not sure which. After this idyllic day, we relaxed in a pub with lots of Leopard and Lion beer, much better than anything in the states.

FEBRUARY 9

We entered a slalom race on an easy rapids on the Manawatu River, labeled "food for swimming, perfect for even the most hopeless canoeist." Whit and Clyde instigated a wager with Opossum that the loser in combined C-1 and K-1 runs would come to the Palmerton Canoe Club party that evening clad only in a spray skirt. The wager misfired and Whit wound up in the sprayskirt at what turned out to be an outrageous costume ball. He was more appropriately dressed than any of us. The Palmerton Canoe Club has many
Whit Deschner of Seattle completes a drop on the Landsborouth. (Hans Hasche photo)

members, a posh boat house, and its own slalom course on an adjoining lagoon. Most boating in New Zealand is decked boating, open canoes being the exception and called "Canadians" by the natives.

FEBRUARY 10 & 11

These days have been spent in transit to the South Island, beginning with a beautiful, but windy ferry ride and yacht and car trip to a scenic hotel location on one of the many lagoons. We watched the sun set, and got bitten by sand flies — even heaven can't be perfect. This morning we drove inland amid big mountains and huge fern and pine forests. North Island's lumps were mostly hills by comparison.

FEBRUARY 12

As I entered the first big rapid on the Butler River, already notable for its size and speed, I kept muttering to myself an incantation, "You never swam on the Ottawa" and a little voice, which got louder as I was spun backwards, was saying, "One of these waves is going to get you!" The voice was right, toward the end of the good stuff, I toppled into a hole and made a frantic flailing effort to roll and fled. I felt a little more comfortable seeing Tom swimming by as well. Of the seven who ran, four flipped. But the others rolled. And this was only the beginning! The day before we'd seen and been terrified by the one at the end, "Upthrust", so named because an earthquake had lifted part of the river bed 12 feet up to form a big falls. No one ran "Upthrust" (or Upchuck as we had renamed it). One of our leaders then suggested another Grade II river, the Crooked, and we all gleefully jumped in the van to ride off. But the farmer with the key to the put in was not at home, so we watched a cow milking instead.

FEBRUARY 13

Today we ran the Crooked River which has the most beautiful rock formations I have ever seen. The cliffs along the river rise high overhead and almost interlock. With hanging ferns and creepers, a grotto is created for almost a block — with bits of rapids running evenly through it. Afterwards we retired to the elegant Hotel Franz Joseph, where the very fashionable people stroll and dine in the shadow of the Franz Joseph Glacier. We littered their lawn with kayaks and gear while we had an elegant "last supper" while nervously anticipating the morrow, when we and our kayaks were scheduled to be flown into the wilderness. Dinner conversation was the usual — violent deaths we have known.

FEBRUARY 14, 15, 16

At breakfast we shared our dreams of death, dismemberment, and other misfortunes, and then proceeded to the helicopter port making lots of potty stops to relieve our anxiety. The helicopter could only take two people to the kayaks at a time. I was struck by the grandeur of kayaks rising high into the sky, as well as the terror of waiting my turn. There was no other way back from this, we ran the river or starved! We rose up through the sky to go through high mountain passes, passing by glaciers and forbidding rocky crags, a true land of supernatural horrors, only to be swooping down on the most lush featherbed of a meadow I could imagine. Once landed, all the fear left; what could happen in such a setting?
Once we got to the river, however, fear returned. In the first rapids, Opposum got pinned on a rock with his feet caught under his seat and needed rescue. Then strange things began happening to the river that Whit didn’t remember. (He was the only one who had run it before, and this was only the third kayak expedition down it.) We began scouting and ultimately portaging a long series of Grade V drops sandwiched in between huge avalanche boulder fields. As we were mountain climbing with our kayaks, Whit apologized for having us dropped too far upstream. He didn’t know exactly how far upstream he had been off, but fortunately it turned out to be only about a mile. But that mile took most of the day. We then began running the stuff above the dreaded gorge that Whit had said was Class II. It was Class III-IV and on the topo map had a gradient of 70 ft/mi. The Gorge with only 40 ft/mi was starting to look good.

