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COVER: Sandy Eldridge and Mike Winfrey of Boreman, MT churn their way down river in The Gallatin Get Together WW Race. (Rob Lesser photo)
In one of the many newsletters AWA receives from all around the country, I recently noted with regret the following item:

"We have debated about continuing with your (club) newsletter. The cost has become a bit more than we can afford and, more importantly, we feel that the sport has become inundated with a plethora of newsletters and magazines which completely cover every possible aspect of kayaking and canoeing."

As a paddler and as an editor, this saddened me. As in no other sport, local clubs are the true backbone of whitewater boating. When a newcomer comes into the sport, he is not pointed in the direction of some lodge or commercial outfitter. He is shown to the local club. That's where the knowledge lies. Most of the whitewater instruction on all levels is passed from one club member to another — be it on a formal instruction weekend or just a club trip.

The incipient racer depends for her training primarily on club sponsored pool sessions and races. If serious enough, she may make pilgrimage to some racing Mecca, such as Washington's Canoe Cruisers' Association, the club which has produced so many world caliber paddlers. (Long before there was any national sanctioning, there existed a traditional race schedule with each club sponsoring and running one seasonal race.)

The ledger of local clubs' contribution to whitewater is endless. It includes a source of instant river information, creation and dispersion of new equipment design. Also, the entire art of safety and rescue would be lagging two decades behind if we were all lone wolves paddlers, united only under one or two national organizations. Of course, all this isn't going collapse into a hydraulic if one club shuts down its newsletter. One cannot argue that there is at least ample coverage of whitewater nationally, and many clubs survive without any periodical newsletter. Most clubs are loosely organized, often little more than a list of phone numbers, boaters being traditionally non-joiners. However, no magazine can offer what the club newsletter does so well: the intense local reporting, the comraderie, plus an immediate where-to-buy and what's-running guide. This is the whole reason why, 27 years ago, AWA chose to form as a national affiliation of already energized clubs, rather than an overriding national organization which would compete with local membership.

Finally, in just reading the newsletters that come to AWA, I am continually astounded at the energy of this nation's small paddling clubs. Many are the boating groups of only 50 members who, in addition to a full every-weekend schedule, run their own races; have constant meetings, instruction seminars, and pool sessions; send delegations to all the local conservation hearings; and still publish their own newsletter. It is undeniable that the boating community's power lies here. (By the way, the above quoted club is such an organization and they have decided to keep their newsletter for 1982.)

So if there is any preaching to this editorial, may it be a call for the strengthening of all boating clubs in the coming year. And be it on toilet paper or tuna-can labels may all clubs work to continue or start some sort or regular communication sheet. Also, I add my own personal plea: please, please may every affiliate and non-affiliate club send a copy of your newsletter to the
AWA Editor, 7 Holland Lane, Cranbury, N.J. 08512.

Along with this, I send my thanks to all the club boaters who have sacrificed precious high-water wees...
Comprised of three brief sections on equipment, paddling strokes, and camping, this book serves as an introduction to the total beginner. (Reviewed AWA #6-1981, p. 9).


A registered Maine guide describes and helps groups of two to 12 plan and execute paddling trips. Many sample lists and much how-to info cover everything from pre-planning menus and constructing specialized gear, to warding off insects in camp.


With combined use of fascinating animation techniques, aerial photographs, and color pictures from all angles, paddling expert Bill Mason demonstrates every aspect of stroke form plus actual on-river scenes which aid the readers water-reading eye. Unique and worth every penny. (Reviewed AWA #2-1981, p. 14).


A condensed, no-waste book covering paddling technique, safety, and general boating hazards and methods. An excellent learner’s guide.

To Win the Worlds. By William T. Endicott. Paperback, b&w photos and illustrations. $16. Available from Bill Endicott. 6537 Broad St., Bethesda, MD 20016.


White Water Handbook (2nd Ed.). By John Urban, revised by Walley Williams. 197 pages, 5½” x 8%” paperback, a few photos. $4.95. Available from Appalachian Mountain Club, 5 Joy St., Boston, MA 02108.

Williams has excellently revised this old instruction classic, making it one of the best whitewater technique manuals around. Ideal for beginners, a definite aid to any level paddler. (Reviewed AWA #5-1981, p. 12).


An excellent guide to many popular Southeast rivers along with well-written sections on technique. All mixed in with talented illustrations and a generous helping of humor. (Reviewed AWA #6-1981, p. 8).


A practical yet romantic look at basic paddling techniques and canoe tripping. Sections on packing, design and selection, basic and whitewater handling, safety, and boat repair.

Equipment

Building a Strip Canoe. By Gil Gilpatrick. 83 pages plus a set of full size patterns, 8¾” x 11” paperback, b&w photos and line-drawn patterns, $8.95. Available from Delorme Publishing Co., Box 298, Freeport, ME 04032.

Easy, step-by-step instructions for four canoe models are given here with a detail and clarity, allowing the would-be builder to use nothing else except the supplies and common sense.


Safety & Rescue

Forgey’s Wilderness Medicine. By William W. Forgey, M.D. 126 pages, 6” x 8”, illustrations, $5.95. Available from Indiana Camp Supply, Box 344, Pittsboro, IN 46167.

Full, succinct, well done guide to medical treatment for plodders and paddlers on extended wilderness expeditions. Excellent up-to-date drug and general prevention sections. (Reviewed AWA #6-1981, p. 8).

River Rescue. By Ohio Dept. of Natural Resources. Watercraft Div. 80 pages, 8¼” x 11”, illus., $6.40. Available from Vocational Instructional Materials Laboratory, Ohio State Univ., 1885 Neil Ave., Columbus, Ohio 43210.

A catalog of river hazards normally encountered by canoes, kayaks, other small, muscle powered craft; along with rescue methods. The rescue-squad eye view, makes it good for instructors.


What makes this book of special interest to boaters are the two chapters written by veteran kayaker Arnold Rief: “Risks and Gains” and “Protection Against Drowning: Training and Equipment”. In addition, 35 other chapters, written by an impressive array of experts cover the full spectrum of preventing and repairing sports mishaps.

An exhaustive handbook for outdoors rescue from all situations, based on actual case studies. Primary boaters interest: White-water Search and Rescue chapter.

Expedition Tales & Misc.

Does the Wet Suit You (Confessions of a Kayak Bum). By Whit Deschner. 96 pages, 5" x 8½" paperback, b&w photos. $6.45. $7.00 pp. Available from The Eddie Tern Press, 430 SW 206 St., Seattle, WA 98166.

A hilariously funny collection of 13 short tales, some personal paddling exploits of the author, others historic tales of boating craziness. All told with humor and a very sensitive heart. (Reviewed AWA #2-1981, p. 13).


