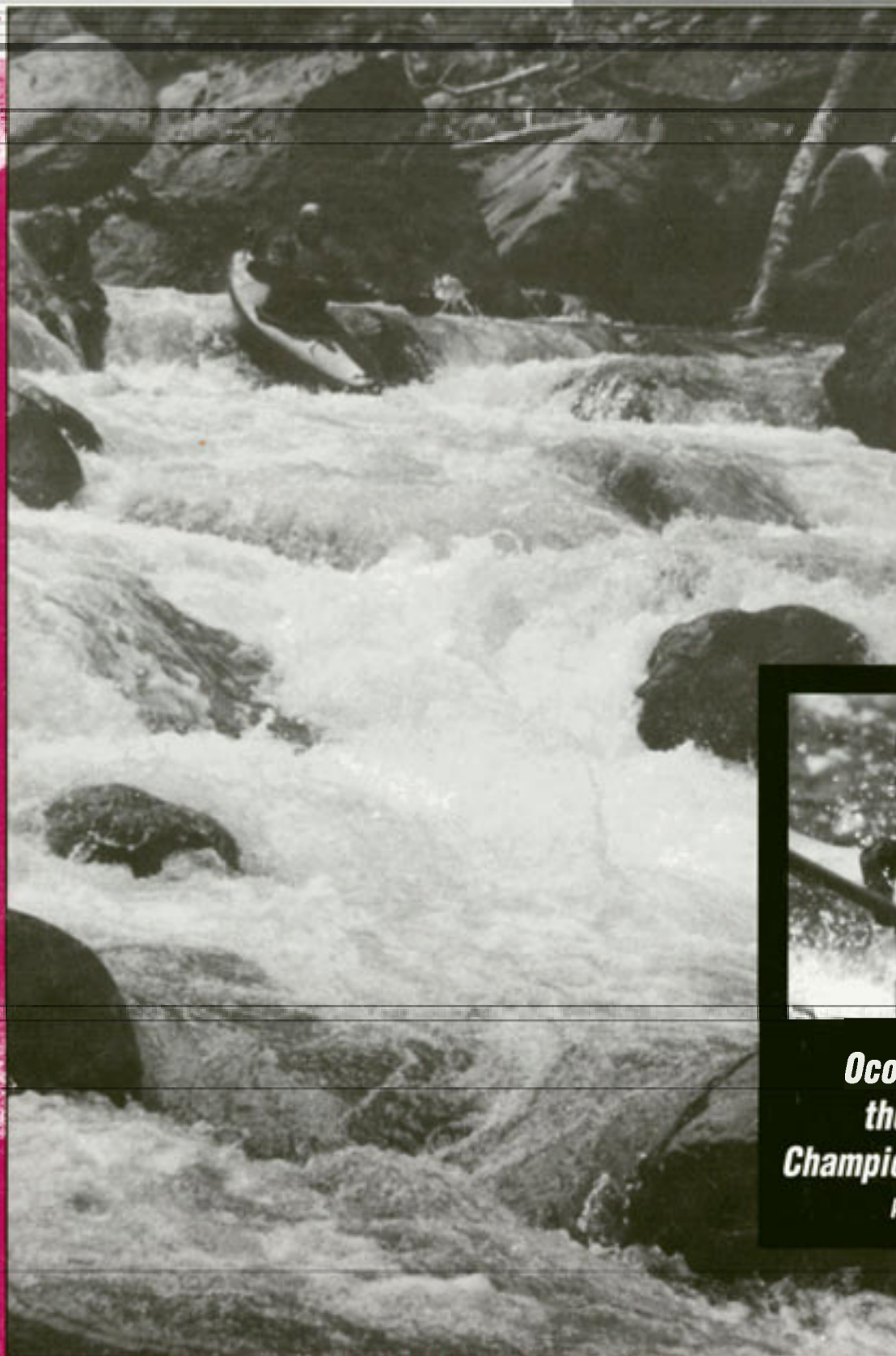
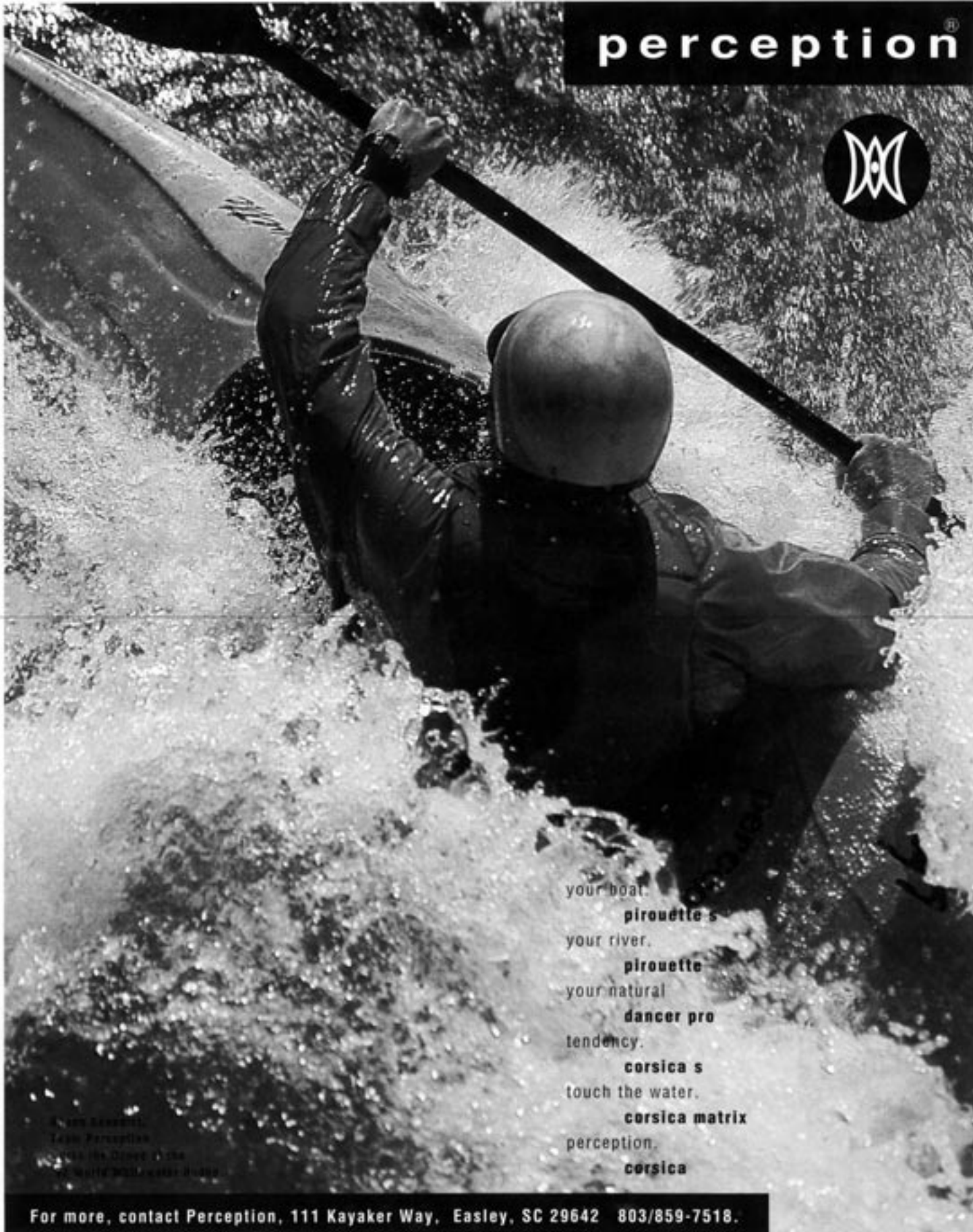


american whitewater

January
February 1994



***Ocoee Hosts
the World
Championship Rodeo***
page 34



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Journal of the American Whitewater Affiliation

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Front cover: "Tom Wolf on the Middle Fork Nooksack River (WA). Photo by Mike Deckert. Back Cover: World Championship on the Ocoee, Photo by Sandi Loftis



Printed on Recycled Paper



Ocoee Yeeeeeheh.....pg. 34

ME RIVER DECIDES

I first met Jack at a local paddling club meeting, early in my kayaking career. He was quite an imposing sight. His jacket was festooned with all sorts of awe-inspiring patches and pins that had been bestowed upon him by various organizations and agencies. Jack boasted of his whitewater credentials; he had graduated from the Whitewater I and II schools offered by the AYH, he had various and sundry Red Cross certifications, he had taken innumerable lifesaving, CPR and advanced first aid courses and he was an ACA certified whitewater instructor. Jack talked a damned good game. I was understandably impressed with Jack.

That was back in the days before I knew better.

My next encounter with Jack, a month later on the Cheat River, was a revelation. I was paddling with a group of friends, most of us were novices, so we were taking our time and being careful. We came upon Jack and his party in an eddy about half way down the river. Actually describing Jack's group as "a party" seems a bit incongruous, since they were having anything but a good time.

Swims had been taken, paddles had been lost, boats were being duct taped and everyone was shivering. A couple of members of Jack's group had already started the long hike out of the Cheat Canyon. It was clear that Jack and his friends were totally intimidated by the river. This struck me as odd, since they were all outfitted with gobs of state of the art safety and rescue equipment and they all had fancy patches and pins on their PFDs... just like Jack.

Even though most of the folks in my group were neophytes, we offered to paddle out with them. We spent the rest of the day chasing gear, boats, and terrified boaters down the river. It was quite the Yard Sale. Jack and his compadres seemed incapable of helping themselves.

By the end of the day I had come to two conclusions. The first was that, even though Jack and his buddies had been boating a long time, they weren't very good.

But then again, neither were we. Nevertheless, our group had a good day on the river. They did not.

Which led to my second conclusion... that Jack's biggest problem was not so much his lack of ability, but rather his lack



of confidence. The sad fact is that Jack was really frightened of whitewater. He could hand roll in a lake, but he could not river roll in a clinch. He could demonstrate a Z drag, but he could not effectively nudge a runaway boat into an eddy. He could diagram a rapid, predicting the location of every eddy line, hydraulic and boil, but he could not bring himself to chase a swimmer through a wave train when he could not see the pool at the bottom.

I felt sorry for Jack. I realized that all Jack's bragging, pins, patches and credentials were just part of an elaborate defense mechanism... a futile attempt to mask his insecurities and apprehensions.

Over the years I've encountered a lot of other "experts" like Jack. Many were "teaching" others to boat. Others were "leading" safety seminars.

They are an intense lot. Well meaning.

And, unfortunately, incompetent.

I'm sure you've met some of these people too.

They collect first aid, safety and instructional certifications like magical tokens.

Surely if they take enough first aid courses, they won't panic when someone gets hurt. Surely if they take enough safety courses, no one will drown when they are on the river. And surely if they have been certified to instruct in whitewater boating, they won't miss their roll at the bottom of Big Nasty. Unfortunately, it just ain't so. Because when it comes to river running, badges, patches and fancy pieces of paper are no substitute for experience, common sense and guts. Some folks have it, and some folks never will.

Over the years I've had the privilege of paddling with and, by observation, learning from some of the best whitewater boaters in the country... Mike Fentress, Wic Walker, Rob Lesser, Jeff Snyder, Risa and Woody Callaway... to name just a few. Believe me, these people have expert credentials... though they may not be documented on pieces of paper.

On the Upper Yough I've watched John Reagan ferry a half drowned swimmer to shore on the brink of National Falls. I've seen Roger Zbel throw himself into the maw at Lost and Found to deliver a petrified kayaker from certain death on the face of Tombstone Rock. They weren't wearing any ornate patches and they didn't use any elaborate equipment. They relied upon their strength, skill and, most importantly, their personal willingness to lay it on the line for someone in trouble.

So now we have come to the portion of this editorial that is going to get me into trouble. If I had any sense I would stop right now.

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But, what the hell! Sometimes a man's got to do what a man knows he probably shouldn't do. So, here goes!

In an editorial in the latest issue of Paddler, Jeffrey Yeager, the Executive Director of the American Canoe Association, defends the ACA whitewater instruction certification process, saying that "certification as an ACA instructor is widely accepted as a credible indication of a person's paddling and teaching skills."

Well, I hate to disillusion you, Mr. Yeager, but not where I live. There are too many ACA instructors out there like Jack, who sat through the requisite course... held on class three water... but who can not competently paddle class four whitewater and are totally incapable of negotiating class five.

Mr. Yeager argues that "credible national certification" like that offered by the ACA **will** "safeguard the public".

Well... maybe... But that depends on what we mean by "credible". That depends on who **will** set the standards and how strictly they **will** be enforced. And that depends on whether the process will be so "credible" that truly expert boaters will bother to take the time to complete the process.

Considering the current state of the **art** of paddlesports, I personally would **question** any standards that certify individuals as instructors **and/or** safety experts who can not **confidantly** and safely paddle class V water.

Now I really wouldn't have paid much attention to all of this, except for the fact that Mr. Yeager announced, in the same editorial, that the ACA has received a \$63,000 grant from the Coast Guard to expand their instructional program. They plan to use part of this money to hire a full time director of instruction and safety. Since that's my tax money, I hope they choose wisely. Because there are a lot of "experts" out there with excellent "credentials". Folks like Jack.

This isn't the first grant the ACA has received from the Coast Guard. Some of this money was used to produce legitimate, albeit basic, whitewater safety films. But some of it was used to enlighten us regarding matters that seem to me a bit less than profound.

Like the fact that we should wear our life preservers when we paddle Gore Canyon. And that we should not stand up in our canoes on the Gauley. Or drink a case of beer before we start down the Green

Narrows.

Don't get me wrong. I don't have anything **against** the ACA; over the years they've done a lot of good work. And I suppose there is a place for formalized whitewater instruction and "credentialing". A lot of folks like Jack take comfort in the process. I do get concerned when some of these less than competent individuals use these "credentials" to assume positions of leadership within the whitewater community.

I'll grant that a truly "credible" certification of professionals might be desirable. Although it seems to me that the ACA and the Coast Guard should give some serious consideration to the legal ramifications of such professional credentialing. For instance, who might be held responsible when one of these "certified" professional instructors makes a mistake that leads to a serious injury to one of his or her students?

But, irrespective of what the ACA does, let's be honest. In the end, the river **will** determine who the experts are. And the river doesn't give a damn about fancy diplomas and patches sewn on PFDs.

Bob Gedekoh

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LETTERS.....

Boat Alone?

Dear Editor,

It has been an interesting year for a few of my friends on the river. One friend broached under Second Helping on the Ocoee. He was paddling with a companion who had taken a swim out of his C-1 at Broken Nose just up river. In the search for the lost paddle, my friend suddenly found himself dropping over the ledge sideways onto a rock. As a result he was there by himself, underwater, out of sight, with only the air pocket formed from water rushing over his head allowing him to breathe. According to his story, it was over five minutes before anyone even realized he was there.

On the same river the weekend before another friend pinned/broached his boat just above Double Suck in easy

class II water. In this case, the boat folded, breaking my friend's leg. Not fully realizing what had happened, he popped his spray skirt to escape the boat, only to find himself trapped in a sinking boat. Under water in fast current, he was unable to breathe and mentally began to prepare for death. Fortunately he was not alone. His paddling companion was able to wade to him and hold his head above water until the four or five other paddlers needed to work his boat out of the pin arrived. In both cases complacency was a primary contributor to the accident.

This past weekend I had the pleasure of enjoying a great trip to the Upper Yough and Gauley on Festival weekend. On both rivers, I observed boaters paddling alone. Most everyone would agree that it is hard to be alone on the Gauley or the Yough on Festival weekend, but it only takes one to

three minutes to drown. When you are alone, no one is watching for you and time passes very quickly. Once someone notices a boater in trouble, how long does it take to set up rescue on big, technical whitewater? Even that weekend our group of four kayaks was often separated by several minutes from other boaters (until we tried to play in some little hole or surf any wave). Paddling alone is the ultimate complacency.

My concern over this issue is part selfish and part benevolent. Partly I believe that this sort of behavior is God's plan for natural selection. My selfish interest is that if boaters continue to exhibit behavior which contributes to near drowning, injury and death, that our discussions of river rights will be changed to worries over river legislation, and I will not be able to paddle the good stuff. Governments are good at nothing if not over reactions and protecting us from ourselves. Just ask the Friends of the Yough. My benevolent wish is that we all continue to have the right to paddle when and where we want, to take chances we feel we can handle, and to take the risks that both make the sport fun and perhaps deadly. To keep these rights where we have them now, we must exhibit and emphasize responsible behavior and awareness of the fears and perspectives of those not familiar with our sport. It would be disappointing for the efforts of AWA in the area of river rights to be eroded by complacent attitudes and irresponsible behavior on our rivers.

Anonymous
Atlanta

Editor's Reply

For reasons that are well known to my friends, I have decided not to say much about this interesting letter. Instead I have asked our safety expert, Charlie Walbridge to comment on the risks of boating alone. However, I cannot resist the

temptation to point out that in AWA's recent survey of the last 100 whitewater canoe and kayaking fatalities, only 4 involved solo paddling.

WALBRIDGE REPLIES

Dear Anonymous,

Thanks for an interesting letter. Unfortunately, safety is not always a matter of distinguishing black from white. Boating with others is a wise precaution, but not a guarantee of safety. You've pointed out that, even in a group, paddlers can find themselves in serious trouble. We'd all probably be even "safer" running only class I rapids, or better yet, staying at home and watching TV football. While your concern is extremely reasonable, there are few paddlers who have never bent various commonsense rules. The trick is to be sure that such "shortcuts" don't lead to disaster.

Safety "rules" are guidelines which we follow to minimize risk. Paddling alone is dangerous because there is no backup in the event of trouble. Few of us are so good that we don't need the help occasionally. Paddling with a group means that assistance will be nearby, reducing some of the risks of river running. But some rivers are so difficult that rescue is not a sure thing, and paddlers are truly "on their own" in major drops. At other times a run is well below a paddler's proven ability and the chance of a mishap is minimal. Deciding to run solo in either of these circumstances certainly increases the seriousness of the trip. But if done properly, the chance of misfortune is minimal.

When ignoring a rule as basic as the one recommending group travel, paddlers must be careful to follow the other recommendations of the AWA Safety Code. Their physical condition must be excellent, and their gear

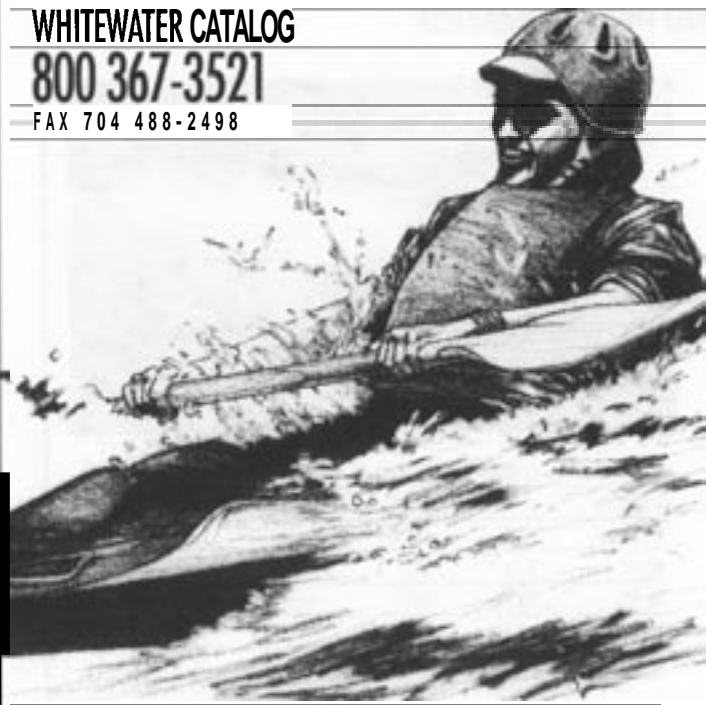
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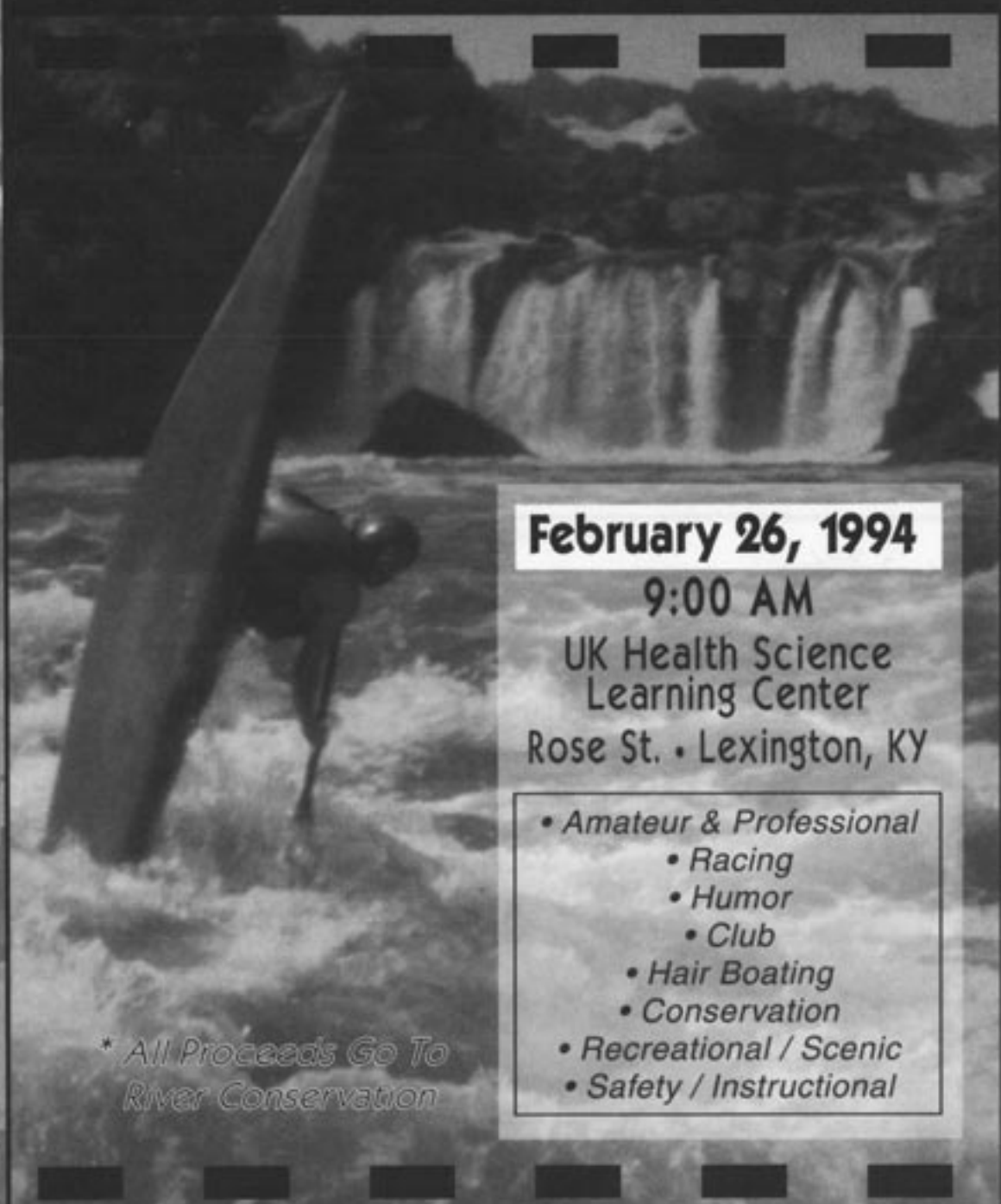
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must be in good repair. The river must within their ability and, hopefully, familiar to them. Weather and water conditions must be favorable, and most important, the boater's level of alertness must be turned up to its highest level. A mishap might be fatal, and will almost certainly result in lost gear. The decision to run a river alone is akin to a decision to run a very ~~difficult~~ rapid with a group. Both are calculated risks of the most serious kind, since they leave almost no margin for error.