The end of the world seemed just a wee bit downstream. The guidebook said that there were 50 major rapids. Whit was trying to reduce the panic we felt by telling us “around the next bend it flattens out”, but since it never did, he lost credibility. Though there were two harder rapids in the Gorge (which I walked), generally that part was easier. Our campsites were picture perfect: featherbed meadows next to pine woods and streams. Paths there had been made by deer, not man. We saw no evidence of other people ever having been in the area. Probably the only other visitors to the area have been deer hunters or trappers. Deer in New Zealand are looked upon as vermin, because they were introduced to New Zealand and have no natural enemies, and eat enough in places to cause soil erosion. When it was all over Whit admitted that the river was “better than he’d ever remembered it” and Clyde admitted that he’d been “scared.”

FEBRUARY 18

We had quite an experience on the Shotover River, beginning with the ride to
Salmon, Idaho
8000 times in a day, it had better be the right one. The right equipment can make a difference not only in your skills, but your total enjoyment of the sport. The following firms have supported AWA and the sport of whitewater paddling as a whole. This support and the quality of their products has shown that whitewater, to them, is more than just a business.

So if you are looking for an honest outfitter in a strange land, a waterproof tent that really means it, or a blade that's just somehow better, be smart and check out our business affiliates first. We have, and found them all to offer good products at fair prices.

Blackadar Boating Supply
Box 1170
Salmon, Idaho 83467
(208) 756-3958
Retail catalog sale of rafting & kayak equipment.
The Blue Hole Canoe Co.
Sunbright, Tn. 37872
(815) 628-2116
Tough, Royalex/ABS open boats with engineered outfitting.
Canoe House
520 S. Greenbay Ave.
Gillette, Wisc. 54124
Retail sale of canoes & outdoor equipment.
Class VIII
c/o W. Nealy
210 Purefoy Rd.
Chapel Hill, N.C. 27614
(919) 9294195
Hand drawn maps of selected whitewater rivers.
Class VI River Runners, Inc.
P.O. Box 78
Lansing, W.Va. 25862
(304) 574-0704
Whitewater rafting on the East's best rivers.
Class VI Whitewater
3994 S. 300 W., #8
Salt Lake City, Ut. 84107
Dauber Canoe & Kayak
Box 59 W
Washington Crossing, Pa. 18977
(215) 493-5959
Canoe, kayak and accessory manufacture.
Extrasport, Inc.
5357 N.W. 35th Ct.
Miami, Fl. 33142
1-800-327-7628
Grumman Boats
7 South St.
Marathon, N.Y. 13803
(607) 849-3211
Grumman canoes, aluminum,

Montana Headwaters
326 E. Babcock
Bozeman, Mt. 57915
(406) 586-2225
Canoes, kayaks, and accy's. write for free catalog.
Mother Lode River Trips
P.O. Box 30
Columbia, Ca. 95310
(209) 532-7900
Mountain Stream & Trails
Outfitters
dox 77
Ohiahye, Pa. 15470
(412) 329-8810
Whitewater rafting, cross country skiing and backpacking.
Nantahala Outdoor Center
Star Route Box 68
Bryson City, N.C. 28713
(704) 488-2175
Canoe and kayak instruction, and whitewater rafting.

If you are going to squat in a fiberglass shell for 10 straight hours or lift a piece of wood 8000 times in a day, it had better be the right one. The right equipment can make a difference not only in your skills, but your total enjoyment of the sport. The following firms have supported AWA and the sport of whitewater paddling as a whole. This support and the quality of their products has shown that whitewater, to them, is more than just a business.

So if you are looking for an honest outfitter in a strange land, a waterproof tent that really means it, or a blade that's just somehow better, be smart and check out our business affiliates first. We have, and found them all to offer good products at fair prices.
Natural Designs
4849 W. Marginal Way SW
Seattle, Wash. 98106
(206) 935-3998
Kayak design & mfg., retail only, outrage series.

North American River Runners, Inc.
Box 81
Hico, W. Va. 25954
(304) 658-5276
Whitewater rafting: New, Gauley, Cheat & camping.

Northern Whitewater Exped.
Box 100
The Forks, Me. 04985
(207) 663-2271
Discoverer of Kennebec & Penobscot; Wildest in Northeast.