Two men with more courage than experience set out to paddle 600 miles of Canadian Artic wilderness. Amazingly, and perhaps fortunately, they survive to write about it. (Reviewed AWA, #1-1981, p. 12).

Mother Auk Tales (Reflections from Benath A Raft). By R.W. Bill Brown. 69 pages. 8½" x 10" paperback. b&w illustrations. $6.95. Available from Sea Gull Books, Box 1414, Farmington, NM 87401; or from Great Auk River Expeditions, 5 Woodland Circle, Durango, Col. 81301.

In a series of short, funny, strange meandering—Bill Brown depicts a group of wierd and crazy rafters whose courage rivals the Argonauts and style emulates the Keystone Cops. (Reviewed AWA #3-1981, p. 15).

Successful Outdoor Writing. By Jack Samson. 244 pages. 6" x 9" hardcover, illustrated, $8.95 + $1.25 pp. Available from Writer's Digest Books, 9933 Alliance Rd., Cincinnati, Ohio 45242.

The author, editor of Field and Stream, gives anecdotes and pointers on getting started in publishing, along with a helpful list of magazines, radio and TV stations, newspaper and book publishers, how to reach them, and what their requirements are.

WHO IS the only river-saving lobby in Washington D.C.?
WHO IS the only Dutch boy against Watt's ruinous flood?
WHO IS going slowly broke without your support?

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Affiliates, send your newsletters to our Editor to help AWA stay current with your club’s activities and concerns.

RUMORS & TIDBITS

- Congratulations to Craig Smith of St. Louis, MO who has developed a Class I, battlefield river roll on the Meramec River. He has now successfully run the St. Francis River (Class I-III), The Nantahala, and the Loop of the Youghiogheny (PA). Craig is ten years old and has been paddling his own cut-down K-1 since age seven.
- Cathie Andrews, who has just returned from Seoul, Korea where she worked as director of an Army Recreation Center, is plotting a way to get back there with a boat this spring. (Cathie claims nobody boats South Korea, a situation she hopes to remedy.) Meanwhile, she is recovering from a dislocated shoulder operation to repair a judo class injury. Good luck Cathie.
- Al Welenofsky of Nutley, New Jersey has recently finished a 503 mile canoe trip which put him over the 10,000 mile mark in a mere 22 years of paddling. (One of Al’s earlier trips was from Oregon to New Jersey which included a 1,662 mile portage.)

SOUTHEAST SYMPOSIUM

On February 12-14 the Bluegrass Wildwater Association will sponsor the 1982 Southeastern River Safety and Rescue Symposium at the University of Kentucky at Lexington. Speakers will include Tom Berg (TVA on-site river mgr. for Ocoee), Chzrles Wallbridge (ACA Safety Chmn.), Bunny Johns (NOC instructor), Russ Nichols, (producer of Red Cross safety films), and Glen Voss, (NPS river mgr. for Big South Fork of the Cumberland). There will also be a film festival Saturday night. There will be a registration fee of $25 payable at the door. For more information, write Bluegrass Wildwater Association, Box 4231, Lexington, KY 40504.

ULTIMATE CANOE CHALLENGE UPDATE

Verlen Kruger and Steve Landick are still stroking away on their incredible 28,000 mile canoe journey, now making a winter paddle down the inland passage in southern Alaska, down through British Columbia, and to Washington state. Upon reaching Juneau, the boys decided to slow down the pace just a bit since winter was coming early. Their revised aim was to come into the port of Ketchikan just prior to Christmas, which would put them about 700 miles up the coast from Seattle.

Any readers interested in subscribing to the Ultimate Canoe Challenge Newsletter should send $10 to The Ultimate Canoe Challenge, 617 South 94th Street, Milwaukee, WI 53214.

RACING NOTE

On July 4, 1982, the city of Philadelphia will celebrate its Tricentennial. To highlight this 300th birthday festival, the Philadelphia Canoe Clubs, one of the nation's oldest, will be sponsoring a 15 mile, Class I-II race with four kayak and 11 canoe classes. The course will start at...
Valley Forge State Park, follow the old Indian trade route along the Schuylkill River, and include three short protages around dams. Anyone interested contact Philadelphia Canoe Club, 4900 Ridge Ave. Phil., PA 19128. (As a sidelight to the celebration, the Tall Ships will be coming into the harbour and there will be a music festival and culinary exposition.)
—Thanks to P.C.C.

Conservation Notes

IT'S THE LAW

North Carolina's legal codes includes contains two interesting statutes which lie hidden, but remain potentially very beneficial to boaters. They are:

77-12. Obstructing passage of boats.
If any person shall obstruct the free passage of boats along any river or creek, by felling trees, or by another means whatever, he shall be guilty of a misdemeanor.

77-13. Obstructing streams a misdemeanor.
If any person shall willfully fell any tree or willfully put any obstruction, except for the purposes of utilizing water as a motive power, in any branch, creek or other natural passage for water, whereby the natural flow of water through such a passage is lessened or retarded, and whereby navigation of such stream by raft or any flat may be impeded, delayed, or prevented, the person shall be guilty of a misdemeanor and fined not to exceed fifty dollars or imprisoned, not to exceed 30 days. Nothing in this section shall prevent the erection of fish dams or hedges which do not extend across more than two thirds of the width of any stream wherever erected, but if extending across more than two thirds of the width of any stream, the said penalties shall attach.

Paddling attorney Ed Krause unearthed these statutes for the Asheville YMCA Kayak Club, and we have had several attorneys from other states note that similar state laws lie on the books in other states as potential weapons against private draining, barb wire, riverside landowner claims, and even construction of politically engendered "flood control" dams. We suggest it would be wise for clubs to find similar laws in their paddling states and keep them handy for the next conservation hearing.
—Thanks to Asheville Y Kayak Club

GAULEY ALERT

Every paddler who has ever run West Virginia's Gauley River, or ever hopes to, should write today protesting the "Long Tunnel Proposal".

The beaver-busy Army Corps of Engineers is currently proposing a hydroelectric power project on the Gauley which would divert the water from the Summersville Dam through a long tunnel to a point three miles downstream near Pillow Rock rapid. This would dry up the upper three mile section to a trickling 100 cfs, thus ruining the most challenging and exciting whitewater stream in the entire Southeast.

Semper preparatis, the Corps study has also come up with three alternatives. 1) The Short Tunnel, which would include installation of hydroelectric facilities at the foot of the dam; 2) Non-structural alternative — a plan to enhance downstream recreation without installing generators; and 3) No-action alternative.

Interestingly, the Gauley is currently under study for inclusion in the National Wild and Scenic Rivers Act. Legally, while a river is under study, such proposals cannot be...
made, yet alone acted upon. The Long Tunnel project proposal is, thus, totally illegal, but we must depend on the Department of the Interior and its current Secretary to enforce the laws they swore to uphold. (Lotsa Luck).

