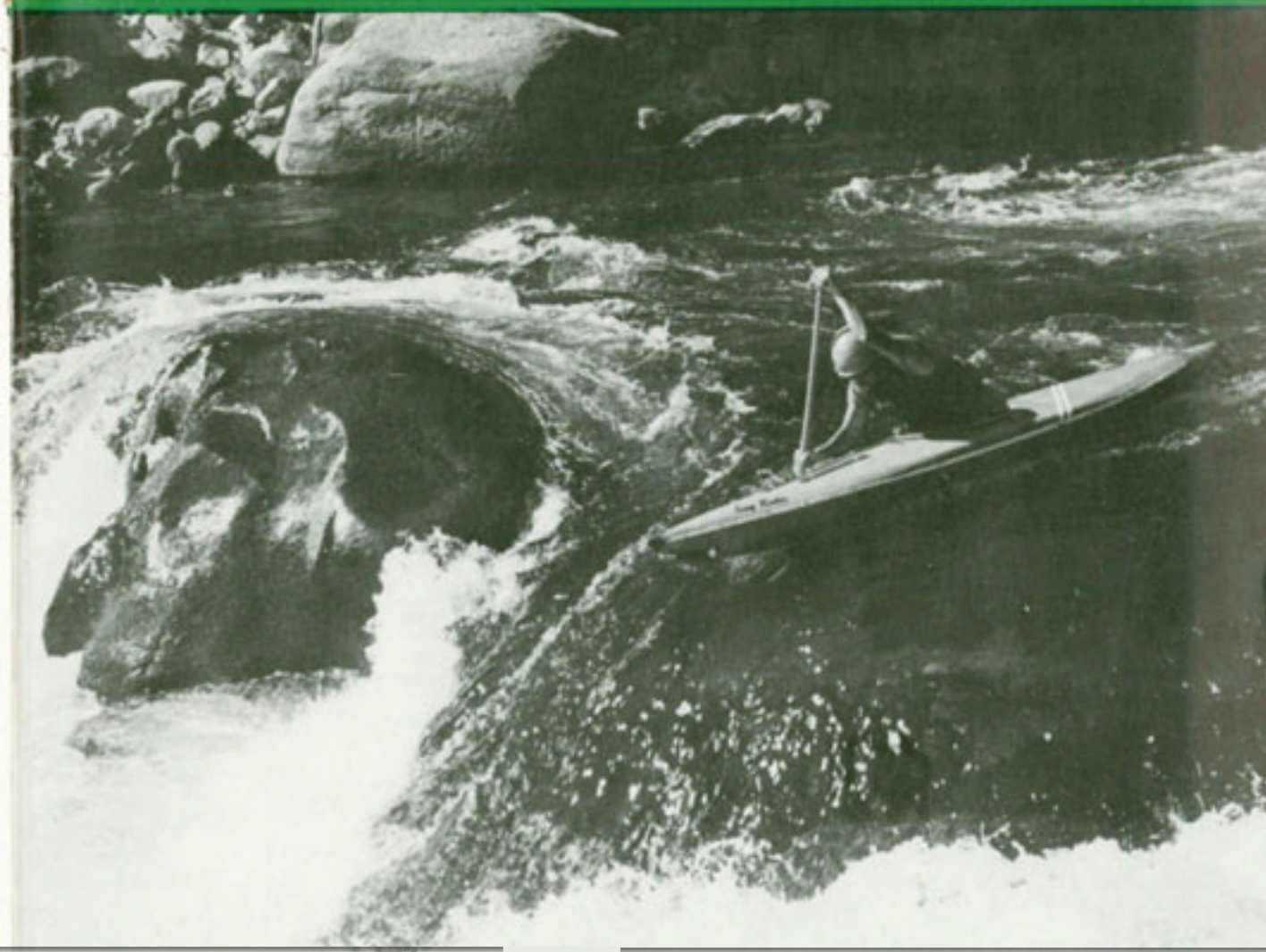


American

WHITEWATER

the Journal of the American Whitewater Affiliation



MAR/APR 1976

Vol. XXI, No. 2



ABOVE: Glenn Schwarz of Arlington, VA plays in (above?) a hole under the railroad bridge
 In the New Klver Gorge. Photo by Mike Peacock.
BELOW: Mark Jagers, 15, runs Fourth Drop of Cossatot Falls on the Cossatot River in
 southwestern, Arkansas. Photo by J. F. Jagers.





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Publication is planned 6 times yearly. Single copies, \$1.20 each. Surplus back copies are available at reduced prices. Write Geo. Larsen, P.O. Box 1584, San Bruno, CA 94066.

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

Vol. XXI, No. 2 © 1976 American Whitwater Affiliation. All rights reserved.

COVER: Seattle paddler exhibits classic invincible pose approaching a drop on the Wenatchee River, Washington. Look at that wake! Photo by Werner Furrer. More photos and story on p. 46.

Letters from Readers

Dec. 8, 1975

Dear Mrs. Sindelar,

No. 5 of the current year reached me today and I was struck by the simplicity and cleanness of the illustrations to Barbara McKee's article on hands-rolling.

In the village in which I live is a very large and well-endowed boarding school for handicapped girls—physically handicapped but mentally perfectly normal. They have a very large heated swimming pool and on one evening a week throughout term a canoeist comes voluntarily and teaches canoeing in the small "bat-boats" used for canoe-polo. "Hand rolling" is much enjoyed by children who have to be lifted into the boats--children with spina bifida, polio and similar crippling diseases. I have watched such girls roll six times without stopping.

I am venturing to suggest that you may know of such schools in the U.S.A. and might be able to suggest such pleasure (real pleasure I assure you) might be extended to them through your readers.

Best wishes for 1976.

Sincerely,

Dr. L.P. Clarke

Anne's Cottage

Holybourne, Alton

Hampshire, England

GU34 4ES

Dear Editor:

I'm in the process of putting together a book about girls who do sports. Are there any teenaged (or younger) girls who excel at water sports? I would appreciate receiving names, addresses, phone numbers and ages of such girls.

Sincerely,

Karen Folger Jacobs

1830 Hearst Ave

Berkeley, CA 94703

James C. Sindelar

AWA Executive Director

264 East Side Drive

Concord, New Hampshire 03301

Dear Mr. Sindelar:

The Coast Guard wishes to thank you for responding to the "canoe letter." As intended, the letter stimulated answers from all segments of the public—manufacturers, clubs and organizations, and individual enthusiasts. Answers varied from "Coast Guard, go home" to "Regulate everything." One thing was common to all responses: they were written by experienced canoeists, and that is what we want.

Your suggestion to educate the paddler rather than redesign the canoe was shared by over 70 percent of all the people who have responded. Many of the independent canoe clubs and associations have already begun extensive education programs in canoe safety for both flatwater and whitewater. The Coast Guard encourages the development of programs that will stimulate safety consciousness among all canoeists.

Although many people indicated as you did, that they do not want to see any changes in the basic hull design of the canoe, nearly half of them would like to see improved flotation. Those not in favor of additional flotation are primarily whitewater canoeists for whom level-floating recovery platforms would be impractical (since swamped canoes are generally abandoned in whitewater). Many of these same people provide their own added flotation with truck innertubes, air bags, foam, etc. to help the canoe ride higher when swamped in order to reduce damage from hitting rocks.

The intention of the Coast Guard was not to require self-righting flotation but level flotation. Further, the proposal was not to include kayaks, decked

canoes, or inflatables. In any case the Coast Guard is continuing its investigation until reasonable determinations can be made.

Most canoeists indicated the importance of wearing, not just carrying PFD's, and some suggested using crash helmets and wet suits, especially on whitewater, as possible alternatives for saving lives. Other alternatives include posting notices at various put-in points along the water's edge to warn canoeists of down stream hazards and conditions, and regulating against certain inferior design and manufacturing practices. All of these suggestions will be evaluated and considered before further action is taken.

Research and development projects are being conducted by the Coast Guard in a continuing effort to discover ways to improve canoe safety. Again the Coast Guard would like to thank you for taking the time to express yourself on this important boating safety problem. Only through this kind of feedback can we ever hope to achieve workable solutions.

R.H. Baetsen
Chief, Boating Technical Div.
By direction of the Commandant

Jan. 1, 1976

Dear Iris:

I have followed with interest, but not with any particular concern, the recent exchanges of correspondence on the dangers of sharp-pointed slalom kayaks, starting with O.K. Goodwin's letter in the Mar/Apr issue.

The interest turned to concern last Sunday.

The nearest whitewater to San Diego is 300 miles away, so we look to the surf for moving water fun and experience. All of us have slalom kayaks of different makes and practice riding and sliding waves as well as bracing and balancing in broken surf for simulated hole practice.

Another paddler and I were riding the same wave in towards shore. Both of us rode too long and "went over the falls" as the wave broke. As we went into the breaking wave his kayak was about 15 feet from mine--or so it seemed. I rolled back up and went on playing while he went on in to the beach. When I joined him and a group of other paddlers on the beach, they were examining a neat hole which had been punched in the side of his kayak.

"Gee, how did that happen?" I asked.

"Your boat did it!" they exclaimed.

I couldn't believe it, because I had felt no impact of collision, only the normal buffeting of a breaking 4-5 foot wave—and furthermore his boat had seemed to be a good 15 feet from mine at the time we went over. The other paddler, Bob, confirmed, however, that the stern of my boat had driven into his at the time we went over, and that the broaching of the boats had brought them close enough to do it.

I was appalled because his was a brand new kayak of all-plastic construction believed by many to be impervious to holes, and if my boat could do that to an "un-holable" boat, what would it do to a human body? This narrow escape from serious personal injury gave all of us the gravest concern, and we agreed on the spot to do no more surfing until we had properly padded the tips of our boats, and that even then we would increase to 50 feet the distance between boats riding in on the same wave. The padding would remain on our boats, of course, when we did make our river trips, too.

We are experimenting with different ideas on padding the tips, and if any of these prove particularly effective, we will report on them.

Sincerely,
Bob Mitchell
4296 5th Av.
San Diego, CA 92103

Mr. James C. Sindelar
Executive Director
American Whitewater Affiliation

January 6, 1976

Dear Mr. Sindelar:

The Hoosier Canoe Club is in the process of preparing a bill for presentation to the Indiana legislature that will preserve for the public the right to use and enjoy Indiana's water resources. Of primary concern to us is the right to paddle streams that flow through privately owned land. Other points that might be addressed in the proposed bill include the right of the public of access to streams—in other words, to put in and take out.