Northwest River Supplies, Inc.
P.O. Box 9186
Moscow, Id. 83843
(208) 882-2383
Ocoee Outdoors, Inc.
P.O. Box 172
Ocoee, Tn. 37361
(615) 338-2438
Guided raft excursions on Ocoee, and canoe rentals.
Qld Towne Canoe Co.
58 Middle St.
Old Towne, Me. 04468
(207) 827-5513
Manufacturers of the world's finest canoes and kayaks.

Osprey River Trips, Inc.
6109 Fish Hatchery Rd.
Grants Pass, Or. 97526
(503) 479-8038
Small, quality 3-5 days on Rogue and Klamath.

Pacific Ascente
1766 N. Helm
P.O. Box 8061
Fresno, Ca. 93747
(209) 252-2887
Gore-Tex waterproof clothing, insulated jackets and sleeping bags.

P-A-R Canoe Outfitters
9504 Truscon Dr.
Houston, Tx. 77080
(713) 465-4116
Parklands Expeditions
930 Nob Hill Rd.
Redwood City, Ca. 94061
(415) 366-8246
Professional outfitter in wilderness tours of Jackson Hole.

Perception, Inc.
P.O. Box 686
Liberty, S.C. 29657
(803) 859-7518
Innovative designs & products for the world's whitewater enthusiasts.

River Runners' Emporium
1209 W. Main St.
Durham, N.C. 27701
(919) 688-2001
Whitewater, backpacking sales, rentals, instruction, information.

River Touring Equipment
341 Visitacion Ave.
Brisbane, Ca. 94005
(415) 467-2800
Rocky Mt. Kayak Supply
Box 8150
Aspen, Col. 81611
(303) 92K-AYAK
Finest kayak equipment in one mail-order catalog

Salmon River Boatworks
P.O. Box 1804
Salmon, Id. 83467
(208) 756-4321
Builder of the Salmon River kayak.

Sierra Kayak School
P.O. Box '682
Lotus, Ca. 95651
(916) 626-3461
Instruction of whitewater kayak and rafting.

Sobek Expeditions
Box 761
Angels' Camp, Ca. 95222
(209) 736-4524
Steamboat Canoe Outfitters
P.O. Box 28
Branford, Fl. 32008
(904) 935-1471
Canoe rentals, outfitting, shuttles. Daily-weekly, 4 rivers.

Whitewater Specialty
P.O. Box 209
Edgerton, Wi. 53534
(608) 884-8205
Canoe/kayak instruction primary activity, also quality equipment.

Whitewater Sports
307 NE 71st St.
Seattle, Wa. 98115

Wildwater Design Kits Ltd.
230 Penllyn Pike
Pennllyn, Pa. 19422
Migr. of wetsuit, paddling jacket & throwbag.

Wildwater Expeditions Unlimited, Inc.
P.O. Box 55
1 Riverfront St.
Thurmond, W.Va. 25936
(304) 469-2551
The rapid transit system for the New River.

World of Whitewater
Box 708
Big Bar, Ca. 96010
(916) 623-6588
Exciting whitewater raft trips on upper California rivers.

AWA Affiliates have what you lack!
A talk with one of whitewater's pioneers who explored Hell's Canyon and the Salmon in 1950, and recalls Glen Canyon, before it became Lake Powell.

If you boat with the Appalachian Mountain Club or anywhere around New York, you may be fortunate enough to paddle alongside a quiet, modest gentleman by the name of Corny King. He'll be easy enough to spot. Heavy black shoe laces drooping from his baggy corduroys tying in all his pocket gear, kneeling erect and nearly motionless in a battered Grumman, he'll be the one using two flicks of his blade to maneuver that Class IV stretch that just exhausted you.

But Corny's skill is nothing to be jealous of, he has spent over 40 years acquiring it and passing along what he knows to thousands of novices in the middle states. He is one of whitewater's most fascinating old timers. He started paddling before World War II and soon became one of this neophyte sport's top experts. His experiences pre-date aluminum, fiberglass, life jackets, and Boulder Dam.

In the early '50s, Corny was one of a half dozen top New York area paddlers who launched on a series of expeditions to try out whitewater all around the country. It was originally our intent to just talk about his trip on the Salmon River. But after hearing a string of incidents from all over, we decided to broaden the interview and share more of his travels with our readers.

AWA: Corny, you paddled the main branch of Idaho's Salmon River back in 1950. Were you the first?

