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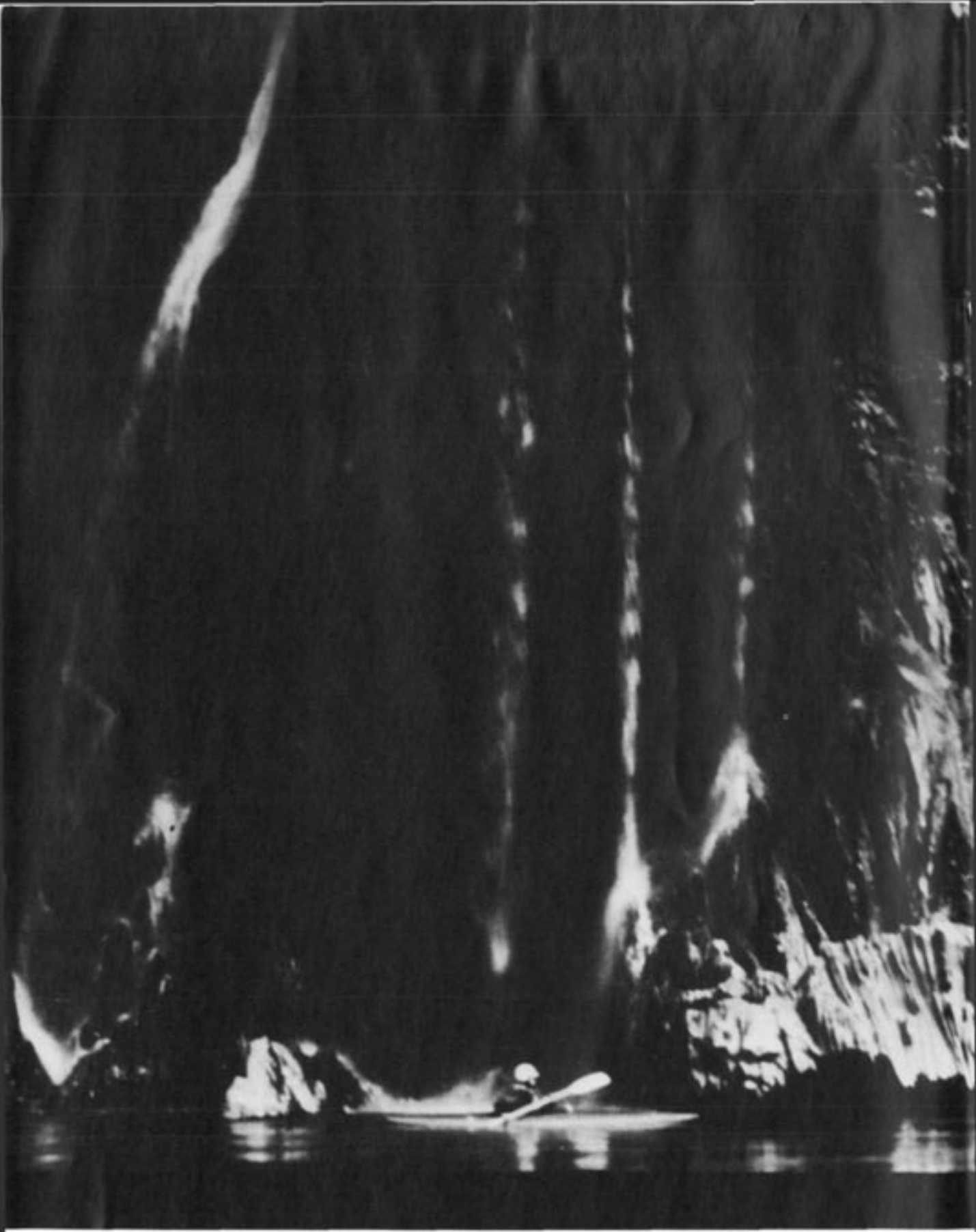
WHITEWATER

The Journal of the American Whitewater Affiliation



March-April 1981

Vol. XXVI, No.2



ABOVE: Ms. Jacenta Pazenkovskies paddles amid her working environs in the Amazon headwaters, as a river guide for Amazon Expeditions. If a job like this interests you, see this issue's Fluvial News, Upcoming Expeditions, page 10.

COVER: Participants in the 1980 U.S. Team Trials on Millers River in Massachusetts. (Eric Evans photo).