We would very much appreciate any information that your organization or readers of your periodical can provide on the subject. We are interested in learning if other states have enacted such legislation, and, if so, the legal citation of the particular statute. Of course, copies of the statutes would be quite welcome. If any organizations or individuals are working on a similar proposed bill, we'd like to hear from them too. Any background information such as the legislative history of existing laws or the type of opposition or support received by proposed legislation would also be helpful to us.

Letters can be addressed to William D. Bucher, 5768 North Delaware, Indianapolis, Indiana 46220.

"Thank you very much,

Very truly yours,
William D. Bucher

GET THE WHOLE PICTURE

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

American Rivers Conservation Council
324 C St. S. E.
Washington, DC 20003

February 8, 1976

Dear Iris:

I recently contributed five dollars to The United States Olympic Committee. In return I received a copy of the 1976 Olympic Guide, by John V. Grombach (Rand McNally, 1975). The book is an opinionated account of the games and the U.S. role in the Olympics. Mr. Grombach's reporting on whitewater slalom is biased, uninformed, and contrary to the Olympic spirit. The following excerpts from the book should be of interest to paddlers:

"A new sport (which is hardly athletic) has been introduced—the slalom. Replicas of the Olympic slalom course were used for practice—but only in East and West Germany—for many months before the games" (p. 249).

"Let us examine the recent proliferation of events and sports. The four-event slalom is an excellent example. Adding these four events to the games was hardly justified, since the results were preordained" (p. 249).

"Quite a number of experts question the wisdom of categorizing the slalom as a sport based on athletic ability" (p. 253).

Who are these canoeing experts? Why is there no mention of Jamie McEwan in the book? How is a given slalom course any more unique than the courses used for the marathon, the bicycle road race or skiing events? It is true that the Olympics are beset by many problems—but inaccurate reporting of facts will not lead to desired improvements.

Sincerely,

Jon P. Nelson
Penn State Outing Club
State College, Pa.

Dear Ms. Sindelar:

I recently applied for club membership in the AWA for the Kamikaze Canoe & Kayak Club. We have a very informal group of individuals who are interested in all forms of whitewater adventure, from rafting

the Hoback River in Wyoming or kayaking the St. Francis River in Missouri, to canoeing the Buffalo River in Arkansas.

The majority of our members live in the St. Louis area and we usually get together once a month for weekend trips and once a year we take two weeks for a major trip to distant rivers.

Our members have long enjoyed the *AWA Journal* as being the bible of whitewater and we plan to provide an article or two on floating in Missouri and neighboring states.

I would like to invite correspondence from other AWA affiliate clubs and individuals concerning any topics related to whitewater: where the whitewater is, boat building (one of our members built his own 16-ft. canoe), techniques of paddling, etc.

Keep up the good work, American Whitewater, we're behind you.

Sincerely,
Dave Smallwood
Kamikaze Canoe & Kayak Club
Box 1261
Jefferson City, MO 65101.

Dear Iris:

"Thanks for publishing the piece on Gene Bernardin's death. Since writing that article I have been approached by a number of eye-witnesses who confirm what I suspected but could not vouch for personally; namely, that Bernardin was trying to stand up in the chute when his foot became wedged. The Nantahala and Obed pinnings occurred under the same conditions. It was not a case of a foot dropping slightly and becoming caught. It was a direct result of attempting to stand in fast-moving current rather than riding the water out, then swimming to shore in a safer place.

Generalizations are risky, but I would say that *a paddler should never attempt to stand up in fast moving water* unless it is too shallow for swimming. Thinking back on my career, I realize that I have had a number of narrow escapes. I will not stand up ex-

cept in eddies, or in water too shallow for any other technique.

When the AWA safety code is revised, I think this warning should be included. Until then, I plan to make it a part of my personal approach to swimming in rivers.

May the runoff be long and warm.

Charlie Walbridge
Penllyn, Pa. 19422

NEW AWA ADVERTISING MANAGER

We are happy to announce a new addition to our staff, Joel Freund of Fayetteville, Ark. Joel has volunteered for the job of AWA Advertising Manager. He is an assistant professor of psychology at the University of Arkansas—sounds to us like the perfect background for an advertising manager. He also owns The Bow & Stern, a paddling shop in Fayetteville. It's great to have such talented people volunteering their services.



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HELP WANTED!!!

The Snell Foundation is actively attempting to upgrade standards for whitewater helmets. To provide a practical base of experience which can be correlated with theoretical factors, it is important that they obtain case histories of whitewater accidents involving head injuries and to have the opportunity to examine the protective headgear, if any is involved.

The basic information needed is as follows:

I. IMPACT VELOCITY

- A. Best estimate of head impact velocity
- B. Estimated stream velocity
- C. Height of drop, if any
- D. Nature and grade of rapid and general description

II. IMPACTED SURFACE

Description of surface, if known (ie, smooth, rounded, flat, etc)

III. MEDICAL DESCRIPTION OF INJURY

- A. Detailed description of injuries (by physician if possible)

B. *Duration of unconsciousness, if any*

Amount of residual or permanent damage, if any

- D. Accurate description of impact site on the head

IV. HELMET EXAMINATION

Examination of the involved protective headgear by the Snell Foundation. This is the most important facet of the entire investigation.

The helmet will be returned to the owner if this is desired.

Any assistance which we as boaters can provide in this instance will ultimately be of benefit to all of us. Therefore, if you have had a whitewater boating accident involving a head injury or potential injury or know of such an accident please try to provide this information to the Snell Foundation in

the near future. *Your help is needed.*

Information should be forwarded along with the helmet to:

Mr. W. C. Chilcott
3748 Winston Way
Carmichael, CA 95608
916-487-6605

Your help will be greatly appreciated. If further information is desired please contact Mr. Chilcott or me.

Mark Fawcett
RD #1, Box 426E
Hockessin. DE 19707

WOODPECKERS MAY AID MAN

LONDON (AP) — Scientific curiosity over why woodpeckers don't get headaches could lead to safer helmets for soldiers, football players and race drivers.

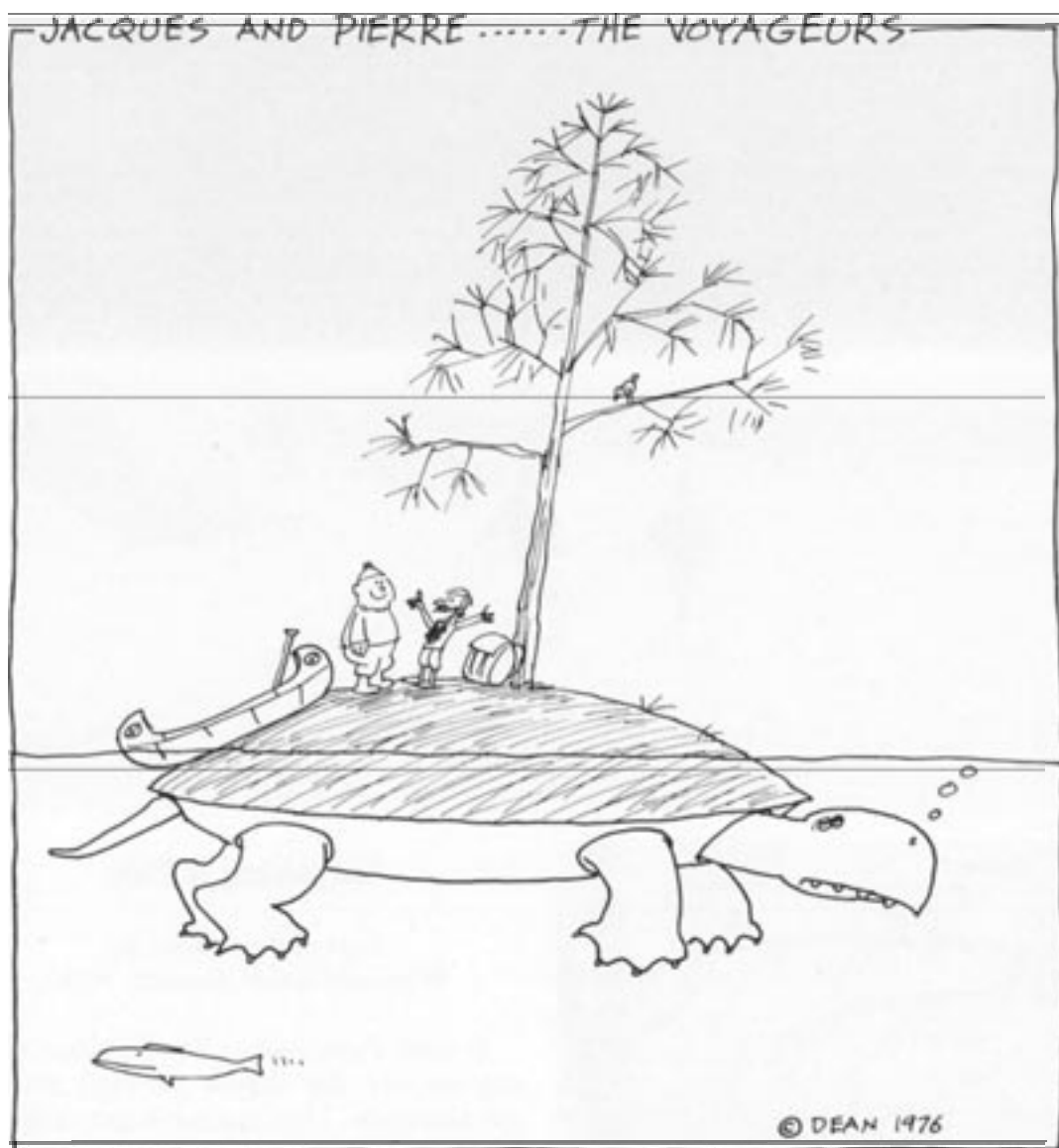
Four American researchers, writing in the British medical magazine *The Lancet*, note that woodpeckers bash their beaks into trees all day to find food, make nests, attract the opposite sex, communicate with each other and relieve pent-up tensions.

One wonders, they continue, "why the countryside is not littered with dazed and dying woodpeckers."