King: Oh, heavens no. But it was then about the biggest water anyone ever thought of canoeing. You have to remember the whole sport's skills have changed with years and our experience.

AWA: Well, it's still considered a darn tough river. Did you run it when the water was high?

King: Fairly. It was in early June . . . we put-in around the confluence with the Middle Fork and headed down to a take-out just before Riggins. There were 10 of us paddling. Louise Davis, Ruth Walker, Helen Fair, and I came out from the East and joined with some Western foldboaters. We ran with Bud Hatch, now of Hatch Expeditions. He did all the cooking and his two big bridge pontoon rafts provided river support. He'd taken passengers down, but I don't think he'd ever shepherded canoes down.

AWA: What kind of boats did you use?

King: Six of us used Grummans. They were marvelous boats — so steady when you needed it. Louise (Davis) invented the most fascinating decks and with Ruth Walker sewed them together. They consisted of hard plastic cockpits which fitted tightly over the fore and aft. Then covering the long center section between them (each cockpit) was a piece of canvass that fitted over the gunwales and snapped to the side of the boat. The whole affair was pulled by steel rods sewn into sections of the cano-
Corny in stern and Ruth Walker wend a stretch of the Salmon in their 1950 run. Note the waist-belt PFD’s. (Helen Fair photo)

AWA: That seems like quite a bit of effort.
King: Well, we needed them and there was no design you could buy. Besides we all looked lovely in our red mini-spray skirts.

AWA: How was the water?
King: Oh, it was huge. But the canoes faired better than the foldboats. Our keels were a great aid. We would start down a slick tongue toward absolutely fearful haystacks, and because of the keels, we could make a right-angle back ferry and get into the nice little rollers about the size of sleeping bags. But the foldboats couldn’t make that kind of a ferry. They had to run a lot of the things right down the middle. I’ll never forget this vision of Liz and Nat: their boat bridged two haystacks and they were lifted two thirds out of the water looking as out of place as a house on a highway.

AWA: Did you run into many other people along the bank or on the river?
King: Well, just at the end we stopped at a town called Riggins. It held about 250 people in it and they all claimed our were the first canoes they’d seen in 20 years. They were so impressed that anyone’d be fool enough to run the river, the whole town turned out and threw us a watermelon feast. I remember the town was set high up on the bank and it was a steep trek up to it. Ruth Walker, scarcely over four feet, came trudging up carrying two huge packs and towing a canoe behind. One old rancher looked at her, shook his head, and said “Gawd, I wouldn’t load a mule like that!” Ruth, by the way, was the only one who didn’t upset the entire trip.

AWA: What about paddlers, meet any others?
King: Not on the Salmon. Of course there were a few ranches along the way and they were supplied by this motorboat team we ran into. It was quite a sight. These two men piloted a big red dory held together with heavy steel straps and powered by two, 35 horsepower motors. They would power this boat full of freight upstream until they came to a substantial rapid they would pull over and portage all the freight and the boat, around it. It was incredible.
AWA: They must have been giants.
King: Oh, they were. We stopped to help them with one portage. One of these fellas hoisted the motor end of this 35 horsepower thing, while I tagged behind carrying the propeller end. He ran with it until I was exhausted. Finally, I asked him how he got so strong. He reached into his pocket, pulled out a plug of chewing tobacco and said, "Here, you ought to take a chaw on this stuff."

AWA: Was it that same summer you explored the Snake River's Hells Canyon?
King: Yes. Hatch had never run the Snake and wanted to scout it for commercial raft possibilities. We didn't know what was there, so we got a reduced rate for tagging along in the rafts.

AWA: So none of you paddled?
King: Well, yes and no. We were accompanied by a fella and his wife who had riggled up a decked Grumman with oars in the center. You see, this was their honeymoon. He would sit in the middle of the boat, facing the stern, where his wife sat. She would use a paddle as a rudder and tell her husband how to turn the boat. On some of the rapids, he let me run his boat alone. Of course, I faced forward, and it was great fun.

AWA: Did you have any trouble?
King: I didn't, no. But on the really big stuff, this fella would put his wife ashore and go it alone — primarily because of weight. I remember his running one hole which stretched across the entire river and had already swallowed up a six-man raft. He rowed his Grumman into it with all his might, slammed into the back roller, and just couldn't punch through. He tried three times, and on the third try, we saw his oar snap just as he was on the crest. The boat flipped and he wound up swimming just downstream of the hole. But within 30 seconds he was back in the boat, had spare oars locked in, and was stroking away.