I have tried, but never much enjoyed, solo paddling. On the few occasions that I've paddled a river by myself the added stress made the trip uncomfortable, and there was no one along to share the fun. Nonetheless, it is a unique challenge that may appeal to other properly prepared boaters. Complacency is really one of the greatest

hazard for any experienced boater. An alert, prepared expert is often safer by himself than the group boater who isn't paying attention. For all paddlers the task of deciding of where, when, what, and with whom to run is very personal. I fear the efforts of government agencies and other self-appointed experts who would make these decisions for us.

Charlie Walbridge
AWA Safety Chairperson

NAUGHTY! NAUGHTY!

To the Editor:

I was introduced to your magazine this year by the sales people at Mountain Gear in Spokane, Washington. I was very impressed by a number of things your magazine pre-

sented that others did not, mainly a magazine about and for kayakers. The fact that you touted river conservation as a main focus just added to its appeal. Having just returned from what I consider to be the ultimate river trip, 20 days in the Grand Canyon on the Colorado, I was quite dismayed to read "It's No Pic-A-Nic Boo Boo... A Yellowstone Adventure". By the very printing of this article you promote the illegal use of this river. Though your circulation may not be large, there will be those who read this article and make the connection that it is okay to run this river, as long as you don't get caught. Aren't we as a prominent member of the boating community responsible for living within the regulations that are set forth, even if we don't like them. And if we can't live with them, shouldn't we try to change them through legitimate means, and not by promoting renegade boaters who choose to dirty all our names. I certainly hope that you will use better judgement in the publishing of upcoming articles of this nature and may "Thomas" be jailed the next time he introduces new boaters to the Yellowstone!

See ya' on the rivers in the West,

Doug England
Tri-Cities, Washington

Editor's Reply:

I believed that the Park Service had legitimate environmental concerns that led them to prohibit kayaking on the Yellowstone. I certainly would not encourage anyone to violate their regulations. I treasure Yellowstone Park too, and do not wish to see it harmed. But the Park Service has never presented any convincing ecologic justification for their regulations.

Prominent western boaters have tried for a number of years to negotiate an access agreement with park officials, but they have refused to cooperate.

I suspect that the Park Service will never change its

policy unless there is intense public and political pressure from the boating community. But the only way to mobilize boaters in regard to this issue is to educate them about the spectacular whitewater on the Yellowstone River... i.e. to let them know what they are missing.

If people like Thomas didn't take others down the river, and if people like Marcus Whiting didn't write about these clandestine trips, and if I didn't publish these articles, most boaters would not know or care about the Yellowstone River. Then, the Park Service could have its way forever.

I just wish I knew who Thomas was. Maybe I could talk him into taking me along on his next forbidden excursion.

Bob Gedekoh

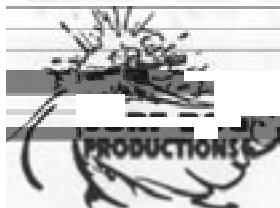
EVENTS/RELEASES CALENDAR NEEDED

Dear Sir

I am writing to make a suggestion for a column in your magazine. I love reading trip reports on dam release runs but feel frustrated sometimes when one is within driving distance (which is anywhere on the east coast) and I didn't know about it. As a new boater I'm just getting into the loop. My local club, CCA, lists dam release streams in the Washington, D.C. area, but not outside the mid-Atlantic area. So what I'd love to see in your magazine would be a calendar type column that listed upcoming dam releases. I'm sure most people on your staff know what's coming up. If not you could request the info from your readers. This new column could be especially helpful to old-timers, if relicensing creates new recreational releases. I hope you take this into consideration.

Sincerely,
Rob Theodore
Takoma Park, Maryland

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Editor's Reply

I wholeheartedly agree that such a column would be a welcome addition to American Whitewater. I try to publish as much information as possible about release dates, and also about various whitewater events sponsored by local clubs, etc. Unfortunately I don't get as many announcements as you might expect, and, more often than not, they come in too late to be included in the appropriate issue.

Most readers don't understand that, because this is a small low budget publication produced by volunteers, our deadlines precede our publication date by at least a month and a half. That means, for instance, that the deadline for this issue was November 15.

Sometimes folks get mad at us because they think we intentionally ignored their announcements, when, in fact, we received them too late for publication.

We will continue to publicize releases and events as much as possible... all we ask is that sponsors and those "in the know" send their announcements at least two months in advance.

SUPPORT AWA NOW!

Dear Editor:

I just received and reviewed AWA's Financial Review and Quarterly Update. Impressive. Very impressive. The American Whitewater Affiliation continues to increase conservation awareness, stay ahead of budget and, most importantly, protect (and even RECLAIM) whitewater rivers.

Perhaps most amazing is that all this work is done by VOLUNTEERS. The journal you are now reading is edited and produced on a volunteer basis. The Gauley and Ocoee Festivals which produced nearly \$47,000 for conservation efforts were produced by vol-

unteers. Read any issue of the AWA journal and you will witness the access, conservation, safety and lobbying efforts put forth by this outstanding organization.

The only disturbing piece of information in the Quarterly Update was the decline in membership. Dues from enlightened members remain AWA's largest and most important source of revenue. Every kayaker, rafter and open boater I know complains about dams, access problems, etc. While they are whining, the AWA staff of VOLUNTEERS is sacrificing their evenings and weekends for the rest of us.

If your membership has lapsed, write a check today. Purchase memberships for you paddling buddies this Christmas; buy one for your G2 companion on Valentines Day. The AWA is truly the voice of all paddlers; it is OUR organization. If you and all your river friends contribute a FRACTION of what the AWA staff contributes, we will be assured of quality whitewater for the rest of our lives.

Special thanks to Risa Callaway, Rich Bowers, Phyllis Horowitz, Bob Gedekoh, Pope Barrow, Susan Gentry and Jim Scott and the entire extraordinary AWA crew!

Sincerely,
Mark White
Salt Lake City, Utah

Editor's Reply:

Now this is the kind of letter that makes my day. Thanks for the complements, Mark.

Volunteers surely do spend an incredible amount of time making the AWA a potent, productive organization. And we do get frustrated that so many boaters are unwilling to "put their money where their mouths are". We understand that these are hard times for some of our members; but the \$20 membership fee certainly isn't all that much, especially since it includes six issues of this magazine.

We try to keep our solicitation of members to a minimum. A number of the larger conservation organizations to which I belong start sending me membership renewal forms within three months of my annual donation. These mailings continue at monthly intervals; I often wonder what percentage of their budget is spent on solicitation.

The AWA Board has resisted this type of fund raising; so when you receive a renewal notice from us, it really is time to renew. Sending several renewal "reminders" wastes our precious resources; please don't ignore our initial notice and please don't let your membership lapse.

And, of course, as a volunteer organization, we don't just need money. Aspiring writers are needed to fill the pages of this magazine, politically concerned boaters are needed to work on a number of local and national issues and, of course, we always need volunteers to work at the festivals and rodeos.

If you have the time or the energy to help, check the addresses listed at the beginning of each issue and drop the appropriate editor, regional coordinator or conservation director a line. We'll be happy to put you to work.

ing for outdoor retailers?

With only twelve boaters involved in the test run, the bibs seem more like a chance for some free advertising than for "recognition of fellow paddlers".

Please explain.
Sincerely,
Steve Edwards
Rome, Georgia

Editor's reply:

According to Rich Bowers, our Conservation Director, the folks from N.O.C. were included in the Tallulah run at the request of the power company... not the AWA. The power company apparently felt that the N.O.C. safety expertise would be an asset, and, according to Rich, they were right. The N.O.C. folks turned out to be strong, productive members of the team. The power company also insisted upon the bibs, so that they could identify the boaters from a distance.

By the way, I went back and reviewed the pictures. On only one of the six pictures we published could I decipher the N.O.C. logo.

I visited the N.O.C. once, for about fifteen minutes, ten years ago. It seemed like a nice place.

Hate to disappoint you... but... no conspiracy here!

Bob Gedekoh

**AWA/NOC
CONNECTION
QUESTIONED**

To the editor,

Hats off to the recent article about the Tallulah. However I could not help but notice that all of the boaters, regardless of the organization they were representing had on N.O.C. bibs. What gives? Are AWA surveys being turned into free advertis-

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The American Whitewater Affiliation (AWA) is a national organization with a membership of over 3000 individual whitewater boating enthusiasts and more than 100 local paddling club affiliates.

EDUCATION: Through publication of the magazine, American Whitewater, and by other means, the AWA provides information and education about whitewater rivers, boating

safety, technique, and equipment.

CONSERVATION: AWA maintains a complete national inventory of whitewater rivers, monitors threats to those rivers, publishes information on river conservation, provides technical advice to local groups, works with government agencies, and —when necessary — takes legal action to prevent river abuse.

EVENTS: AWA organizes sporting events, contests and festivals to raise funds for river conservation, including the Ocoee Whitewater Rodeo in Tennessee and the annual Gauley River Festival in West Virginia, the largest gathering of whitewater boaters in the nation.

SAFETY: AWA promotes paddling safety, publishes reports on whitewater accidents, and maintains both a uniform national ranking system for whitewater rivers (the Interna-

tional Scale of Whitewater Difficulty) as well as an internationally recognized whitewater safety code.

RIVER ACCESS: To assure public access to whitewater rivers AWA arranges for river access through private lands by negotiation or purchase, seeks to protect the right of public passage on all rivers and streams navigable by kayak or canoe, and resists unjustified restrictions on government-managed whitewater rivers.

AWA was incorporated under Missouri non-profit corporation laws in 1961 and maintains its principal mailing address at PO Box 85, Phoenicia, NY 12464. The phone number is 914 688-5569. AWA is tax exempt under section 501(c)(3) of the Internal Revenue Code.

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Numerous Rafting Fatalities Mar '93 Season

Seven Perish in Kayaks

The 1993 Whitewater Accident Summary

by Charlie Walbridge
AWA Safety Chairperson

Until I started compiling this report together I had the feeling that it had been a reasonably safe year for river runners. Despite high water levels throughout the country "only" seven kayakers drowned. This is slightly below average. There are three canoe accidents in my files, totalling five fatalities. All were caused by inexperience, two specifically by carelessness around low-head dams. But what caught me by surprise was an unexpectedly large number of **rafting** deaths, **totalling** twenty! I've known for some time that many Western states have a significant number of accidents each year involving **inflatables** which the paddling community never hears about. I suspect that the accounts in my hands are just the tip of the iceberg; the real numbers may well be much larger.

Previous issues of **American Whitewater** described fatalities on the **Futeleufu** in Chile, the Middle Fork of the **Snoqualmie** in Washington, and the Arroyo Valle in California during the first three months of the year. Later a report surfaced of a January mishap on **Tonto** Creek, a class III run in Central Arizona. Local boaters consider this run small and tight. It's normally run at 500-1500 cfs, but 1993 was a wet year in Arizona. The day of the accident the river was running at 20,000 cfs, a near flood level. The two boaters put in on Rye Creek, a tributary which enters just above a narrow gorge. Within minutes of hitting **Tonto** Creek both were swimming, after being **cartwheeled** in a hole. One man made it to shore. The body of the victim, Wesley Hall, was recovered two days later almost ten miles downstream. The condition of the body suggests a flush drowning.

The scene now shifts eastward. On March 11 a group of kayakers were attempting Section IV of the Chatoga River in Georgia. The gauge read 2.0', a moderately high level. The group was experienced, but most were not familiar with the river. Trouble struck at the beginning of the Class IV-V "Five Falls" Section. Mike Wilson ran Entrance Rapid way too far left

and flipped in a large hole. It's believed he hit his head there and was stunned by the **impact**. After a few weak roll attempts both he and his boat drifted, upside down, into Corkscrew Rapid.

Rescuing an unconscious person in pushy class IV-V rapids is extremely difficult. One member of the party reached the victim's boat and attempted to flip it up right, but had to eddy out to avoid being washed into the drop below. The group gave chase, but had to move cautiously because of the difficulty of the rapids. Another person ran the next drop, but became caught in a hole for several minutes. The victim, still in his boat, washed through Crack-in-the Rock, Jawbone, and Sockem-Dog rapids. The rest of group, paddling the pools and portaging the drops, found the kayak upright in an eddy below, empty, but with the sprayskirt still attached. The body was recovered a short distance downstream.

The Blizzard of '93 brought several feet of snow to the mountains of West Virginia, and rivers there ran at near flood levels throughout March. On March 26 the Potomac was at **fifteen** feet, a foot below flood stage, turning a class II-III float into a wild, big water run. Four people in a single 11 foot raft entered the **Shennandoah** at **Millville**, West Virginia which was also extremely high. Just below the confluence with the Potomac the raft capsized in a huge wave. All hands wore life vests and had some white water experience, but their tiny craft was no match for such huge water. This, combined with the immense width of the river and the lack of a backup boat, set the scene for a tragedy. Two people eventually managed to swim to shore; the rest were swept downstream for miles. They were spotted by law enforcement personnel at dusk; a helicopter was called, and the **downdraft** was used to blow the raft to shore. One man, Craig Gibson, was in bad shape and later died; the others were treated for hypothermia and released.

March 31 saw a group of inexperi-

enced youngsters get into more trouble than they bargained for on **Catskill** Creek. Although the temperature was 60 degrees and the weather sunny, the river was running **bank-full** and most of the ground was still covered with snow. The party consisted of six high school **kids** in three canoes. Jeans and work boots comprised the uniform of the day; no life vests, flotation, or cold weather gear was used. Within a half mile one of the boats wrapped. Two boys were trapped for some time, and it took the State Police a while to effect a rescue. One boy drowned, the other was hospitalized for **hypothermia**.

Despite considerable education efforts, Pennsylvania reported its share of wild antics around dams. On April 18th three paddlers in two boats returned to a low-head dam on Middle Creek after running the creek and carrying the dam earlier in the day. One **man** ran it successfully, but the second capsized and was caught in the hydraulic. A third person waded out to the victim and **extended** his hand. He was yanked off his feet into the hydraulic. Eventually the two were flushed out. One person, Anthony Long, was unconscious with no breathing or pulse.

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SAFETY

The third member of the party started CPR, and kept Long alive until rescue vehicles arrived. For their questionable judgement the trio was charged with negligent operation of a boat by the Pa Fish Commission.

On May 28th two fishermen, **reportedly** fortified with alcohol, attempted to "jump" the 55' high Holtwood Dam in a small powerboat. Both men died when their boat crashed into rocks at the base of the drop. Their bodies were recovered a week later.

California still possesses a number of steep, unrun rivers with the potential for multi-day trips. The dangers involved were brought forcefully home with the death of **Jaroslav Mach**, a Czech immigrant living in the San Francisco Bay area. Mach, one of the strongest boaters in the state, was part of a team of three expert **kayakers** looking for a first descent on the North Fork of The Middle Eel, a thirty mile stretch flowing out of the Yolla Bolly Wilderness to the north. With gradients in some areas approaching 200 feet per mile in a 3000 foot deep canyon, this was clearly a serious undertaking.

After a difficult bushwhack to the put-

in the group ran a brief stretch of river and camped for the night. They were midway through their second day when they encountered a steep, obstructed boulder rapid. One member of the team banged down a rocky sneak; another prepared to **carry**. Mach ran the middle chute and pinned vertically in a five foot drop. The spot was completely inaccessible and rescue was out of the question. Mach struggled, but could not work free.

After four or five minutes the pinned kayak broke loose, plunged over a downstream waterfall, and drifted into a pool upside down with Mach still inside it. One of his companions jumped into the water, grabbed the boat, and wrestled Mach free. He then pulled him onto a midstream rock. CPR was begun and continued for over an hour with no effect. **Realizing** that Mach could not be revived, the two survivors carried his body well above the waterline and placed him in his sleeping bag. They then stashed their boats on shore and began a grueling (20 miles+) walkout, camping at the top of the gorge. They met Forest Service personnel the next day and reported the accident. The body was recovered the following morning by

helicopter.

Utah's Cataract canyon was the scene of three deaths this past summer. On April 27, with the river running at 19,000 cfs, a private raft hit Little Niagara Rock, ejecting several passengers. One man reboarded immediately; another had to be chased down. This put the party out of position for the next rapid, Satan's Gut. The raft **flipped** in a huge pourover, putting everyone in the water **again**. One man **swam** to shore; another clung to the raft, and a third was washed downstream through two more rapids. Other boats in the party gave chase, the victim was found floating in an eddy, face up, with no vital signs. CPR was initiated but was unsuccessful.

On May 29, 1993 the Colorado in Cataract Canyon had risen to 67,700 cfs. The average peak flow is 45,000 cfs; at this level the river is extremely large and pushy. A motorized touring group traveling down the Green River arrived at the confluence. They were expected to turn upstream at the Colorado River junction, but apparently one boat became confused and accidentally motored past **warning** signs **into** Cataract Canyon. The boat, a 19' jet boat, capsized in a big hole in Little

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Niagara Rapid. No one was wearing life vests, although the lone survivor managed to grab a seat cushion and swam to shore. Two others are missing and presumed dead. A commercial outfitter saw the wrecked boat and notified the Park Service, who rescued the survivor early that evening.

Stanley Hollister, 50, was a noted outdoorsman and "aquanaut" who swam rivers wearing two wet suits, flippers and a mask. He had previously swum the Cataract Canyon successfully at the record flow of 110,000 cfs! On June 3, with the river at 65,000 cfs, he made another attempt. Declining offers of help from commercial outfitters, he entered the canyon alone. No one saw what happened. His body was found floating in an eddy at the base of Rapid 24. There was ample evidence of a head injury which may have contributed to his death.

Colorado had a spate of rafting accidents this past summer.

Except for a single outfitter's client, all were reported to be experienced boatmen. May 26 saw a man drown after his raft flipped in Dead Cow Rapids on the Eagle River. Although pulled in by a second boat, he didn't survive. The other people in his boat ended up on a mid-stream island and had to be rescued by volunteer firefighters.

On May 30 a raft guide and kayak instructor drowned after his raft capsized on the Colorado River near Glenwood Springs. In late June another man died after falling out of a commercially guided raft on the Arkansas River near Royal Gorge. At the same time a fourth man drowned after overturning in Warm Springs Rapid on the Yampa. Finally, On July 1, a river guide fell out of his raft at Pineview Falls on the Poudre River, made it to shore, then collapsed. Details on all incidents are sketchy; my main source of info is newspaper clippings sent by AWA regional coordinator Rick Alesch. High water was a major factor in all of these incidents.

June 14 saw Colorado's lone kayaking fatality. A group including Tennessean Gary Stack, 43, was running the Uncompagre River near Ouray, Colorado as a warm-up for a later trip on the Animas. This is a small, trashy class IV-V run which The Floater's Guide to Colorado describes as "unpleasant looking". Even at high water there's lots of rocks and brush. Stacks bailed out of his boat in a steep rapid and probably hit his head. A line was thrown to within two feet of him but he didn't react.

He and his boat floated almost a mile, then both washed into a bad strainer. His group reacted quickly. One person flagged

down a car and rode to the site of the strainer. With difficulty he got on the log and pulled Stacks free. The victim then floated free for 30 yards until a bystander in street clothes waded into the icy water and got him to shore. CPR was started, without success.

In Alaska just south of Anchorage, a single-boat raft party of five attempted the Sixmile River on June 6. The level was extremely high; most other boaters had stopped running it. Helmets were not used; only two members of the party had wet or dry suits. The raft flipped in an area known as "The Waterfalls". Three people in the party made it to shore; a fourth clung to a cliff for an hour before being rescued by firefighters.

The victim, Jonathan Hayes, was caught in a strainer between his raft and the log, head underwater. Two kayakers who were in the area scouting another river saw the mishap and initiated the rescue. They found one man dazed and disoriented with a head injury. One kayaker stayed with the injured man while the other continued downstream. He found the victim, pulled him free, and administered CPR without success.

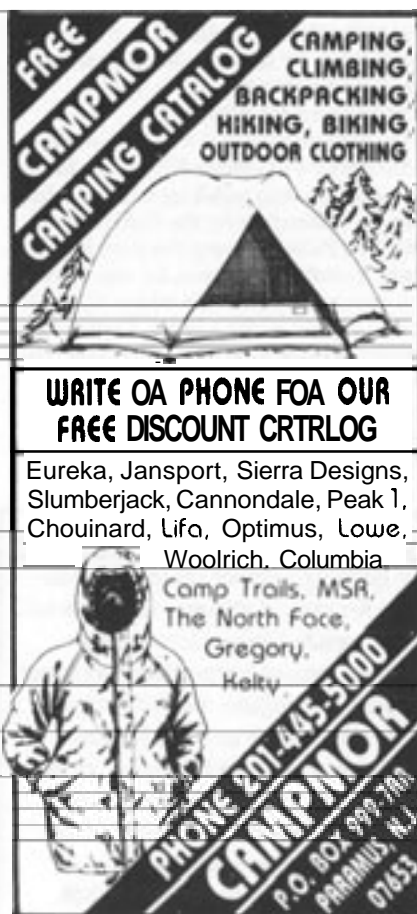
Heavy summer rains kept Wisconsin's Wolf River running much higher than usual this year. This, combined with inexperience, resulted in two rent-a-raft fatalities. Todd Watson died on July 31 following a violent upset in 8' high, Class IV Big Smokey Falls. Someone saw him swimming below the drop and extended a paddle, but he could not hold on. On June 27 David Dover was part of a church group running the river in rental rafts. Entering class III Boy Scout Rapid, his boat became stuck. He got out to help push it loose, and in the process his foot became stuck between rocks. Several people tried to keep his head above water without success; his life jacket came off in the struggle to save his life. Local raft rental companies have been criticized for providing inadequate talk-ups and tolerating drinking on the river. A river is not an amusement park, and needs to be treated with more respect.

Dillon falls on Oregon's Deschutes River is a bad class VI drop on a popular grade II-III run. On July 9 a group of two men and three children in two cheap rafts got lost on the way to the put-in and inadvertently launched upstream of this drop. Their gear, though minimal, was sufficient for the easy Class II water they expected to encounter. They ran the falls despite huge "danger" signs posted on shore. Although wearing "horse collar" life vests, the adults did not survive. The children were washed out, battered and bruised. One clung to an underwater ledge on the

riverbank for three hours before being pulled to safety. I can only guess that their low body weight relative to the flotation in their life vests saved their life.