Unfortunately, December 28, 1981 was the deadline to have your letter to be included in the official record of the Corps study. (AWA apologizes for letting this one slip by our notice). But your letter now will still be very effective in persuading the Corps study committee. So write today to: James Higman, District Engineer, Huntington District, Corps of Engineers, Box 2127, Huntington, WV 25721.

Remember, The Gauley is boated annually by thousands and is considered the East’s whitewater highlight. Proof is totally lacking that the potential power is, or ever will be needed. So write and urge the adoption of the Non-structural alternative (NS-II-C) or any plan that could be operated in a manner consistent with whitewater boating and the Wild and Scenic Rivers Act.

AWA THANX

Perception, Inc. deserves AWA’s hardiest thanks for so quickly catching wind of this Gauley crisis and immediately taking action. The same day they were notified of the Corp’s proposal, Perception printed up a handbill stating that if you sent a copy of your Gauley protest letter to them, your name would be entered in a drawing for a perception kayak. The drawing was made at the last days of 1981 and Wendel Gordon of Carrborrow, NC won for himself a new neutral Mirage. Congrats to Wendel and Perception.

THE PEOPLE SAVE THEIR GRAND CANYON

The Durango Projects Office of the U.S. Department of the Interior recently announced that it is abandoning the Glen Canyon feasibility study powerplant expansion due to public pressure. The purpose of the study was to determine the possibility of increasing Glen Canyon’s power capacity by 250 megawatts, by adding two more generators to the outlet works. Such a project would have raised the water level through the Grand Canyon so that most of the beaches and camping areas would be washed away, making boating through the Canyon impossibly dangerous, and the ecological disaster beyond comprehension.

The study originally began in 1979 and has continually met with an incessant outpouring of public protest, from boaters, rafters, and just about every conceivable conservation group both local and national. AWA thanks and congratulates particularly the Western River Guides Association (WRGA) for testifying and uniting the desperate forces.

Robert Broadbent, Reclamation Commissioner and Clifford Barret, Upper Colorado Regional Director stated that the investigation was being concluded for two reasons: “There was lack of strong public support for the project and termination will help in achieving the budget cuts sought by President Reagan . . . Much public concern was expressed over the possible interference with public rafting use in the Grand Canyon.” (It is good to know that the budget-cutting President is on our side.)

While the saving of the Grand is magnificent in itself. It is also a great display of proof that united public effort still holds sway, even under the Watt regime. But instead of telling each other how nice it is that the Grand Canyon is still with us, why not follow up with a thank you to Mssrs. Broadbent and Barrett at
the Durango Projects Office, 835 Second Ave., Durango, CO 81301? It will surely help when the next battle comes along.

OREGON PLAN: GULCH TO MEADOWLAND

If one bill offered a tax credit, more and better quality water, less erosion and flooding, and held the unanimous support of farmers, ranchers, timbermen, boaters, fishermen and all conservationists, one would naturally assume that the legislature would be dead set against it. Too much common sense. But Oregon lawmakers broke the mold last August and passed the new riparian law SB-397 and reports are that it is an unqualified success.

The Oregon law provides a property tax exemption for riverside lands which owners voluntarily offer for protection. It also grants a 25% income tax credit for costs incurred in fish habitat improvements. When a landowner enters the program, his land is reviewed by a state biologist, and together they work out a management plan. If the landowner spends $1500 fencing the riparian area from cattle grazing, he can subtract $375 from his state tax bill.

To boaters this means that open access to any of the land in this program. Also it has and will bring a higher, later-season stream flow to the state, beside just having more lush and scenic banks to paddle between.

— Thanks to Oregon Wilderness Coalition

WANTED: WESTWARD TREKKERS

Any boater living in or near New Jersey who would like to head west and taste some Colorado whitewater around June 15 to early July, has just found him/herself a paddling partner. Plan to re-run the Arkansas and several other Class III-V streams but am very flexible. Friendly housing is also available to us at several points through out the state. Will share driving and expenses. If interested, (or if you would be willing to just truck the boat out for a fee), contact: Bart Jackson, 7 Holland Lane, Cranbury, N.J. 08512, (609) 448-8639.

Let AWA Renew You

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

☐ 1 yr. Membership — $10 ($11 foreign)
☐ Affiliation for our club — includes 1 yrs. club listing in AWA Journal + 1 copy of each issue
☐ Specified back issues ($1.50 ea./6 for $6)
☐ $4 donation to American Rivers Conservation Council

Name ________________________________
Address _______________________________
Club Name ____________________________

Detach & mail to American Whitewater, Box 1483, Hagerstown, MD 21740.
Back in 1972 when whitewater slalom was given its one shot at Olympic competition, C-2M was not included. The immediate result was virtual abandonment of the class by the then-dominant Communist bloc countries.

Experiencing defections of mixed couples in the 60's and complaining of difficulties coaching teams with strength imbalance, the coaches were more than glad for an excuse to eliminate mixed. This created an international competitive vacuum in mixed doubles.

In the U.S., news that C-2M would not be contested in the Olympics sent the male members of our top mixed teams scrambling to train in one of the "Olympic classes." (Ironically, this announcement came shortly after the 1969 World Championships which boasted the largest, most competent mixed entry to ever compete.)

As C-2M competition waned internationally, the number of its athletes aiming for world-class accomplishments declined rapidly in the U.S. For a while, the sport continued to flourish, despite this Olympic slight. Yet it could not sustain against the many complex problems plaguing all doubles teams, a shorter World Championship history, and some countries patronizing attitudes towards women.

The mixed class struggled through the '70s with a bare minimum of participation and interest in international competition — most of the racers coming from the U.S.

Finally C-2M was excluded from the 1979 WC's in Jonquiere. The required five countries had not materialized in time, most federations unwilling to spend time and money to send teams abroad, uncertain the class would even be contested.

Today, in the U.S., C-2M still thrives, due to our comparatively enlightened view of women athletes and our passionate interest in recreational and family canoeing. It is still the most common combination at camps, weekend boat liveries and on family outings. C-2M is hotly contested in whitewater open canoe slalom as well as downriver. Indeed, the top mixed teams are as likely as not to beat the top men's teams in national and local events. Furthermore, at decked boat slalom races C-2M enthusiasm remains keen. However, without the hope of meaningful international competition, our most promising paddlers will choose some other class — one with a guaranteed payoff for years of money, time, and effort sacrificed in order to earn a spot on the victory platform at the Worlds.

Recognizing that the U.S. has the base from which to draw future world-class mixed teams; wishing to maintain our dominance in this class while seeing it grow strong again; and believing support for this class will aid the sport overall. The ACA National Slalom and Wildwater Committee resolved in 1980 to promote C-2M. In 1981, because of this U.S. promotion, enough countries submitted entries so the class could see competition at Bala.