AWA: Sounds like a true paddlers' honeymoon. You paddled a lot of Colorado water around that time didn't you?
King: Oh yes, we spent a couple of summers hopping around the state; we did the Yampa, the Green, the Arkansas, the Gunnison. But by far the most beautiful was the Colorado River's Glen Canyon.

AWA: Isn't that where Lake Powell is now?
King: Yes, they plugged it up with Boulder Dam in 1956, I think. You know, I've always thought it was a sin to name that dammed lake after John Wesley Powell. He would have wept to see what they've done in his name.
Anyway, the paddle through Glen Canyon was unmatched. The water wasn't much more than a few riffles with only one big rapid, but the scenery took all our time. We did 165 miles in 14 days. We would paddle one day, camp, and hike up a side canyon the next.

Have you ever stood on a bank so undercut that if you dropped a pebble off, it would land on the other side? Well, there was a formation called the Cathedral in the Desert that did this twice. I remember we walked along the sidestream under these tiers of vaulted arches 100 feet overhead. In front of us, a lone ray of sunlight fell on a waterfall like a shining stained glass window. And the white stone walls were lined with cracks, which all sprouted hanging green vines of some sort, fed by the trickles. It was just beautiful. Now they have inundated the entire thing.

There was so much there, we saw the Natural Bridge, but now that's virtually flooded out too.

AWA: Corny, I don't mean to make you sound like a codger in a wheel chair, but do you think paddling has changed much over your years as a paddler?

King: Oh, in a lot of ways. I mean when I first started, we never used to wear life jackets, and of course the boats are faster and skills are better. Also, I think things are easier. I remember when Louise Davis wrapped her Grumman around a bridge, that evening at camp she spent riveting in a patch with an egg-beater drill and rivets. Probably we did more inventing then. But actually, the sport as a whole, except for the details, is much the same.

AWA: Well, few have contributed to it as much as you have. Thanks a lot for your time and for filling us in on some fascinating whitewater history.

Glen Canyon from below, before Boulder Dam.
erous offer in this issue. There are several summer running streams in the lower New York area as well as an endless network of surprisingly scenic streams in the southern New Jersey Pine Barrens, just two hours from Manhattan. We are sending off to you a list of knowledgeable people you can contact, along with the addresses of some area clubs, whose members may offer you lodging and/or paddling company on your stay. – Ed.

The Wide-Eyed Rescuer

Dear Bart,

Apropos of my earlier submission on the self-rescuer of boats (published in Vol. XXV No. 6), it has been pointed out that if the permanent cord flips over the gunwale, into the boat, someone could catch his foot in it if he were unlucky. Therefore, I have added a sentence for the end of the description to correct this possibility:

"I suggest that the cord be secured to the hull under the gunwale with masking tape, in two places on each side, to prevent its flipping, unwanted, over the gunwale which could be a hazard."

The tape is light enough to rip out when hauled on, but will hold the cord securely at all other times.

Sincerely,
Bill Atkinson

We are terribly sorry, Bill, that your addendum did not arrive in time for us to include it with the body of your article in the previous issue. However, we thank you for this afterthought which improves an already valuable rescue system for open boats. – Ed.

new Zealand

(Continued from page 21)

Our adventures of the day were not quite over however, as someone had locked the gate on the takeout road and we had to break it to get to dinner. Then, back to Queenstown, where Opossum said he could catch a duck in the lagoon for $1.00. Someone put up the buck and he dove right in on top of the unsuspecting duck and surfaced with the disgruntled but unharmed duck in his arms. The duck sped away in a colossal huff once released.

February 21

The Pukaki today was (alas) our last river, a high volume, powerful one like the Buller. Two of our group elected not to run, but decided to watch and take pictures. Though all the way to the river, I hoped it might not be turned on and I'd be saved in the nick of time, once waterborne it was fun.