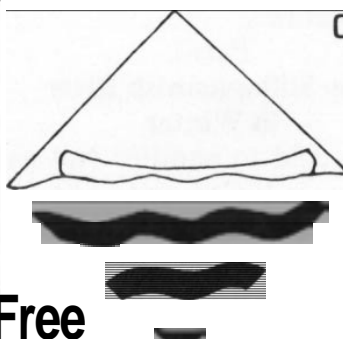
So the researchers . . . studied woodpecker skulls to find out.

They found dense, spongy bone, tightly packing a narrow brain with relatively little shock-transmitting fluid, encircled by shock-absorbing muscles.

They concluded that instead of helmets consisting of hard shells separated from the head by air spaces in various ways "it might be fruitful to explore the use of a lighter, thicker, form-fitting, firm but spongy helmet with a relatively thin and hard outer shell to protect against abrasion." (*From the Newport News, VA Times Herald. Bell Helmets must have beat these folks to the woodpeckers.— Ed.*)



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Kayaking is Fun

*Text and pictures by
Werner Furrer, Everett, WA.*

It seems sometimes life becomes just too serious. Or maybe we take things too seriously. That's when it gets important to insert a smile, a laugh. It also helps to help others. — And so I did the famous shuttle, the support along the river bank. To have my fun I watched and took pictures.

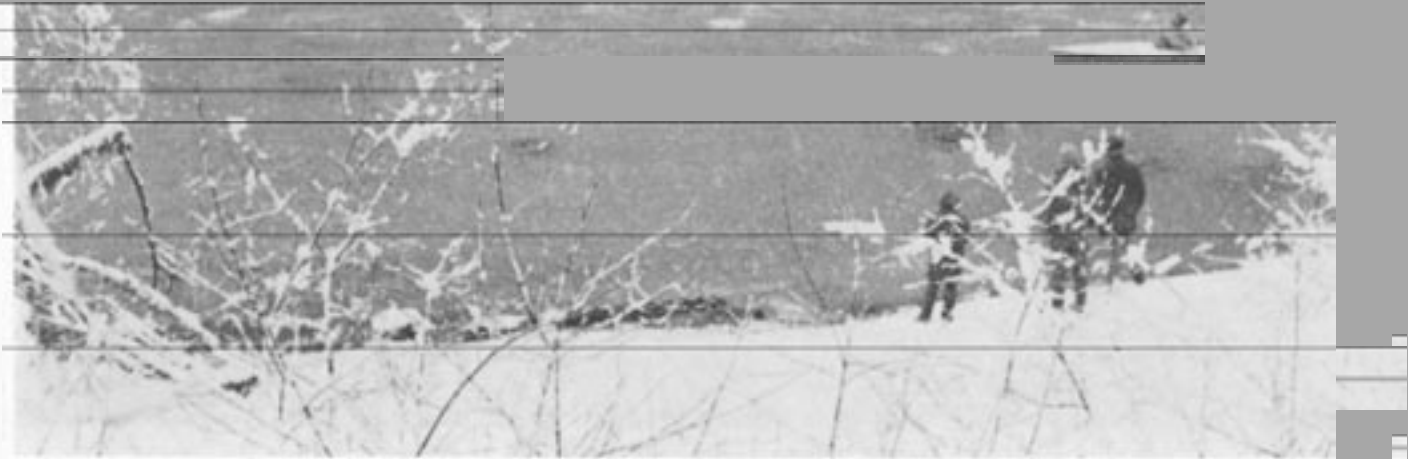
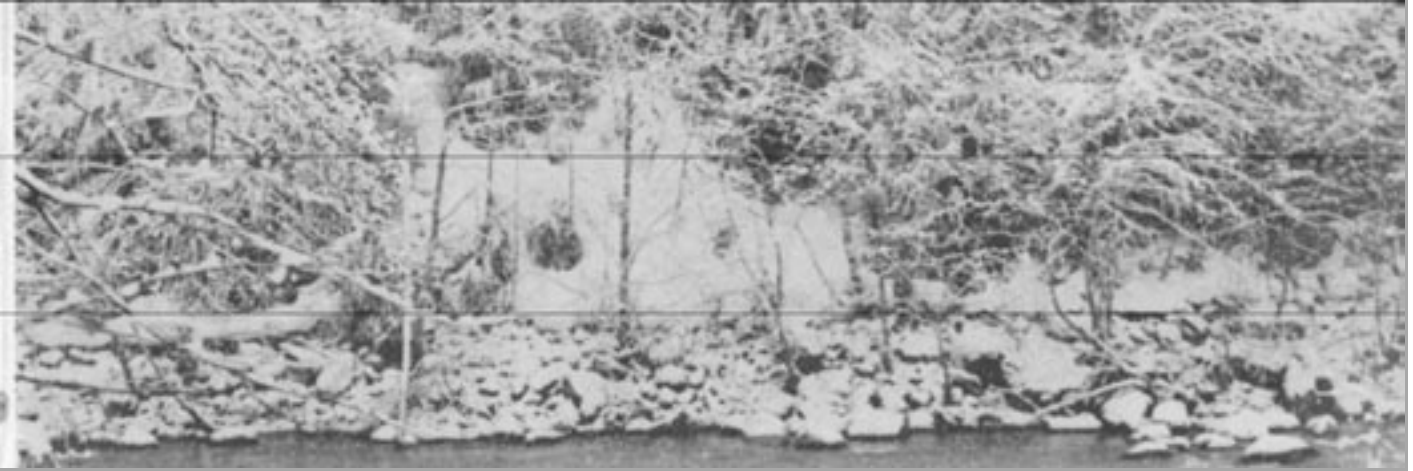
Part I

The Stillaguamish River in Winter

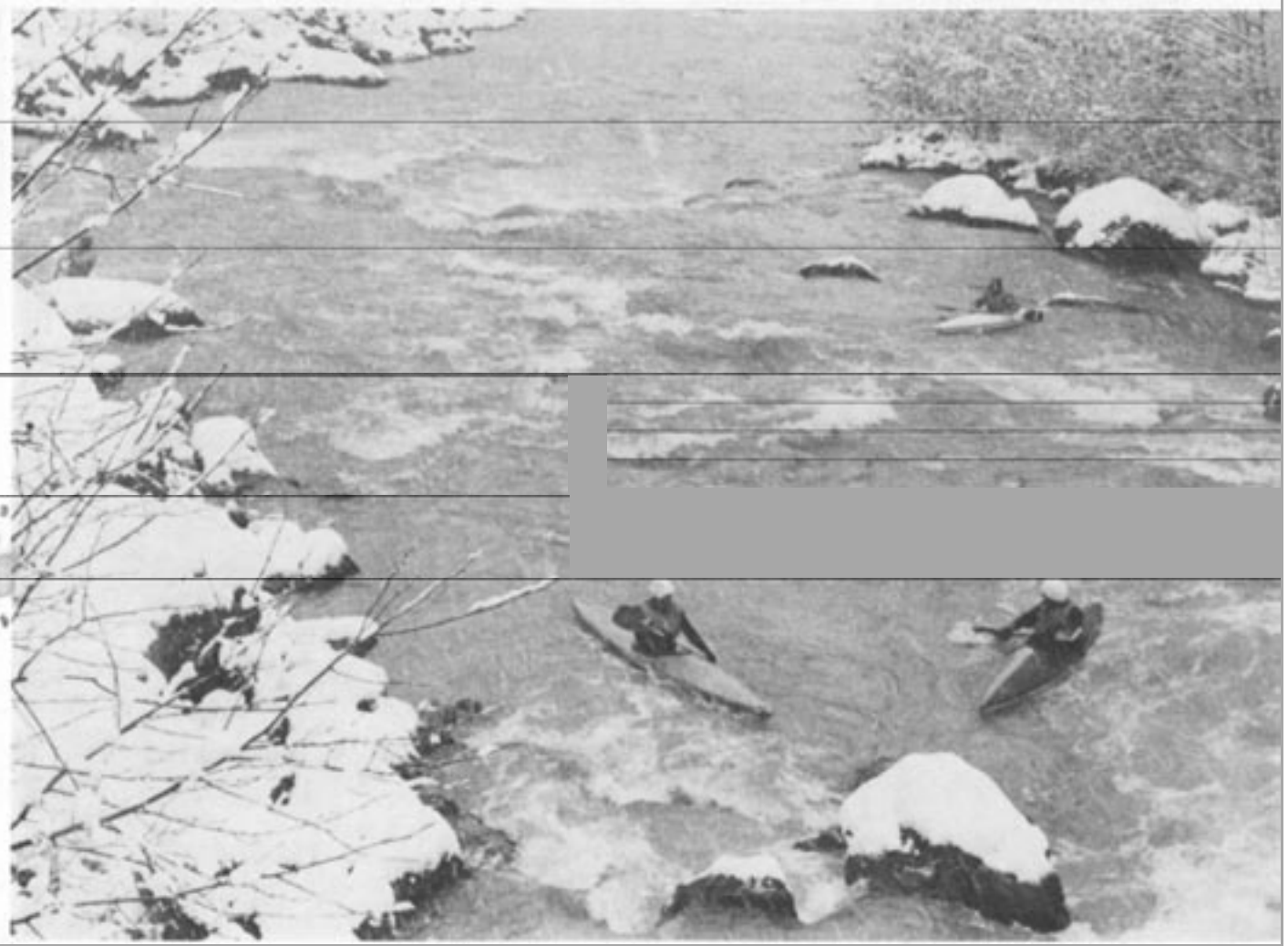
Is it too cold to paddle? Not as long as the water is liquid and the temperature is above 0°C or 32°F—whatever makes you feel better. And when you have good companions, snowflakes are more attractive than rain.