The Upper, Upper Salt River in Arizona is a serious stretch of class IV-V whitewater flowing through the White Mountain Apache reservation in Northern Arizona. The area has been closed to boating by the Tribe because of numerous accidents. The flow was 200 cfs, well under the 350-1500 cfs range at which the river is normally attempted. The river was extremely rocky, and in one drop Kayaker Jeff Berkenshaw broached and pinned. A line was thrown to him, but, as he tried to get out of his boat, he was sucked down into an underwater cavern. The group was later cited by the Apache Tribe for illegal boating.

The Salt was the site of several other drownings. On March 26 Dr. James Wilson and Dr. Finis Taylor, paddling a canoe, drowned while attempting to run a flood control structure in Tempe, Arizona. This sounds like a low-head dam with a barrier placed below the drop to intensify the hydraulic. The river is often dry at this time of year, but on that day was carrying 5,700



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cfs. The rest of the river is Class I. The pair was spotted going over the dam by a state highway employee who called 911. The pair's life jackets were ripped off the bodies, making recovery operations difficult. An accompanying canoe saw what had happened and was able to reach shore safely.

Quartzite Falls is the biggest drop on the Upper Salt River. On May 23rd the river was flowing at 1900 cfs, making the drop a solid Class V **with** a big keeper hole on the left. A lone raft carrying three "experienced" paddlers got caught in the hole. One man was ejected, the other two, Californians Richard Panich and **Jerry** Buckhold, held onto the boat and were **recirculated** until they drowned. Although the Salt is a popular run, this is the first death at this site. I have to wonder if entanglement with lines attached to the raft might have played a role. The lone survivor was trapped for two days until spotted by a helicopter, which was in the area searching for the **body** of a raft guide who had fallen into the water while sleeping in his boat the previous day. Alcohol consumption could have played a role in this second **calamity**.

The above material on the Salt, and the **Tonto Creek information**, was kindly provided to me by Rob **Reiterman**, a Tempe area paddler. He spoke to **local** boaters, collected newspaper articles, and researched flows for **AWA**.

On September 4th it was **deja vu** on North Carolina's popular Nantahala River. Jason **Allgood** was paddling a **canoe** when his boat capsized above the final drop of Nantahala Falls. Floating the river in the classic "feet-first" position, he was driven deep into the bottom hole where his foot became caught under a ledge. Despite the desperate efforts of boaters and **NOC employees**, he could not be saved. A tag line offered the best chance of success, but I suspect river **traffic** would have made setup **difficult**.

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This accident is an eerie repetition of one which occurred at the **same** site in 1990; examination of the **runout** in low water showed several possible **entrapment** sites. Previously the undercut ledge had been filled with stones. The **Forest Service**, working with local outfitters, filled the crevices with concrete soon **after** the incident.

Rivers like the Nantahala present unique challenges for river managers. While it's often desirable to correct some dangerous conditions, it's quite impossible to make an entire river risk free. Paddlers must accept the **responsibility** to deal with these dangers themselves; that's part of the challenge which makes rivers so interesting. We also note that the classic swimming position, while generally a good idea, may pose problems in steep drops. Tucking into a ball, or even bending your legs, may reduce the risk of foot entrapment. Under no **circumstances** should a swimmer consider standing up in deep, fast current.

Lastly, on October 9 Jason Campbell, a maintenance employee of a raft outfitter, died on the Russell Fork River while attempting to run it with some of his co-workers. This class V run is probably the most serious rafting "adventure" in the East. The major rapids are steep, **technical**, and studded with undercut rocks. Any swim here must be considered **life-threatening**. After their raft flipped in Maze Rapid, Campbell was swept under a rock and became entangled in the debris collected there. His two co-workers swam to safety, and, assisted by others, worked for over thirty minutes to free him.

The year was not without its positive moments. Several saves were made as boaters reacted quickly to an assortment of dangerous situations.

Greg Williams reported an unusual rescue on the Knife River near Duluth, Minnesota on April 3. His group came around a bend only to find an ice dam; the first boater ran up on the ice; the second broached and the paddler was sucked underneath. After a struggle, they let her float under the ice, a distance of **40'**! They grabbed her on the other side and began mouth to mouth. In a few minutes she began breathing again, and she was actually able to get back in her boat and finish the run. On April 9 Nancy **Peteraf**, a Philadelphia Canoe Club Member, lost consciousness and stopped breathing **after** being caught in a **pourovers** at the base of "the Haystacks", a class IV boulder drop. **Fortunately** she washed out of the reversal and was immediately picked up by a paddler who began mouth-to-mouth.

In mid-April a local paddler appropriately known as "Boomer" suffered a **com-**

pound fracture of both ankles after smashing into a rock at the base of a 30' **waterfall** on West Virginia's North Fork of the **Blackwater**. His friends carried him to an abandoned railroad bed where he could be evacuated by ambulance.

In June David Hoover flipped on New York's Black River and got washed into an eddy which **recirculates** against an undercut cliff. This spot, known as the Wailing Wall, is notorious. His companions were able to get a rescue bag to him, pulling him into the main current where he could swim free. He was picked up **downstream** by another member of the group.

The **Ocoee** was, **as** usual, an exciting place this summer. On July 16 a paddler was **trapped** in his boat after broaching on a rock at the top of Double Suck. The boat wrapped completely, leaving the victim in terrible pain, barely able to keep his head above water. While some friends held his head above water, a rescue team began to form. As they pulled upstream on one end of the boat, one rescuer lifted the stern over the pin rock. He suffered a broken leg.

A few weeks later another paddler pinned end to end between two rocks at Slice and Dice. He got caught with one leg in his boat, and the other leg out. As the boat **disappeared** beneath the **water**, he became hard to spot. It took some time for other boaters to notice his predicament. Finally a kayaker paddled out, ran his boat onto a nearby rock, and held the victim's head above water. Gradually the group was able to free the trapped leg and transfer the victim into a waiting raft. Getting the boat free, however, proved to be more difficult. Complacency and inattention contributed to both accidents, and could have been prevented by a higher level of alertness on the part of the paddlers.

In summary, it seems that many paddlers have **gotten** the message **that** bad things **can** happen to good boaters. Considering the high flows of '93, I was expecting more trouble. The increased number of rafting accidents **reflects** the growing popularity of **paddlesports** in general and commercial rafting in particular.

Many of these people get involved with the sport with little or no training and marginal equipment. Their judgement is poor, and they can't cope with the sort of mishaps paddlers must expect. Many rafting accidents involve only one boat; the lack of backup frequently turned a manageable situation into **something** more serious.

As always, these statistics identify problems which the boating community needs to address during the coming year, principally through new educational initiatives..

Hydropower Threatens

North Fork Payette

Idaho Rivers United and Friends of the Payette Lead Opposition

Idaho Rivers United and the Friends of the Payette have kicked off a campaign to pass federal legislation to protect the North Fork of the Payette River from being destroyed by a hydropower project proposed by Gem Irrigation District. The two river conservation groups are joining forces to secure the passage of H.R. 233- The North Fork Payette River Protection Act.

The North Fork is considered to be one of the best class IV-V whitewater rivers in the nation.

"We hoped the state law would be enough to stop this terrible project, but it's not. Gem Irrigation is forging ahead in complete disregard of the will of the people of Idaho. Their refusal to drop the project is indefensible," said Liz Paul of Idaho Rivers United.

"Idahoans love the rapids and waterfalls of the North Fork of the Payette. They hang out their car windows to catch a glimpse as they drive Highway 55, they picnic and fish at Big Eddy, they stop and take videos of the kayakers. They love it, and the only way to protect it from the greedy grasp of Gem Irrigation is to pass a bill in Congress," continued Paul.

"The project would drain the river nearly dry and wipe out traditional uses. The water would go down a drain at Smith's Ferry and explode back into the river at Banks," Paul explained.

2300 cfs would be diverted into the 13.5 mile long tunnel if the project is completed. Only 200 cfs would be left in the river channel... far too little to allow recreational boating.

Three years ago Idaho citizens organized a record breaking campaign and convinced their state legislature to pass a law banning hydropower from the North Fork Payette. However, federal law allows a hydro project to be licensed even if state law prohibits it.

Under federal law, the Federal Energy Regulatory Commission (FERC), retains ultimate authority to license a hydropower project and to condemn private land if necessary. FERC is required to "consider" the wishes of the state in river protection but is not obligated to adhere to them. Gem Irrigation hopes to take advantage of this loophole.

H.R. 233, sponsored by Congressman Larry LaRocco (D-Id), would establish a federal hydropower ban on the North Fork Payette between Smiths Ferry and Banks. It would not add the North Fork to the Wild and Scenic Rivers system.

Idaho Rivers United is a statewide river conservation organization with a membership of 1,000. Friends of the Payette is a volunteer organization based in Boise.

What You Can Do

Write a Personal Note to the Idaho Congressional Delegation urging their support of H.R. 233.

*Mention that the residents of the state of Idaho have already registered their determination to protect the North Fork Payette through passage of the State Comprehensive Plan.

*Mention that the threat to the river comes from Gem Irrigation's proposal to divert water from the river.

*Ask them to call for a committee hearing on the bill and to do all they can to facilitate its passage through the House and Senate and on to the President's desk.

Idaho Congressional Delegation

Senator Larry Craig, U.S. Senate
302 Hart Bldg., Washington, D.C. 20510
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Senator Dirk Kempthorne, U.S. Senate
Washington, D.C. 20510
202-224-6142

Representative Michael Crapo
437 Cannon House Bldg.,
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Representative Larry LaRocco
1117 Longworth House Bldg.
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Additional information regarding this situation is available from the Friends of the Payette, p.o. box 633, Boise, Idaho 83701 or from Liz Paul at 208-343-7481. ■

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North Carolina May Purchase Land Along Green

excerpted from an article by Harrison Metzger in the Hendersonville Times-News

The North Carolina Wildlife Resources Commission is negotiating with Duke Power to purchase about 5,700 acres of **gamelands** along the Green River. The lands, which include the rugged gorge known to boaters as the Narrows, stretches from below Duke's Tuxedo Power Plant to near lake Adger.

The Narrows of the Green is an extremely **difficult** whitewater run that has gained an international reputation. It also harbors a number of rare **plants and** animals.

The North Carolina Heritage Trust, which holds the purse strings for state land purchases, considers the land a "natural heritage priority area because of its rare plants, animals and **habitats**", according to Linda Pearsall, Program Director.

Duke decided in late summer that it **will** not need the land for hydroelectric power generation. The company offered the land to the state so that its wild and unspoiled character could be maintained, according to company spokesperson Mary Katherine Green.

**"Our desire is to see
that the next owner of
the property is also
committed to
preserving that
area down
there,"**

"Our desire is to see that the next owner of the property is also committed to preserving that beautiful area down there," Green said. Company officials met with the Wildlife Commission at its October meeting in an exchange which Green described as "pretty positive".

Dukes asking price for the tract of land has not been made public, but a source said that the property has been appraised at \$2 million.

The Wildlife Commission told state staffers to go ahead **and** to purchase the land, according to chairman John Lenz. The Commission will seek funding in May through the N.C. Natural Heritage Trust, a fund established to purchase environmentally valuable sites.

The N.C. Wildlife Commission has said that it **will** not attempt to restrict or develop access to the river if the sale goes through. Duke Power has said that they will continue the releases from the dam at Tuxedo that permit boating on the Green.


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INSIDE THE BELTWAY

by Ed K. Lujan

An eight-lane interstate highway (known as the "beltway") encircles Washington, D.C.* like an poisonous snake protecting the capitol from the reality outside. Inside this terrifying inferno, while the rest of the nation looks on in horror, the ponderous wheels of government slowly grind away.

The world inside the beltway is a cacophonous Tower of Babel— inhabited by politicians, bureaucrats, T.V. news casters, lobbyists, lawyers, government contractors, drug addicts, and special interest groups.

Undeterred by this horrific scene, and ever alert to anything and everything affecting whitewater, AWA beltway insiders keep a close watch on events of interest to whitewater boaters.

The following is part of a continuing series of reports from the Capitol.



Inside and outside the beltway, as 1994 begins, river conservation cognoscenti are in a testy mood. Internal squabbling is bubbling up through the veneer of unity normally pasted over the various groups around the nation **working** on river-related issues.

One insider element, like a desperate rescue squad, is trying to administer political CPR to the almost comatose wild and scenic rivers Act.

Another group, composed mostly of science and ecology freaks, is acting like a genetic engineering lab, trying to create a new species of Federal river protection legislation.

Oddly enough, both groups are being treated by "old guard" river conservationists as uncouth, disruptive gangbangers who just can't sit still in class.

The Rescue Squad

The group attempting to rescue the wild and scenic rivers act from oblivion is led by a persistent and dedicated coterie of experts. These are people who have been **working** for years in a **painstaking** way to add new rivers to the system, one by one.

This group believes that the law should be flexible enough to work in a wide variety of river conservation contexts, including the context of private land.

Recently, they attempted to include a segment of the Farmington River in Connecticut (upstream of the

Fariffville Gorge) in the wild and scenic system. With 55% of the land concerned in private ownership, this was no easy task.

The private land ownership issue is a difficult one for wild and scenic advocates across the country. Opponents to Farmington River designation **had** already succeeded in **killing** off the proposal to include a Massachusetts segment of the Farmington, as well as segments of the Pemigewasset River not far away.

When rivers flow through private lands, the argument is **often** made that the owner's right to use or abuse his riverside land as he sees fit is as **sa**cred as the right to own **ass**ault rifles. The wild and scenic rivers Act is portrayed as inconsistent with that right. Landowners often come to believe that the wild and scenic designation could potentially result in the condemnation of their property.

The Farmington River bill, introduced by Congresswoman Johnson and by Connecticut Senator Lieberman, contained specific provisions to counter these arguments. The bill prohibited condemnation of private lands and clearly mandated that a council of local people— not the **na**tional park service— would manage the river corridor.

The bill even went so far as to state that boundaries need not be limited to the narrow 1/4 mile river corridor usually covered by wild and scenic designation. The area under protection could be larger or smaller as the need

dictated, according to the local plan.

All this novelty, inventiveness, ingenuity, and quirkyness was just too much for the crusty traditionalists now standing guard inside the beltway to insure that local rabble rousers and riff raff do not make their way into the sacred wild and scenic tomb.

American Rivers dispatched their most prestigious lobbyist to stop the Farmington River bill in its tracks. They were successful, at least temporarily. After American Rivers testified in both the House and Senate against the bill, the bill was derailed for the time being.

This unfortunate result sent the wild and scenic CPR squad into paroxysms of frustration.

As of this writing the Farmington bill is still in limbo. It will be considered again early in 1994. If it is defeated, the message to river advocates across the nation will be clear forget about protecting rivers flowing through private lands under the federal wild and scenic river system.

On the other hand, if the bill is passed without significant alteration, it might be possible to administer CPR to the wild and scenic system on a broader basis—and include other private land rivers under its protective umbrella.

If you want to help protect the Farmington from new water projects, and keep the wild and scenic rivers Act alive as an option for other private land rivers, write to Congressman Bruce Vento, Senator Dale Bumpers, and Kevin Coyle (President of American Rivers) asking them to support H.R.2813 and S.1332 as introduced. Congressman Vento and Senator Bumpers can be reached at the U.S. Capitol, Washington, D.C. 20515.

For copies of the Farmington bill, write American Whitewater at 8630 Fenton St, Suite 910, Silver Spring, MD 20910 or the Farmington River Watershed Association at 749 Hopemeadow Rd, Simsbury CT 06070 (203-658-4442).

The Bioengineers

Meanwhile, amidst all this fuss about whether we should try to jam a new engine in the rusty old chassis of the wild and scenic rivers act, some river conservationist experts are work-

ing on another strategy altogether. What they want is a new vehicle.

This group is led by Bob Doppelt of the Pacific Rivers Council and supported vigorously by American Whitewater, River Network, Trout Unlimited and the National Wildlife Federation.

Recognizing that the wild and scenic rivers Act was designed 25 years ago, not as an all purpose river conservation tool, but only as a way to stop Federal dam building, this group took a fresh look at what river conservation should be about in 1994.

They concluded that dams were not the only problem that rivers face in the 90's.

They concluded that Federal ownership and park service management of a narrow corridor was too limited a way to address the river conservation needs of the 1990s.

They concluded that protecting a few isolated river segments cannot solve the multitude of ecological abuses now being suffered by entire

river systems.

They concluded that rivers are inextricably entwined with their watersheds, and that headwaters and downstream areas are ecologically linked, not isolated ribbons of water.

They concluded that financial incentives, local empowerment and local responsibility are the only ways to deal with the political opposition which inevitably develops when the Federal bureaucracy is promoted as the answer to river conservation problems, and the only way to gain protection for large numbers of rivers.

They concluded that making every river conservation decision subject to an Act of Congress was backwards. River abusers should have to seek an Act of Congress to destroy a river, not the other way around.

They concluded that rural communities often want to protect and restore their waterways, but that jobs are usually seen as resulting only from development and development is synonymous with altering and degrad-

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ing river systems, not restoring them.

Finally, they concluded that America's river systems need restoration as much as they need protection. River systems throughout the nation, like **all** freshwater aquatic ecosystems, are nearing a state of total collapse.

It became clear to **this** groups that no amount of CPR on the wild and scenic rivers system could provide the type of river **conservation** and restoration needed in the 1990s.

So they developed a new approach and are now promoting a legislative proposal to get it moving.

Their bill is called the River and Watershed Protection and Restoration Act (RWPR). Copies **can** be obtained from American Whitewater, Pacific Rivers Council, River Network, Trout Unlimited, the National Wildlife Federation, River Federation, or the Clean Water Network.

Under the RWPR proposal, any local government or local group with the ability to **carry** out a river conservation strategy can ask the Federal En-

vironmental Agency to register their river and watershed area. The request must come through a State agency designated by the Governor.

The local strategy for river restoration or protection must be consistent with national river and watershed **protection** and restoration standards set by the National Academy of Sciences, but **otherwise** it can be **anything** contributing to the protection or restoration of the river.

The strategy could be as simple as cleaning up trash or as complex as restoring the entire aquatic ecosystem.

Unless the EPA find the strategy inconsistent with the national standards, EPA is required to register the river and watershed covered by the application.

Once registered, a river is protected from all Federal and State actions which are inconsistent with the local river restoration and protection strategy.

In addition, Federal funding from existing EPA and Department of Agri-

culture programs, and **from** a new fund, will be available to local authorities carry out their river and watershed strategy.

Even better, the bill provides **that**, for registered rivers and watersheds, existing funding for Soil and Water Conservation Service projects will be redirected to projects which further the river restoration and protection strategy, instead of being used for **destructive** projects as is now the case in so many areas.

This funding could be substantial, large enough to create local jobs in river restoration. In some instances, in Oregon for example, this is already **taking** place, with local people employed in river restoration projects. The bill could start similar projects across the nation.

A detailed explanation of the proposed River and Watershed Protection and Restoration Act, and legislative language, can be obtained from **American Whitewater** at 8630 Fenton St, Suite 910, Silver Spring, MD 20910. If this sounds like a good idea to you, write to Congressman Gerry Studds at 237 CHOB, U.S. House of Representative, Wash, D.C. 20515 asking him to introduce the bill.

National Heritage Area Concept Emerges

While the inside-the-Beltway river conservation community debates the relative merits of the CPR or biotech answer, politicians **are** pushing ahead on a third track with yet another idea: the National Heritage Area concept.

An avalanche of bills has been introduced in Congress in recent years to establish river **valley national** heritage areas. One example is the bill to establish the Quinebaug and Shetucket River Valley National Heritage Area in Connecticut. Another is the bill to establish the Cache La Poudre Basin Area in Colorado.

According to the National Trust for Historic Preservation, as many as 14 separate heritage areas are now under consideration in Congress, many of which involve river areas.

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CONSERVATION

The National Heritage area concept does not yet have the full attention of the river conservation community or the support of the scientific community. But it does seem to be attractive to another community — politicians.

Politicians see the National Heritage Area concept as a way to blend their desire to be FOR river and watershed protection at the same time FOR jobs, tourism and community development. River conservationists should take note.

UPCOMING SEMINARS

March 26-27, 1994 2nd Annual Northwest River Runners Conference, OREGON, presented by Northwest Rafters Association, contact **Al Ainsworth** (503) 246-0386.

April 5-7, 1994 National Summit on Outdoor Recreation, Washington, DC, hosted by the Outdoor Recreation Coalition of America, contact (303) 444-3353.

April 19-22, 1994 Rivers without Boundaries, Grand Junction, CO, American River Management Society, contact (510) 655-5844.

June 2-5, 1994 **Appalachian Rivers and Watershed Symposium** presented by the West Virginia Rivers Coalition, contact Roger Harrison (304) 472-0025. ■

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25TH ANNIVERSARY OF NATIONAL WILD AND SCENIC RIVERS ACT

In November American Rivers held a four day seminar celebrating the 25th Anniversary of the National Wild and Scenic Rivers Act. This was definitely "the conference to attend" for serious river conservationists!

The overall theme was "The Future of America's Rivers". More than 600 representatives of river conservation and recreation interests, governmental agencies, and others attended the conference.

Workshops concentrated on coalition building, grassroots advocacy, and river science, technology, and education.

While the conference was successful in itself, the real "coup" for the river movement came during the final banquet. Actor Michael Keaton presided as Master of Ceremonies, and both Vice President Al Gore and Mike Harcourt, Premier of British Columbia, made remarks.

Perception River Conservationist of the year Ric Careless narrated a superb slide presentation entitled "Tatshenshini Wild". Music by



Open House — AWA Conservation Office-Pope Barrow, Steve Taylor-AWA; Bruce Carpenter-New York Rivers United; Gordon Bare-Assst. Coach U.S. Whitewater Team

Mason Williams enhanced this fine production.

The AWA, River Federation and the Center for Watershed Protection hosted an open house at their new offices in suburban Silver Spring just prior to this conference. More than 50 people attended the open house, including many whitewater advocates.

A Northern Idaho Rivers slide show, prepared by Idaho Rivers United, showcased this open house and highlighted upcoming lobbying efforts to protect such outstanding rivers as the North Fork Payette and Meadow Creek.

BCC Conservation Raft

The Birmingham Canoe Club has put its conservation raft to good use in various river clean-ups and as a safety platform. The accompanying photo shows the BCC raft aiding in a recovery effort on a class V drop on the North Alabama river this past year. AWA donations helped purchase the raft for the BCC. ■



AWA Hydropower Program Update

Projects affecting river recreation Dam Reform Initiated

In June of this year the AWA, American Rivers, Trout Unlimited and various state and federal agencies met with the newly appointed Federal Energy Regulatory Commissioner to discuss new strategies for improving rivers impounded by hydroelectric dams.

Under the guidance of Chairwoman Elizabeth Moler, FERC is attempting to address the environmental and recreational damage to our rivers, stemming from existing and proposed dam projects (a FERC project may often include several dams).

On September 15, FERC enacted several administrative reforms dealing directly with requests presented to it at this June meeting, and began to solicit public comment on two proposed policy changes also addressed at that time.