February 22, 23

We wound up the trip with a big dinner party at Clyde's home featuring Kiwi liquor, wonderful roast lamb, kumara (New Zealand sweet potatoes), and Pavlova for dessert (a traditional beaten egg white and whipped cream dessert, topped off by kiwi berries); commemorative T-shirts; a topographic map of the Landsborough River; and the usual duel with water pistols and squirt guns.
# AWA Affiliates

## Listed According to Region

### Northwest

- **AK, OR, WA**
  - Alaska Rivers Co.
    - P.O. Box 827
    - Cooper Landing, AK 99572
  - Natural Designs
    - c/o Dan Ruuska
    - 2223 N. 60th St.
    - Seattle, WA 98103

### Western States

- **AZ, CO, ID, MONT, WY**
  - Outdoor Adventure Club
    - c/o Rodman D. Joblove
    - 2845 Liberty Ellerton Rd.
    - Dayton, OH 45418
  - Raw Strength & Courage Kayakers
    - Jerry Gluck
    - 2185 Mershon Dr.
    - Ann Arbor, MI 48103
  - Sierra Club, John Muir Chapter
    - Larry Zibell
    - 6561 Hillridge Dr.
    - Greendale, WI 53129

### North Central

- **IND, ILL, MICH, MINN, OH, WI**
  - Antioch Kayak Club
    - c/o Karl Mahle
    - P.E. Dept., Antioch College
    - Yellow Springs, OH 45387
  - Boat Busters Anonymous
    - 2961 Hemingway Ave.
    - St. Paul, MN 55119
  - Cascaders Canoe & Kayak Club
    - 1176 Duluth St.
    - St. Paul, MN 55106
  - Chicago Whitewater Association
    - Marge Cline
    - 1343 N. Portage
    - Palatine, IL 60067
  - Clinton River Canoe School
    - c/o Morley Hewins
    - 23705 Audrey
    - Warren, MI 48901
  - Hoosier Canoe Club
    - c/o W.G. Lawless
    - 4027 Winding Way
    - Indianapolis, IN 46220
  - Kekionga Voyageurs
    - Heinz Wahl
    - 1818 Kensington Blvd.
    - Fort Wayne, IN 46805
  - Maumee Whitewater Club
    - c/o Richard M. Johnston
    - 9962 Dieboli Road
    - Fort Wayne, IN 46825

### South Central

- **AR, MO, TX**
  - Arnold Whitewater Assn.
    - c/o Pete Shaw, Pres.
    - P.O. Box 11434
    - St. Louis, MO 63105
  - Central Missouri State Univ. Outing Club
    - c/o Dr. David Bowling
    - WCM 204
    - Warrensburg, MO 64073
  - Down Hill Yacht Club
    - c/o Kent G. Ashenfeller
    - 12802 La Quinta
    - San Antonio, TX 78233
  - Meramec River Canoe Club
    - Earl C. Biffle
    - 26 Lake Road
    - Fenton, MO 63026
  - Ozark Wilderness Waterways Club
    - P.O. Box 16032
    - Kansas City, MO 64112
  - Texas Whitewater Assoc.
    - Tom B. Cowden
    - P.O. Box 5264
    - Austin, TX 78763
LISTED ACCORDING TO REGION

NORTHEAST
(CT, MA, ME, NH, NY, RI, VT)
Adirondack Mt. Club
Schenectady
c/o Ken E. Robbins
29 Callaghan Blvd.
Ballston Lake, NY 12019