WHITEWATER

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MARCH-APRIL 1981

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The American Whitewater Affiliation

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

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

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Editor's Soapbox

WATER POLITICS

Somewhere, in some Congressional district, local conservationists are fighting a nickel-and-dime flood control project, which seems to effect only nearby boaters and claims only local press. Elsewhere, across the country, a few paddlers catch wind of it through some newsletter, shake their heads in momentary anger that another of God's free flowing streams, and some darn fine whitewater, will be unnecessarily inundated. But for the most part, each takes a little solace from the myth that if it's not nearby, it doesn't hurt my boating.

This myth might hold some truth, if the appearance of dam projects was as random as our local defense against them. But it is not. Linking each little creek-plugger dam from St. Croix to Santa Lucia is a careful, furtive, political plan, designed to log roll and line up Congressional support for larger, multi-billion dollar waterway projects, e.g. re-dredging the Mississippi.

And who is this master planner? Several groups actually: the Army Corps, TVA, AF of L-CIO. But the main agent is the National Waterway Congress, a hugely powerful lobby formed "to promote locks and dams for navigation". Because cheap and unhampered barge transport is so vital economically, the oil, grain, coal, and almost every natural resource industry slathers this lobby with virtually unlimited funds. Using them, the NWC strives to get bills passed, subsidizing harbor dredgings, maintenance of navigational rivers, and construction of canals and lock systems — massive, costly operations.

But if you look you will also find WRC people joining TVA and Army Corps,

fighting with equal vigor to push through a dam on a little whitewater stream that couldn't float a barge in its largest eddy. Why should WRC work so hard for a project seemingly beneath its concern? Because for them, such small localized projects are the currency used to buy the necessary Congressional votes for bills funding the major operations they're really after. And in truth, this currency is parceled out very wisely. Every year the Energy and Water Development Appropriations Bill proposes nearly 300 projects; each neatly planted in a specific Congressional district — federal funding lavished on the Congressman's constituents. The favor becomes an obligation. The ancient political rule presides, "To get along, you've got to go along."

Thus, the standard dam construction excuses, "flood control" and "energy crunch", so often become nothing more than a public facade for the true reason: vote purchasing. In essence, our free-flowing streams are being bartered away in a tacit attempt to subsidize what should be thoroughly unrelated projects.

As conservationists, we battle each proposed dam and plead that the proposal be reviewed on its own merit. Meanwhile, the politicians we plead with know well that merit has jolly little to do with it. The water politics system has already made the dictum. Through this system, every dam is linked to every other, and to every harbor dredging as well. When we defeat a dam project, we are merely trimming the leaves, the trunk and roots remain intact. All of this sounds pretty grim. However, there remains one thought: trim all the leaves from a tree and it will die.

A RAY OF HOPE

After discussing the preceeding editorial with Dave Conrad of the American Rivers Conservation Council, this editor learned that not only does there exist a positive method for attacking the water politics system at the roots, but that ARCC and others are doing it with a fair degree of success.

Maintaining the nation's navigational waterways has historically been a magnificent political pork barrel subsidized by your tax dollars. Congress appropriates public funds, which pass through many sticky fingers to private contractors who dredge the harbors, build the canals, etc. These necessary projects cost billions, and involve great waste. But the real waste comes from their being funded by government subsidy which forces lobbies to maintain a political base dependent on building hundreds of unnecessary dams.

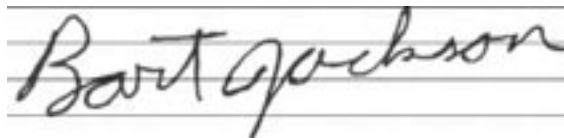
ARCC has set about to attack the guts of the pork barrel by working to internalize the cost of national waterway and harbor maintenance. Until now all commercial river barges have paid not one penny towards maintaining the waterways. 20% of a railroad's overhead goes for land use and easement taxes. Commercial truck firms very rightly are taxed a fortune to pay for highway care. But commercial shipping gets a free ride, courtesy of the taxpayer.

However, this may soon end and the commercial barge may soon be paying a user fee and/or a fuel tax which would draw waterway maintenance from the

purse of the users, and do away with the current, wasteful subsidy system. Of course, all shippers and the NWC will fight this proposal to the death. But there are some strange and powerful bedfellows uniting to pass it through. President Reagan, as part of his new budget plan, has proposed a full operation and maintenance recovery system for inland waterways and deep water harbors, starting in 1981, based on a river barge user fee.