If this effort, begun in earnest last year, does not succeed in rejuvenating the class by the close of the 1983 World Championships, it is likely the I.C.F. will vote the category out of international existence. The I.C.F. was decidedly unimpressed by the C-2M competence
level displayed at Bala. Except for the three U.S. entries, not one team completed two runs, and the final scores were lackluster. (Even so, the top two mixed boats still out-scored the weaker men’s entries.)

Can this class ever be made viable again? I believe so, for several reasons. First, C-2M was not insured a spot at Bala until very late spring, giving potential competitors little or no warning. Australia for instance, where mixed is very popular, was in the middle of its winter and had already completed team trials. In addition, mixed provides a chance for new countries to make inroads. I found a keen interest among the Norwegians, the Irish, the British, even the Japanese. Especially in those countries where women are not subject to archaic attitudes about physical activities and life in general, there is enthusiasm for mixed paddling.

In our 1956 Nationals, a mixed team won the combined doubles class. In 1963, our first real “team” entered the Worlds. Of the two canoes sent, one was a C-1 placing nearly at the bottom of his class. The second canoe was a mixed doubles team. Today, the U.S. dominates the C-1 class — proof that a developing program can lead to world power.

This year, though never very potent in C-2, the U.S. captured not only the gold, but the bronze as well. As recently as 1975, our top C-2M consistently defeated all of our top C-2s. Because of the problems faced when two competitive personalities must make a joint commitment to themselves and each other, then sustain training for years to reach the pinnacle of success, C-2 as well as C-2M has never been as enduring as the singles classes. Until in 1977 and 78, “full time” C-2 teams in training were defeated whenever a notorious pair of “pick-up” teams consisting of A-ranked C-1s entered a race. This is the state of top level C-2M paddling today. A “pick-up team” of world medalists can defeat the established teams. Yet anyone who has seen... Grabow/ Harrison team in action could never deny the potential of a world class mixed team to put a scare into the top C-2s.

The question has never been the legitimacy of a mixed doubles class, but how to attract top athletes to commit to it. The great hurdle is to convince dedicated racers here and abroad, that if they spend years of their lives training and sacrificing, C-2M will quench their competitive thirsts. Satisfaction comes only when a strong group of dedicated competitors the world over clash head to head to determine who is truly World Champion.
# RACE CALENDAR

If you would like your race or training clinic to receive national publicity, send the race date, type, location, and specifics to AWA Race Calendar, 7 Holland Lane, Cranbury, NJ 08612. Be sure to include name and address of your registration contact.

## MARCH

<table>
<thead>
<tr>
<th>Date</th>
<th>Race Type, Name, Location</th>
<th>Contact</th>
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<tbody>
<tr>
<td>6-7</td>
<td>SL - Sewanee Novice Slalom Ocoee River</td>
<td>Sewanee Ski &amp; Outing Club Sewanee, TN 37375</td>
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<tr>
<td>6-7</td>
<td>DR - Sewanee Novice Wildwater (DR) Hiwassee River</td>
<td>Sewanee Ski &amp; Outing Club Sewanee, TN 37375</td>
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<tr>
<td>7</td>
<td>WW - Hopeville Canyon Wildwater Petersburg, VA Middle States Cup WW Race #2</td>
<td>Andy Bridge 11324 Fairfax Drive Great Falls, VA 22066</td>
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<tr>
<td>13</td>
<td>WW - American River Wildwater Chili Bar, CA</td>
<td>San Andreas Racing Committee 4700 Good Ct. Carmichael, CA 95608</td>
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<tr>
<td>13-14</td>
<td>SL - Arkansas Jiffy Slalom</td>
<td>Stephen M. Day 112 W. Sycamore Fayetteville, AR 72701</td>
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<tr>
<td>13-14</td>
<td>SL - Yahara Slalom Madison, WI</td>
<td>Bob Obst 549 Woodward Madison, WI 53704</td>
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<td>14</td>
<td>WW - Cheat Wildwater Race Rowlesburg, WV Middle States Cup WW Race #3</td>
<td>Ben Sandiford P.O. Box 429 Vienna, VA 22180</td>
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<tr>
<td>14</td>
<td>DR - Codorus Creek Downriver York, PA</td>
<td>Wayne Van Patten RD #2 Box 180 York, PA 17403</td>
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<tr>
<td>20-21</td>
<td>CCRA Slalom</td>
<td>Schuyler Thomson 33 Culvert St. Torrington, CT 06790</td>
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<tr>
<td>20-21</td>
<td>SL, OC - CCRA Slalom Farmington River</td>
<td>Dennis De Lapp P.O. Box 401 Kernville, CA 93238</td>
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<tr>
<td>20-21</td>
<td>SL - Kernville Mini Slalom #3 Kernville, CA</td>
<td>Liz Wilkerson-Singley Route 5, Box 149, Graybeal Road Lenoir City, TN 37771</td>
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<tr>
<td>20-21</td>
<td>SL, WW - Tellico Races Tellico River - Southern Cup Race #1 Tellico Plains, TN</td>
<td>Gene Gallagher 131 S. Fourth St. Emmaus, PA 18049</td>
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<tr>
<td>20-21</td>
<td>Tohickon Creek Races SL, WW - Point Pleasant. PA Middle States Cup WW Race #4</td>
<td>Nantahala Outdoor Center Star Route, Box 68 Bryson City, NC 28713</td>
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<tr>
<td>21-26</td>
<td>TC - N.O.C. Competitor's Clinic Bryson City, NC</td>
<td>Nantahala Outdoor Center Star Route, Box 68 Bryson City, NC 28713</td>
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<tr>
<td>27-28</td>
<td>TC - Mokelumne River Slalom Clinic</td>
<td>Loma Prieta, Sierra Club RTS, Race Chairman 14262 Saratoga Ave.. Saratoga, CA 95070</td>
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<tr>
<td>27-28</td>
<td>SL, WW - Nantahala Spring Races Southern Cup Race #2 Bryson City, NC</td>
<td>Nantahala Outdoor Center Star Route, Box 68 Bryson City, NC 28713</td>
</tr>
</tbody>
</table>