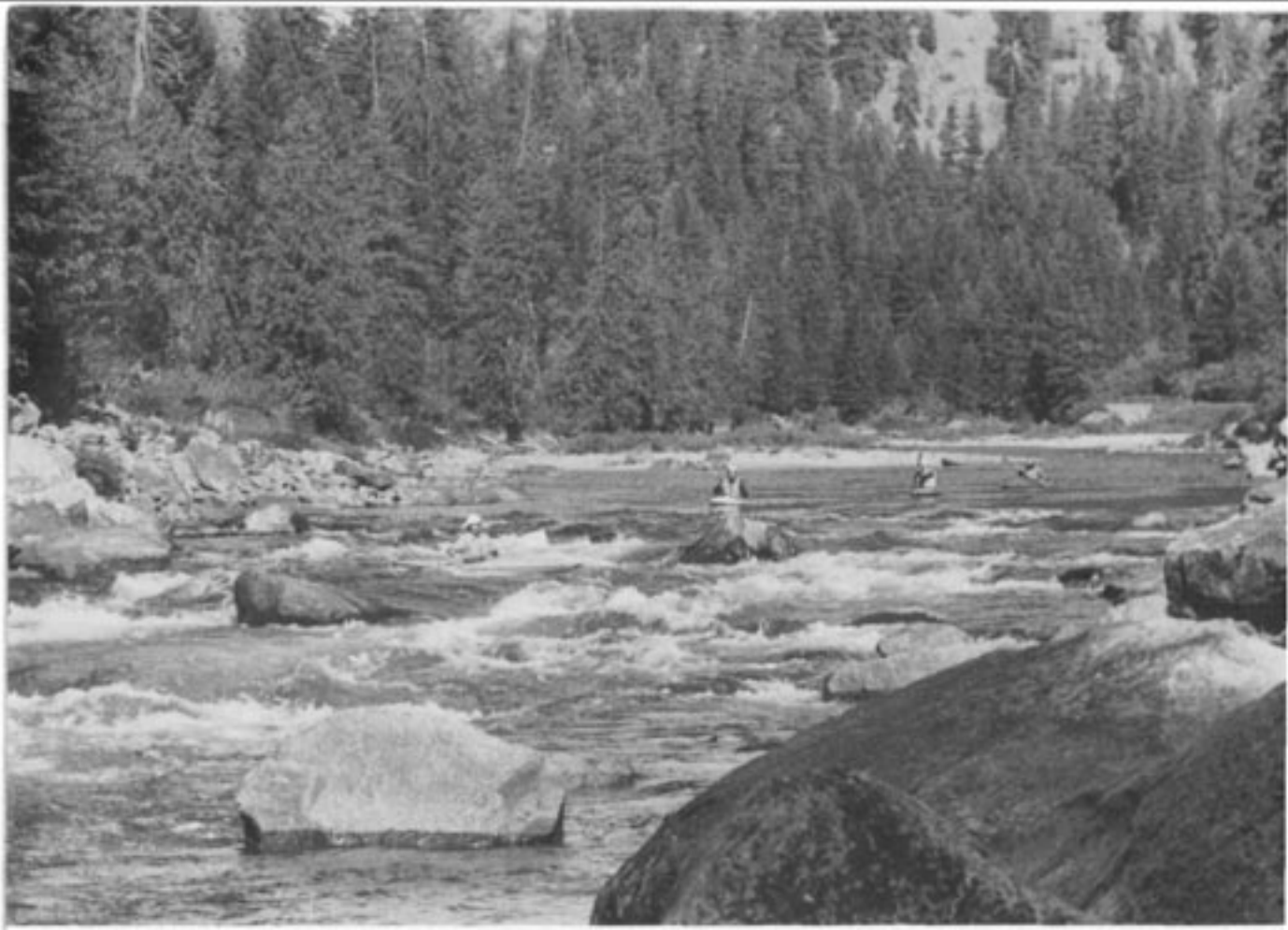
The summer with all the training is behind, equipment is well broken in.





Paddling In a winter wonderland





The Wenatchee starts gently

Many of the famous rocks have sleeping caps on. The eddies are calm but today there are no long rests. The boats are in constant motion, follow the leader or who can catch the eddy better. The stillness is broken by exuberant yells. And then down the shallow river, visible through the leafless trees.

I envy the paddlers. For their experience, for their zest of life. On the take out clammy cold fingers but a warm and wide smile.—The coming week will be a good one!

Part 11:
**The Wenatchee River
in the Fall**

From Lake Wenatchee the Wenatchee River meanders easily: for many miles class I, then class II with some class III spots. For 8 miles the river breaks through Tumwater Canyon, the road running alongside on a former

railroad grade. Especially in late summer or in the fall this river trip is most rewarding. This is not a trip for the average paddler. There is a dam and some of the rapids go up to Class VI on the international scale. The water level has to be just right to permit the most daring expert an attempt at very turbulent water between boulders and rocks.

Out of the most dramatic drop the river flows through the section where the annual Wenatchee slalom race is held, a race famous for the river, warm weather in a beautiful setting and comradeship among racers. There are many rapids exhilarating and easy to watch from the road.

The pictures show some of the area, the spirit of paddling together. If you have a chance to come to the Northwest or to the Wenatchee race you cannot miss being part of paddling for fun!



But look what's ahead!



What We Need for Beginning Whitewater Paddlers

*by Ray McLain
345 Bretcoe Dr.
Green Bay, WI 54302*

How many people do you know who have been attracted to whitewater paddling but who don't follow through to active participation? I know dozens, probably you know many too.

What causes people showing an interest in whitewater paddling not to continue? The following six categories pretty well sum it up:

1. Fear of personal injury
2. Concern that they are less competent than the rest of the group
3. Cost of the sport is too great
4. Spouse or friends are not into the sport
5. Inadequate time to join in
6. Other activities better fit their interests.

Our support can have a major impact on items 1 and 2, some impact on items 3 and 4, and almost no impact on items 5 and 6. People falling into categories 5 and 6 should be crossed off your list.

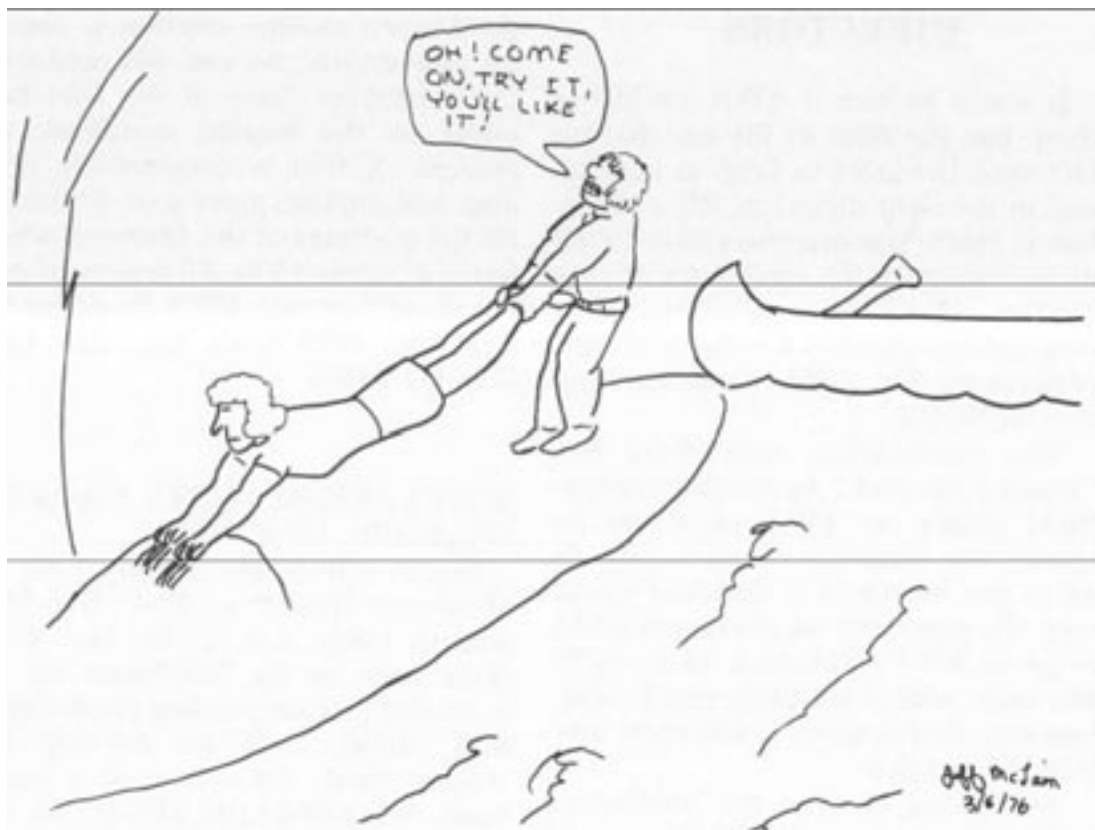
Fear is real and logical. Whitewater boating requires proficiency in boat handling, and the penalty for error can be serious. The solution is pool and river training in non-hazardous areas. Don't make the mistake of taking the nervous paddler out into Class III and IV whitewater and scaring him to death. A few of us started that way and continued, but more have dropped out after the experience. Build confidence in easier water and let the new paddler advance at a comfortable pace. The new paddler joining with the experienced group can be easily discouraged after several cold swims . . .

The cost of joining whitewater paddling can be sizable if a person is short

on money. By the time you add up a boat, paddle, spray skirt, flotation, helmet, lifejacket, and carrier—and possibly a wet suit—you can easily have in excess of \$500 invested. A solution is to borrow equipment and/or rent until the new boater can obtain his own equipment. Most of us are willing to lend our unused equipment to friends if they are willing to repair damage or replace broken equipment. If a person is willing to start out with home-made or used equipment, the cost can be reduced. Cost cutting ideas include: a. make a spray skirt out of plastic coated fabric (like an old tablecloth); b. use innertubes or beach balls for flotation; c. use an old motorcycle helmet instead of a new whitewater helmet, d. splice two cheap canoe paddles together with an aluminum sleeve for a starter kayak paddle; e. use wool clothing and a windbreaker or rain suit instead of a wet suit; and f. find a used boat for a starter boat. Additional thought can come up with other savings ideas.

What if the spouse is adamant against the sport? In my mind, there is a real question whether the person should take up whitewater paddling! I have dozens of friends who got divorced after getting hooked on whitewater boating. Now I don't know if the divorce would have happened anyway, but the paddler's taking off for the whitewater and leaving the spouse behind surely doesn't help the situation . . . Those who want to stay married and whitewater paddle ought to carefully try to interest their partners in the sport without scaring them to death . . .

Some people have more activities than they can handle, yet they give lip service to wanting to paddle whitewater. After inviting them several times and getting no participation, forget them . . . it's not worth it.



Those of us who are into whitewater boating recognize that it takes a special person to participate and enjoy the sport. Generally it is the person who enjoys being a participant instead of a spectator. The person will enjoy camping, the wilderness, and the joy of mastery of boat and river--or at least the challenge of the river. Let's face it, many people will never fit the mold, and will never be a whitewater boater. We should explain what sort of activity paddling whitewater is to our potential paddlers. (It's not for everyone—thank goodness--or our rivers would be clogged with paddlers.) Let's help the beginning paddler know what's involved so they can early-on make their decision on whether or not to join in the sport.