Backing him are all the nation's conservation groups as well as all the less-government-spending groups. Many have said, we know, that President Reagan cares no more for the environment than his Secretary of the Interior. But this time he is on our side and should be supported.

Granted, voting for a tax on a coal barge seems a roundabout way to save our whitewater rivers. But if it comes to pass, it would strike a death blow to the water politics system and prevent all of those little vote-getting, unnecessary dams from being proposed, let alone constructed. So as boaters we should individually write and urge both our House and Senate representatives to support President Reagan's "full operation and maintenance recovery system for inland waterways and deep water harbors". This bill has no number yet, so just mention the title and that you favor cost internalization via a user fee. You might also drop a line to the President, applauding his fight against unnecessary dams — a little sugar always helps.

A handwritten signature in cursive script, reading "Bart Jackson", written on a set of three horizontal lines.

Letters from Readers:

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

RIVERSIDE SIGNS

Dear Editor,

I am amazed that the AWA would sanction the use of riverside signs (re: the September-October 1980 issue). Personally I find the idea of these signs contrary to river ethic. The natural beauty of too many rivers has been spoiled by overuse and lack of understanding and respect.

To begin with, these signs are vague: "Danger in General". what may be dangerous for one boater might be another's heyday. A sign that reads "Unnavigable" means very little. You often read and hear of rapids that have been run that were once thought to be unnavigable. In some states the sign "Unshootable" would be an open invitation for any hunter to take aim and prove the sign wrong. Seeing a sign on the river indicating "Piles" would leave some confused as to whether a certain medical problem associated with C-boaters was at hand.

Instead of seeing a couple of thunder bolts indicating a power station, why not have portage markers. Maybe a circle with a P in the center could be used for some international flavor. The sign for a cable should be completely omitted since cables across a popular boating stream should be met with sterner measures. Unfortunately the authors of these signs omitted the only truly useful sign for all paddlers — one indicating a dam.

We at the B.W.A. rue the day we paddle down a river and see signs despoiling

the natural beauty of a stream. Properly searching the unknown reaches of a stream is an integral part of river running. We feel it is unfortunate that the I.C.F. Touring Committee has little more to do than dictate and publish this farce for the white-water community.

Concerned,
Sam Moore, President
Bluegrass Wildwater Association

KAYAK DECK COLLAPSE

Dear Editor,

Hooray for Arnold Reif and the AWA Forum's discussion of K-1 Deck Collapse in issue 1980, #4. AWA is the right place for such an argument and let's hope manufacturers mend their ways. I'm sick and tired of repairing split seams of boats with only inside seams and made of E-glass. I'm sick and tired of building rigid walls for ~~roto~~ molded kayaks with collapsable ethafoam pillars.

If industry wants paddler respect and support, they have to put out boats capable of withstanding abuse. Otherwise, they should put conspicuous warning labels on their products indicating that the ***product is not intended for enders or difficult whitewater.***

Also, hats off to the Editor for putting together such a provocative presentation!

Sincerely,
Pete Skinner

BOAT SWAP CLUB

Dear Bart,

These days I have some misgivings about making long distance kayaking trips to other parts of the country. I like to see new rivers in other areas such as the Rockies, the Appalachians, and the New England states; but travel by car is increasingly expensive and more importantly a major

source of pollution. Several friends of mine and I have discussed this in an effort to think of a solution, and have arrived at a suggestion. I'd like to see an organization such as the AWA make possible a boat exchange program that would allow members (who would agree to loan boats to other paddlers) to visit other areas of the country and borrow boats and join with other "Universal Boat Club" members in their local river trips. In other words, I'd loan you a boat and go paddling with you when you come to Minnesota if you'd do the same for me in Colorado, California, or wherever.

This would allow boaters to see new rivers with local paddlers, which is always fun, and also would allow boaters to use any form of transport they wished to travel the long distances cross country. You could take a bus, train, bicycle, hitch hike, walk and feel better about it since you'd be leaving the gas hog at home. Those who weren't interested in the environment might fly.

The system might involve paying a damage deposit before borrowing a boat, or free storage of boats for individuals from another part of the country. Maybe, in time, the "Universal Boat Club" could own several Hollowforms and have them located at a few locations around the country for use by members of the organization. I'm sure there are things that need to be worked out to insure that no one ends up on a river they aren't able to handle or that some people benefit far more than they contribute. I'm sure more people would be interested in boating in Colorado than Minnesota (not that we don't have good rivers) and this would have to be smoothed out.