*Key:
- PS - pool slalom
- WW - wildwater (Class III and up)
- TC - training clinic
- DR - downriver (less than Class III)
- SL - slalom
- OC - open canoe
<table>
<thead>
<tr>
<th>Date</th>
<th>Race Type*, Name, Location</th>
<th>Contact</th>
</tr>
</thead>
</table>
| 3-4   | SL - Brandywine Creek       | Patricia A. Beccia  
Wilmington, DE  
401 Country Lane  
Narberth, PA 19072 |
| 3-4   | SL, WW - Mokelumne River Races | Loma Prieta Sierra Club RTS  
Race Chairman  
14262 Saratoga Ave.  
Saratoga, CA 95070 |
| 3-4   | SL, WW - Ocoee River Races | Mike Larimer  
Southern Cup Race #3  
Dixie Division Championship  
Ocoee, TN  
519 Lyle Drive  
Marietta, GA 30067 |
| 10-11 | SL, WW - Downtown Denver Races, Denver, CO | Koji/Orlicky/Steitz  
7078 S. Bryant  
Littleton, CO 80120 |
| 10-11 | SL, WW - Ledyward Slalom & Wildwater Races  
(SL) site to be announced  
(WW) Mascoma | Ledyard Race Chairman  
Ledyard Canoe Club  
Robinson Hall  
Hanover, NH 03755 |
| 10-11 | WW/DR - Wolf River Wildwater Races | Bob Schuetzler  
404 Edmund Blvd.  
Minneapolis, MN 55406 |
| 17-18 | SL, WW - Kernville Races  
Kernville, CA | Dennis De Lapp  
P.O. Box 401  
Kernville, CA 93238 |
| 17-18 | WW - U.S. Wildwater Team Trials  
Mascoma, NH April 17  
Miller’s Falls, MA April 18 | Peggy Mitchell  
Mitchell Paddles  
Canaan, NH 03741 |
| 17-18 | SL, DR, OC - Virginia Championships  
Open Canoe | Lillie Gilbert  
209 83rd St.  
Virginia Beach, VA 23451 |
| 18    | SL - Loyalsock Creek  
Forksville, PA | Loyalsock Registrar. 41 M Bldg.  
University Park, PA 16802 |
| 24    | DR - Red Moshannon DR  
Grassflat, PA | Tussey Mountain Outfitters  
112 N. Church St., PO 465  
Boalsburg, PA 16827 |
| 24-25 | SL, CL, OC, decked - Apple Line  
Slalom Chuctanunda Creek, Amsterdam, NY  
1st Race, Empire Challenge Cup | Apple Line Race #1  
146 Church St.  
Amsterdam, NY 12010 |
| 24-25 | SL, WW - Capilano Race  
NW Cup Race #1  
Vancouver, B.C.  
V6Z2E2 | Sport B.C.  
1200 Hornby St.  
Vancouver, B.C., Canada |
| 24-25 | SL - Codorus Creek Slalom  
York, PA | A. Scott Thompson  
Charles St.  
Felton, PA 17322 |
| 24-25 | OC - Dixie Division Open Canoe Championships  
Nantahala River  
Bryson City, NC | Nantahala Outdoor Center  
Star Route, Box 68  
Bryson City, NC 28713 |
| 24-25 | SL, WW - Tariffville ’82, Pan Am Trials  
& N.E. Divisional Slalom Championship  
Farmington River  
Tariffville, CT | Dan Bowler  
50 Sunset Terrace  
Unionville, CT 06085 |
| 25    | WW - Peshtigo Wildwater Race  
Midwest Divisional Wildwater Championships | Don Sorenson  
Mall Cafeteria  
Albert Lea, MN 56007 |
It doesn't matter who has run it before or how often. When you paddle a difficult river for the first time, you're exploring. The skill and planning had better be there, because the water you face, you face alone.

Mick Kelly first sparked the idea: "Sure you can paddle the Salmon River in Idaho from Salmon to Riggins." That was June, and I pondered the feasibility of such a venture. Seven days down through some of the nation's most rugged and scenic country rich with big-horn sheep, mountain goats, otters, elk, and soaring eagles. Shoshone Indians told Lewis and Clark that they "could not travel this river in canoes." They tried, found it impossible, and gave it the name "River of no Return." This was the challenge that intrigued us.

In late July, friends Tony and Kurt called seeking a raft trip. The spark burned brighter. They would run a support raft while my wife Greta and I would paddle our Mad River canoe. A week in August was set.

But the details took a lot longer than the decision. A raft was needed, a spray skirt for our ABS open canoe, a way to get the cars to the end of our 6-day trip (an 8-hour drive), food, etc. I finally bought a raft and built the frame, while Greta sewed a canoe spray skirt. Kurt and his gal friend Tony arrived Thursday and aided in the final labours for our preparations. Midnight Friday, Kurt and I were off for the Salmon, seven hours away.

Shortly after hitting the Corn Creek Campground, I drove back into nearby Salmon and made shuttle arrangements. (To have two shuttle drivers meet us at Spring Bar Campground, 363 road miles downstream, made us only $50 poorer per car.) Meanwhile, Kurt had scrounged a permit, after a private raft group canceled, and Tony and Greta arrived with Virgil (Tony's Chesapeake Bay Retriever).

Then came the comments. The professional rafters strolled around, eyeing our open boat.
"You plan to take this thing down river?"
"I'd sure never do that."
"Well, you might make it."
"Don't know, the rapids get pretty squirrelly down river a bit."

I have adjusted to the fact that non-canoers' appraisals of the canoeability of rivers is often incorrect, but we still were not overly encouraged by the remarks.
Once we started, it was 80 miles of roadless river and 95 miles of total trip. In seven days we would be 1029 feet lower, and much more experienced. So in we plunged. The first whitewater shocked Greta and me with its violence and power. It was flowing 3000 cfs, fairly low, this being August, but this was not kid stuff.

Often, one finds a variation across rapids, one side being most difficult, easing up on the shallower, opposite side. But here, we found only ever-narrowing chutes with one choice of passage. Such a chute was Gunbarrel, with a 90° right turn at the bottom. With an almost-coordinated mix of back paddling, forward powering, and luck we made the turn and missed the sheer rock wall.

We had put in at 6 pm, so our first day's run was thankfully short. On one of the Salmon's beautiful sandy bars, we stopped and camped. The two ladies prepared a filling stew which was topped off with a bottle of wine, while Kurt and I labored over our failing spray skirt which required endless amounts of duct tape.

We put in the next day to face Ranier — our first big rapids. Kurt and Tony had only light rafting experience and none of us had seen the river before, so our plan was to scout everything major. A study of Ranier revealed rocks on the right with a fast center chute plunging into a canoe-swallowing hole. Our best laid plan was to pass just left of the rocks and eddy behind them, skirting the hole.

In practice, we gang aft-a gley: Greta cross-bowed to the right pulling the bow into the slower water, the enormous current was too strong on the stern and swept us broadside. Strong forward paddling pulled us out of the hole's maw, but four-foot waves were still in our path. With a strong brace we rode the haystacks into the calm. Kurt and Tony hit the hole in their raft, wavered, but finally made it through. We had survived the Salmon's first test.