So in conclusion:

1. We should explain clearly what the sport is all about
2. We should help the new boater get started inexpensively
3. We should help with pool training and easier water trips
4. And we should recognize that not all people are cut out for the sport

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ELECTION OF AWA DIRECTORS

It would be nice if AWA would run itself, but the facts of life are that we DO need Directors to keep us moving, and in the right direction. What direction is that? You members have to tell us, by voting for the candidates of your choice. Read the accompanying biographical sketches for the nominees' preferences for AWA direction, and vote for FOUR.

The nominating committee has "stacked the deck" by naming ten top-flight people, so AWA can't lose no matter who wins the election. But it's up to you members to decide, by your vote, the particular emphasis you'd like to see in AWA's direction. In an outfit like ours, with a relatively small membership, every single vote will carry considerable weight.

In the last election the nominating committee got some grief because so few women were on the slate. To forestall similar objections, it should be mentioned that the women contacted this time by the nominating committee all declined to run. IF YOU KNOW A CAPABLE PERSON who is not on the slate and would like to be, or IF YOU

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Kerry Heidenis

AWA Circulation Mgr.
P.O. Box 51
Wallington, CT 06492

WANT TO RUN YOURSELF, here's good news: another election is coming up very shortly. As you will note from the expiration dates of the Directors' terms on the Journal masthead, the current election is considerably overdue, and another must soon be held to fill the positions of the Directors whose terms expire in 1976. All interested parties should contact AWA President Cal Giddings, 1425 Perry Ave., Salt Lake City, UT 84103.

SCOTT ARIGHI, 16624 S. Copley Rd., Oregon City, OR 97045.

Began whitewater boating with the Wisconsin Hoofers in 1960. Ran Midwestern rivers actively for four years. Have been in the Northwest for ten years and actively running rivers during that period, both on day-trip and touring basis. Co-author of a recent book, WILDWATER TOURING. Co-founder of the Oregon Kayak and Canoe Club (1968). Have served as an advisor to the Oregon Scenic Waterways Program and as an advisor on boating safety to the Oregon State Marine Board Regular and active participant in hearings pertaining to river use and regulation in the Northwest, particularly Oregon. Currently a partner in Wildwater Associates, teaching whitewater boating through community colleges and doing contract river studies. Founded the Clackamas Co. River Search Unit (1971) in collaboration with the local sheriffs dept.

ROBERT BURRELL, 1412 Western Ave., Morgantown, WV 26505.

Member of AWA, Canoe Cruisers, W. Va. Wildwater and Monocacy Clubs. Have edited club newsletters, co-authored state whitewater guide, free-lanced articles on paddling for national

magazines, and contributed to AWA Journal. Am in *favor* of wilderness cruising and canoe camping, activism in conservation of wild and scenic rivers, developing high-quality nationwide paddling activities, and a casual approach to whitewater sport. Am willing to (and in fact do) spend many hours per week in behalf of river conservation. Am opposed to the following invasions into whitewater activities: apathy to safety, over-emphasis on competition, unrestricted growth of paddling activity, increased commercialization of the sport and of the rivers, dams, strip mining, and machismo. Do not believe that paddlers are the only ones interested in America's rivers and am interested in having paddlers unite more with these people for river preservation. Have no interest in making whitewater paddling a spectator sport.

CARLYLE W. (CRASH) CLARK, Headmaster, Vail Mountain School, Vail, CO 81657.

Has been whitewater kayaking; for over 6 years. Former member of KCC-NY, present member of W. Va. Whitewater Assoc., plans to join Colorado groups soon. Various educational activities include teaching creative writing, cinema, photography; coaching various sports; and advising students in backpacking, cross-country skiing and whitewater kayaking.

O. K. GOODWIN, 1240 Moyer Rd., Newport News, VA 23602.

Long-time paddler and member of AWA, Safety Chairman since 1970. Activities centered on whitewater slalom and wildwater competition and all aspects of Safety in the sport. Supports freedom of decision for the individual in accepting the risks involved. Founder of Coastal Canoeists; co-founder of

Virginia Herpetological Society; member of Canoe Cruisers Assoc. since inception; member and congressman, American Canoe Assoc. Long record of activities with Boy Scouts of America and American Red Cross.

MURRAY M. JOHNSON 111,513 Park St. Pl. N.E., Gainesville, GA 30501.

Member AWA since 1972; member Tennessee Scenic Rivers Assoc., Tennessee Valley Canoe Club and Georgia Canoeing Assoc.; member, Board of Governors, Tennessee Scenic Rivers Assoc.; vice president, Georgia Canoeing Assoc. Instructor at TSRA river canoeing school, 1972 & 1974, at Georgia Canoeing Assoc. river canoeing school, 1974, and at Chattahoochee Chapter Sierra Club Training Session. Graduate forester with U. S. Forest Service (Oregon, 1962-68; Kentucky & Georgia, 1968-present). Whitewater interests: safety, administration of national and/or state Wild and Scenic Rivers as well as land management adjacent to other streams, river running, and informal slalom races.

GEORGE LARSEN, 456 Hawthorne Ave., San Bruno, CA 94066.

AWA member since 1965, circulation manager for AMERICAN WHITEWATER 1968-73, AWA Membership Chairman since 1974. Member of American Canoe Assoc., Sierra Club and Audubon Soc. Managing editor of the monthly PADDLERS' NEWS of Northern Calif., published by the River Touring Section of the Sierra Club. Temporary editor of AMERICAN WHITEWATER, Fall and Winter 1970. Active whitewater kayaker with a special interest in ocean kayaking and surfing. Advocate of more assertive and enterprising leadership by the American Whitewater Affiliation and its board of Directors in all national matters affecting whitewater boating

and rafting, such as AWA's leadership in revising and publishing the 1974 AWA Safety Code. This excellent guide is filling a great need and has received national acclaim and acceptance. The expertise of our membership should be further developed in the interests of whitewater sport.

PETER N. SKINNER, 450 W. 25th St., New York, NY 10001.

As an avid whitewater boating enthusiast, would be honored to serve and American Whitewater Affiliation. Have been kayaking intensively for more than three years and have come to prefer challenging the violence of "big water" rivers. The development of boat building technology and materials, the formulation of effective teaching techniques and the coordination of water release programs all intrigue me. Boating around the country has introduced me to streams, large and small, and to both the beauty and unfortunately the disgrace which plagues some watersheds. At work as an environmental engineer for the New York State Attorney General, I deal with the technical and legal aspects of watershed management and conservation. As an officer of AWA, I would advise and motivate members in the areas of whitewater description, protection and safe utilization.

RON WATTERS, Idaho State University Student Union, Pocatello, ID 83209.

Living in Idaho, am well aware of what can happen to some of the finest stretches of whitewater. Consequently, have always been very concerned about the preservation of rivers and have worked on various organizations and committees for river preservation. Am on the Board of Directors for the River of No Return Council, the organization working for the preservation of the

Salmon River and surrounding country. Am co-coordinator of the Idaho State University and have developed a basic kayaking and whitewater program that has been working well. Of particular concern to me is the lack of consideration for the rights of whitewater enthusiasts on federally administered rivers. It is of utmost importance that we continue to have a voice in how these rivers are managed.

ANDY A. WESTERHAUS, 1905 River Hills Dr., Burnsville, MN 55337.

Lifelong Minnesota resident, began whitewater in open canoes 12 years ago and switched to decked boats about 8 years ago when they appeared in this area. As an AWA Board member, would hope to attract quality whitewater boaters and discourage the clod-minded. Quality whitewater boaters can help speak out for preserving our many fine whitewater streams; negative publicity can do great harm. Would encourage all whitewater boaters to share their experiences and river lore with others via articles in the AWA Journal. I have benefitted much through articles on equipment and technique and have vicariously enjoyed many rivers.

ROBERT S. WOODWARD, 2209 W. 104th St., Leawood, KS 66206.

Member Appalachian Mountain Club since 1954; member Ozark Wilderness Waterways Club since 1965, past president, present Trip Planning Chairman; member Sierra Club since 1972; Westfield, N.J. Boy Scout Troop Chairman, 1956-65. Canoeing activity is mainly cruising but is always ready to act on emergency conservation issues (presented AWA statement to BOR hearings on Gasconade R. in Sept. 1973). Is now retired so hopes to have even more time available for such activities.

RACING NEWS

Paddler Ranking Notice

Race Organizers, please send race results within two weeks of race date to RANKINGS, 11 Larchdell Way, Mtn. Lks., NJ 07046. Follow format as outlined in NSC Whitewater Newsletter. Whitewater decked boat races only.

THE GREAT RACE

The third annual Great Race, a three-part relay contest involving running, biking and watercraft maneuvering, will be held in the Sacramento, Calif. area July 16, 1976. In 1975 about 107 teams from all over Northern California took part in the competition. Trophies and prizes are awarded. For more information call (916)446-1251.

1976 Poling Championships

The 1976 A.C.A. National Poling Championship and the Missouri Amateur Canoe and Kayak Championships will be held on the Meramec River at Times Beach Missouri June 26th and 27th, 1976, 15 miles west of St. Louis at 1-44 crossing of the Meramec River. Events will be held for men, women and young adults in the poling, canoe and kayak classes. There will also be events for the juniors. Write ahead First to: Al Beletz, Poling Chairman 3636 Oxford Blvd. Maplewood, Mo. 63143



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WHITEWATER DERBY

The sixth annual Whitewater Derby, sponsored by the Hudson Mohawk Chapter of the U.S. Submarine Veterans of World War II, is scheduled for April 24, 1975. The race will be held on an 8-mile stretch of rapids on Wappinger's Creek in Poughkeepsie, NY.

Pre-Registration Fee: \$1.00 per Adult (Excluding Girl & Boy Scouts)

\$1.50 per Adult AFTER
April 17th Deadline.

First Race lights off' at 8:00 A.M. and the final race at 4:00 P.M.

Entry blanks may be obtained by writing to:

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794 Main Street

Poughkeepsie, NY 12603

SHORT BOATS

by Joe Bauer, Box 394,
Inverness, CA 94937

As most kayakers know, it's virtually impossible to buy a boat under 400 cm. (about 13 ft. 2 in.) long, except for some surfing boats and a few models designed for children. This is because the International Canoe Federation has set 400 cm. as the minimum length for slalom racing boats. And up to now, the best boats for whitewater have been slalom boats. But in the past few years, in an attempt to make boats that will turn faster and are capable of ducking under slalom poles, the slalom boats seem to be well on the way to becoming as specialized as downriver racing boats, which are useless to the average recreational paddler.