I think it would be wonderful to have such a network though. Think of it: you could take off without the need for getting a large group together to split the cost, you'd be helping preserve the environment, you'd get to paddle with locals seeing the best rivers, meeting people, see-

ing what's happening in different areas of the country and there'd be many other benefits as well. If there are any others out there who think something like this would be good, please write to the AWA Journal and express your feelings and thoughts, let's use the Journal to work this out. If there are those out there who would like to participate you could also write to me and perhaps a directory could be worked out. Maybe nothing will come of this, but I've been thinking about this for so long that I just had to see if anyone felt the same way.

Sincerely,
Jim Rada
2961 Hemingway Ave.
St. Paul, Minn. 55119

AWA, and we're sure, all our readers heartily applaud your idea of a Universal Boat Swap Club. The advantages are numerous, obviously, and we are sure that
(Continued on page 36)



Courtesy of John Wilson & CWA's Gradient.

The FLUVIAL

AWA AFFILIATE NOTES

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

OPEN BOAT NATIONALS TO BE AT NANTAHALA

The Nantahala Outdoor Center and the Dixie Division of the American Canoe Association will be sponsoring the 1981 Whitewater Open Canoe National Championships on the Nantahala River, on June 29, 30, (slalom) and July 1 (downriver).

The slalom course will be set through Nantahala falls, a Class II - III rapid, and will consist of 28-30 gates. The downriver course will be an eight mile run of approximately Class II overall, depending on the level of Lake Fontana. For further information or race applications, contact:

Bunny Johns, Race Chairman
Star Route
Box 68
Bryson City, NC 28713

ANY HAMS OR SWLS IN PADDLING LAND?

A cadre of outdoors-minded amateur radio operators have formed an on-the-air discussion group called "The Paddlers' Roundtable". Canoeing, kayaking, backpacking, cross-country skiing, and mountaineering are normal topics for discussion, but any similar topic will be entertained. In addition to serving as a forum for discussion, trip information can be obtained from group members in various parts of the country.

The group meets every Wednesday at about 6:15 (Chicago time), at 7228 kHz

on the 40-meter hamband. Any amateur holding a General or higher class license is invited to check in at any time and join in the discussions. Anyone with a shortwave receiver capable of receiving single-sideband signals on this frequency is invited to listen, Gary, K9CZB, serves as net control from Naperville, Illinois, so listen for his call sign. Other stations with fairly strong signals are Jerry, WA2OMU from near Buffalo, New York, and Gene, WA5JWD from Jackson, Mississippi.

The group is very active, enthusiastic, and looking to expand. Their goal is to give the paddling/packingskiing community a solid, nationwide information network. If you have any questions, call Gary at 312-355-5272.

— Thanks to Marge Cline
of CWA's Gradient

PENNSYLVANIA BOAT REGISTRATION

Pennsylvania's Boating Advisory Board is currently considering a "boat registration program for all non-motorized craft". More honestly, this is a tax levied for owning a boat. It would cover just about anything that floats, probably over eight feet, and run, sources say, about five dollars. The rationale given for this tax is the rising cost of waterway law enforcement, education programs, and rescue/fatality recovery. While rescue costs for the Pennsylvania Fish Commission have risen greatly with the massive interest in the Delaware and other popular rivers, it is interesting to note that the state has no education program strictly for canoes, whatsoever. Such a safety program "is

NEWS

WHITEWATER

being worked on," but the tax is viewed by several as a foredrawn conclusion, just a few months away.

The Boating Advisory Board's first public hearing on this issue will probably already have occurred by your receipt of this issue: (April 5th, 1 p.m., Marriot Inn, City Line Ave., Philadelphia). But it won't be the last and in the meantime every Pennsylvania boater should send his opinion to his local Boating Advisory Board representative. The address can be found in the phone book, or just mail it to the Fish Commission, Commonwealth of PA, Box 1673, Harrisburg, PA 17120 and they will pass it along.

— *Thanks to Pennsylvania's Boating Education Specialist, Joe Greene*

SMALL BOAT REGISTRATION FOR OREGON?

If it's over six feet and floats, Oregon's State Marine Board wants to license it. The funds from this five dollar license fee would, the Board claims, pay for the state safety services and education program (which does include paddling education), and the on-water rescue services. The board also claims that Oregon's non-powered craft number 20% of all boats, yet were accountable for 36% of all water related deaths. In short, the Marine Board's main argument for licensing is to "eliminate the free ride enjoyed by non-licensed boats and ensure that the user . . . pays",

ANTI-LICENSING VIEW

Since the threat of non-powered boat licensing seems to be springing up in every state, we offer a segment of a counter opinion written by Charles M. Leach.