Immediate policy reforms targeted one of AWA's top priority issues in this process: how to get more people involved in new and relicensed dam projects.

The most critical of the many changes will provide for written public comments or meetings on all licensed projects. Until now, only those few projects warranting a full Environmental Impact Statement (EIS) received this attention. This will allow boaters, fishing and local interests, and other river users to register their concerns noticed early in the process, when it will have the greatest impact.

FERC also requested public comment on two major policy changes:

FERC asked whether it should consider the cumulative impacts of all hydro projects in a river basin, even when their licenses expire at different times.

Secondly, FERC asked for public input on the design of a policy dealing with old, abandoned or derelict dams - a policy to avoid a federal or state version of the S&L bailout for abandoned hydro projects.

The Hydropower industry has mounted a serious campaign to flood FERC with letters opposing both of these actions, claiming that these will kill the future of their industry. Over the last few months the AWA and others have pursued an equally serious crusade. This is a critical issue. If the Hydro industry can sabotage early efforts at change, it may gain permanent support at the Commission level. For information on how you can help, call Rich Bowers at (301) 589-9453.

RECREATION ISSUES

TALLULAH GORGE (GA): AWA met with Georgia Power and local clubs in September and early October to continue discussions on releases for this river bypass. With the recent retraction of GA Dept. of Natural Resource opposition to whitewater boating, and with staff recommendations to the Georgia Power board of directors, boating representatives look for a minimum of four weekend releases as early as next summer or fall. Boaters requested 20 yearly releases and negotiations are continuing.

ST. LOUIS RIVER (MN): AWA Ned final comments regarding recreation impacts from 5 dams on the St. Louis and Cloquet riv-

ers. The FERC has determined that these projects **will** significantly impact the quality of human life, and is **undertaking** a full Environmental Impact Statement (EIS). This EIS process **will** be perhaps the most in-depth look taken towards recreation in the Mid-West region. AWA's comments reflected this regional approach, then focused on boating on the St. Louis and Cloquet rivers. Specific recreation issues: the St. Louis is home to the National Whitewater Center, offers class II-III whitewater above the project and class IV-V downstream through Jay Cooke State Park. The Cloquet offers multi-day canoeing opportunities.

KERN RIVER (CA): Southern California Edison has objected to requests for further whitewater studies, and plans to use "existing" information. In reality, no such data exists! AWA and commercial interests have reiterated the need to undertake formal studies on boat-



Pete Flannagan and Mike Deckert examine LaGrande Powerhouse (WA) by Rich Bowers

ing this 15 mile bypassed Wild and Scenic river. Specific information on optimal flow levels, duration of flows, and value of recreation are needed to effectively balance applicant claims of lost power generation.

NISQUALLY RIVER (WA): In mid-November the AWA orchestrated, with Takoma City Light and other river organizations and agencies, a flow release to determine: **runnability** of the 2.1 mile bypass area; critical flows for ramping; continuous flows for fish and aesthetics; **anadromous** fish protection; timed releases for

downstream recreation; recreational and access issues along the popular lower river (**McKenna**); a river restoration and mitigation fund; and a dam decommissioning fund (For more information please see Washington State update).

PEMIGEWASSET (NH): After compiling recreation surveys (including footage taken by a hidden camera on the dam itself) Public Service of New Hampshire has submitted this information to the FERC. Boater groups, including the AWA and the Merrimack Valley Paddlers, are submitting additional (and final) com-

ments to offset the skewed results of the company's phone survey. An EIS is also scheduled for the **Pemi**.

WHITE SALMON (WA): The FERC has agreed to prepare an EIS for the White Salmon river, including investigation of a possible dam removal **option**. This **option**, as well as an EIS, was specifically requested by the AWA (and 15 other groups) over a year ago. The Condit Project is the only impoundment on this **National** Wild and Scenic tributary of the Columbia, and removal would provide increased whitewater recreation as well as a fully restored river from headwaters to confluence. **FERC's** decision follows the recent support offered by the Dept. of the Interior regarding removal of two dams on Washington's Elwha River.

KENNEBEC (ME): On November 15-17, AWA members participated in site visits to observe **environmental/recre-**

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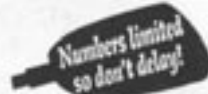
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TROPICAL NORTH QUEENSLAND - AUSTRALIA

ational conditions at 10 dams on the Kennebec. This river has a total of 14 dams from its headwaters to its mouth. The FERC has determined to undertake a full EIS on these projects also. The AWA is deeply involved in the Moosehead and Moxie projects, which have whitewater recreational benefits, as well as the immediate downstream Wyman site.

[Note: In recent history it has been **almost** impossible to convince FERC to conduct an EIS. Among the issues outlined by the AWA and other members of the National Hydropower Coalition was the need to complete more of these in-depth studies. Originally, only 14 EIS's were scheduled for the "Class of '93", a total of 160 projects and more than 200 dams. The trick now is to **bird-dog** these studies and be sure they measure up to the needs and cumulative impacts affecting the involved watersheds.]■

River Access is a Hot Issue! And the AWA's new river access program has been busy with several specific and important access problems around the country, as well as general strategic planning, fund-raising and other necessary considerations for a strong and effective approach. Updates will be provided in each American Whitewater to keep boaters **up-to-date** on access affecting their favorite rivers and streams.

In the last journal, AWA reported receiving an important grant, \$40,000 provided by the Outdoor Alliance to **kick-start** our efforts to purchase critical access lands or easements. We are seeking now to hire a **full** time access coordinator to work out of our Conservation Office, with primary responsibility to coordinate and work with local boaters and clubs on whitewater access (see included job description).

While our access work also includes Hydro involvement, this **will** continue to be updated in a separate report.

Liability Concerns Limit Adventure Sports

by Rich Bowers

Ski conditions have generally been pretty poor in the Mid-Atlantic region for several years. So I was surprised and delighted when I heard that six inches of snow had fallen in Pittsburgh during the first week in November.

I was inspired. But like

many boaters who also ski, my pre **ski** shape up consisted primarily of renting videos and letting my mind take the lead. Cutting edge stuff of course, since I can't hope ever to **ski** at that level. So it was that last week I rented a tape called "The Blizzard of AAAHS!"

Stuck between the footage of forty foot drops and **cliffside carnage** (sound familiar?) and a hard-rock sound track, the dialogue consisted mostly of **skiers** lamenting how lawyers and insurance companies have destroyed the rugged individualism associated with the

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founding of this country. Sadly, these **skiers** had solved this **dilemma** by traveling to Europe to **ski** on the edge.

This struck a familiar chord, since I had just returned from discussing liability issues at the Climber's Rendezvous in Joshua Tree N.P. I attended this meeting, a smaller scale Gauley Festival for climbers, because its sponsor, the Access Fund in Boulder, CO., has already tackled many of the issues that the AWA predicts **will** affect boaters in the future.

The Climbers Access Fund has taken the lead on climber liability and, in the last few years, has purchased critical areas which faced access restrictions. It was my intention to study their techniques, so that the AWA can be ready when boaters face similar access crises.

Liability issues are the same for both boating and climbing interests. Liability concerns often result in restriction or closure of resources. More and more liability concerns threaten to hit our wallets in the form of user fees, bonds, **and/or** insurance.

Other adventure sport liability problems are hauntingly similar to ours. An article in the December **OUTSIDE** magazine, "Accountants on Belay" stated that "It's expected that the Park Service **will** eventually extend the (search and rescue) program into other high-risk sports-such as **kayaking** and solo **backpacking**." **This** proposed program would require those involved in adventure sports to pay for or subsidize rescue services provided by the Park Service.

Boaters, climbers, hikers and **skiers** all share the consequences of federal, state and local agency decisions, and private landowner concerns. Each of these activities are adversely effected by accidents which happen to those outside of the sport (lost hikers and drowned swimmers), and all are discriminated against due to costs and concerns over the "general public safety".

Last year, the National



192 ft. Spillway-LaGrande Dam-Nisqually River (WA)
Photo by Randolph Pierce. Rocket Put-In?

Park Service (NPS) spent \$3.5 million for search and rescue efforts nationwide, not including **military** costs such as helicopters. Leading the way was **Denali** National Park, which spent approximately \$206,000 for 23 climbing rescues (1992 was their most disastrous year).

The NPS has no budget for search and rescue, so these costs come out of administrative or program budgets.

Given these statistics, it's not hard to understand why the NPS is **looking** at the issue of recovered cost. The Budget and Policy people in the Department of the Interior have issued a directive to address this, but not yet mandated it for 1994. What's coming out of all this? Lots of plans that don't include input from you, the outdoor user. For agencies, historically under-funded and under-staffed, it is **often** simpler to just close a resource than to manage it for all use (a prime example is the Lower Yellowstone Canyon closure by the NPS). Other options include providing proof of insurance, posting a bond, or paying additional user fees. Each has its own pros and cons:

***Insurance** — In Europe you can pay as little as \$40 annually for search and rescue insurance, but that is in a society without an over abundance of ambulance chasers. Figures tossed around in the US go as high as \$800 annually, per person. And right now, no insurance company offers coverage for search and rescue, the client base is just too small. (This attitude could change quickly if all outdoor sports are included).

If insurance were available, the costs associated with search and rescue might climb drastically. For instance, if one dislocates one's shoulder running a **canyon** and has already paid for insurance, there is a better chance **he/she will** want to be "beamed out by helicopter rather than hike or continue to paddle.

•Bonds — Bonds are available, but again costs are prohibitive. Bonds to cover backcountry evacuations can **range** up to \$5,000. While this figure comes from climbing evacuations, boaters can expect to pay in the same neighborhood. While this could prove a simple operation (merely running a credit card approval before you boat), the

amount of coverage could seriously affect the growing number of participants and the future of all outdoor recreation.

***User Fees** — Outdoor users are already seeing increases in fees across the country, and it seems this trend **will** continue. Agencies are now **looking** at special use permits to allow them to target resource users for these costs. So far, the question for boaters is how to: make these equitable; include users in management planning; and target fees back to the resource (Lower Yough-Letchworth Gorge, etc.).

Boaters are well aware of the problems associated with the Special Use Permit in effect on the Grand Canyon (unbalanced lotteries for **commercial/private**, and only one update reflecting use changes since its first installation).

This permit is seen by many agencies as the "blueprint" for permits in other areas.

Certainly the AWA hopes that, unlike some radical **skiers**, paddlers will not be forced to go to Europe to boat in the future. And so, the AWA has decided not to sit on this issue, but to get involved in the process early on. In this way, we have a better chance to stave off these costs, or, if implemented, can be assured they are equitable and directed back to the resource.

Our access program is currently focused on specific whitewater issues, **working** with local landowners, influencing hydro decisions, cultivating communications with agencies, and purchasing critical access land - but this is only a small part of the **equation**. In many ways, liability is an issue of incredible complexity, and may never be altered without changing the entire legal structure of today's society. It is certainly an important issue which will need the concentrated efforts of all boaters.

Help us address your concerns and implement your suggestions, or plan to get your passport and shots early!

WASHINGTON STATE ACCESS UPDATE

During the week of November 15, such notables as President Clinton, Ross Perot, Chinese President Jiang Zemin, and AWA Conservation Director Rich Bowers converged on this city to participate in high level negotiations.

While the AWA was not invited to weigh in on NAFTA or the Asia-Pacific Forum setting, Rich was involved with weighty matters closer to the heart for northwestern boaters.

Of primary concern was the opportunity to open the Nisqually River canyon to whitewater enthusiasts. The Nisqually, like its sister watersheds, the Carbon and Puyallup, has its headwaters on Mt. Rainier, and each carves out a magnificent canyon with advanced whitewater.

Of the three, only the Carbon has escaped dam projects which totally destroy these rapids, and even this river is offered no permanent protection.

The Puyallup, a scaled down, class IV version of the Carbon, has been drained by a Puget Sound project and has been available under natural high flow only two or three times in the last few years.

To the best of our knowledge, the class V, 2.1 mile Nisqually canyon has never been run, due to Takoma City and Light's access restrictions. The project's management has provided only infrequent and uncontrolled flood releases since 1912. Recent sonar readings also indicate that good whitewater may lay under the LaGrande impoundment, with at least one 10 to 25 foot waterfall.

After a year or more of negotiation, AWA efforts resulted in visual flows of 400, 600, 800, and 1000 cfs. being released to determine: the boatability of the river bypass; ramping rates and minimum flows; anadromous fish protection; and timed releases for downstream recreation along the popular McKenna run.

The result - a fantastically beautiful canyon run revealed, and another opportunity for boaters to win back whitewater resources lost for decades.

While Takoma strongly resisted these studies, the November tests were first-rate in terms of information gathered. However, the future of boating this canyon is still in question, due to liability and lake drawdown concerns.

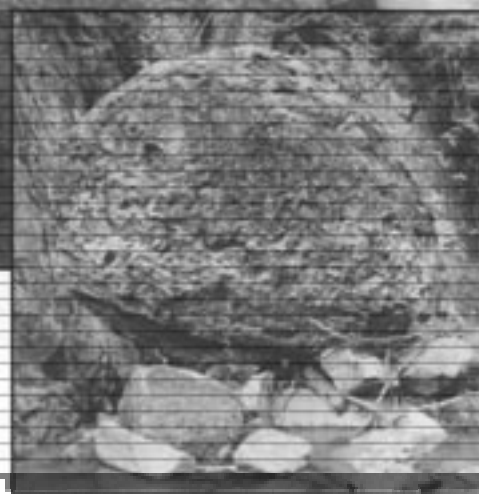
While lake drawdown is a valid local concern (creates large dust accumulation in towns upstream of the project), whitewater releases could be scheduled during high lake level periods. Recreation releases could also facilitate a more controlled draw-down schedule, perhaps alleviating the dust concern.

So far, no one has determined how many releases would be appropriate, or for how long - information critical to determining how whitewater releases could be provided.

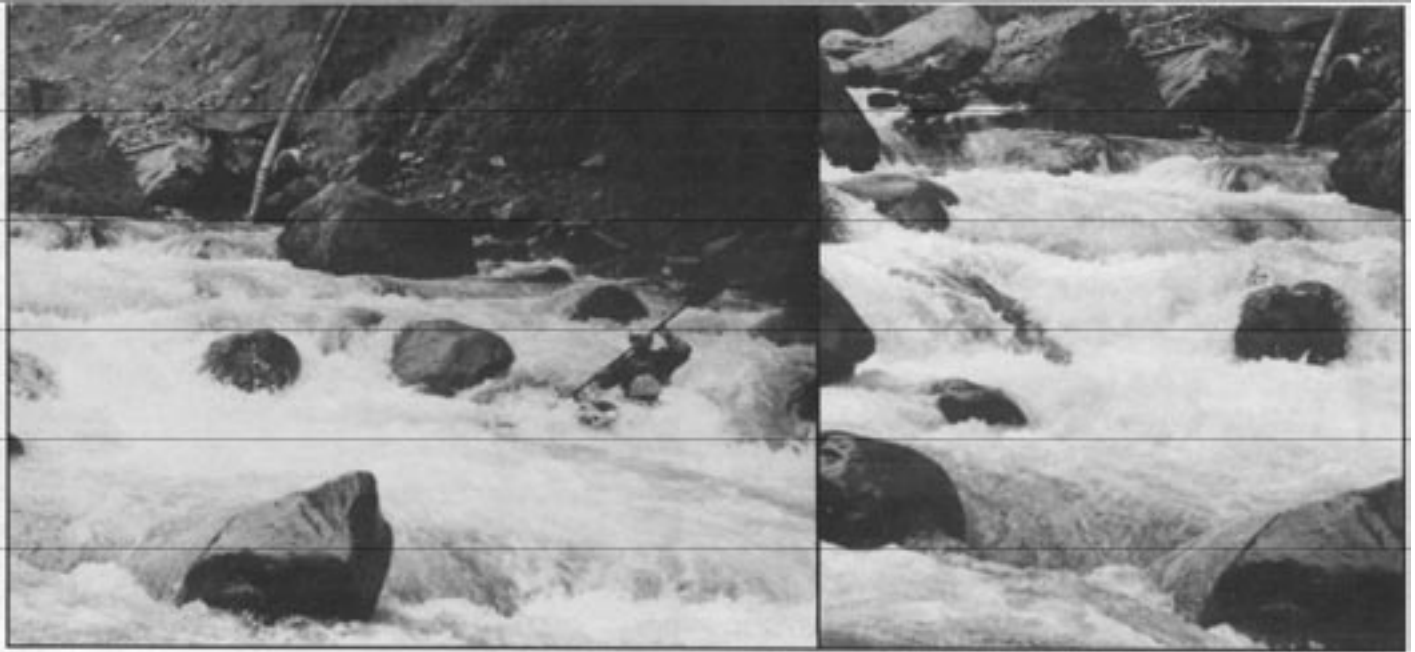
Takoma argues that since the put-in, take-out and entire canyon lie within their project boundaries, that their liability concerns outweigh any public use of this canyon.

The AWA takes the opposite view. Since Takoma controls all access to this public river resource, and their dam eliminates any natural access by boat, they must actively provide for public access. This position is strongly enforced by the Washington State Recreation Statute.

The next step is to set up an actual whitewater test and get boats in the water. This will determine flow rates and timing, and how this affects or supplements other concerns on the river. The AWA will continue to pursue recreation in this canyon, and to address the liability and access concerns which are more universal in scope.



Behind: Nisqually River, Photo by Rich Bowers; Top to Bottom: Nisqually River Gorge "Before", Photo by Randolph Pierce; Nisqually River Bypass "After", Photo by Rich Bowers; Def. of an undercut, Nisqually River Bypass, Photo by Randolph Pierce



SULTAN AND MIDDLE FORK

NOOKSACK RIVERS (WA)

Equally important discussions were held with project managers of the Jackson Project on the Sultan River, and with consultants for the proposed hydro development on the Middle Fork of the Nooksack.

Sultan River

The Sultan River is a 16+ mile, class IV-V run in the Skykomish river basin. Unfortunately, the Jackson project dewatered almost all of this river, and there seems to be no way to release water for recreation. While a downstream diversion dam supplies minimum flows for fisheries, an upstream site impounds all water except during unusually high flows. The river has been unrunnable for the last three years.

It would be difficult to retro-fit the dam to supply recreation releases and the dam will not be re-licensed until the year 2011. Boaters may call the project site to find out current water conditions during periods of high water; access to the river is not restricted at this time.

Middle Fork Nooksack River

The Nooksack is another story. While it, too, is a class V run, perhaps six to eight miles long, the applicant proposing to build a power development on the Town of Bellingham's water supply has actively sought boater involvement. The proposed project would raise the impoundment level by four feet, thus increasing head and eliminating about 100 yards of whitewater, and would move the boating season forward into the late spring/early summer. However, until the developer contacted local boaters, this river had not been run.

It may be too early to tell, but perhaps this is one project which may benefit a wide range of interests - creating power from an existing site, providing enhanced fish passage, and offering another whitewater jewel for the state of Washington.

OTHER ACCESS UPDATES

Trinity River (CA): Private landowners have been locking gates to the put-in on the South Fork and the Hawkins Bar to Salyer section, both below Burnt Ranch Gorge. AWA plans to meet with members of the Six Rivers Paddling Club in December to set a joint strategy.

Both: Gary Korb above diversion Dam, Middle Fork Nooksack (WA), photos by Mike Deckert

Smith River (CA): The AWA is gearing up to lobby the Dept. of Interior for appropriation to purchase an unimproved 49 acre parcel of land on the North Fork of the Smith. The Forest Service, with local community support in the Six Rivers area, has proposed acquisition for the last two years under the Land and Water Conservation Fund, without success. The parcel straddles the only road in the area and controls public access to the river. This is Congressman Hamburg's district.

Lower Youghiogheny (PA): After years of impasse on this issue, the AWA is tentatively optimistic that private boater access to the Yough will soon improve.

This is primarily due to the hard work of new AWA Board member Barry Tuscano and the local Friends of the Yough (FOY). AWA, ACA, and FOY have attended numerous meetings on this issue, the last with Deputy Director Grace, Pennsylvania DER. At this meeting the Deputy Director was receptive to making reservations voluntary during the week.

While this is perhaps a weak endorsement of boater needs, he also stated that as policy, State Parks should encourage having qualified boaters on the river to improve overall safety. He offered to work with local management to relax current regulations.

A decision is expected soon, since the park will begin taking reservations for the 1994 season on January 1.

Rivers in State Parks (WV): In early October, the AWA's Rich Bowers and Roger Harrison of the West Virginia Rivers Coalition (WVRC) met with Al Dean, Director of WV State Parks.

At issue were the access restrictions actually initiated and rumored to be initiated by park managers at Valley Falls, Audra, and Blackwater State Parks. One rumor held that putting in, taking out, and portaging was going to be prohibited to boaters in every state park in WV.

Mr. Dean was a quiter helpful in sorting this out. No state law now currently exists that sets state parkland off-limits to river access. Dean also stated that state parks have an obligation to allow boater to scout, and that there could be no restrictions for portaging at Valley Falls, due to considerations of potential legal liability. Dean also informed the AWA and WVRC that state recreation laws would be reviewed in the near future and that boater comments would be solicited.

AMERICAN WHITEWATER AFFILIATION

1993 RIVER ACCESS SURVEY

River access problems are rapidly becoming the number one threat to whitewater recreation. AWA is expanding its efforts to secure and improve access to whitewater rivers throughout the country, and we need your help. We want to identify specific river access problems in your area as well as opportunities to secure improved access for boaters. You can help by filling in the survey below and returning it to the AWA.

Your Name _____
 Address _____
 City _____
 State _____ Zip _____
 Phone No. (W) _____ (H) _____

Primary boating activity: (please circle one)
 K1 C1 OC SQ **Raft** Other

ACCESS THREAT OR OPPORTUNITY:
 Name of River: _____

Threatened segment(s): _____

State: Counties: _____

Type of Recreation Resource - (please circle)
 Class I II III IV V V+

Potential popularity of river area if access were available: Low Medium High
 Name of Developer, Agency, Utility or other Landowner _____

Brief description of access problem or opportunity, and potential resource: _____

Can you recommend other boaters involved with this issue?

Name _____
 Address _____
 City, State, Zip _____
 Phone No. (W/H) _____
 Club Affiliation? _____

How can the American Whitewater Affiliation help in this situation? _____

Additional comments: _____

Cut and mail today



Bill Baker



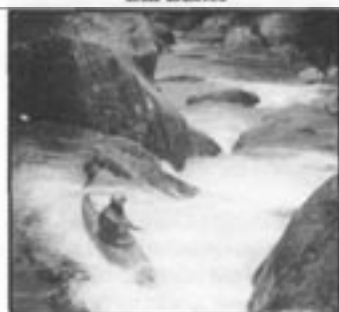
Pope Barrow



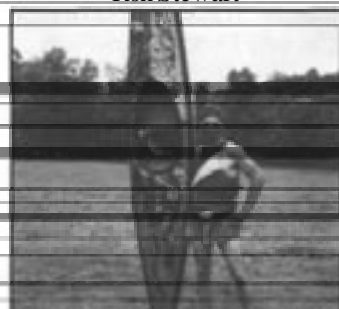
Joe Greiner



Joe Pulliam



Ron Stewart



Barry Tuscano

1994 AWA Board of Directors Election

Six Candidates Nominated to Decision Making Body

Six candidates have been submitted by the AWA Executive Committee for approval by the **general** membership for inclusion on the Board of Directors.