The "Gofer" is said to be a good play boat.
Photo by Joe Bauer.

In a recent issue of *American Whitewater* I suggested that the minimum dimension rule be dropped. Although I still think that it is a good idea, I don't feel that it's likely to happen anytime soon, and it appears that the development of shorter boats will have to happen outside the racing community.

As a matter of fact I have seen two different short boats lately. Both are altered slalom kayaks, but that's where the similarity ends.

The first boat belongs to The Confluence, which is a group that runs commercial whitewater trips on the Stanislaus River. The kayak, called the "Gofer," is a crudely altered Hollow-form River Chaser. Much more was cut off the stern than the bow, and the ends are now mostly duct tape. But the people at The Confluence speak fondly of it, and the word is that it's great for playing in holes.

More interesting to me is my brother John's kayak, which was a slalom boat of modern design, with quite pointed bow and stern. It has seen a lot of use in the last year, including being broken in half on the North Eel. But with expert patching, it has remained a worthy boat.

Now it's a super boat because John cut a foot off each end! It took some courage to actually take the saw to his beloved kayak, but what was there to lose? As John said, "Both ends leaked anyway." He then added 6" reshaped bow and stern pieces for a pretty slick 12-foot-2 -inch fun boat.

There is very little total volume lost because the ends were so sharp on the original. The new boat looks more natural and seems to handle better. The difference in handling isn't as big as you might expect because most of the removed sections weren't in the water much of the time anyway. It does turn faster and easier and, of course, it's



Short boats seem to be better in marginal hydraulic like this small hole on the Eel River. Photo by Joe Bauer.

a joy to get into and out of small eddies. I've paddled this boat some, and for me it's the most exciting thing to happen to kayaking since the Eskimo roll.

But somehow I can't bring myself to cut the ends off my Loisach. I'm going to wait for the commercially available short boats. And I might not have long to wait. Right now I know of an excellent kayak builder here in California who is designing an 11-foot boat which should be available soon. I already have my order in. I'm ready for the Short Boat.

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POLE?

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BOOK REVIEW

CANOE ROUTES, U.S.A., John D. Franklin, 1975, \$3.95 for 74 pages, mimeographed form, published edition to follow. This guidebook consists of a compilation of river "float trips" in the United States. They are organized by state, with 5 to 20 rivers per state listed: with a line to a short paragraph describing each. An overall gradient figure in feet per mile and/or a classification of the difficulty (I thru VI International danger scale) is sometimes given, but such a classification applied to an entire river is just about meaningless. Flow and water level information is most often not to be found; when it is given, a typical statement is "recommended at spring level," which gives no way of knowing how much water is needed, and how much is disaster. The guide lists "access points" and portages. However the author warns that the access points may be just landmarks, and a typical portage entry (Arkansas River, Colo) reads "a few dams, fences, and other obstructions." Superficial at

best, and often just enough information (and misinformation) to be dangerous. Worse yet, the only suggestion for acquiring additional information is to "inquire locally." It is significant that the author warns in the foreward that he accepts no responsibility for accidents or mishaps due to errors or omissions of any kind.—JCS

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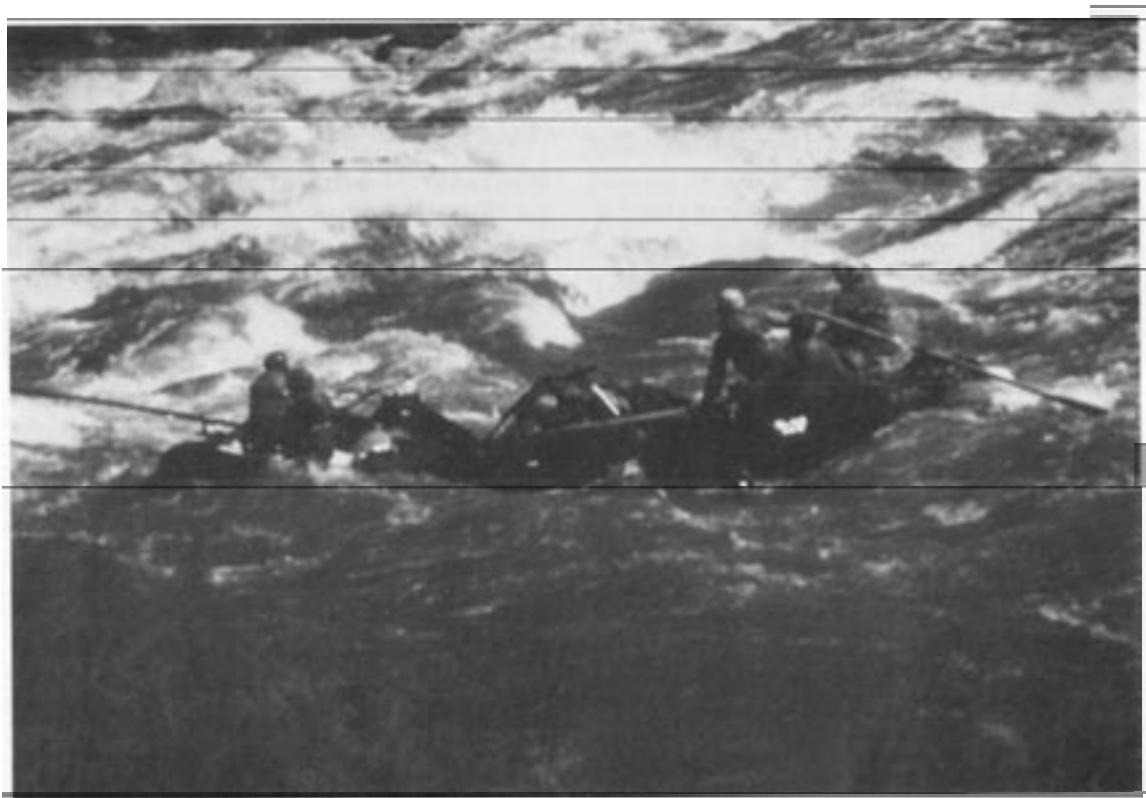
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Triple rig in Hance Rapids

TO RUN THE GRAND

**Richard Furman, Boone, N.C.
Allan Parker, Tacoma, Wash.**

The question asked was: "Can a group of completely inexperienced paddlers buy a raft and run the Grand Canyon?" A group that had been dubbed "The Hole in the Pocket Gang" thought so but were rudely awakened to the facts of River Running life. This is the story of that awakening and how the group met the challenge of the River.

Sitting around a campfire our last night of a backpacking trip in the Teton National Park in Wyoming, we decided that a run through the Grand Canyon in a rubber raft would be an exciting adventure. Our river running experience was zero, however. Not one of us had any rafting experience at all. We didn't even own a raft.

Our first obvious step in planning for the trip was the purchase of a raft suitable for the run.* We contacted an army surplus store in New York and upon their advice, bought a round raft; Air Force survival type. Next, we filled out an application to the Park Service at Grand Canyon for permission to run the river through their domain. After several exchanges of letters and phone calls, they got their point across that we didn't know what we were doing and that we would need a great deal of experience running western whitewater before they would grant us permission to run the Canyon, and even then, not with a round raft.

We gave the raft to a neighbor for his

*It's too bad Bill McGinnis' and Verne Huser's excellent books on whitewater rafting weren't yet available. Investment in good literature is a much more economical (though perhaps less obvious) initial step. — Ed.

children to use as a wading pool and began our true preparation for the trip by first admitting that we needed to gain some river experience on smaller rivers and eventually graduate to our original and ultimate goal of the Grand. After many inquiries as to what kinds of rafts to purchase, we decided on three Yampa River rafts (eight man/four chambers). Next, we applied for permission to run the Green River through Dinosaur National Monument and were accepted. Two months prior to our scheduled run, two of us decided our ultimate goal should not be to ride a raft through the Grand, but to kayak through. This meant even more preparation for us two since we had never kayaked and knew the necessary skill would be more difficult to learn. With the goal of running the Green so close at hand, we put every spare minute we owned in our kayaks on the Arkansas River in Colorado. Not one time did we get on the river that we didn't put at least one hole in at least one of the kayaks. This was simply due to kayaking in water always one step above our ability to handle properly. We had decided, however, this was the only way to be ready for the trip, and when time came to run the Green, we were ready!

Four days on the river and we had "river running fever" more so than ever. The run was completely successful for both kayakers and rafters.

The GANG next had to decide if we were ready for the Grand. Hardly. The Green River didn't truly represent the heavy water we would encounter on the Colorado River. Neither did it present the problems we could expect to face on a 225 mile trip through the Grand Canyon. The logistics of carrying enough supplies, the lack of maneuverability of the rafts, and of experience on the part of the kayakers

who had boated less than three months, and the organization to put the trip together were still formidable obstacles.

We decided we needed yet another practice run somewhere in preparation for the Big One. Cataract Canyon in Utah was a logical run. We obtained a permit for the following summer and took two more kayakers into our group. After studying several river-running books covering that section of the river, we were again ready to push on with our adventure. We took the three Yampa River rafts, lashed them side by side, put some wooden oar frames on the two end boats and put a twelve foot sweep off each end. We would try to run the river with the three rafts in tandem, sideways. We would use the river current for propulsion and use the oars for lateral movements. We had never attempted such a rig but had heard it would probably work and it looked feasible. That was to be the biggest water the kayakers had ever been in so with good faith and a prayer, we pushed off. We had been advised not to attempt the run using our particular rig if the water was running over twenty thousand cubic feet per second. However, once at the Ranger Station in Moab, Utah, there was no stopping; not even after the Ranger told us the river was running 48,000-50,000 cfs and that no kayaks had attempted to run thus far that year. We ran Big Drop, the largest rapid in Cataract Canyon, July 4th . . . one Independence Day never to be forgotten.

Powell gave the rapid a description meaningful only to individuals who have actually heard the roar of the water at Big Drop. He said it differed from all other of the rapids by singing bass to the tenor of the other rapids.