"Really, my main concern is not to

argue the merits or demerits of the various issues raised by the proposed legislation, rather there is a philosophical viewpoint that I feel is important. I believe that licensing is a needless encroachment of state regulations where none are really needed. Humans have been boating Oregon's waterways since the last ice age. . . without licenses or annual fees. I am loath to part with this old freedom for it will be lost when I have to place a sticker on . . . my kayak and pay the Marine Board five dollars per year. The five dollars is a trifling amount, though perhaps not for the teenager just getting into boating. It is certainly not the money that bothers me, it is rather the needless infringement upon me as a free individual who has not asked for sheriff patrols, safety courses, boat ramps, etc. Anyone who knows me will recognize my many years of involvement in environmental and political issues and they will know that I am not against rules and regulations where these are truly needed."

— *Thanks to Charles M. Leach of the Willamette Kayak and Canoe Club*

REFLECTIONS FOR SAN DIEGO BOATERS

The River Touring Committee of Sierra Club, San Diego has recently initiated a schedule of trips for the 1981 season and is now publishing its own newsletter, *Reflections*. Chuck Wild has taken over the Chairmanship and Ila Wild is the current Vice Chair. Getting a paddling group initiated and moving requires an incredible amount of work and dedication, and AWA congratulates both Chuck and Ila on their efforts.

If you are interested in receiving the next two issues of *Reflections*, send two

large self-addressed stamped envelopes to the Editor: Iila Wild, 3862 Rosetta Court, San Diego, CA 92111 or for more information call the Wilds at (714) 277-7492.

— **Thanks to Southern California Canoe Association's** Canoe Candor

Upcoming Expeditions

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

WANTED: WHITEWATER GUIDES

Amazon Expeditions is now seeking expert kayakers and rafters for all-year or part-year river guide jobs on some of the most exotic rivers on three continents. This issue's inside front cover features Amazon Expeditions employee Ms. Jacenta Pazenkovskies amid her labors on the Andean headwaters of the Amazon.

If enticed, send an application listing your boating and other qualifications to:

Laslo Berty
Amazon Expeditions
307 W. Ethel Ave.
Lombard, IL 60148

SWEDEN ANYONE?

Sweden is laden with streams of all levels as beautiful and isolated as any found in this country. The trouble is that most American boaters couldn't even pronounce them, let alone find them. But the Swedes are more than willing to help out

the traveling paddler. If you are interested in learning where the boating is in Sweden, where to obtain boats, and generally how to plan a trip, contact:

Mr. Lonnborg
c/o Svensko Turistforeninger
Box 7615
103 94 Stockholm, Sweden

You can write in English or Swedish, whichever you know best.

If you need additional trip planning aid, contact Bill Reifsnyder Swedish Natural Science Research Council, Coniferous Forest Project, Sveriges lantbruksuniversitet, Fack, S-750 07 Uppsala 7, Sweden.

—**Thanks to Bill Reifsnyder**

THE OUTDOOR EXPLOSION STILL BOOMING

The American Adventurers Association estimates that in 1980 over two million Americans participated in some type of organized outdoor travel experience . . . and whitewater rafting headed the list as the most popular. According to their statistics, about **one million** people booked rafting trips throughout the country last year. Other outdoor activities attracted approximate numbers as follows:

Organized Scuba — 70,000-80,000
Wildlife Safaris — 80,000-100,000
"Trekking Expeditions" — 100,000-150,000

Sail Cruises — 50,000-60,000

Whitewater rafting also claimed substantial popularity over biking, mountaineering, spelunking, soaring, and even skiing.

It should be noted that the vast majority of this million are composed of the one or few-times commercial raft renter, and in no way represent the few thousand. However, we all use the same water and when 1,800 craft pile on the Nantahala in

To quell the disgust at river jams, we add this consideration: these large numbers of Americans enjoying the outdoors (if we take the effort to organize them),

give us the political power to save our rivers. And crowded, free-flowing streams, are better than dammed lakes.