Their biographies and statements were published in the **November/December** issue of this magazine for your consideration.

Please indicate your approval or disapproval on the enclosed ballot and return it to the AWA, Box 85, Phenicia, New York 12464.

Candidates require a minimum of 50% approval from the membership to be named to the Board. Ballots must be postmarked by February 20, 1994.

Ballot- 1994 AWA Board of Directors Election

Approve		Disapprove
	Bill Baker	
	Pope Barrow	
	Joe Greiner	
	Joe Pulliam	
	Ron Stewart	
	Barry Tuscano	

Return by February 20, 1994
 to AWA, Box 85, Phenicia,
 N.Y. 12464



by Pope Barrow

The Pennsylvania Electric Company has submitted an application to the Maryland Department of Natural Resources for a new permit to operate the Deep Creek Project in Garrett County, Maryland. The project controls the artificial flows on Maryland's Upper Youghiogheny River that have made that river one of the nation's premier **whitewater** runs.

The existing Federal license for the Deep Creek Project expired on December 31, 1993. No new Federal license will be issued because the project has been found subject to State, not Federal, jurisdiction. A **final** State permit is expected to be issued sometime early in 1994. The permit will control flows in the river for at least the next 3 years — and maybe for as long as 14 years.

The proposed new permit, first unveiled in August of 1993, was a **BIG** disappointment to whitewater boaters.

The permit, as proposed in August, would do a lot for fisheries, and probably improve power revenues as well. But these benefits would come at the expense of whitewater recreation opportunities.

Boaters have enjoyed the power generation flows on the Upper **Yough** for more than a decade. Thanks to excellent cooperation from the power company, water was scheduled and predictable. Releases on Fridays and Mondays, plus one Saturday a month, from April through October were almost a certainty except in the driest of times. Phone notification of forecast releases, provided a week ahead of time, allowed boaters and raft companies to plan to run the river on a certain day. The exact hourly schedule was also provided by phone on the day of the release. In the last few years, releases were 3 hours long instead of 2 hours, greatly improving the **boatability** of the river.

It was a happy arrangement. But it all appeared to be coming to an end under the proposed new **permit** floated out for public review in August.

How did this happen?

As best we can tell, fisheries advocates within Maryland DNR have been dreaming of making the Upper **Yough** into a trout fishery, and have not been too concerned about the effects their schemes to bring this about may have on whitewater recreation.

Currently, most of the Upper **Yough** is suitable only for warm water fish. Trout need cool water, and the **Yough** has never been much of a trout stream because, on hot cloudless summer days, trout simply cook, especially in the shallow, wide, shadeless sections downstream of Hoyes Run. In this portion of the river there is a small cold water refuge located at the base of the Deep Creek project where enough cold water leaks from the bottom of the reservoir to keep a few trout alive on stressful summer days.

Some trout can also survive the heat in a few tributaries and in some pools at the mouth of tributaries.

As DNR fisheries advocates saw it, having artificial cold water flows on hot days could expand the limited cold water refuge now existing in the river, improving the chances for trout survival in hot, low-flow periods. The new permit seemed to Maryland DNR fisheries advocates to be a perfect opportunity for an experiment along these lines.

That is exactly what the August version of the proposed new permit did. It required Penn Elec to refrigerate the river whenever necessary to prevent trout from parboiling. "Temperature enhancement" releases would have to occur whenever natural flows are less than 100 cfs and the temperature in the section between the dam and Sang Run is **expected** to reach 25 degrees C. Since there was no **provision** for advance notice of the releases, no boaters (**other than** the most alert locals) could use the **flows** to run the river.

In addition to "temperature enhancement flows", the proposed permit required minimum flows to improve fish habitat. These would also reduce the amount of water available for scheduled generation — and for whitewater.

The proposed permit had a third damaging feature. It would shift the lake filling and emptying dates allowing more generation to occur in the late fall and early spring when power rates are higher. This would improve power revenues but shorten the boating season on both ends and reduce the amount of water available for summer **whitewater** as well.

All of these changes would diminish whitewater recreation opportunities. The proposal could result in dramatically reduced flows for whitewater during almost all of the April through October boating season. The customary 3 hour releases would be much less reliable, and the August Upper **Yough** race release could be a thing of the past. Under the proposed new permit, power releases which could be used for whitewater would be 33% fewer than the historical average. Releases usable by **whitewater** would be especially hard to come by in certain months: April (76% fewer), September (52% fewer) and October (51% fewer).

The process which led to this result was flawed from the **start**. Maryland State officials negotiated for more than a year with the Pennsylvania Electric Company to decide how the project should be operated after the Federal permit expired. But until the first week of December 1993, no commercial or noncommercial whitewater interests were invited to participate in any of the studies or detailed discussions regarding the effects of the proposed permit.

American Whitewater made repeated and persistent efforts to become involved, but **AWA's** requests were rejected until December of 1993 when, **finally**, some hopeful signs began to appear.

After the proposed permit was published, it was turned over to a State hearing officer, Rebecca Quinn. Ms. Quinn wanted all the facts on the table and invited boaters to meet face to face **with** DNR and Penn Elec. Finally, in early December, she was able to arrange a meeting.

At the December meeting, **commercial** boaters and noncommercial boaters (represented by AWA) were able to explain their concerns about the proposed permit and ask for changes to reduce the permit's negative impacts on whitewater recreation.

While the outcome is still **uncertain** as of this writing, boaters are now engaged in an exchange of information and ideas with Penn Elec and are increasingly optimistic that the final permit will be a big improvement over the disastrous proposal published in August of 1993. ■

FRIENDS HELPING FRIENDS

Dagger, Millbrook Boats and Ohiopyle Prints Score Big for AWA

by Phyllis Horowitz

A major, never ending aspect of non-profit work is fundraising. AWA is no exception — the Whitewater Defense Project is one hungry animal to feed.

During 1993 three members of the whitewater industry took matters into their own hands. Through separate programs Dagger, Millbrook Boats and Ohiopyle Prints helped AWA raise almost \$7,000 for whitewater conservation! Their efforts prove that no event or concept is too small to be of value. A little bit here and a little bit there can add up significantly.

AWA applauds the initiative, generosity and commitment of such good friends. Here is what they did for us.

AWA/DAGGER PADDLE-A-THON

Now in its second year, this annual event garnered \$3,983 from its participants. The paddlers went all out to gather sponsors, as they did

for the fantastic grand prizes donated by Dagger Canoe Company.

Russell Groh of Frederick, Maryland won the Dagger canoe or kayak of his choice; Heidi Domeisen of Mars Hill, North Carolina was a close second to receive a Dagger wood kayak paddle and Kerry Deardorff of Chicago, Illinois (last year's First Grand Prize winner!) earned himself a Dagger Quintus paddle.

All Paddle-A-Thon competitors received a special edition Nealy T-shirt commemorating their effort on behalf of AWA, and some also received AWA products as prizes.

Even better, a number of AWA Affiliate Clubs benefitted from the event. As Paddle-A-Thon rules specify, AWA donates to Affiliate Clubs 25% of the event's proceeds generated by their participating members. This year, Western Carolina Paddlers, Chicago Whitewater Association, Adobe Whitewater Club and, Merrimack Valley Paddlers were awarded prize money for local projects. The Bluegrass Wildwater Association was also eligible, but graciously waived the donation.

AWA thanks Dagger for its support with the Paddle-A-Thon. Indeed, without Dagger's great prizes, there would be no event!

According to Dagger President (and new AWA Director) Joe Pulliam, "We're excited to have been a part of the Paddle-A-Thon right from the start. This program is another example of AWA's creativity and ability to make something out of nothing. Dagger donated \$1,400 in prizes, which became a \$4,000 addition to Whitewater Defense Program coffers. Speaking for both Dagger and AWA, I'd like to thank everyone who participated."

MILLBROOK BOATS RAFFLE

New Hampshire custom boat designer and owner of Millbrook Boats, John Kazimierczyk, is a very energetic man. As an open boat national champion, Kaz thought he could combine his boat-making skills and visibility on the racing circuit with his commitment to whitewater conservation to raise a little money for AWA.

In 1991 he put together a raffle to benefit AWA and did very well. But this year he went all out. Assuming total responsibility



Left to Right: John Kazimierczyk and Millbrook Boats Raffle winners Tom Gillmore, Greg Phillips and Don Sperry after the Farmington Slalom Drawing

for the fundraiser, he again offered a Millbrook canoe as Grand Prize, but then went on to personally solicit additional valuable prizes from Fine Line Paddles, Riversport, Zoar Outdoor, Budda Bear, Mitchell Paddles, Voyageur, All Outdoors, Rapidstyle, Country Canoeist, Mountain State Canoe & Kayak and Clarke Outdoors!

Throughout the 1993 racing season, Kaz could be found hawking raffle tickets in between his pace-setting runs. It paid off bigtime. By the time the winners were drawn on October 17 at the Farmington Slalom in New Boston, Massachusetts, \$1,886 had been raised for AWA.

Kaz was happy to share his motivation for producing the raffle:

"The rivers we enjoy paddling are in danger of being destroyed forever. Every day some bozo comes up with a hairbrained idea that will cripple a river we love. The proceeds from this raffle, even though they seem small, will help in the fight for river protection. Heck, if every manufacturer did the same, the results would be astronomical. The fight could be won. The bozos wouldn't stand a chance."

Thanks Kaz for this valiant effort. And thanks to all the sponsors who gave what they could to support the event.

OHIOPYLE PRINT TAG SHIRTS

Scott Bortree of Ohiopyle Prints has been a long-time sympathizer with whitewater conservation and access issues. He made a habit of giving AWA some nice breaks on T-shirt production over the years. But still he wanted to do more.

In early 1993, he devised an innovative plan. Ohiopyle Prints designed two AWA "tag shirts" to be sold by members of its dealer network. For each tag shirt regularly sold, AWA would receive \$1; for each shirt sold at the Gauley Festival, \$5.

The proceeds added up nicely. Ohiopyle Prints tag shirts netted AWA \$1,093 for about half a year's worth of sales. This program is ongoing and is a great example of something being both good for business and good for whitewater at the same time. Thanks, Scott, for caring.

Scott points out that this program is not only ongoing, but should be rapidly expanding in the future. "We're looking for new dealers all the time. There are many out there who feel as we do about AWA. There are a number of river groups; but as a whitewater enthusiast, AWA is THE organization to support."

Perhaps you might be able to help out AWA in a similar way? Maybe you have some creative new slant of your own? AWA Executive Director Phyllis Horowitz would be more than happy to work with you in launching your project. AWA is also willing to offer whatever support is required..

BLM RELEASES **FLAWED** ARKANSAS MANAGEMENT PLAN

by Bill Baker

The Bureau of Land Management has released the Draft Resource Management Plan and Environmental Impact Statement for the Royal Gorge Resource Area. This area is **approximately** 320 miles long, 250 miles wide, and includes the Arkansas River.

In its present form, **the** Draft is unacceptable for the following reasons: it fails to protect the Arkansas River from the two dams proposed by Colorado Springs; it fails to address the issue of nonpoint source pollution; it fails to adequately protect the Arkansas River ecosystem; it fails to properly protect the Beaver

Creek ecosystem; it appears to actually advocate the construction of two dams; and it treats noncommercial boaters as subservient to the commercial interests. In addition, the Draft contains several contradictory statements of fact; it ignores vitally important information; and it violates provisions of federal law.

To receive a copy of the Draft, contact the **BLM's** Canon City District Office @ (719) 275-0631.

Please send your **comment**s (before January 10th) to Dave Taliaferro, RMP Project Manager, Bureau of Land Management, Canon City District Office, PO Box 1171, Canon City, CO 81212.

ANNOUNCEMENT OF AWA STAFF JOB

Position Title: Access Program Coordinator

Category: Full time

Location: Silver Spring, MD (AWA Conservation Program Office)

Responsibilities:

Primary: Coordinate AWA River Access Program, developing and implementing strategic plan to improve recreational river access under supervision of Conservation Program Director. Work includes land acquisition, research, problem solving through networking and negotiation, writing articles and gathering information from local contacts. Improve communications with board members, regional coordinators and local volunteers. Some lobbying and fundraising involved.

Secondary: Assist Conservation Program Director in all aspects of river conservation work (publications, communications membership development, litigation support, and research).

Qualifications: Bachelor's degree. Volunteer or staff experience in environmental, outdoor recreation, or related fields. Strong interest in outdoor recreation, especially whitewatersports, preferred. Consideration **will** be given to communications skills, computer **skills** (word processing, database management, and communications), and ability to function independently in decentralized **non_bureaucratic_type** environment.

Salary: Entry level, commensurate with qualifications.

To Apply: Send a letter, resume, and references to the following address before January 31, 1994. The position is available immediately and applications will be screened as they come in.

AWA Conservation Program Director
8460 Fenton Street, Suite 910
Silver Spring, MD 20910

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New England F.L.O.W. Receives "Outstanding River Advocate" Award from American Rivers

The directors of New England F.L.O.W., a coalition of whitewater boating groups, have received the Outstanding River Advocate Award from the national conservation group American Rivers.

The award was made at The Future of America's Rivers conference in Arlington, Virginia, which was sponsored by American Rivers in conjunction with six federal agencies and other conservation organizations.

The Outstanding River Advocate Award recognizes the efforts of New England F.L.O.W. to win recreational whitewater releases on the Deerfield River in western Massachusetts and southern Vermont.

The directors of F.L.O.W.

recently concluded a three-year negotiation with New England Power Co. that will provide 32 summertime whitewater releases on the Monroe Bridge section of the Deerfield River, and 106 scheduled releases on the Fife Brook section of the river. There were previously no scheduled boating flows on the river.

As a result of the agreement, a commercial rafting industry has flourished on the Deerfield, and private kayakers and canoeists now have reliable and exciting summer whitewater to paddle.

F.L.O.W., Friends of the Liberation Of Whitewater, is a coalition of the major paddling groups in New England including the American Canoe Association, Appalachian Mountain

Club, American Whitewater Affiliation, Kayak and Canoe Club of Boston, Housatonic Area Canoe and Kayak Club, Merrimac Valley Paddlers, and the Rhode Island Canoe Club. In addition, representatives of the U.S. Whitewater Team, American Rivers, and the Deerfield River Outfitters are members of the F.L.O.W. board of directors.

The coalition was formed in 1989 to represent boaters during the relicensing of hydropower dams on the Deerfield River. F.L.O.W. has taken steps to improve boating and conservation on the Millers River and the Little River in western Massachusetts, The Ashuelot and Souhegan Rivers in New Hampshire, and the West River in Vermont. In Maine, F.L.O.W. has entered

the hydropower relicensing projects on the Kennebec and Penobscot Rivers, and on Moxie Stream.

American Rivers, the largest river conservation group in the nation, sponsored the conference to celebrate the 25th anniversary of the enactment of the National Wild and Scenic Rivers System. About 700 persons from across the country attended the meetings Nov. 4-7 in Arlington.

The directors of New England F.L.O.W. include: **Tom Christopher, Jim Dowd, Tom Foster, Joan Hildreth, Bill Hildreth, Rick Hudson, Bruce Lessels, Chuck Peabody, Norman Sims, and John J. Valera.**

COLORADO ENVIRONMENTALISTS LOSE TWO FORKS APPEAL

by Bill Baker

The Tenth U.S. Circuit Court of Appeals has denied a request by an environmental coalition, led by the Environmental Defense Fund, to intervene in a lawsuit between metropolitan Denver water providers and the Environmental Protection Agency.

Brief Chronology of Two Forks Dam

1902: Denver Water Department granted water rights at the confluence of South Platte and North Fork

1931: Dam construction right-of-way granted

1982: Denver Water Board initiates permit application under section 404 of the Clean Water Act

6/10/88: Governor Romer grants approval for Two Forks go-ahead

1/89: Corps of Engineers OK's construction

3/24/89: Environmental Protection Agency announces intention to review the project, signaling a possible veto

11/23/90: EPA Administrator William Reilly sustains the EPA veto, citing violation of Clean Water Act - less damaging alternatives were available

1991: Metropolitan water providers file suit to overturn veto

10/23/91: Environmental Defense Fund, Colorado Environmental Caucus, National Audubon Society, and American Rivers file a motion to intervene on the side of the EPA

1/6/93: U.S. District Court denies motion to intervene

11/9/93: U.S. Court of Appeals denies motion to intervene

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OCOEE HOSTS WORLD CHAMPIONSHIP RODEO

by Tim Kelly



On October 16 and 17 more than 100 competitors from Austria, Canada, Germany, Great Britain, Italy, Japan, New Zealand, Slovenia, Spain, Switzerland and the United States, descended on Ducktown, TN and the Ocoee River for the 1993 World Whitewater Rodeo. Medalist events included K-1 surface for both men and women, OC-1, C-1 surface and men's K-1 squirt.

"Exhibition events", which did not require the representation of at least five countries, included C-1 squirt and women's K-1 squirt.

Besides sporting an international flair, the World Rodeo was quite different from previous American Rodeos. The surface competitions; K-1, C-1, and OC-1; consisted of two events: Hole Riding (at Hell Hole) and Freestyle Through a Rapid (judged on a course just below the dam at Entrance). Hole riding was weighted to 70% of the total score.

The Freestyle course was delineated with numbers and cones on top of rocks just above eddies that competitors tried to catch. Boaters attained, ferried, and surfed back and forth across the river, scrambling to catch the designated eddies. The more difficult moves were rewarded with more points. For example, a back ferry or back surf earned four points, while a front ferry or surf merited only two. No limit was placed on time or the number of attempts utilized to make a move. The competitor with the highest point total won. Elapsed time would only be considered to break a tie between competitors finishing with the same number of points.

Freestyle Through a Rapid was included in the competition at the insistence of the European competitors, who argued that the World Whitewater Rodeo Champion should be able to do more than just ride a hole. From the onset U.S. competi-

tors had mixed opinions about this event, and by the end of the competition most agreed it should not have been included. As for spectators, in a word, the event was Boring!! Five hours of ferrying, surfing and eddy hopping was, as one spectator put it, worse than watching Gore and Perot debate NAFTA.

Following the "NAFTA debate"...a.k.a. the Freestyle Competition..., the action moved down stream to Torpedo, for the squirt competition.

The mystery cult included squirtists from Japan, Germany, Canada, Great Britain and the U.S. Although the overall level of competition was not as high as that at the Ocoee Rodeo, the boys from across

the pond came ashore and made their mark! The British invaded with splat helmets and Union Jacks. They surprised all as they blasted pourovers, swiped rocks, and cartwheeled on center stage.

But two words best described the action at Torpedo, "Wayne's World". Wayne Gentry was Mr. Consistent and hit the only major down time; he cleanly led the pack by the end of the first day.

While the little boats were sinkin' at Torpedo, the open boats were flyin' at Hell Hole. 15 men and 2 women wore the colors of Switzerland, Great Britain, Germany, Canada and the United States.

Thanks to the cooperation of the TVA, the facilities at Hell Hole were superb. Spec-



tators were permitted to watch from the bridge. Contestants and spectators were also given access to the river left bank through the TVA gate, and the TVA even designated a contestant area to include changing tents and latrine facilities. To top things off, chiropractors and massage therapists were on hand to work on sore muscles.

Following the open canoe finals the party was rockin' back at Ocoee Rafting. Over \$7,000 was raised for AWA from the silent auction, raffle and gate fee. \$1,000 from the proceeds of the Ocoee Rodeo and the World Championships is also being given to the Park Service to clean up the graffiti along Hwy. 64 and the Ocoee River.

Conservation remains the goal of whitewater rodeo, not only in the United States, but across the globe. Representatives from all countries had agreed that half of all donations would go to river conservation. The general principal is that whitewater rodeo, unlike any other sport in the world, will not offer prize money to a few winners, but instead benefit the environment and the paddling community as a whole.

Hell Hole was the site of all the action on Sunday. The format was a bit different than that at the Ocoee Rodeo. The K-1 surface events were broken into heats, with 8 to 10 boaters per heat. Each boater made 3 one minute rides with their best two rides counting. The top eight then advanced to the head to head finals.

Another difference was in the format for judging. To adequately explain this judging system would require an article in and of itself. In brief, the new system assigned point values to each possible facet of hole riding to allow judges to objectively score each move. Judge #1 evaluated flat and elevated spins and awarded points for hand moves and style. Judge #2 scored entrance and exit moves, added points for hand use, and also evaluated style. The other two judges scored Polish ends, Whip-its, Wingovers, and Mctwists.

Yes, surface boaters are now talking in a cult language too. Translated, an ender is "Polish" when the tip of the boat passes over the boater's head. A "Whip-it" is a vertical cartwheel with the deck parallel to the current. Whip-its are usually ac-

complished in the center of a hole. A "McTwist" is a low angle (up to 900) ender that uses the shoulder of a hole and a "Wingover" is a Mctwist using a duffek. Got that???

Although the judging system objectively scored all these moves, many competitors felt the system did not adequately reward difficult entrance moves or the ability to execute difficult moves while remaining in the hole. Others complained that no individual judge evaluated the ride as a whole.

But, all things considered, most everyone agreed that the judges did an excellent job! Special thanks go to Jennifer Wiger for coordinating judging and to Frank Meyer for his development of the surface boat judging system. Those displeased with the judging are being encouraged to suggest improvements to the planning committee for the next event.

The only down side to the competition resulted from a lack of time. In order to complete the competition the men's K-1 squirt finals at Hell Hole was based on a single one minute ride... instead of the planned best 2 out of 3 rides. Because of





time limitations the "exhibition events" could not compete at Hell Hole at all.

Later the steering committee members for both the Ocoee Rodeo and the 1995 World Championship Rodeo agreed that in the future the smaller events would not be cut short again.

Squirt boat hole riding had been dropped from the Ocoee Rodeo for the past two years because few feel that hole riding is the best format to judge squirt boating. It was added to the World Championships at the insistence of the British. The rivers in Britain and Europe have few deep eddies and most squirt boating across the Atlantic is done surfing holes. Hell Hole proved to be a British mate, as all three Brits blasted up in the standings during the competition there.

The head to head finals for the K-1 surface events settled the question of who would be the 1993 World Champions. The excitement of the head to head shootout was a bit anti-climatic. The long day had taken its toll as boaters were unable to match their spectacular preliminary runs. Nonetheless, the crowd went wild as boaters gave it their all. The home court advantage seemed to tip the scales in favor of the U.S. Eastern women at Hell Hole. Although, Britain's Brigit Thomas and Victoria Young as well as Germany's Sandra Schmidt also seemed to find the sweet spot. In the men's event Jan Kellner was the only non-yankee doodle to make a

showing at Hell Hole. That came as no surprise, however, since Jan had finished third at the 1991 Ocoee Rodeo and was the 1991 World Champion.

When the dust settled Eric Jackson edged out Dan Gavere in the men's competition, while Roxanne McDonough held off the British invasion and Brigit Thomas. But the competition at Hell Hole represented only 70% of the total score, the rest was determined by the "Freestyle Through a Rapid" competition.