Big Drop is the last of three quickly consecutive rapids, each rated higher than the preceding. The actual rating is

eight, eight, ten* but at fifty thousand cfs, they spilled one into the next, making each succeeding rapid larger. The river was so swift at that water level, the raft was having difficulty maneuvering. The crew began trying to pull to the left bank when the top of the first rapid was seen but found themselves in it before they could do anything. A second attempt was made which was also unsuccessful. This put them just above Big Drop. Depleting all adrenalin stores, they finally pulled into the large left eddy just above the rapid. This eddy current was produced from the preceding rapid but reached all the way to the beginning of Big Drop. The kayaks were staying behind the raft and when the raft pulled into the eddy, the kayaks pursued. The reversed eddy current was so swift that one kayaker got too close to the raft and was swept upstream under the entire raft, carried

*On the "Western Scale" ranging from 1 to 10. used predominantly for the Colorado and some other western rivers.—FA.

back to the bottom of the preceding rapid and was spit back into the main current.

I was so intent in watching the raft eat the kayak, I didn't notice how turbulent the eddy line was. I flipped. Popped right back up with a screw roll. One problem . . . my life jacket had pushed my spray skirt down into the cockpit, leaving the cockpit wide open. I also was back out into the main current. There was nothing to do but ride it out. The water was glass smooth going into the first drop. Under I went, paddle high over my head. I felt the boat being pulled down. I felt the cockpit pin on my thighs, then on my knees. I was being pulled out of the boat. Instinct told me I had to stay in the boat. I spread my knees just inside the cockpit until I thought they would break. Then, I felt the boat coming back up to me. I surfaced still in the boat, now completely full of water. I only had time to see that I was headed for a second hole: Paddle up; same experi-

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Allan Parker and smiling boat

ence . . . resurfaced. This time I was at the edge of an eddy and somehow managed to pull myself to the bank. I had just run Big Drop without a spray skirt. I could not believe how stable the kayak was when it was completely full of water. I carried the kayak back up to the head of the rapid and ran it correctly, right down the tongue. Excitement was high and the kayakers hiked once more back to where the raft was tied and got in. This proved to be a mistake. Once through the rapid, it took over a mile of strenuous rowing to get the raft to the bank. Then came the long, hot 4th of July hike back up the canyon to get the kayaks. We all slept well that night.

By the end of the successful run through Cataract, we felt qualified to give the Grand a chance at us and made application for the following spring. This time, the application was ac-

cepted. We would use the same setup as before . . . three rafts lashed side by side, oar in front, oar in rear. The four kayakers were ready. Again, all we had to give us indication as to what was in store for us were some river-runner guides which told us where the rapids were on the river but gave no detail of the rapids; that, we would have to read for ourselves.

One week down the river: three kayaks damaged and patched, one section of the raft with a gaping hole but patched, but best of all . . . no personal mishaps. The only spot on the river where help was obtainable was Phantom Ranch. We camped one-half mile below this point and were as close to civilization as we wanted to get. At five A.M. the next morning, one of the raft members woke with severe pain in his left flank. . . he was trying to pass a kidney stone. A short hike to the ranger

station and a helicopter was on its way for a speedy evacuation.

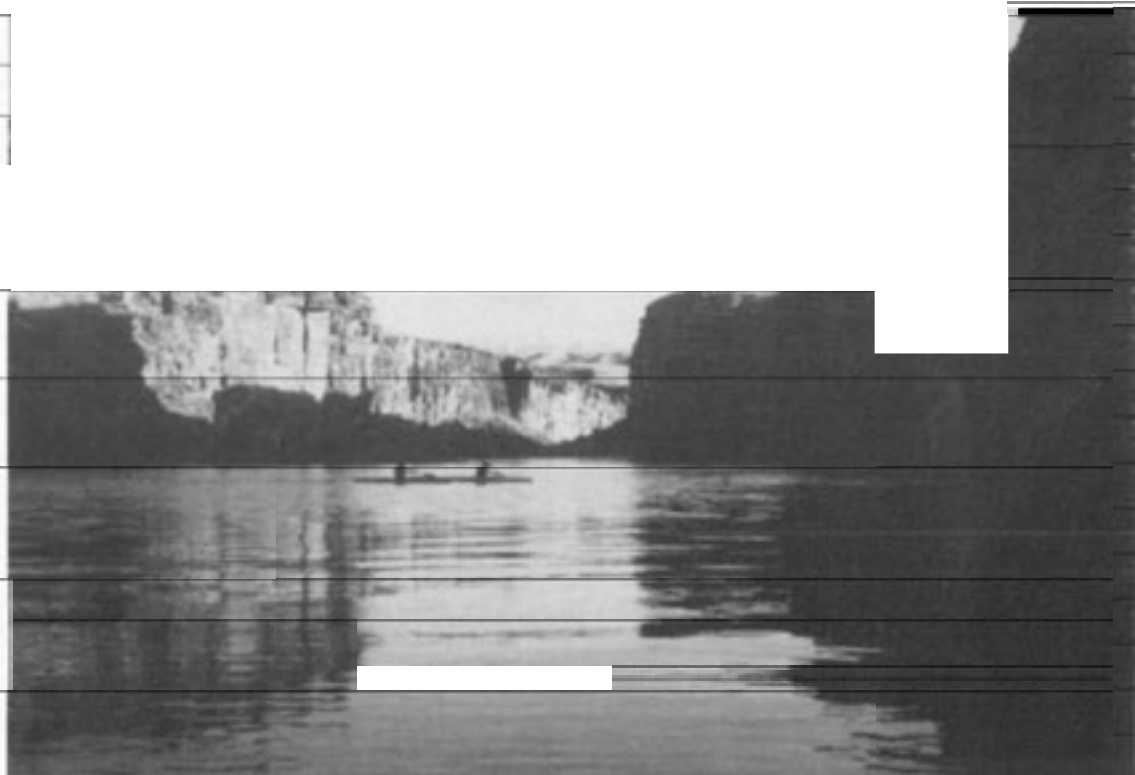
After being on the river almost two weeks, we faced the most talked-about rapid on the river . . . Lava Falls. Nightly conversation around the campfire always resulted in a discussion of what was in store for us at Lava. We had done an endo with one of the kayaks in Twenty-five-mile Rapid, hit the big hole at Hance, run Sockdologer perfectly, come out of a kayak in Crystal after getting eaten up by the big hole, and had an exciting roller coaster ride in Hermit.

Our excitement mounted in inverse proportion to the number of miles remaining before we reached the rapid. The thunderous roar as we rounded the bend one-half mile above Lava left no doubt in our minds that we had been kidding ourselves trying to compare anything previously encountered with this rapid. The rapid was unique in that

it was not formed the usual way rapids are formed; by a stream from a side canyon pushing boulders into the river. Lava Falls had been formed by a lava flow which completely dammed up the river at one time. Ages nibbled away at the brink of the dam and the river began to find its passageways over the top of the dam and then the extreme sides began slowly to crumble and that is as far as the river has gotten today. The center part of the dam remains intact making an almost smooth spillway in the middle of the river with a huge hole guarding the mainstream of the current. On each side of the center dam is a broken down spillway, each run- nable to some degree.

Climbing some rocks on the right bank, we scouted the rapid in search of the best route to run our boats. We could not believe what we were seeing . . . the massiveness of the water was overpowering. To even imagine

Upper Grand Canyon: Allan Parker and Dick Furman



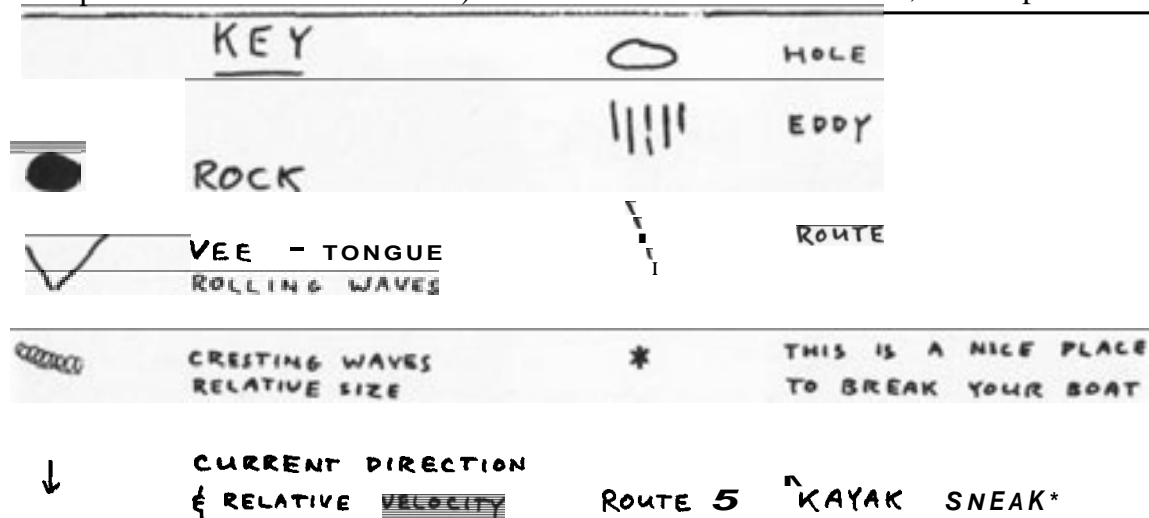
running it in a kayak seemed beyond all reason. For over four hours, we contemplated different routes we possibly could run. All routes pointed away from the extreme right chute. The water was running over 18,000 cfs and at that water level, a kayak stood no chance of surviving the large holes in that right portion of the rapid. While we were observing from shore, a large Baloney Boat snaked its way down the right chute. After seeing what the large holes and guarding waves did to the 37-foot motor-powered commercial raft, the entire GANG solidly voted against even attempting the right chute in either kayak or raft.