— *Thanks to Asheville YMCA Kayak Club*

TOUR WESTERN RIVERS WITH SWEDISH COUPLE

A Swedish couple currently living in Norway, planning to do some river touring in the West, sent the following note in search of American paddling partners:

"I and my girlfriend will do some traveling in the western USA this summer. We thought it would be both interesting and fun to get in contact with the people and the country by canoeing. So if you or any of the people in your club(s) have any thoughts about making something like a week-long or shorter river touring trip, while getting to know a Swedish couple, just let us know. (Roughly between June 20th and July 31st.)"

If interested contact:

Borje Karlsson
c/o Benestad
Songsveien 157
Oslo 8 Norway

Conservation Notes

THE ROGUE RIGHTS FIGHT

Two battles are currently being fought to keep Oregon's Rogue River open to the private boater. The first involves an appeal filed by the Wilderness Public Rights Fund and the National Organization for River Sports, with the federal Bureau of Land Management to block the sale of river access on the Rogue to commercial raft trip guides and outfitters.

The WPRF and NORS complaint charges that these operators cannot legally sell access to a public resource. Based on similar fights in other states, the decision made concerning the Rogue could well set a precedent determining access to all Oregon streams.

The second battle is over the Rogue's permit system which heavily favors the commercial outfitters at the expense of private boaters. Recently a WPRF member paddled the Rogue without a permit, in protest, and was arrested. His first court appearance was slated for March 30th, but unfortunately the results were unavailable before press time.

The Wilderness Public Rights Fund is paying for these fights, along with several other pro-private-boater battles, though individual boater donations. If you believe in their cause in general, or some specific issue, you may send contributions to: WPRF, Box 5791, Portland, OR 97310.

— *Thanks to the Oregon Kayak and Canoe Club*

McKENZIE MANAGEMENT NEEDS A HAND

Oregon's McKenzie River and Blue River Ranger District are in the process of developing a river management plan for the upper McKenzie, running from the Olallie Campground down to the area of Forest Road #2618, two miles east of Nimrod. The goal is to manage the public lands adjacent to the river, providing for maximum recreational use, and minimum damage to the physical resources or outdoors experience.

The plan would effect commercial and private users, and one suggestion is to redirect commercial, and ultimately private users away from public facilities, toward specifically designed access sites. Other areas of concern include launch and takeout sites, group size, use frequency, impact to riverside residents, camping, picnicing, fires, human waste, and litter.

If you have comments or questions, contact Jim White, Dispersed Recreation Mgr., McKenzie Ranger District, McKenzie Bridge, OR 97401.

— *Thanks to Willamette Kayak and Canoe Club*

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Kathy Blau, Whitewater Rodeo, Stanley, Idaho, June 15, 1980

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AWA Book Reviews

SOME POSSIBLE ADDITIONS TO YOUR BOATING BOOKSHELF

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

DOES THE WET SUIT YOU (The Confessions of a Kayak Bum)

by Whit Deschner

96 pages, 5" x 8½" paperback, b&w photos, \$6.45. \$7.00 pp.

Available from The Eddie Tern Press,
430 SW 206 St., Seattle, WA 98166.

It would have been natural for a paddler with Whit Deschner's expertise and fascinating global travels to grind out yet another boating travelogue, leaving the reader an endless patter of little feats and a strong urge to doze. Thank gawd he did not. Instead, the author has written one of the best reflections of the whitewater experience this editor has seen in years. Anyone truly addicted to rivers and the paddling of them will find a voice in this volume.

The book is a collection of 13 short, readable tales told with jubilation, humor, and remarkable insight. Several of them describe Whit's paddling jaunt to the Fiji Islands, a Japan expedition, his incredible solo run in New Zealand's remote Landborough Valley, and some hair runs in his home state of Washington. But nicely interspersed are several other stories including "Homage to the Eskimo", an Indian legend on why rivers flow one way, and a history of daredevil Al Fausset. This

last story, about an incredible lumberjack who in 1926 carved his own craft and attempted to get rich by running huge killer falls, is worth the price of the book alone.

The entire book is laced with a multitude of quotations all related to the white-water environs. i.e. "A river is the cosiest of friends. You must love it and live with it before you can know it." — G.W. Curtis. There are also copious, excellent black and white photos, specific copies of which may be purchased from Eddie Tern Press at \$10 for an eight by 10 glossy. (Kayak bums have to live too.)

What makes this book so outstanding is that Whit Deschner is much more than just a kayak bum and is devoted to much more than just a sport. One gets the feeling that here is a paddler who has fallen in love with one aspect of Nature's world and his own ability to join it. But though while thought-inspiring, it is always infectiously fun. Maybe, as Whit suggests, writing this volume entailed selling a good hunk of his soul. But if so, I'll bet it was the most enjoyable sale he's ever made.