Appalachian Mt. Club
New York Chapter
23 High St.
Katonah, NY 10536

Becket Academy
c/o Dr. John Walter
River Road
East Haddam, CT 06423

Brattleboro Outing Club
15 Linden St.
Brattleboro, VT 05301

Brown Outing Club
S.A.O., #3
Brown University
Providence, RI 02912

Hibernia Canoe & Kayak Assn.
Masten Rd.
Pleasant Valley, NY 12538

KCCNY
c/o Maria Scott
167 N. Taylor Ave.
Norwalk, CT 06854

Ledyard Canoe Club
Robertson Hall, Dartmouth
Hanover, NH 03755

Merrimack Valley Paddlers
Paul Malenfant
24 Fox Meadow Rd.
Nashua, NH 03060

Niagara Gorge Kayak Club
Douglas Bushnell
527 West Ferry
Buffalo, NY 14222

Northern New York Paddlers
8 Boyle Rd.
Scotia, NY 12302

Northern Vermont Canoe Cruisers
Melinda Dodds
R.D. I
Fairfield, VT 05455

Penobscot Paddle & Chowder Society
Wm. F. Stearns
Box 121
Stillwater, ME 04489

Rhode Island Canoe Assoc.
64 Eleventh St.
Providence, RI 02906

Sport Rites Club Inc.
c/o Le Clair Brayton Park
Ossining, NY 10562

WIMPS,
c/o Bill Wang
4671 W. Ridge Road
Rochester, NY 14626

Pennsylvania Paddle Packers
c/o Bill M. Snelling
Box 346
Secane, PA 19018

Philadelphia Canoe Club
4900 Ridge Avenue
Philadelphia, PA 19128

Rutgers University Outdoor Club
P.O. Box 231,
c/o Robert Markley
New Brunswick, NJ 08903

Scranton Kayak Club
c/o Glen Gantz
118 Crown Ave.
Scranton, PA 18505

Slippery Rock State College
Cooperative Activities Committee, S.G.A.
Slippery Rock, PA 16057

Wanda Canoe Club
c/o F. Trautmann
15 Beveridge Rd.
Mawah, NJ 07430

Wiggers Canoe and Kayak Sales
Rt. 426 North
R.D. 4, Box 452
Corry, PA 16407

Wild Rivers Photo Service
c/o Greg Green
P.O. Box 1049
Uniontown, PA 15401

MID-ATLANTIC
(MD, NJ, PA, WV)
Allegheny Canoe Club
c/o Walt Pilewski
755 W. Spring St.
Titusville, PA 16354

Appalachian Mtn. Club
Delaware Valley Chapter
c/o Fred Cox
476 Kerr La.
Springfield, PA 19064

Buck Ridge Ski Club
c/o Jay E. Bradbury
1034 Carolyn Drive
West Chester, PA 19380

Lehigh Valley Canoe Club
Yuletide Farm Mill Rd.
Box 763
Coopersburg, PA 18036

Mason-Dixon Canoe Cruisers
c/o Ron Shanholz
222 Pheasant Trail
Hagerstown, MD 21740

Monocacy Canoe Club
Box 1083
Frederick, MD 21701

Penn State Outing Club
John Sweet
118 So. Buckhout St.
State College, PA 16801

Northern New York Paddlers
8 Boyle Rd.
Scotia, NY 12302

Northern Vermont Canoe Cruisers
Melinda Dodds
R.D. I
Fairfield, VT 05455

Pennsylvania Paddle Packers
c/o Bill M. Snelling
Box 346
Secane, PA 19018

Philadelphia Canoe Club
4900 Ridge Avenue
Philadelphia, PA 19128

Rutgers University Outdoor Club
P.O. Box 231,
c/o Robert Markley
New Brunswick, NJ 08903

Scranton Kayak Club
c/o Glen Gantz
118 Crown Ave.
Scranton, PA 18505

Slippery Rock State College
Cooperative Activities Committee, S.G.A.
Slippery Rock, PA 16057

Wanda Canoe Club
c/o F. Trautmann
15 Beveridge Rd.
Mawah, NJ 07430

Wiggers Canoe and Kayak Sales
Rt. 426 North
R.D. 4, Box 452
Corry, PA 16407

Wild Rivers Photo Service
c/o Greg Green
P.O. Box 1049
Uniontown, PA 15401

SOUTHEAST
(AL, GA, FL, KN, NC, SC, TN, VA)
Alanby's
2040-B Eastway Dr.
Charlotte, NC 28205

Arkansas Canoe Club
c/o Carla Freund
1408 Rockwood Tr.
Fayetteville, AR 72701

Blue Ridge Voyagers
Harry W. Patch, Jr.
1610 Woodmoor Ln.
McLean, VA 22101
Canoe Cruisers Association of Greater Washington, D.C., Inc. 
P.O. Box 572 
Arlington, VA 22216