Experience honed our techniques. We developed a good method for riding wave-to-trough which involved Greta's hauling most of the load. As her bow plunged into the trough, she'd lean way back on her back paddle, then just as she reached the wave crest, (while I was now drowning around in the trough below), Greta would switch and power forward to bull us through. My job was equally important: I did the directional yelling, along with some bracing and correcting to keep us parallel with the current. Finally, each emergence was capped with whooping cheers of "Alright, we made it!"
"I remember seeing Greta's head several feet higher than mine, with the wave still above her."

Kurt all the while was learning and struggling. He had problems the entire trip with the earlocks pulling out of our home made wood frame and occasionally would come through a hole swimming or stroking manfully with one oar.

All our skill and confidence was needed the next morning at Salmon Falls. The aim was to somehow tuck your craft between two truck-sized boulders and hang on for a smooth, even seven-foot drop. Greta and I hit it slightly left of the chute, but the forceful power of the river glided us through for an exhilarating ride. We eddied out downstream to watch Kurt and Tony. They seemed to have decided to hit the left rock, spin around backwards, and stroke through the mammoth holes on river left. (Interesting choice.) We got ready to pick up gear and people, but Kurt, as usual, was steady in the face of excitement and carefully guided the raft through, with bailing as the only penalty.

The too-few days rolled by lighted by a series of whitewater vignettes. Somewhere amid Bailley Rapids, between two high, white, foamy waves, I remember seeing Greta's head several feet higher than mine, with a wave still above her. My paddle was mid-air, switching sides, when the boat rolled over. Greta reached over the wave crest and heaved her whole weight onto her blade. Soaking wet, we popped up thanks to one of the most effective braces I've ever seen.

Flowing through the five-foot waves of unscouted Split Rock rapids, our poorly designed spray skirt gave up and we soon had 10 inches of water sloshing us to the left. Automatically we shifted our balance right and, with just one wave left to survive, we flopped over on that side. With the aid of the current, we were able to quickly guide our boat to shore and practically five minutes later we were dumped and on our way. This, I claim with pride, was our only swamp on the Salmon's 95 miles.

The second to final day was relatively calm and we enjoyed slowly working downstream, sunning ourselves. We stopped to see Buckskin Bill, a legend along this roadless river. He lives as a semi-hermit by the river, tending his garden and making muskets.

Later that day we saw several herds of bighorn sheep, right down by the river. It is a sobering thought to know that wilderness like this is rare in the United States. Where else can one canoe 80 miles of roadless area surrounded by miles of wilderness? Seeing only an occasional rafting party. We began to enjoy the isolation.

Late that day and approximately 25 miles east of Riggins, Idaho, we came to our first road since the start of our river trip. We camped that night some 15 miles from Spring Bar Campground, our takeout. After setting up camp Tony, Kurt, and I climbed 1000 feet for a look down this long, wild river. A thunderstorm approached quickly and we chugged down amid drenching rain and lightning bolts. It was a last reminder that Nature still holds the upper hand and that we should never think, even in civilization, that man has any ultimate control.

Our last day on the river was mostly calm with one last violent section of waves and rocks to maneuver through. We arrived at Spring Bar Campground by 5:00 with a deliberate swamping for celebration.

(continued on page 31)
The American Himalayan Kayak Descent
Interview with Eric Evans

The Himalayas — long the zenith of climbers, a land of remote mystery, has recently become the goal ultimate for a few expert paddling groups from all over the world. In October 15, 1981 the six-man American Himalayan Kayak Descent Team flew from JFK airport to Darjeeling, India to begin the first paddling expedition ever to enter the Himalayan Kingdom of Bhutan. After almost six years of exasperating negotiation, persistence paid off and the government allowed the boys to enter, on a somewhat altered itinerary.

Most Westerners cannot conceive of Bhutan’s near-Medieval isolation. Nestled between northeast India and Tibet, ringed by 20,000 foot peaks, this small hermit kingdom, about the size of Switzerland, holds 1.2 million people who live and labor as they have for millennia. Kilt-clad men and plaid-skirted women work the neatly terraced rice paddies under the shadow of dzongs — stone fortresses. The first and only paved road was completed in 1961; the first Western visitor entered in 1974.

Into this atmosphere came six Americans with six strange craft. In their 10 day trip, the team paddled nearly 100 miles. First was a warmup on India’s Teesta River, a 5000 cfs glacial stream with good Class III. Then on into the upper stretches of the Wong Chu, the main river the team came to explore. It starts off gently and as the boaters drift through town and red-robed rows of monks, Bhutanese receive their first national demonstration of an eskimo roll, surfing, and an ender. Side trips of Class I to V are taken on Wong Chu tributaries including the milky glacial Paro Chu, the narrow and twisty Paro, the Pho Chu or ‘Father River” running through the winter capital, and the Mo — “Mother River.”

AWA asked Eric Evans for his reflections on this unique paddling experience and to tell us of the hopes and logistics for future trips.

AWA: Eric, the boating community has been hearing rumors of your team for almost a decade, where did the idea originate?

Evans: The whole plan and concept belonged to Wick Walker, from start to finish. He was the real Romeo, and we were just support characters to his dream. And it really was his persistence that made it all come true.

AWA: What were Wick’s initial steps to make his dream reality?

Evans: In 1972, Wick started writing the Bhutanese government. You have to understand how tight entrance into Bhutan was and still is. The country never opened its borders to any Western visitors until 1974. Prior to that, you had to be a guest of the Royal family to get in the country. In 1974, they decided on a very slow Westernization policy. Bhutan wanted to avoid becoming another Tibet — with the drugs and hoardes of hikers. And they have done it: the lonely hitch-hiker with a knapsack is just not seen in Bhutan. You pay $130 per day to join their tours, stay in their selected hotels, see their selected sites, their way.

AWA: Well, when did the government reply and negotiations begin?

Evans: Wick started receiving letters from the Bhutanese government in 1975. Everything seemed favorable, and we started to get set, but as so often happens we got these stalling replies saying, “...we agree to such a trip in principle, but find the logistics most difficult to arrange.” Bhutan, of
course, is under India’s political control and the idea of a bunch of American boaters running around their buffer with Tibet, doesn’t sit well with the Indian bureaucrats. When push came to shove there were no visas, so the entire trip sat on the back burner for awhile.

AWA: How did you start to ‘get set’ back at home?
Evans: Basically, we started to solicit and get geared up. Thousands of dollars worth of cash gifts and specific equipment were donated. Everyone was incredibly generous.

AWA: So when was the final breakthrough that got you over there?
Evans: Finally, in 1981, Bhutan set up a government tour office in New York. This made things much easier. In February, a Mr. San Gey sent us a letter saying he liked the concept of the trip and that ‘We are anxious to welcome your kayak group into our country’. We were off at last.