If I have any complaint about *Does The Wet Suit You*, it is that it ends too soon and I wanted more for my seven dollars. But whatever the price, anyone who has any feel at all for paddling will love this little book. Don't miss it.

— Reviewed by Bart Jackson

NO TWO RIVERS ALIKE

Alex C. Proskine

216 pages, photos & sketches, \$13.95.

Available from The Crossing Press, Trumansburg, N.Y., 1980.

The subtitle, "50 Canoeable Rivers in New York and Pennsylvania" aptly describes this most attractive book. The

BOOK REVIEWS

author has paddled and describes a broad range of better- and lesser-known rivers in these two states, from Class I to V. Proskine starts with the basics: selecting equipment, boat handling and techniques, racing, etc. Both safety and conservation are constantly in the text—as they should be. Illustrations are well selected and well reproduced, with at least one photo of each river described. Also, there is a good bibliography.

Most of the points are intelligently thought out and well written, but there are still quite a few "nits to pick".

"Canoe Clinics" (how to organize them) seems out of place. This is not a book for instructors, nor should it be the sole manual for self-teaching. It is a river guide. The author refers to the forward stroke as the "Bow Power Stroke" and his J stroke is rarely taught these days. He does describe a more modern J, but under another name and strictly for solo paddling. (Stroke names really should be standardized: the Canadian film "Path of the Paddle" has good choices, or perhaps the next edition of the Red Cross canoe manual can end the confusion.)

Proskine handles the bent-shaft paddle well, and has good coverage of the double-blade. Yet he makes poling sound too difficult. And a typographer seems to have given the Red Cross *Canoeing* the wrong title.

The International Rating System (Class I - VI), is not usually used. Nor is it quoted or described, but AWA is listed for a copy. All rivers are rated: Novice, Intermediate, Expert; which generally coincide with Class I, Class II, Class III - VI. However, the author has at least three boats and it is hard to tell if his expert rating is designed for his decked Berrigan or his square stern aluminum. Also, the Hudson Gorge, Youghigheny, and Lehigh all fall equally under Expert sections, when in fact the first two are a Class IV and the later a III. However, he does not under-rate, which is good.

On most rivers, the author's trip date, water level, and water temperature are given. Gradients are given for whole rivers and town-to-town sections, but not for individual drops. CFS are rarely mentioned; but as normal river size is not listed, cfs only would not help.

The rivers this reviewer has paddled, Proskine has covered well. And he has made me want to see all the others. For you and me, this is a good addition to our libraries. I like the way he says things and I would really like to join Alex Proskine on some of his streams.

— Reviewed by Rodney B. Johnson

PATH OF THE PADDLE

by Bill Mason

200 pages, numerous pictures and illustrations, \$24.95.

Available through Chicagoland Canoe Base, 4019 N. Narragansett, Chicago, IL 60634; or from publishers: Van Nostrand-Reinhold Co.

Canoe instruction books are not new, but this book has a few new twists to help the novice and excite the advanced paddler. The author, Bill Mason is a filmmaker, animator, artist, and cartoonist, as well as an expert canoeist, and in his new book combines all his skills. Featuring exquisite pictures, the book gives detailed instructions for executing strokes, planning river trips, and shows an exciting new pictorial way of figuring out the proper route through complex rapids.

Calling on his animation skills, Bill has created a new way to diagram a rapids. By mixing paint with soapsuds, he is actually able to give an aerial-type overview of a rapids, complete with very realistic looking waves, souseholes, haystacks, and currents. Looking at the pictures he creates by this method, the reader is asked, "If you were to run this rapids, what route would you choose?" Then on the over-

(Continued on page 36)

Colorado's Best Kept Whitewater Secret

by Randy Welch

Somewhere between the rugged volcanic peaks of the San Juan Mountains and the desert floor of southwest Colorado and New Mexico flows a watershed that everyone dreams of, but few have ever seen. The water resource records, the geologic, topographic maps, and all the publications of the U.S. Geological survey suggest that fine whitewater boating streams hide somewhere in this region. But all the whitewater literature, on the other hand, is virtually barren of references to the area.