Carolina Canoe Club 
Box 9011 
Greensboro, NC 27408

Coastal Canoeists, Inc. 
P.O. Box 566 
Richmond, VA 23204

Coweta County Canoe Club 
P.O. Box 1218 
Newnan, GA 30264

Explorer Post 999 
R. Steve Thomas Jr. 
3509 N. Colonial Dr. 
Hopewell, VA 23860

Georgia Canoeing Assoc., Inc. 
P.O. Box 7023 
Atlanta, GA 30309

Haw River Runner's Emporium 
211 E. Main Street 
carrboro, NC 27510

James River Runners, Inc. 
Rt. 1 Box 106 
Scottsville, VA 24590

Nolichucky Expeditions, Inc. 
c/o Rick Murray 
Box 484 
Erwin, TN 37650

Polivalues, Inc. 
101 Maplewood Ave. 
Clearwater, FL 33515

Raleigh Ski & Outing Club 
c/o Bill Perkins 
Rt. 1, Box 106 
Fuquay-Varina, NC 27526

Rome Y.M.C.A. WW Club 
c/o Mike King 
P.O. Box 727 
Rome, GA 30161

Tennessee Scenic River Association 
Box 3104 
Nashville, TN 37219

Tennessee Valley Authority Forestry Library 
Norris, TN 37828

Troop 230 Canoe Club 
311 W. Wendover Ave. 
Greensboro, NC 27408

Watauga Whitewater Club 
Richard Furman, M.D. 
State Farm Rd. 
Boone, N.C. 28607

Wascana Institute 
4635 Wascana Pkwy. 
c/o Dental Div. 
Regina, Sask., Canada S4P 3A3

Watauga Whitewater Club 
311 W. Wendover Ave. 
Greensboro, NC 27408

Whitewater Nova Scotia 
Box 1180 
Middleton, NS, Canada B0S 1PO

Willamette Kayak and Canoe Club 
P.O. Box 1062 
Corvallis, PR 97331

INTERNATIONAL

Canoe & Paddle Centre 
212 Parramatta Rd. 
Stanmore, Sydney, Australia 2048

Canoe Camping Ltd. 
112 Ohiro Bay Parade 
Wellington 2, New Zealand

Club Canoas Santiago S.A. 
c/o Rodrigo Vasquez Caballero 
Antonio Bellet #309 
Santiago, Chile, S.A.

Kuiva Granspaddle 
c/o Toolanen 
Box 2074 
950-94 
Overtornea, Sweden

Nelson Canoe Club 
c/o P.O. Box 793 
Nelson, New Zealand

Ontario Voyageurs Kayak Club 
J.G. Shragge 
166 St. Germain Ave. 
Toronto, Ontario Canada MS1M1W1

Sports Resource Info. Center 
333 River Rd. 
Ottawa, Canada K1L 839

Wascana Institute 
4635 Wascana Pkwy. 
c/o Dental Div. 
Regina, Sask., Canada S4P 3A3

Whitewater Nova Scotia 
Box 1180 
Middleton, NS, Canada BOS 1PO

Willamette Kayak and Canoe Club 
P.O. Box 1062 
Corvallis, PR 97331

Nature's peace will flow into you 
as sunshine flows into trees. 
The winds will blow their own freshness 
into you, and the storms their energy, 
while cares will drop off 
like autumn leaves. 
- John Muir
A New System of Universal River Signals:

The 1980 revised edition of the AWA Safety Code is now available. This revision includes the new system of universal river signals combined with the excellent text of the past codes and is a MUST for all whitewater boaters.

For your FREE COPY send a stamped, self-addressed envelope to: AWA SAFETY CODE, Box 1261, Jefferson City, MO 65102.

Write for price quotes on quantity purchases of 50 to 5,000 codes. Pre-payment is now required before codes will be shipped.

Count Me In!

As a Member of the American Whitewater Affiliation, dedicated to the sport and adventure of whitewater paddling and to the saving of wild, free-running rivers, I will receive the American Whitewater Journal bimonthly, 6 times a year. My options are checked off below, and my check or money order is enclosed.

☐ Membership for one (1) year $10.00, foreign $11.00.
☐ Affiliation of our club for one (1) year, includes club listing in AWA Journal plus one (1) copy of each issue. $12.00, foreign $13.00.
☐ Specified back issues $1.50 each or 6 for $6.00.
☐ Index, 1971-1978—$1.50.

NAME ____________________________________________
ADDRESS _________________________________________
CITY __________________________ STATE _______ ZIP CODE _____________
Name of Club ________________________________

Mail to: AMERICAN WHITEWATER, P.O. Box 1483, Hagerstown, MD 21740