AWA: After all these years, was the original crew still ready and willing?
Evans: Well, Wick’s first plan was a 30-day, nine-man trip that would be totally self-sufficient. But the Bhutan government had recently opened up a Trekking Group Plan that we were to fit in with as much as possible. So the trip was reduced to 10 days. Meanwhile, Joe Knight, Sandy Morrison, Russ Nichols, and Al Zoab had dropped by the wayside. That left Wick (Walker), me, Tommy and Jamie (McEwan), and Les Bechdel as paddlers. We also picked up Ed Hixson as team doctor.

AWA: How did you meet Ed?
Evans: In the early ’60s, Ed was an open boat racer and we met at a pool slalom. I was the only one who knew him and some of the others were worried that he would, as a comparative beginner, try to run things over his head. But he turned out to be a great boon to the trip, and a great help with the logistics.

AWA: Had you been training as a group on river all this while?
Evans: No, not at all. We did, in September ’81, meet down on the Gauley (in West Virginia) for a week, then some went on to (Virginia’s) Russel Fork. We worked as a group to fix reactions to expected hazards. Actually during the training, Tommy got stuck in one of the first rapids and we worked like a team.

Les was in charge of the safety planning. We all had whistles on our life jackets. We practiced river signals. This was, without a doubt, the most safety conscious trip I have ever been on.

AWA: Was it then that the final organizing was done?
Evans: Yes. Wick was elected trip leader and we decided to make it an authoritarian leadership. He says it— we do it. In an emergency, you just can’t sit around on the river bank and vote. Les Bechdel was second in command.

We also decided the trips priorities and goals: first was to explore the Wong Chu River as much as possible; second was to bring back a photographic record of the expedition; and so forth.

AWA: What about boats and other equipment, how were they all assembled?
Evans: Well, the boats were provided by Easy Rider, Phoenix, John Sweet, Hyperform — they were donated from all over. No special characteristic was sought, each paddler just got the C-1 or kayak he wanted.

We did, though, have to saw the boats into thirds for air shipment. Each man was allowed a bundle of height, plus width, plus depth measuring 104 inches. This meant cutting and putting the stern third into the bow, into the mid section. Then on the plane one of the cans of resin we were going to use to glass the boats back together exploded filling Wick’s helmet, booties, everything.

AWA: What a joy. What about camping and paddling gear?
Evans: Since the government had made our trip one of their official treks, the tourism bureau provided
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us with sleeping bags, stoves, tents, etc., when we used them. Actually, this was in many ways the ideal whitewater trip. About half the nights were spend in local hotels. Lavish comfort. Our $90 per man per day (we got a rake-off rate) provided us transportation, food, room, and camping supplies. So basically all we carried was our paddling equipment: paddles, sprayskirts, safety equipment and clothes.

Our clothing was really light. I brought no wetsuit gear, though some did, mostly I wore a Puma paddle jacked and one of those poly pile jackets underneath. They’re great, you just wring them dry.

**AWA:** What did you carry on the river.

**Evans:** Again, we went light, though we were terribly safety conscious. I had a nylon body strap for belaying, a Walbridge throwbag with some carabiners, firestarters, flares, and some freeze dried food in case we were forced to bivouac. I, as trip photographer, carried the camera equipment, others carried spare blades, and other necessities.

**AWA:** After all was packed and loaded, how did you get there?

**Evans:** We flew into Darjeeling (in India’s northwest tip) and trucked out to trucked out to the Bhutan border. Here we were met by the Bhutanese with a van and a truck. Even though we had our own racks, they insisted we put our boats in the truck. It took two days before they could see the wisdom of loading them atop the van. That van, by the way, was our sole vehicle for most of the trip.

**AWA:** Who were the 'they' who met you at the border?

**Evans:** Khe San was our official liason from the tourism office and he stayed with us the whole trip. Actually, the entire tourist department was happy and fascinated with us. Most of their trekkers of 60 year old tourists who griped that their beds weren’t warm. We were ready for anything. Our other permanent member was our driver. Khe introduced him as named after some unpronounceable city in Bhutan, so I nicknamed him Cleveland and it stuck.

**AWA:** So it was really just the eight of you. Did you head straight for the river?

**Evans:** No. Our entire first day in Bhutan was spent driving a zig-zag path to cover the 50 straight miles to the capitol city — Thimpu. It was a fascinating city. Incredibly ancient with everyone doing things as they had done them for centuries. The people’s reaction was one of total stunned silence. We were strange, our boats were stranger. They were in no way antagonistic, just completely uncomprehending of our presence — greeting us with blank stares.

**AWA:** Did you hob nob with royalty while there?

**Evans:** No. We did see the King drive by in his Mercedes, though. He owns the only one in Bhutan. Actually, the King is a 29 year old basketball freak, who has imported a seven-foot black American pro to shoot baskets with him on his own court.

It's a strange country. Westernization will come, of course. They used to call it Druc Yul — Land of the Thundering Dragon. (Due to violent storms sweeping down from steep Himalayan spurs). Now they are trying to change the name to Land of the Peaceful Dragon.

**AWA:** Well, after touring Thimpu, did you get to the Wong Chu and run all of it you had planned?

**Evans:** Not quite. Our first plan was to boat the Wong Chu River from the highest possible point upstream, right down to the Indian border. We had showed officials that we were technically capable of it, but that wasn’t good enough. They were convinced we must stop at Chhukha — a site where they have a hydropower plant planned. Safety was their main concern, but they were a
little touchy about our getting close to the Indian border. We kept calling it by the English name instead of Wong Chu, which didn’t please them either.

**AWA:** This must have necessitated some real schedule juggling.

**Evans:** Yes. It actually gave us more time to side trip on tributaries and other rivers in different valleys, knowing they would stop early. In the eight paddling days I’d say we covered 100 miles of river and ran six different rivers. I know this doesn’t sound like a lot, but you just can’t believe the logistics problems. First we had to convince our liaison and local officials that we could really run a given section of river, then we had to drive to it over Medieval roads, since it was an expedition and so remote, we had to scout everything. Also, we were constantly besieged with cultural invitations: 'Oh, we have these fine Bhutanese dancers whom the Queen herself has recommended for your pleasure.' So what are you going to do — tell the Queen’s reps you’d rather go paddle?

**AWA:** What kind of water did Bhutan offer you?

**Evans:** Every kind of water I have ever seen on a river, I found there — flat, easy Class II, technical, really pushy. We loved it all. In the first couple of days, we explored other rivers (not Wong Chu) in different valleys. Most of that was an open Class II-III allowing us to enjoy the scenery. We also did both the main Wong Chu tributaries which were incredibly scenic. Then we started at the high point and worked our way down to the confluence of the two main forks. That part was technical, not really pushy.