Following the finals, the scene moved to Sunburst Rafting for dinner and the awards ceremony. When the points were totaled the U.S. had swept the men's K-1 event, and like baseball's Mr. October, Jackson is also the name of whitewater's Mr. October. Yes, Eric Jackson rolled up on top, followed by Scott Shipley, Shane Benedict, and Jan Kellner. Brigit Thomas emerged the women's World Champion, followed by Roxanne McDonough, Susan Gentry, and Sandra Schmidt.

Dale Johnson held off the Canadian charge from Mark Schriver and Paul Mason to become the Open Canoe World Champion. While Alan Braswell won the C-1 event followed by New Zealand's Donald Calder and Scott Shoup. Lee Bonfiglio edged out Britain's Robert Campbell and Wayne Gentry to win the K-1 squirt World Championship.

Monday Ocoee Rafting hosted a planning meeting for the 1995 World



Whitewater Rodeo. Countries represented included Canada, Great Britain, Germany, Japan and the U.S. Germany was selected as the site for the 1995 Worlds. The Germans will determine the exact site, but the EIS Canal in Augsburg, a man made facility, was mentioned as the most likely contender. A Pre-Worlds in Germany is also planned for the summer of 1994.

A steering committee with one representative from Canada, Great Britain, Germany, Japan, and the United States was formed and will work out issues on judging and how best to minimize host country advantage with respect to practicing at the site prior to the Worlds.

Whitewater Rodeo continues to present a great resource for conservation. Some argue that rodeos will only cause over crowded play holes to see more action. No doubt play holes will see greater activity, but the capacity of rivers to support the private boating sector is by no means spent. In addition to conservation, rodeo sponsorship could be used to improve facilities, as well as to build "urban canals", or even "create" play holes on existing rivers.

No doubt large scale sponsorship will be sought similar to World Cup skiing for both individuals and events. Large crowds will be a key factor in convincing sponsors that whitewater rodeo is a good advertising investment. TV coverage will be another key ingredient. To maintain spectator interest event formats will have to be action packed and provide immediate feedback via large score boards and time clocks. One suggested format change was the elimination of the head to head finals.

A number of whitewater manufacturers have clearly taken rodeo to heart. Perception designed the Pirouette SS, Dagger designed the Transition, and Pyrahna made improvements to the Stunt Bat for the competition. The Prijon Hurricane was the other boat of choice for contestants. Sponsorship, no doubt played a major role in determining which boat a contestant paddled. Still all four, manufacturers had boats in the finals. It is gratifying to see manufacturers turning out new designs, allowing the sport to push its limits.

If all goes well Whitewater Rodeo should take off like sport climbing. But it will take lots of hard work.

Those who want the sport to grow and become a legitimate World Cup or Olympic event should volunteer their time and energy by contacting rodeo organizers.

The 1994 Ocoee Rodeo is scheduled for the 11th & 12th of June. Susan Gentry will, once again, be the organizer. Interested volunteers may contact her at 646 Deer Creek Trail, Hoschton, GA 30548. ■

Photo Credits for The World Championship Rodeo: page 34, photos by Rudolph Lopez; page 35-38, photos by Sandi Loftis

1993 Whitewater Rodeo World Championship Results

Freestyle Through A Rapid : 30%

K-1 Men

1) Lee Bonfiglio	US(W)
2) Edo Etexbesria	ESP
3) Scott Shipley	US(W)
4) Eric Jackson	US(W)
5) Bob McDonough	US(E)
6) Corran Addison	US(E)
7) Werner Moritz	GER
8) Shane Benedict	US(E)

K-1 Women

1) Briget Thomas	GBR
2) Dawn Benner	US(W)
3) Nancy Wiley	US(W)
4) Sandra Schmidt	GER
5) Roxanne McDonough	US(E)
6) Susan Gentry	US(E)
7) Janet Wiew	US(W)
8) Louise Wigmore	GBR

Hell Hole : 70%

K-1 Men

1) Eric Jackson	US(W)
2) Dan Gavere	US(W)
3) Shane Benedict	US(E)
4) Jan Kellner	GER
5) Scott Shipley	US(W)
6) Mark Lyle	US(E)
7) Bob McDonough	US(E)
8) Corran Addison	US(E)

K-1 Women

1) Roxanne McDonough	US(E)
2) Briget Thomas	GBR
3) Susan Gentry	US(E)
4) Hannah Swayze	US(E)
5) Sandra Schmidt	GER
6) Risa Callaway	US(W)
7) Karen Elaine Mann	US(E)
8) Victoria Young	GBR

Overall

K-1 Men

1) Eric Jackson	US(W)
2) Scott Shipley	US(W)
3) Shane Benedict	US(E)
4) Jan Kellner	GER
5) Bob McDonough	US(E)
6) Lee Bonfiglio	US(W)
7) Dan Gavere	US(W)
8) Corran Addison	US(E)

K-1 Women

1) Briget Thomas	GBR
2) Roxanne McDonough	US(E)
3) Susan Gentry	US(E)
4) Sandra Schmidt	GER
5) Hannah Swayze	US(E)
6) Dawn Benner	US(W)
7) Karen Elaine Mann	US(E)
8) Risa Shimoda Callaway	US(W)

OC-1

1) Dale Johnson	US(E)
2) Mark Schriver	CAN
3) Paul Mason	CAN

CI

1) Alan Braswell	US(E)
2) Donald Calder	NZLD
3) Scott Shoup	US(E)

Mens K-1 Squirt

1) Lee Bonfiglio	US(W)
2) Robert Campbell	GBR
3) Wayne Gentry	US(E)

Exhibition Events

K1 Squirt (Women)

1) Susan Gentry	US(E)
2) Sandra Schmidt	GER
3) Risa Shimoda Callaway	US(W)

CI Squirt

1) Kirby Elder	US(E)
2) Chris Manderson	US(E)
3) Eric Reveli	US(E)



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SHUTTLEHITCHING

Back in my college days hitchhiking was considered a respectable mode of transportation. The average hitching time to my home in Centerville, Tennessee from Nashville was three hours. The Ladd bus took two hours- including a stop in Wrigley. I could even better the three hour time if my ride did not let me off at the intersection of Highways 100 and 70.

I did not have an automobile. The bus was dirty. Hitchhiking was exciting! But even better, it was cheap.

Those days are ancient history. In this country respectable people simply do not hitchhike. Thumbing has become a last desperate act, reserved to those souls who are down on their luck.

Think about the last hitchhiker you saw standing at an entrance ramp to an interstate highway. The bedraggled figure was, no doubt, filthy and pathetic.

But hitchhiking still is important currency to those canoeists who put on a river or stream without stationing a vehicle at the take out..... **avoiding elaborate and time consuming shuttle arrangements.**

Voila! The art of hitching has been resurrected. And, when the **hitchhiker** is a boater, no social stigma seems to be attached. In fact, catching a ride among paddlers seems to have attained a unique **status.**

But needing to hitchhike and being a **hitcher** are two different things. There are, of course, demonic drivers out there who would gladly mutilate the body of anyone who offers his or her thumb. But we are **talking** about risk taking here, and getting up the courage to stand on the side of the road and plead is not so different than body surfing a Class IV rapid. As in many endeavors, **thinking** ahead is important. The mind **can** not be disengaged to succeed in hitchhiking.

Once a boater decides to hitchhike certain techniques must be put into place. To pretend that a vehicle **will** stop for a motionless, passive human being is wishful thinking. To be a hitchhiker one must act like a person who is truly intent on getting a ride. The objective is make the oncoming driver want to stop. A limp thumb is like a limp handshake.



Canoeing and being wet are one and the same. But how one looks is not so **important** as actions. Forget about the charade where the hitcher partially exposes an attractive **calf** and ankle. Sexism has no more place in the day-to-day business of ride solicitation **than** indiscriminate office romance. To succeed in ride getting body language is important, but of a different sort.

Making eye contact with the driver is mandatory. The thumb-the universal **symbol-must** be raised in a confident pose. The head must rotate quickly, just as the vehicle approaches. When, and hopefully not if, the driver stops, approach the vehicle with a quick step. Not too fast though, or the driver may feel threatened. And not too slow, this may be perceived as **indifference-and** away the ride **will** go in a cloud of dust.

Enter the stopped vehicle with the same reverence as the faithful enter an impressive Gothic cathedral. Remember that **Americans** continue to attach a eerie significance to the **internal** combustion engine. Paying a compliment to the driver's taste in vehicles is always in order.

Questions about maintenance history **will** never be misinterpreted as being too personal. In a land where a human being's

value is measured by the make, model and year of vehicle ownership, conversation about service records, fuel economy and **rpms** is *de rigueur*.

If there are others in addition to the driver, offer to get in the back seat. Never sit in or on anyone's lap without an invitation. Even if the invitation is given, **try** to be reserved. A strange vehicle **can** be a dangerous place, so watch out for fish-hooks, **chainsaws** and sharp objects.

Some hitchhikers introduce themselves, but this practice is controversial. Do it if it seems like the thing to do. Be careful with the subject of politics, unless you are in a pickup with bullhorns on the front and a Confederate flag on the back. Then you know what to say and how to say it.

A gun rack behind the driver is another giveaway. Pay close attention to bumper stickers. Professing allegiance to the school of the driver's choice sometimes helps. **Talking** sports is always a good opener. Ecology and religion are **no-nos**, unless you are sure.

Be careful about letting the driver dictate the subject. Of course the rider is obliged to disclose why any person with **walking** around sense would be so foolish as to voluntarily paddle any **kind** of craft



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down foaming, rushing whitewater-which surely seems to any non-paddler as a certain instrument of death. Otherwise take charge and keep the conversation moving.

On the initial entry into the vehicle some perfunctory remark should be made about concern over getting the interior of the vehicle wet. However if the driver was alert enough to notice a helmet, life jacket, and booties, it will not make any difference anyway. Besides, who would want to ride with a person who did not notice such essentials?

Being polite is the key. This sounds silly to say, but once I picked up two long haired kayakers wearing earrings going back to the put-in on the Ocoee River. They never uttered one word to me but kept up a rapid-fire conversation between themselves. I told them that I was stopping at Hero's Right Rapid. After they got out, I continued on to the put-in. Later on the river I thought I saw one of them give me an obscene gesture, but I ignored him.

I have always looked forward to getting a ride on the Ocoee. People there seem to be predictable. Women by themselves smile as though they are doing something adventuresome and wicked. Paddlers from Atlanta have the latest in canoeing gear and want to tell all about it

and how much they paid for it.

Fisherpersons never seem to have any fish with them. Rangers and other government employees almost never give rides, making excuses to the citizen for whom they work that regulations prohibit passengers.

It has been rumored that the authorities would like to cut out the sacred practice of hitching on the Ocoee. They have put up a new sign banning stopping, loading or standing by the take-out exit. The explanation is with the 1996 Olympics in the offing that continuing to permit hitchhiking would be dangerous. More dangerous than hundreds of unnecessary shuttle vehicles traversing the highway? Perhaps the Olympic Committee considers hitchhikers like street people-to be removed from the sight of television cameras.

Getting rides on the Ocoee, Hiwassee and, to a certain extent, the Tellico is easy. It is the Cumberland Plateau, however, that separates the really good hitchhikers from the amateurs.

Getting rides from the locals there in winter is an art form, requiring transfers from vehicle to vehicle. When the days are short, the stakes go up. On the next trip on the Obed River try coming up from Nemo bridge with a deer hunter, then wait in Wartburg for a coal truck. Hopefully the cab will have enough space inside. But if perchance the driver on the final leg of the journey is the same person who broke into your car back at the put-in, be careful.

Sometimes I enjoy getting a ride as much as the river trip itself. On the river a paddler is, for the most part, alone. Even the best tandem teams have given up talking to each other. But drivers will often share the most unusual and personal things. As a lawyer, I try to give as much legal advice as possible to, in some small way, repay the driver. Once our canoe trip was held up for a long time when a driver made me stay in his car and opine about his child support payments. And I do not practice domestic relations law anymore!

If milling around put-ins and take-outs is fun for you, you will probably enjoy hitching a ride. Most paddlers have the innate resourcefulness and intelligence to develop the skill of hitchhiking in no time at all. Don't be shy. Remember, hitchhiking promotes the conservation of resources. It promotes goodwill among men and women. And it satisfies the lust for adventure in us all.

So the next time the shuttle is being organized, volunteer to hitch a ride. Proudly show off a skill to your friends that they never knew you had.

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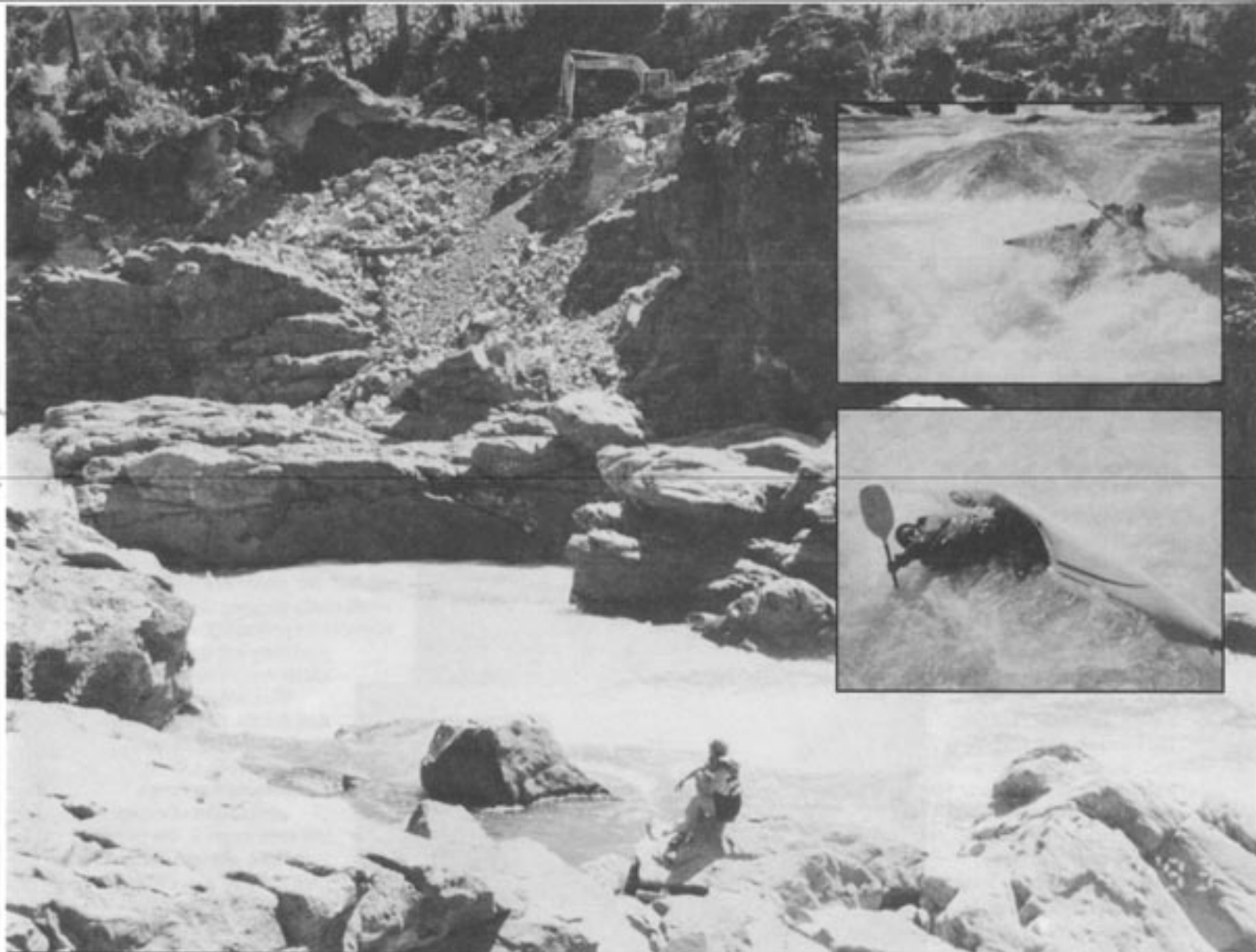
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THRASHING & TRASHING ON THE BIO BIO

By Mac Thornton

"We came to paddle the Bio Bio, not to ~~trash~~ it!" I screamed. Jorge, our Chilean van driver, had just taken our green bags of garbage and hurled them over the cliff into the Bio Bio canyon. Jorge shrugged his shoulders and mumbled something in Spanish.

"What did he say, Pope?"

Pope Barrow, the only one of us who could translate, said, "Jorge says what difference does it make? All of this will soon be under water **any**-way." I had no retort. Jorge's pessimism was a bit premature, but time is running out.

Back: Scouting One-Eyed Jack with a Caterpillar; Top Front: Pope Barrow, Lost Yak; Below: Pope Barrow, Lost Yak; Photos by Mac Thornton

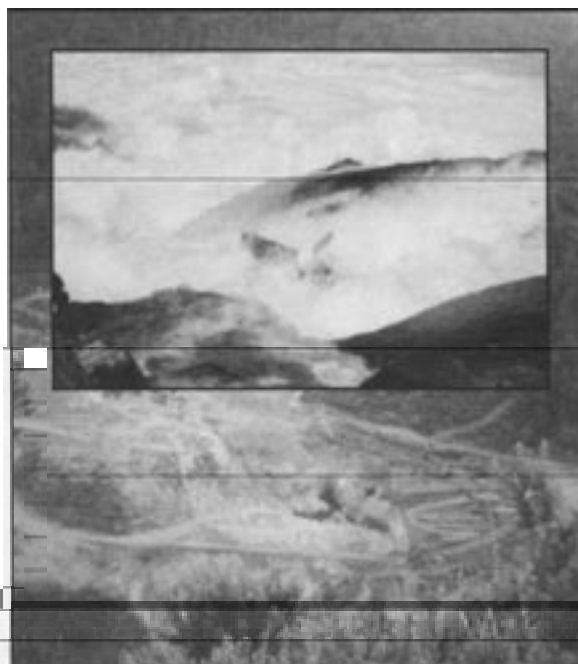
THRASHING & TRASHING ON THE BIO BIO

To imagine the Bio Bio, take the Class 4.5 Upper Gauley and multiply everything times three — water volume, length, the size of the rocks, the depth of the canyon. Add a **smoking** volcano, ancient **araucaria** trees lining the canyon rims like parasols and scores of waterfalls pouring in from the sides, one of these 150 feet high! What you've got is one of the most **gorgeous** and enjoyable whitewater rivers on Earth. The flows average about two thirds of that of the Colorado river in the Grand Canyon, but the Bio Bio is ten times as steep — with an average gradient of 50' per mile.

Chile's longest river, the Bio Bio, is Class **2-3 as it drains** a high Andean valley. But when the river meets Jugbuster rapid at the head of Nirreco canyon, **things** pick up **dramatically** and stay that way for the next 26 miles. Paddlers usually divide the big stuff into three sections, each a challenging day's adventure: Nirreco Canyon, the Hundred Falls ("Cien Saltos") section, and the Royal Flush Gorge. Sadly, the first of five proposed hydro dams on the Bio Bio is currently being constructed in the Royal Flush Gorge.

Our **small self-supported** trip from the D.C. area had come to Chile to experience first hand what the **whitewater** world may lose. Pope, who had led AWA's important crusade against the Bio Bio **dams**, had found and hired our Chilean driver and a **van**. Our group also included whitewater team **assistant** coach Gordon Bare, guidebook **guru** Ed Gertler and **Emmy Truckenmiller**, a **mighty** good sport, being the only **woman** to join our **disreputable** group of over-40 paddlers. After Pope unsuccessfully tried to do us in on various Class 5 escapades in the Maipo River watershed, he escorted us up a long Class 6 gravel road to our accommodations at the Bio Bio.

Never one for luxury, Pope **depos-**



Back: Pangué Dam-scars on hillside; Top: Mac Thornton at Jug buster Bottom: Callaqui Volcano in background

ited us in a farmyard owned by a man named Victorino. This **farmyard** was one of the only flat spots in proximity to the Bio Bio's whitewater. One **article** I had read on the Bio Bio spoke dreamily of being awakened by exotic bird calls. I can tell you that the author of that article did not camp where we camped. After an evening of sampling Chile's high-brow **cabernet sauvignon**, I was assaulted at 430 am by the **call** of multicolored birds **with** red combs on their heads. They walked up to our tents, **carefully** positioned themselves eighteen inches from our heads, and screeched in an

ungodly fashion.

"ER-er, ER-er, ERRRRRRR!!!"

Yes, I admit that I threw rocks at them. But I did NOT really deserve the nickname Pope assigned to me: "assisino de pollos" — chicken killer.

The camp was a scatological wonderland: after the chickens took their leave, the pigs arrived, followed by the goats. This menagerie pretended to nibble on the **grass**, but they were really plotting to gobble up our breakfasts when we **turned** our backs. They circled our group like buzzards, continually gauging their chances of procuring a meal.

And they left their **calling** cards everywhere.

We cooked our meals and did the dishes as best we could; some of us in the throes of **Montezuma's** revenge. The advantages of camping here were: 1. the price was right, about a dollar a day, 2. there was a hot spring next to the river just over the bank and 3. we were located at the point where Niecco ends and the Hundred Falls section begins.

Hundred Falls is the best section to get accustomed to the power of the Bio Bio, so we put in just

off the farmyard on the first day. Although we scouted a lot of the rapids, they were mostly big water Class 4s with some hidden holes.

The next day I was awakened at 430 am (again), and I laid in my sleeping bag for 3 hours, tossed a few rocks at the **gallos**, and contemplated the day ahead. That day we ran Nirreco — the hardest section. Paddling Nirreco **with** little foreknowledge of the rapids accompanied only by my usual West Virginia paddling buddies added considerably to the challenge and the tension.

Eric Leaper **kindly** hauled us to the top and we headed for Jugbuster. A year prior to our trip, this rapid became more **difficult** when a **landslide**

blocked the usual left hand route. The right side featured an intimidating drop into a slot, followed by a carom to the right. The move wasn't really that hard, but there was a heavy penalty for being off line.

Just downstream of Jugbuster we found what **might** have caused the landslide: a seismic testing station constructed by ENDESA, the Chilean electric utility. That meant that this was the proposed site of the gigantic **Ralco dam**, which will, if it is constructed, dewater all of what we were about to paddle, further down in Nirecco canyon.

The Bio eased off for a bit and we rounded a corner for a full view of the imposing Callaqui volcano. Soon we came to another bend in the river and we stopped to scout the **Milky Way**, a deceptively powerful rock garden where it's easy to get lost.

This was followed by **Lost Yak**, where we all paused to watch Pope's **run**. After negotiating a **zig-zag approach**, Pope reached an eddy above the crux move, a point at which two massive currents converge. Which way to brace? Pope guessed wrong and **flipped**. It was **fortunate** that he rolled immediately in the turbulent water, since not far below the Bio Bio crashed into the maelstrom of Lava South.

Lava South is much more intimidating than its northern brother in the Grand Canyon. Here most of the Bio's flow smashed off the hideous river left wall. The middle route was guarded by a **mammoth** poulover. But at **medium** flows, a tight and steep sneak route was open on the far right. We took that sneak without much dither.