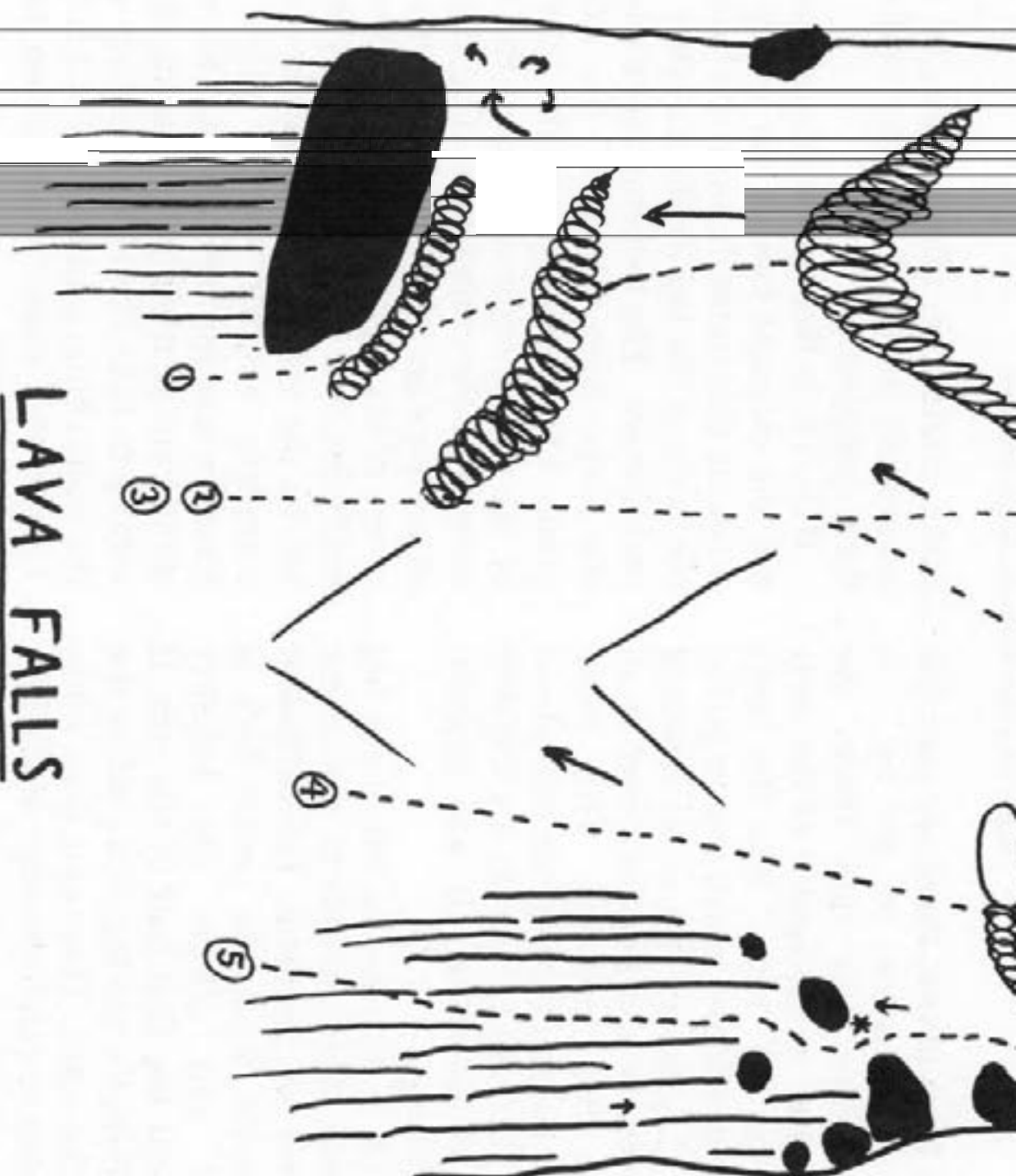
A diagram on the next page shows six ways to reach the bottom of the rapid and will be discussed in reverse order. The diagram is based on actual experiences of members of our party with the exception of #6. Much study of slides and movies authenticated the rocks, holes, route, etc. Water level was running approximately 15,000-18,000 cfs. Other levels could create much different conditions but basically, the same routes exist. All routes are difficult and/or hazardous (except for #6) and should be attempted by very experienced boaters only. (Route 5 is a nice place to break a boat in two.)

ROUTE 6: Carry around; extremely safe. Very little pride is lost after looking at the rapid.

ROUTE 5: "Kayak sneak." This requires catching two eddies at the beginning of the route. It is less than ideal with the "knife nose" downriver kayaks due to the amount of maneuverability required. Much more acceptable for the low decked, slalom type boats. Very narrow chute at the bottom. One kayaker wedged his boat between the two rocks and required assistance from shore to keep from breaking his boat. An upset halfway through would probably take you toward the center of the river but would be a relatively safe wash-out. This route is a challenge even though it is the simplest of the routes.

ROUTE 4: This route was inadvertently taken by both kayakers and raft. The raft began route #5, but, needless to say, could not attempt to catch any eddies. It hung up on the third group of rocks momentarily but was swept on out into the river between routes 4 and 5. If doing it again in the same rig, they suggest route #4 as their choice rather than attempting route #5. Kayakers 3 and 4 were aiming for the same point above the rapid to begin their run. Remember, the rapid is a





LAVA FALLS



Running the Grand: Allan Parker

falls and from above, there are very few points of reference to go by... a breaking wave here and there, the smooth water in the center of the river falling over the "dam" into the large center hole, and not much else to go by. A point of reference has to be observed from the bank and kept in mind at all times on the approach. This route proved to be an exciting run and about as much turbulent water as the kayaker wanted to encounter. It was straight away paddling.

ROUTE 3: Just to the left of the big center hole. The currents in the center of the river are deceitful. The turbulent eddy current from the center hole is powerful and affects the kayaker throughout the first half of the run. It was continually turning and pulling the boat to the right. This route does allow the kayaker to catch the edge of the bottom two standing waves of the right

chute route, or allows him to veer toward the center of the river and miss them completely.

ROUTE 2: Not the most spectacular, but the cleanest run of our group was made on this route. It has to be lined up perfectly at the top or the kayaker is in real danger. The extreme right edge of the large center hole is the aiming point. This throws you in the interface of the strong right chute and the eddy current of the center hole. The kayaker skirts the edge of all the huge holes and waves of the right chute but is now actually into the roughest part. As depicted by the arrows, a tip over or loss of complete control would place the kayaker into the right chute. This route should not be tried unless the kayaker is willing to take the risk of ending up in the right chute, possibly out of his boat. To run this route is perfection to the greatest degree.

ROUTE 1: At this water level . . . experts only. This route is definite danger to life if kayaker and kayak are ever separated. At this volume of water, the odds are a thousand to one against a kayaker going through the chute without being completely swallowed by the holes. The GANG looked in disbelief as we watched one of our own flesh and blood aim straight for the right chute. The mighty force of the current became acutely evident as he struggled through the first two holes. barely surviving an upset as he plummeted into the third wave. This wave completely stopped him and then cart-wheeled him back into the huge hole it was continuously feeding. The kayak disappeared completely for several long seconds, during which we felt like it may well be the end of kayaker number one. Then, the nose of the orange kayak shot straight out of the foam of the wave and was again flipped back into the hole. This time, the kayak didn't surface until it was on the downriver side of the wave and it let him through. He was still in the kayak, did a screw roll and was upright only long enough to take one stroke into the next hole. It also flipped him over but no endo. This third hole was not a "keeper" but spit him through the wave and into the last hole just in front of the large rock standing at the exit of the chute. He was upside down through these last two holes but the relative quiet water just below the rock told him it was once again time to roll. He took his time positioning his paddle and then one quick screw roll and he was up and paddling nonchalantly toward shore.

All in all, the HOLE IN THE POCKET GANG had come a long way and gained much experience in river running since that chilly evening around a camp fire in the Teton National Park four years previously.

A tragic postscript: Allan Parker, co-author of the above article, was recently killed in a plane crash near Tacoma, Wash. He was scouting a river and his small plane struck a cable that was strung across the canyon. Allan, a member of the Tacoma Kayak Club, took the photo of Dick Furman which was featured on the cover of the NOV/DEC 1974 AWA Journal. Allan was a strong advocate of increasing the percentage of private trip permits for the Grand Canyon (from the present 8% of total usage, see "Government Management of Western Rivers" by J. Calvin Giddings, *AW*, XIX/2, p. 66). His friends have suggested, as a memorial to him, a letter campaign to the Park Service petitioning for a larger allocation of private trip permits. Letters may be sent to Bob Yearout (Chairman of the Interagency Whitewater Committee), Grand Canyon National Park, Box 129, Grand Canyon, AZ 86023. See also following article.

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RIVER USE ALLOCATION RESOLUTION

February 20, 1976

Dear Paddler:

As you may know, last July 8, Rep. Tom Harkin of Iowa and I introduced House Concurrent Resolution 331 (H.C.R.), with the co-sponsorship of thirteen additional members of the U.S. House of Representatives. The resolution calls upon the Secretary of the Interior to study the present, and we believe inequitable, permit allocation arrangements which exist on many of our nation's most outstanding white water rivers. H.C.R. 331 also asks the Secretary of the Interior to take immediate steps to give the private, non-commercial river runner more reasonable access to all rivers managed by his Department.

The resolution is designed to open up this vexing question of space allocations on our rivers to much needed scrutiny and discussion. I am sure that you will agree with me that with the tremendous growth in river running, we must increasingly place use limits on some of our most popular rivers in order to prevent their deterioration, but without choking off non-commercial use at unreasonably low limits. The most noteworthy example, with which you are probably familiar, involves the Grand Canyon. During the 1974 season, 7% of the visitor-use days went to non-commercial trips and 93% to commercial ones; of the 14,253 actual visitors going down the Grand, 3% of them went non-commercially and 97% went commercially.

Action by some members of the private, non-commercial paddling community who come from my district helped bring about the introduction of H.C.R. 331. If you share their views, you ought to work together to bring atten-

tion to the resolutions now awaiting action in the House Subcommittee on National Parks and Recreation and the Senate Committee on Interior and Insular Affairs. You might consider asking your representatives to support or co-sponsor H.C.R. 331 or a similar resolution in the Senate (S.C.R. 56), introduced by Senator Gary Hart of Colorado. A list of co-sponsors follows.

Your help is very much appreciated.

Sincerely yours.

Timothy E. Wirth

U.S. House of Representatives
Washington, DC 20515

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H.C.R. 331

Co-sponsors along with Timothy E. Wirth (Colo.) and Thomas R. Harkin (Iowa):

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To contact your Representative concerning your views on H.C.R. 331 or to suggest co-sponsorship, address your correspondence:

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Washington, D.C. 20515

Dear Rep. _____

* * * * *

YOUR JUL/AUG 1975 AWA Journal is a collector's item! But if you don't want to keep it, please send it back (AWA, P.O. Box 321, Concord, NH 03301) and we'll promptly refund your postage. Thanks!

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