Then, after the confluence, the river really started to roll. The river dropped 150 feet per mile average. There were two drops at the beginning of this that Jamie and Tommy McEwan ran which I very happily avoided. Much of it was pool — drop, but it was mixed with an occasional continuous streak.

**AWA:** What, for you, was the best paddling experience of the trip?

**Evans:** That would have to be the last day. It was the best possible paddling. All Class IV-V and just never-ending, continuous waves, with nice play holes. It was a lot like the Tuolome in California. You could just play and get punch drunk rolling along with the endless current.

**AWA:** Could you describe an average paddling day on the expedition for us?

**Evans:** Well, the first daily battle was to set up our itinerary. Everywhere we wanted to go was instantly 'not possible because it was not on the itinerary'. Things move slowly in Asia, and one must learn Asian patience and bend to 'the way things are'. Through it all, Wick was a brilliant diplomat — a true Southern gentleman and eventually Cleveland would drive us the torturous route to the put-in. While we took off downriver, Cleveland and Khe San would follow us in the van with the gear. They loved to fish and would often meet us that night with their nightly catch for dinner.

On the river, we proceeded slowly, scouting everything. But we played wherever possible. As photographer, I'd set up the tripod and catch the group at play. In the evening we would half the time camp riverside in the luxury of a guided-trip with all the prepared food and accoutrements. The rest of the time we would stay in nearby hotels. This really upset Tommy McEwan who wanted to gnaw roots and really suffer. But photographer Evans and Dr. Hixson were happy to hoist many glasses at the lovely Kaima Bar. It was the ideal white-water trip.

**AWA:** Throughout all this liquid encounter, what kind of scenery were you experiencing?

**Evans:** Like the water, every kind of bank I've seen from a river, I saw (continued page 28)
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It is not AWA’s aim to promote any particular paddling product. However, on occasion, a unique, high quality, limited production item becomes available from a small outfit and we feel it our duty to inform AWA readers. Two such items are discussed here. AWA invites other people and manufacturers to write similar pieces.

The Kuckuk Paddle

For two years we have had the enviable opportunity to paddle with what may be the state-of-the-art kayak paddle. Very light (38 oz.) but unbelievably strong, the paddle has performed reliably in the heaviest water we’ve seen...all without the smallest crack.

With the help of others, Matt developed a unique vacuum molding process to mate S-glass, Kevlar, and nylon into an indestructable blade without metal reinforcement. The blade does not craze at the edges under the worst of abuse and refuses to crack where the stress is highest — i.e. three inches up from the top. Although very stiff, the blade has flex enough to reduce the likelihood of injury to paddler alike.

The shape of the blade is ideal. Curved in one plane only (length-wise), it refuses to wobble when pulled through the water. The size of the blade is a bit larger than its SEDA or Perception counterparts, but smaller than the Illiad. The blades are connected by the standard one-and-one-eighth inch vaulting pole. Matt tells us he will provide custom grips for the pole on request. For a custom paddle be prepared to work out with Matt the specifics of weight, length and layup and be prepared to pay a fair price for this unique and indestructible power paddle.

If such a paddle design interests you, you can contact Matt Kuckuk at 1928 Palm Ave., San Mateo, CA 94403.

Spray Jacket — Blue Puma

It is indeed refreshing to discuss a quality clothing item specially designed for high abuse and functional performance. The folks at Blue Puma advertised just such a spray jacket in AWA, so we called and ordered one made of heavy weight nylon and looked forward to using it.

The item arrived: it fits well and looks terrific. Its seams are flat felled and impeccably sewn. The pocket for river goodies is large enough even for a camera and easily accessible.

The neck and two sleeves feature velcroed and zippered closures, made of eighth-inch nylon covered wetsuit material. The sleeves sport small loops to grasp in your teeth as you pull the zipper down over your wrist. The elastic line closure and clamp around the waist affords adequate water exclusion during rolls.

The design is functional. When constructed with heavy gauge nylon, it is tough enough for the hairiest and most exploratory of paddlers. As a final plus, Blue Puma is still small enough to personally care about each order. Their address is 650 10th Street, Arcata, CA 95521.
here. Often, like below the confluence, high canyon walls would rise hundreds of feet above us and it would get quite dark and clammy — actually difficult to see. This might then open out onto a broad, flat, vegetated flood plain. Everyone there farms and most of the steep hills are terraced farmland.

At one point, just below the confluence, I paddled around the corner and startled literally thousands of strange monkeys who screamed and scrambled up the steep hillside. I pulled out the camera, but they were too quick and all I got were some distance shots.

AWA: I assume you did get heaps of good pictures, however.

Evans: *Life* Magazine provided me with the film, and several of the shots will go in their May issue — a special whitewater issue. In the 10 days, I shot 80 rolls of film, giving me 2,500 pictures.

AWA: What about the weather?

Evans: We paddled from 8000 feet down to 6000 feet. In the morning, there was a nip of frost on the paddles. Your hands were chilly. By the afternoon, it was in the high 50's. It was warmer than Pennsylvania in spring. No one wore pogies.

AWA: In a country this remote, how did you keep from getting lost?

Evans: Wick is with the Army Special Forces and got us maps better than any in Bhutan. In fact, he got them on condition that no one except expedition members could see them.

AWA: Looking back on the expedition overall, did you feel it all worked well? Did you all work as a team?

Evans: Well, we worked at being a team. Though not a long trip, it was potentially stressful being so remote. I really got sick of everybody saying, 'Oh, this would make a lovely shot', while they played and I set up the tripod. But that's really minor. If it is possible on such a trip, I'd say were were overplanned. We never got lost and never once had to bivouack. Now we have all come back broke and happy.

AWA: Well, it does sound, in your words, like the ideal whitewater trip. Are there any plans for other expeditions in your own future?

Evans: The Bhutanese government has said they want us back as their guest (that means no pay).

AWA: Would it be conceivable for some of our qualified readers to consider Bhutan as a paddling site?

Evans: The government is anxious to consider other trips, on a cautious basis. Anyone interested should contact Wick Walker, Box 193, Oakdale, PA 15071.

AWA: Well Eric, our thanks to the entire expedition for opening up this new territory to American boating. Let's hope you weren't the last to run Bhutan's river.
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Scranton, PA 18505
Vol. XXVII No. 1
River of No Return

(continued from page 18)

Packed and waiting for our shuttle, we sat relaxing, thinking of our thrilling adventure. When too-soon, the drivers arrived on Saturday, we proceeded to cram six people, three dogs, a canoe, an inflated raft, and all our gear into and on a VW Rabbit and a Toyota station wagon. We drove away.

We had finished some of the most exciting canoeing available in the United States; a stretch the Indians had said was not canoeable. It is not a trip for everyone, as it can be quite dangerous. At high water this river has been known to move boulders the size of small houses. But with the right skill and planning, I can promise you a river you will always remember.
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