The infamous Cyclops and eight other challenging rapids followed, most with offset holes, diagonal waves or both. Finally, we paddled up to the hot spring at camp and eagerly jumped in.

We spent the third day recuperating with an easy second cruise on the Hundred Falls Section. Then, on our fourth day, we headed for the Royal Flush Gorge. The Gorge started with some Class 3s, including the Ace. Then the walls closed in at the Suicide King: a screaming right turn, a crash through a wave, then out. Simple and fun.

The Queen was a big boulder gar-

den which we **ran** down the left, knowing that the infamous and awesome One-Eyed Jack was next.

As we paddled up to the Jack, ominous, big yellow signs hanging from the rocks warned us of "PELIGRO" — danger. As the roar from the Jack increased, we gazed up the mountainsides. They had been stripped of their lush vegetation by the industrious American yellow **antlike** machines, the Caterpillars. The result was huge, ugly scars on both sides of the river. One of the **big ants** rolled a multi-ton boulder into the river just downstream. When they spotted us, **thankfully**, they stopped.

Here, ENDESA had cleared everything down to the bedrock for the 370-foot **tall Pangue Dam**, which will flood Royal Flush Gorge, and dewater the river for miles below. Usually the first stage of hydroproject construction involves the **digging** of the diversion tunnel, but here the task of preparing the tunnel was being put off while ENDESA cleared the site of the **dam**. Bent on creating as much devastation as quickly as possible, ENDESA's demoralizing strategy was apparently aimed at those of us who just could not believe that Chile was about to dam its counterpart to the Yosemite Valley or the Grand Canyon.

There were several potential routes at One-Eyed Jack, none of them easy, but at the level we saw the comparatively easy sneak was down the far left. We were glad to take it.

The Ten rapid located just downstream changed daily as rocks were rolled into the river. It had become quite difficult to **run** and even more difficult and dangerous to scout. One could not be certain that all the Caterpillars have stopped work, and the **hillsides** were unstable slides of loose rock and dirt.

At Ten the one imperative was to avoid the gigantic and powerful eddy **at** the bottom left. We managed this by blasting through a **wave/hole** on the left center, then charging right as hard as possible.

More long, enjoyable rapids followed until we reached a swinging footbridge and the end of our Bio Bio adventure. That night we headed for a cheap hotel in Santa Barbara, where the **not-so-exotic** bird life stalking the alleys allowed me sleep until 5:30.

While it may not be appropriate for **Gingo** Americans to dictate policy to a much smaller Latin country, it is **legitimate** for us to **assist** the Chilean environmental community to learn from and to avoid the mistakes we have made in the United States.

Damming the Bio Bio is the equivalent of John Muir's losing battle to save **Hetch Hetchy**, and David Brower's losing battle at Glen Canyon. The long **term** tourist potential of the Bio Bio has been ignored. So has the fate of 5,000 Mapuche natives living in the **traditional** manner. It is also legitimate for us to lobby our **OWN** government and the World Bank in Washington to keep U.S. **tax** dollars from being used to support the project.

AWA has been actively supporting the Chilean group Grupo del Action por Bio Bio (GABB) **with** logistical and financial support. AWA has lobbied the World Bank to forestall funding assistance from the U.S. and the international **community**. AWA has supported Steve Gates and his yeoman efforts under the banner of River Conservation International.

At **this** point, ENDESA is still winning the fight, although we have come very close to closing the project down. In December 1992, ENDESA received a commitment for a \$70 million loan from the World Bank, but no money has been turned over to them yet, largely due to lawsuits opposing the dams.

Two lawsuits have been raging in the Chilean courts, one concerning downstream water rights, and the second a challenge under the Chilean constitution. GABB and its allies initially won the water rights suit in June, but in September ENDESA came **out** on top when the water ministry changed its views and the case was appealed to the Chilean Supreme Court. The second suit is still pending, and there is some chance of success.

While ENDESA is determined to **trash** the Bio Bio for real, as Pope states, "AWA will continue to help fight the dam **until** the concrete is poured." Anyone who wishes more information or to contribute to saving the Bio Bio should contact River Conservation International, 1200 New Hampshire Ave. NW, Washington, D.C., (202) 463-4378. Financial **assistance** is greatly appreciated..



FRIGID FUN ON

THE NORTH FORK BOISE RIVER

..... By MARK H. WHITE



Top: At the Shuttle for the North Fork of the Boise River. Roy Piskadlo and Mark White load their boats. Photo by Grant Amaral; Below: Deserted at the Put-in for the North Fork of the Boise, Where's your drytop, Mark? Photo by Mark White



It was a Wednesday night in mid-June; the peak of Idaho river **running** season. I had visited the Whitewater State five consecutive extended weekends, **testing** the limits of my new employer's patience.

Grant Amaral, who had recently **written** a comprehensive guidebook to Idaho rivers, was on the phone. He seemed anxious. "**Mark**, I need accomplices."

"Is it worth **missi** work?" I asked.

"Of course."

"Could it be dangerous?" I continued.

"Of course."

After agreeing to join in something which I assumed revolved around flowing water, Grant explained what he had in mind. For several years, he had been eyeing the upper stretches of the Boise River's North Fork. The **topo** maps showed some "interesting" gradient and we knew that adequate water tumbled down the river bed since the lower North Fork is a fairly popular class IV run.

The North Fork of the Boise River drains the west side of the rugged Sawtooth Mountains. It is fed by frigid **melting** snows, peaking in early June

and **drying** to a **small** stream by late July. In heavy snow years, the upper North Fork Boise may reach 1,500 cubic feet per second; a respectable flow for a steep alpine creek.

Before our phone conversation was over, I had committed myself and Roy, a fellow Salt **Laker** and friend, to join Grant and crew at some out of the way meadow which supposedly resembled an airstrip. And so, in spite of **semi-important** obligations, Roy, Mister Coffee and I found ourselves heading north 24 hours later.

Somewhere in the southern Idaho desert, my eyes were burning and my head hurt. 250 miles remained in our midnight trek, so I had another **java** fix. Roy, who is an anomaly and can live without sleep for weeks, was telling war stories; something about cowgirls on rollerblades. I can't really remember the details.

After three hours of shallow sleep my colleague was cheerfully stuffing his frostcovered sleeping bag.

"It's a beautiful day," he announced.

But I didn't want day, I wanted night...and more sleep. In spite of attempts to take refuge by burrowing into the depths of my insufficiently-warm bag, Roy prodded me out and soon we were driving again.

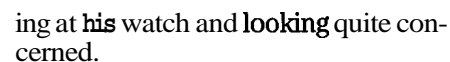
We stopped at the Lowman, Idaho

.....
Above: Grant Amaral, author of a popular guidebook to Idaho, tackles the North Fork of the Boise. Photo by Mark White

Pancake House/Liquor Store/Post Office/Taxidermy Shop for a pot of coffee and stack of cakes. Under the blank stares of once-living bears, bobcats and mountain lions, Roy and I gorged on frisbee size hotcakes and fermented orange juice. After topping off our meal with several cups of what the waitress called 'black gold', we paid our bill and continued on.

After a short post-breakfast drive and some creative navigation, we found ourselves at the Warm Springs International Airstrip. The airstrip lacked certain amenities which most pilots would consider necessary (a windsock and a paved strip for example), but the scenery made up for it. Instead of baggage porters to greet us, we were met by two white-tailed deer and a curious coyote. No white courtesy paging phones here.

We had been instructed **to** be at the airstrip no later than **9:00** am. In no uncertain terms Grant had told us we would be left if we were late. We casually rolled up at 8:58. Grant was **point-**



I agreed.

We loaded Grant and Dawn's boats into the small plane's fuselage; they barely fit. It was evident that a full length, 13'2" kayak could not have made this particular shuttle. Fortunately, we were all paddling short boats that day. One pilot, two passengers, a pair of boats and paddles filled the plane to the gills. Once loaded, the propeller cranked and dust flew. The plane bombed down the runway and with the high pitched whine of some giant insect, became airborne and *dis-*appeared over the horizon.

Roy and I had twenty minutes to assemble our haphazardly packed gear and prepare for our flight. It was at that moment we realized we had brought no food for lunch; or for the next day, should the trip become longer than planned. Nor did we bring stow floats to carry dry clothes, emergency sleeping bags and the like. Oh well, at least we wouldn't have to worry about extra weight.

the back. The kayak tips rattled against the instruments and the tails bounced on the plane's control cables.

As we vibrated down the dirt runway I was thinking the engine of my **Volkswagen** sounded meatier than the one which was (hopefully) going to propel us over a mountain range. Getting the plane airborne seemed unlikely, but the pilot was unconcerned. Soon we were **looking** down on the jagged ridge tops of the **Sawtooths**.

The view was spectacular. As I anxiously scanned the landscape for a glimpse of the river, Roy burned through a roll of Kodachrome. This was definitely the classiest river shuttle we had undertaken. Driving to river put-ins would now seem mundane.

We landed in a large, verdant meadow right in the heart of the Sawtooth range. **Humans** are evidently a **rare** commodity, or annoyance, depending on how one may view the situation, since browsing deer came within a curious 20 feet of the alien craft, kayaks and paddlers.

As we waved to our departing pilot friend, it dawned on me that my new dry top was sitting in the car. A frantic search through my gear confirmed the sad reality of a bare torso and very cold day ahead.

Roy **Piskadlo** on the North Fork of the Boise.
Photo by Mark White

early-season river without an aerial shuttle.

At the put-in we found the river to be **crystal-clear**, fast flowing and very, very cold. Jokes regarding blue **skin**, **hypothermia** and death were volleyed about as we suited up for the river. (Well, they suited up—I watched.) Everyone laughed except me as I thought of my sorely missed dry top. As Grant slid into the river of melted snow, he observed that he likes his beer about ten degrees **warmer** than the frigid water. Daintily, I touched the river. My breath quickened and my **skin** tightened.

"Oh my God, this is cold!" echoed up and down the valley.

The first five miles the river dropped an average of 60 feet. We encountered no **significant** rapids, but many fallen trees. We creatively **limboed** under or **ski-jumped** over all but one big ponderosa pine, which sent us scrambling on the bank

Midway through the run we stopped on a **small** island to dine. Well, everyone else dined. Being foodless, Roy and I pitifully begged for handouts. From our lunch spot, we could look up a side canyon and see snow which had slid down into the river during the winter. With only a life jacket to shield my goose-bumped

skin, I shivered at the thought of getting back in the water.

Shortly after lunch, the river's gradient and volume increased. The ~~m-~~on narrowed and, as a result, more boulders found their way into the river bed. The congested ~~nature~~ of the river offered a watery playground of chutes, slides, twisting drops and waves. The ~~last~~ three miles was continuous fun, dropping an average of 180 feet per mile.

The most exciting rapid on the run had a fairly long class IV prelude. It really got booming with a series of three to five foot pourovers. A sheer granite wall on the left sent the river veering, but provided a **quasi-eddy** along the right bank. I ferried across a fast current and took refuge behind a fallen tree.

From that vantage I could see the ~~rest~~ of the group plunging down the white staircase. The gradient crescendoed, **climaxing** in a crux move, a **ski-jump** into a small pool bounded by an ancient log that defiantly spanned the river. Not wanting to portage what would otherwise be a complete *run*, I squeezed under next to the right bank.

As the shadows lengthened and the ~~sun sank~~ low, so too did my body temperature. Little sleep, too few scraps for lunch and overexposure to icy water had taken their toll. I wanted to be done with the North Fork of the Boise River. Fortunately my wish was soon granted when we rounded a bend and spotted our shuttle vehicle.

On our way back to civilization, we again found ourselves at Lowman, Idaho. To celebrate our success we decided alcohol consumption was in order. We searched our pockets, ~~padding~~ gear and under the car seats, finally taking stock of our financial situation. ~~Six~~ **thirsty** kayakers with \$1.24 between us.

I was told to spend our fortune wisely. I picked up a bottle of my favorite brew and walked up to the cashier.

"That'll be \$1.31, please."

"Uh, I guess we can't buy this" I explained.

The cashier listened to my pathetic saga of a glorious first descent, the tri-



~~umph of success and wallets left in far away cars. She covered us on the last seven cents and wished us better financial luck in the future.~~

Back in the parking lot, under the suspicious stares of resident loggers, the six of us shared a single beer and toasted the North Fork of the Boise River. ▲▲▲▲

At the Put in for the North Fork Payette (somewhere in the Sawtooth Range) Photo by Mark White



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Pioneer Whitewater Enthusiast and Naturalist Dies

North Carolinian Frank Bell Was 95

Excerpts from an article by Harrison Metzger in the Hendersonville Times-News and an obituary by Gordon Grant published in the newsletter of the Western Carolina Paddlers.

Frank D. Bell of Tuxedo, North Carolina, the founder of Camps Mondamin and Green Cove and a pioneering outdoorsman and whitewater enthusiast, died recently at the age of 95.

A veteran of the Army Air Corps during World War I, Bell founded Camp Mondamin for boys in 1922 and Camp Green Cove for girls in 1945.

Bell was known by the nickname "Chief" to the thousands of youngsters who attended his camps over the years. He espoused the philosophy that cooperation is better than competition.

Bell's influence extended worldwide because children from all over the United States and from other countries came to attend his camps, according to Frank Schell, a former camper and counselor at Camp Mondamin.

Schell estimates that at least 20 summer camps across the nation have been started by people trained by Bell.

Bell is credited with making the first canoe trip down several rivers in the southern Appalachians. In 1923, he paddled the French Broad River from Hendersonville to the Mississippi by way of the Tennessee and Ohio Rivers. The largest rapid on the French Broad, located upstream of the town of Hot Springs, is named in his honor.

Many former campers have testified to the influence Bell had on their lives, including John Burton, past president of the Nantahala Outdoor Center and an Olympic canoeist in the 1972 games.

Burton said recently that Bell was "a gift. He had a tremendous influence on about four generations of people. He had that wonderful combination of wisdom and forthrightness and great compassion,

He was one of a kind."

Olympians Jamie McEwan and John Burton, G2 World Champions Lecky and Fritz Haller, present G1 Junior Team members David and Andrew Bell (his grandsons) and many other National Team members, both past and present, passed through the Mondamin Camp program.

Institutions like the Nantahala Outdoor Center, the National Outdoor Leadership School and Outward Bound have been staffed and run by individuals who passed through Bell's camp programs.

Bell had retired as camp director in 1972 but he continued to lead an active life into his late 80s. He and his wife, Calla, took a rafting trip on the Middle Fork of the Salmon just ten years ago.

A memorial paddle for Bell was held on November 20 on the French Broad River. A memorial service was conducted the following day.

PATAGONIA, INC. RENEWS ITS COMMITMENT TO WHITEWATER


Patagonia, Inc. and founder Yvon Chouinard have once again affirmed their deep commitment to whitewater recreation and conservation through a 1993 award of \$5,000 to AWA's Whitewater Defense Project.

This is the fourth in a series of generous grants received from this leader in the outdoor recreational industry.

AWA Director Pete Skinner points out how the initial \$10,000 grant received from Patagonia back in 1987 revived a financially depleted AWA.

"You wouldn't have recognized us back then," recalls Skinner. "We were so broke. Patagonia not only transfused us but really got us going. That early grant served to spearhead the whole relicensing effort — first in New York and then throughout the nation."

Paddlers everywhere are grateful to Patagonia for their dedication to preserving the great outdoors.



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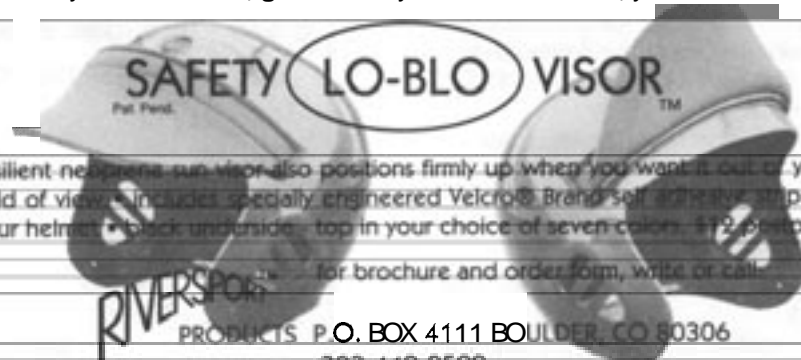
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AWA PLANS SUMMER RIVER FESTIVALS

by Tom Christopher

New England Locations Secured

The AWA is announcing the development of two major river festivals to be held in New England in the summer of 1994.

These festivals will be patterned after the successful Gauley Fest, attracting and securing vendors of whitewater equipment, boats, and apparel for presentation to the boating community and the general public. Both festival sites will be located at riverside locations which will provide vendors with an opportunity to display and demonstrate their equipment under actual river conditions.

AWA has long recognized the need for providing the boating community with the opportunity to participate in the joy and celebration of rivers in different regions of the country. Time and distance prevents

many people from getting to the Gauley, so the AWA has decided to bring the festivals to the people.

1994 will initiate a major planning and development effort by the AWA in sponsoring these events, and a major shift in focus to also include local residents, service organizations, and environmental groups that also have a strong regional interest in preserving river resources. To this end, the AWA is embarking on a course that will build alliances, develop partnerships, and make lots of local and regional friends that can participate jointly in river and conservation issues in the future. It is the first time that AWA will include exhibits from local watershed and conservation groups as part of a river festival.

The events will be held on the

Kennebec River on the fourth of July weekend and the Deerfield River on August 6th and 7th, 1994.

The Kennebec River Fest

The first annual Kennebec River Fest will be held on the long weekend of July 4th, 1994. This will give everyone a chance to get there, enjoy a couple of days of paddling, and still have an extra day to drive home. Also located in this region are the Penobscot River, the Dead River, Kennebec's East outlet section, and the Jacques Cartier (three hours away).

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The festival site will be located on Route 201 at **Wilderness Outfitters'** Kennebec Base along the **Kennebec River** in the Forks, Maine.

The **AWA** and the commercial outfitters of **RAFT MAINE** are **working together** to promote this event throughout the region and New England in an effort to attract people to the festivities and help bolster the faltering economy in this part of western Maine.

Local outfitters and private boaters on the Kennebec have always had good relations. With relicensing now approaching the many dams on the Kennebec, it makes sense to build strong **alliances** with all people who must share river resources. **This** festival will be an opportunity to work on a project together and **will** hopefully pave the way for understanding and participation on future projects and issues.

Champion Paper Company of Bucksport, Maine has offered to help sponsor, promote and underwrite the cost of developing this event with **AWA**.

They have also agreed to provide serious prize money for the development of Citizen's Races on the lower Kennebec in an effort to bring people to this area and increase local participation.

Champion is currently sponsoring the U.S. Whitewater Team in preparation for the next Olympics and is expanding their efforts to local and regional events that citizens from all walks of life can **enjoy** and participate.

*Above: Tom Christopher playing in "Dragon's Tooth" on the **Deerfield**.*

Right: David Benhaim dropping into "Magic" on the Kennebec

The Deerfield River Fest

The **first** annual Deerfield River Fest will be held on August 6th and **7th**, 1994. **Thanks** to the negotiated releases between the New England Power Company and New England FLOW, we now have reliable whitewater on the Monroe Bridge and Zoar Gap sections of the Deerfield River throughout the summer. This river provides all classes of boaters and canoeists (1-4), a marvelous resource of whitewater when most rivers run dry, and it is very close to major population centers in the northeast.

AWA along with **New England FLOW**, the **Deerfield Watershed Association**, and the **Charlemont River Fest Committee** are working together to develop and promote this event, not only for the boating community, but also to include many family events, children's activities, and environmental exhibits.

The festival site **will** be located on Route 2 next to Zoar Outdoor Outfitters beside the Deerfield River. As with the Kennebec, there **will** be an opportunity for vendors to actually demonstrate their products on the water.

The Lion's Club and **Kiwanis** will be assisting and developing events that help generate **funds** for their charitable activities, and the **AWA** is in the process of developing a unique race for all levels of participants.

The **Deerfield River** was the 1993 site for both the open Canoe and **Kayak** and Wildwater Championships. The success of these events and the support and **cooperation** of the New England Power Company has provided this economically depressed region with a level of economic opportunity that was badly needed. Local support for boating activities in the town of Charlemont have been enthusiastic and gratefully appreciated by the boating public.

Festival Planning

The **AWA** and all the other groups involved in these activities are eagerly **looking** forward to the summer of "94" and hope to make these festivals "**Gauley Sized**" and "**Gauley Successful**" from the start.

Vendor lists are **being** compiled and people are being contacted that do not **normally** travel to the Gauley to exhibit because of the time and distance factors. Our phone is already ringing.

So when the rivers **run dry** in your neighborhood, the only **place** to be in New England next summer. Reliable whitewater, warm days and cool nights make it the perfect place to spend your vacation in "Summer 94".

Look for more information to follow in the coming issues of the **AWA Journal**. We'll tell you where to stay, where to eat, list local outfitters for their **services**, and other important details that you will need to plan your trip.

NEW VENDORS — FOR MORE INFORMATION

CONTACT: Tom J. Christopher
931 Union Street, Rear
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New Video Highlight's Bob's Hole Rodeo

reviewed by Bob Gedekoh

Nearly a decade ago Randy Pierce was a fixture on the eastern boating scene... guiding and paddling the Chatooga, New, Gauley and Upper Yough. His paddling skills and congeniality made him a popular individual and his presence has been missed since he "disappeared" several years ago.

It seemed Randy had entered the Never Never Land of "Wonder whatever happened to..." Details were sketchy, but rumor had it that, like many other accomplished boaters, he was somewhere west of the Rockies. But where?

The recent delivery of a copy of Bob's **Whole** Video answered this riddle. Randy Pierce is alive and well and living in Seattle, directing and producing whitewater videos. And doing a damned good job at it, too.

Pierce shot Bob's Hole Video during the 1993 Bob's Hole Rodeo, sponsored by the Oregon Kayak and Canoe Club on the Clackamas River near Portland, Oregon. The video, which is of exceptional technical quality, features performances by many of the aristocracy of recreational and competitive boating: Eric Jackson, Bob and Roxanne McDonough, Scott Shipley, Susan Gentry, Rob Lesser, Dan Gavere, Sadra Schmidt, Chris Spelius, Bob McDougall and Nancy Wiley, to name just a few.

After an exciting introductory sequence, the video covers day one's downriver and slalom races, briefly explaining the rules and scoring of each event and effectively demonstrating the varied classes of boats represented.

The video then turns to the squirt competition, featuring boaters working the eddy lines as well as surfing the big stuff. The camera zooms in for "up close and personal" coverage of first place winners Susan Gentry and Lee Bonfiglio, capturing the exertion and essence of their performances.

But the highlight of the video is clearly the coverage of the freestyle competition. Held on the second day at Joe Bob's Hole because Bob's Hole was flushed out by high water, the freestyle competition was anything but tame. Witness Risa Callaway's wild and wooly ride; is Risa playing with Joe Bob, or is Joe Bob playing with Risa? Just watching this sequence left me gasping for air.

And Callway is not the only one treated to a tumultuous ordeal in Joe Bob's turbulence. While many of the competitors manage astounding tricks, from time to time they nearly all lose control and find themselves at the mercy of the hole. That many are able to incorporate these unexpected dunkings into their routines bears witness to their expertise.

Don't blink... or you will miss men's third place finisher Scott Shipley's hand rolls in the midst of the maelstrom. Second place winner Rick Williams demonstrates some incredible sight of hand, while local paddler Lee Bonfiglio clearly earns his first prize with an arsenal of crisp and concise stunts.

The music is energetic, but non-obtrusive. The narration, alternating between Pierce and Rose Jaffe, includes a moder-

ate amount of basic information that should explain the proceedings to those unfamiliar with whitewater sports. The camera work is solid and professional; the footage at Joe Bob's was shot from a particularly favorable vantage point.

This video should certainly please those who competed at last year's event and should be a welcome primer for those who hope to compete there in the future. As for the rest of us sofa surfers, it provides an excellent opportunity to watch the Big Dogs in action. Pierce has captured the thrill and excitement of Bob's Hole... his video is well worth a look... but don't try to duplicate this action at home in your bathtub!

Bob **Whole** Video (26.95) is available from Wildside Images, 8314 Greenwood Ave. N., #3900, Seattle, Washington 98103.■

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WHITEWATER MUSIC FLOWS FREELY

by Phyllis Horowitz

The road home from the Gauley is always long. Painfully long. And some of us are crankier travellers than others. So, it was much to my companion's relief, when I popped my new MUSIC RIVER tape into the cassette player and actually started chuckling over a song entitled "Talkin' Canoe Blues".

For those of you who didn't catch Brant Miller's performance at the Gauley Festival this September, MUSIC RIVER is a professional quality collection of 11 original whitewater songs and river ballads celebrating paddling and the river experience. The offerings were written by two whitewater types — Brant Miller and Tom Joy — and recorded in Nashville in July, 1993.

A cute little collection it is too, with definite appeal to river buffs. Brant Miller's music is catchy, and he's a capable musician and vocalist. The lyrics by Tom Joy are straightforward and occasionally a bit corny, but more often humorous. Like, for instance, "When You Pulled Out with Your Dagger (You Left A Blue Hole in My Heart)". The title here speaks for itself.

And amidst the light, humorous numbers, you'll also encounter a few surprises. "Runs and Riffles" is a pleasant, down-home mountain instrumental. The strong, lovely voice of Jenny Ringle also adds balance and harmony to some of the selections.

If you enjoy whitewater and the many facets of river life, you'll probably appreciate MUSIC RIVER.

You can order a MUSIC RIVER cassette by sending your check or money order for \$9.95 plus \$1.50 shipping to Music River, Inc., P.O. Box 53545, Knoxville, TN 37950. Tennessee residents please add 8.25% sales tax. ■



Original Whitewater Songs & River Ballads

PUBLISHER RECALLS WHITEWATER BOOK

Stackpole Books of Mechanicsburg, Pennsylvania has announced the recall of their book, **A Paddler's Guide of U.S. Rivers West** because "some of the information is inaccurate".

Anyone who purchased this book may receive a full refund by returning it to Stackpole Books, 5056 Ritter Road, Mechanicsburg, Pa 17055. (717) 796-0411. ■

NEW THIGH BRACES AVAILABLE FOR LAZER, EXTREME

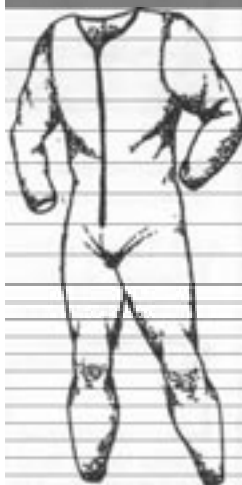
Wave Sports, Inc., Steamboat Springs, Colorado, has announced the availability of a new thigh brace system for their Lazer and Extreme kayaks. The newly designed thigh braces are now standard equipment on these models. Paddlers with the old bracing system who wish to reoutfit their boats may obtain the new system of braces at cost from the manufacturer.

Contact Chan Zwanzig, Wave Sports, Box 5207, Steamboat Springs, Colorado 80477 or call (303) 879-4371.



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*The Whitewater World of
Jonathan Katz*

Meet the Cast

This is the third of a series of articles by Jonathan Katz reporting on the nefarious whitewater activities of McBride, Omaha and company.

For those who missed the first two installments, published in our September 1 October and November 1 December issues, we reintroduce our principals.

Dr. Theodore "Bam Bam" McBride- Nobel Prize Winning Professor of Recreational Chemistry at Yale, inventor of Rapid in a Can (900 cfs of water for three hours... just \$29.95), whitewater biathlon competitor ("A hell of a paddler but a lousy shot.")

Ken Omaha- Beer swilling, dope smoking sanitary landfill rat assassin, hair boater and whitewater biathlon champion. Can shoot the eye out of a rat at 50 feet. ("A pig on land, but paddles like the Marquis de Sade.")

Arden Tygart- Exotic river goddess currently serving as Omaha's publicist and Playmate of the Month.

THE RAID AT OHIOPYLE

We were sitting in the Depot, swilling Omaha's endless supply of Keystone, getting drunk and depressed. It was Friday night of Labor Day weekend and we had no place to paddle.

The brewer had given Omaha a KeyCard, good for all the free beer he could drink for a year. It was part of his fee for boofing his open boat off the upper deck into the box seats at Yankee Stadium. "Drink all you want," they told him, "You can't hurt us." On the contrary. We'd suffered miserably from the crap

they brew. It gave us hangovers and wore out our kidneys. They should name their beer Rapid in the Can—it makes you piss Class Five.

Each of us was getting toxic in his own way. McBride had the giggles. Omaha was spiking his brew with Old Outhouse whisky, getting crushed. He'd have to sleep it off in his van again. I was nursing my third draft, watching Mark Chopper, who sat staring out the window drinking water as usual. Chopper drank only water even when he was in a babbling frenzy. Tonight he sat silent, a bad sign. His official title is Grand Dragon, Applied Physics Division, McBride-Omaha Chemical Company. Unofficially he's a weathervane for trouble, and when he's quiet a storm is brewing. I kept my eye on him.

Eventually we started bitching about the boycott on the Lower Yough. A bunch of kayak jockeys from Pennsylvania had been protesting the user fees that the Commonwealth was extorting from boaters, and they were keeping us off a good river with water in it. They sang and marched and carried signs like refugees

from the Sixties, and there was no way we could bring ourselves to cross their picket line. Sometimes you gotta do what's right, even if it hurts, and boycotting the Yough was like punishing your woman by withholding sex. So we griped, and reminisced about the years we spent not eating grapes, and talked about how it would probably last forever.

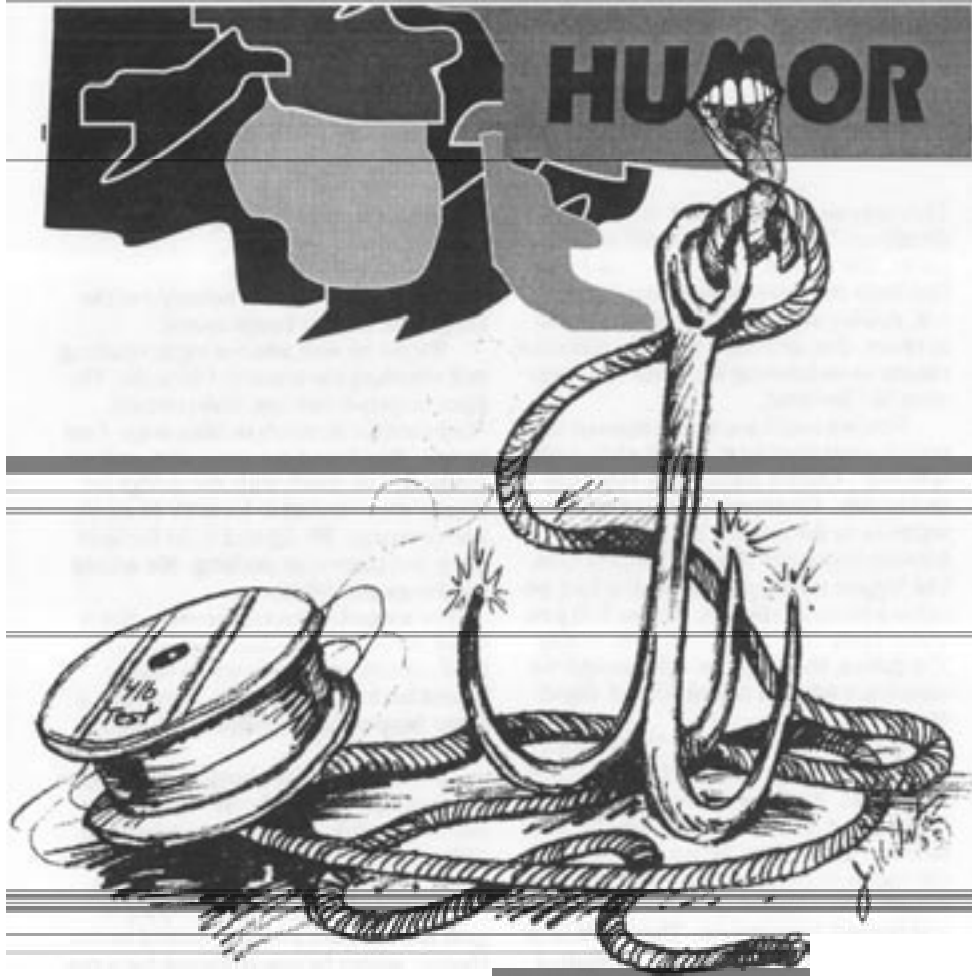
I was sucking on my beer when Chopper shifted his bulk and looked me dead in the eye. "Let's blockade the Yough," he said.

**"If we can't paddle,
nobody paddles."**

Trouble blew into the room, out of the south.

Chopper hopped out of his chair and vaulted the bar. He's five feet ten, 290, a little lighter than when he played nose tackle for the Seahawks, and he could move spooky fast. The bartender saw him coming and disappeared. Chopper erased the specials from the blackboard and began to draw and talk simultaneously. He sketched the layout of the Put-in Pool and Entrance Rapid. "We'll mount an attack in depth," he said. He didn't shut up for fifteen minutes and we just sat there in awe and listened.

Chopper had done time in the United States Army, the National Football League, and the Ku Klux Klan before he'd taken up physics and whitewater. He bled paramilitary. By the time he stopped talking we were hooked on his idea like junkies on crack. We were going to free the Youghiogheny River come hell or low wa-



ter. Chopper summed up: "The ordinance is in stock. I need two days to rig the satellite uplink. We'll meet Sunday night, 11:23 p.m., two and seven tenths miles south of Mill Run on State Route 381. Any questions?"

Omaha lifted his head from the table where it had fallen. "I know where we can get a helicopter gunship."

he slurred **McBride** pushed him back down and gave the marching order. "We have the equipment and we have the desire. Tell Arden we want full media coverage. Let's do it." We went to work.

Nobody slept, but by nine a.m. Monday we were holed up in the basement of a Cleveland chemist named Moose Gunsmith, one of **McBride's** drug buddies. They'd split a Nobel or something and greeted each other like long lost lovers. "My hardware is your hardware," Gunsmith said. "Just get me on line," Chopper replied, planting his mass in in front of Gunsmith's computer.

By rights Chopper should have been exhausted. He'd spent two hours scuba diving in Entrance Rapid, installing the explosives while three of us ferried back and forth across the Put-in Pool, rigging the grappling hooks and the net. Some of Chopper's biker buddies—**Rabid Dogs M.K.C.**—set up the **minicameras** while Arden painted a big graffiti sign on the boaters' changing house. It read: DOWN WITH USER FEES! NO RAFTING TODAY!! We sneaked in, did the deed,

sneaked out, and saw nobody, no cops, no rangers, no law.

Back in Gunsmith's basement Chopper tuned in the T.V. signal from the **minicams**. "They're transmitting a **narrowcast** to a satellite channel that normally carries stock quotations. The market's closed for Labor Day so we'll borrow it. Nobody's going to care."

The video came in loud and clear. We could see the whole rapid, and read Arden's graffiti, but the fishing line barricade we'd slaved to build was invisible in the morning sunshine. Arden worked the phones, calling radio and T.V. stations, newspapers, even People Magazine, telling anyone who would listen that the National **Whitewater** Alliance was going to "Block the Yock." The rest of us watched with our feet up as the first boatloads of rafters entered the water. They were pretty blonde girls all padded up in their wetsuits, **PFD's** and helmets, ready for a day of screams and thrills on the mighty river. They'd paid seventy five dollars apiece. They paddled around in circles for a few minutes and then their guide steered them toward Entrance Rapid.

About thirty feet from the top of the drop the two girls in the front seats suddenly swayed backwards, dropped their paddles and started batting at the air with their hands. The raft slowed to a stop and the occupants started to scream. They were ensnared in a web of four pound test fishing line that they could barely see, and

they were scared.

The guide figured it out quick enough. He jumped into the middle of his raft brandishing his river knife, slashing at the line. The customers saw him pull the blade and screamed even louder. Then a second raft hit the net next to them, and two more piled into them from the rear. Somebody fell overboard. Someone else jumped and tried to board the raft behind him. People in the second raft were fighting to keep

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from getting tangled in the web, and they all highsided upstream, capsizing their raft on top of them. Now there were a dozen people bobbing in the water, yelling and screaming, bonking each other with paddles and getting run over by still more rafts that were bearing down on the site of the wreckage. It was chaos, glorious chaos, and the six of us in Gunsmith's basement stared **bugeyed** at the monitors and laughed like lunatics.

Eventually the guides hauled most of the swimmers into various rafts and paddled back to shore. The crews were hopelessly mixed up. The park rangers stopped boarding new rafts, and a huge logjam of customers and rafts ready to launch backed up into the **parking** lot. People were pointing at Arden's sign and shaking their heads. It was 11:30 a.m. and not a single raft had gone down the river. The blockade was **working**.

Finally a group of guides paddled one raft back across the pool and started hacking away at the net with their **knives**. They had cleared away most of it, and were festooned with monofilament, when their raft went "pop" and the bow tube **deflated**. They had hit a sharpened grappling hook we'd anchored in the river on the other side of the net, and it had impaled their raft. They were stuck fast, **leaking air** and taking water. When they finally shook their raft loose, and saw the hook and the damage, they swore vile oaths.

The cops showed up, and started interviewing people and collecting fishing line. We were watching for the local TV station but we **couldn't** see their truck, or any other media. More rafts full of guides were now paddling back and forth across the **flatwater** looking for trouble. They found five more grappling hooks and popped two more rafts. **This** took half an hour and the **parking** lot was totally jammed with would-be rafters waiting for their day on the river. People started asking for refunds. The mood in Ohiopyle turned ugly.

In Cleveland McBride ordered out for **pizza**.

Chopper sat in front of his terminal and didn't move. His eyes gleamed. He drooled in anticipation. He knew what was coming. By about 2:00 the guides had scoured the whole flatwater approach to Entrance. Nothing bad happened to them. They were ready to try again.

They launched three rafts. The **first** one crossed to the lip of the rapid. "Time to apply some physics to these people," Chopper said, and hit some keys on the computer. Bam! Bam! Two mines **detonated**, one at the top of the rapid, the other halfway down. Loud bangs, black smoke, consternation, panic, retreat.

They approached again **and** Bam! BamBam!! Three more went off, solid blasts, like a twelve gauge at close range. Suddenly cops were everywhere, **guns** out, rushing around looking for someone to shoot. But of course the only deserving targets were drinking Keystone in a basement in Cleveland.

Now we could see on the screens that people were starting to take the blockade seriously. Guides passed out vouchers and money. Customers stripped off their **wetsuits** in the **parking** lot, left them in stinking heaps and headed for their **cars**. The biggest **rafting** day of the year had become a financial disaster. It was 3:30 p.m. and nobody had gone down river all day. The guides, the cops, the rangers and the customers were all **pissed** off and disoriented.

The guides kept trying. The river sat wide open in front of them, begging to be descended. Each time they went near it Chopper set off some mines. Finally, **after** nineteen explosions, he ran out, just as the commercial **rafters** mounted their **final assault**. They loaded up half a dozen **rafts** and headed downstream. They must have sensed we were out of ammo, or figured that the blasts were small and couldn't hurt them. They looked determined and they paddled hard.

Chopper hit his keyboard again. We watched the monitors and nothing **happened**. No flash, no blast, no smoke, no geyser of water. We knew what we'd installed in the small hours of the morning and we knew we were defeated. Gloomily we watched as the rafts headed for Entrance, to **run** the blockade.

Suddenly cops and rafters **started** running into the water, blowing their whistles and waving their arms like madmen. "Come back! Come back!" they yelled. **Miraculously**

the lead raft **turned** around, paddling swiftly against the current back to the launch point. The other rafts followed behind it like little **duckies**. The crews jumped out and crowded around a ranger who was reading from a sheet of paper he held in his hand. Our mikes weren't that good. We would have traded Omaha's **KeyCard** to hear what he was saying.

Chopper smiled and turned to us. "Its over," he said.

"I sent them a fax." He printed it out and handed it to me.

It was very short. It said: "There is a hundred pounds of C-4 in Cucumber."

McBride was furious. "Chopper you maniac! A hundred pounds of C-4 will **kill** people!! You'll mess up the whole rapid!!!"

"Don't worry," Chopper's voice tried to be soothing.

"I won't set it off, **and** they won't find it."

"Why not, **dammit?**" McBride demanded.

"Because it isn't there."

On Labor Day, 1993, nobody ran the Loop. The mighty **Yough** rested.

We sat up well **into** the night, drinking and watching the scene at Ohiopyle. The place crawled with law enforcement. They brought in bomb **sniffing** dogs. One by one they found our **minicams**, and we gradually lost touch with the goings on. Finally we switched to local TV to await the coverage. We figured to be the lead story, but there was nothing. We waited for the sports. Silence.

Not a word about our heroics. Not a word about the blockade, or the **thousands** of raft customers who'd been turned back from the river. It was like it never happened. Disappointed, we **finally** slept.

In the morning we bought every paper we could get our hands on. We got not one drop of ink. McBride went berserk. "**Where** the hell is our coverage? We're big news, **dammit!**" Omaha had a horrible hangover and fell on his face trying to grab Arden. Chopper disappeared on his Harley, saying he was going out for a run with some of the Dogs. Only Arden, **McBride's** publicist, was functional. "I'll go find out what happened." She packed herself into a pink Spandex minidress, headed for Philadelphia.

Two days later she came back to McBride-Omaha headquarters and made her report. "I interviewed the sports editor of the Philadelphia Inquirer and got nowhere. So I took him out **drinking**. The next morning in my hotel room I showed him our videotapes and the fax Chopper sent. Finally he broke down and gave me this."

She handed me a piece of paper, a **xerox** on Commonwealth of Pennsylvania Department of Environmental Conservation letterhead. It read as follows:

The alleged blockade of commercial rafting on the Lower Youghiogheny River on Labor Day, 1993 never occurred. Nor has the Commonwealth of Pennsylvania acted to censor or suppress the news of any such incident. The Commonwealth remains dedicated to the principles of Liberty adopted by our forefathers. All persons who conspire to disrupt normal raft traffic at Ohiopyle will be fined and imprisoned, and forfeit their boats to the State.■

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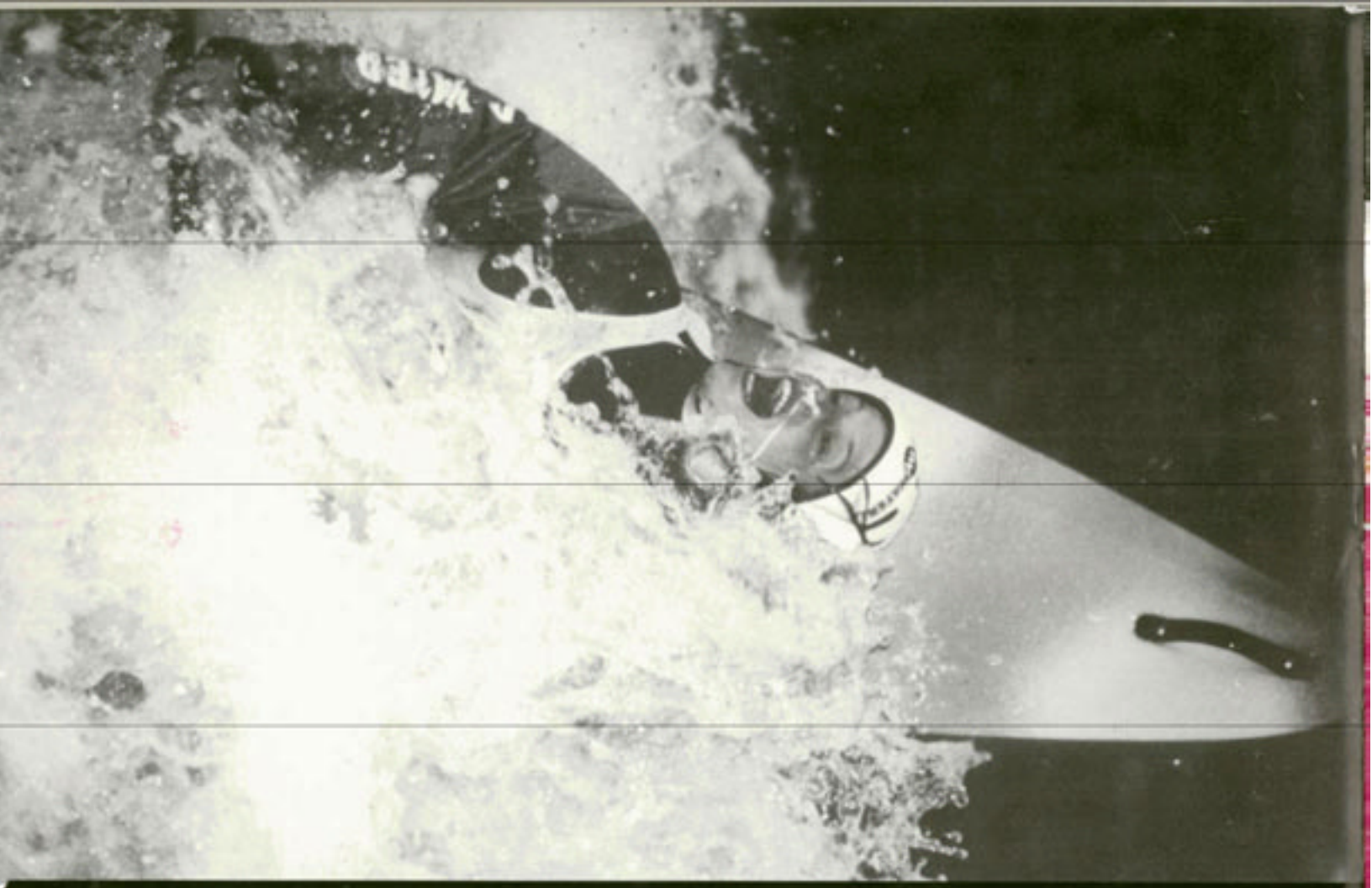
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