In an attempt to fill this void in whitewater knowledge, in the summer of 1980,

Pat and Mark stand below Deadman's curve and scout the shaded start of Upper Box Canyon. (Randy Welch photo)



I headed for the San Juans, exploring for whitewater, and found, among other outstanding runs, the beautiful Piedra River. In this venture, I was fortunate to have the good company of two notable travelers: Pat Call and Mark Oar. Both are Denverites and avid boaters, keenly interested in the wild and remote environs of this earth. Mark, because of his ability to be at home in nearly any natural setting, is a particularly interesting companion.

As is generally the case, the best run of this region is also the most isolated. The Piedra's best 14 mile stretch starts northwest of Pagosa Springs, Colorado, near the Weminuche Wilderness area, and ends at Chimney Rock, Colorado under State Highway 160. Access to the put-in is by the gravel Piedra Road (FDR 631). Our put-in point was directly under the Piedra Road bridge.

Piedra tributaries born high in the nearby wilderness are gathered together in a broad open valley at 7600 feet elevation near the put-in. The run thus formed is unique, for the exposed cliffs along it are of the great physiographic province known as the Colorado Plateau; although the ecology is definitely that of the Southern Rocky's Canadian life zone.

Immediately after launching our kayaks, we dropped steeply into a grotto-like canyon known as Deadman Curve. Here the rock walls overhang so far that a small waterfall strikes the river almost at mid-stream. Though shady, this short enclosure is abundantly green and alive. After this glimpse of boaters' heaven, the river

enters a much larger canyon near the confluence of Williams Creek.

From Williams Creek on, we found the Piedra to be generally playful and challenging, dropping with an average gradient of 58 feet per mile. We were able to cruise and enjoy the many Class III and IV rapids and still keep a watch out for the river otters, falcons, and large trout known to inhabit this area. However, this was far from a relaxing float trip. Somewhere in this Eden, we knew lurked the Evil Ones—those outcasts of the river gods who had left their marks.

If the Piedra is Colorado's best kept whitewater secret, it is because of two short box canyons where the river has been forced to cut its channel through hard precambrian granite and quartzite. Aptly named First Box and Second Box Canyons, from the river runners point of view, they are encountered in reverse. So for convenience sake, I'll label them according to their elevation: Upper Box (Second) Canyon and Lower Box (First) Canyon.

The Upper Box begins just downstream of the confluence with the Sand Creek tributary. In one mile the Piedra drops 80

feet. This elevation loss is well distributed over the mile but three major drops will particularly catch the boater's attention. Only one of them gave us any real problems. About halfway down the Upper Box is one of those gut wrenching, **edge-of-the-world** sights: a horrendous, steep, **boulder-studded** drop. Awed, we pulled over and got off the river to scout. Each chute ended on a boulder, and running at first seemed impossible. But to carry this drop on the steep, weathered granite walls seemed to be the more dangerous alternative. After much debating, we selected a route very close to the right wall containing two very tight turns. Our plan worked but we did not want to be forced into that situation again. Yet, with just a few inches more water this drop would have allowed more choice in route and perhaps been easier.

Davis Creek confluence marks the end of the Upper Box and the beginning of a two-mile play run through stands of Douglas Fir and Ponderosa Pine.

Just above the Lower Box the Piedra slips beneath the First Fork bridge. Here we stopped for lunch and a discussion of possible perils of the 120-foot altitude loss

Pat strokes his way toward the confluence with Davis Creek. (Randy Welch photo)



coming up. Our concerns were laid to rest when a fisherman, searching for any of the four species of Piedra trout, happened by. He told us we were past the roughest water. We believed him, since he claimed to have fished the entire river for many years.

As soon as it entered the mile-and-a-half Lower Box, the Piedra dropped off the edge of the world again! The first few drops presented us with the same problems of being unable to see the rapids because they fell away so steeply. Drop-by-drop scouting partially saved this problem and allowed us to pick routes that were somewhat straight forward. The third or fourth time we got out to scout. That straight forward route just didn't appear, and what's worse, the carry required pitons and rope protection. Here, because the river was low, we did find a carry route over a dry portion of the falls known as Dilemna. A water level only slightly higher would have prevented this carry but possibly would have made the water route more tractable.

After Dilemna, the Lower Box rapids got progressively less steep but longer and more intricate. Pat was forced to roll after allowing himself to be thrust into the left canyon wall. Mark and I were nearly placed into eddies that we neither wanted nor aimed for.

The last real obstacle in the Lower Box is a real obstacle. This drop, known as Rattrap, has an island of large boulders which divides the river into two large rock studded chutes. Just above Rattrap, the river is pinched to a 15-foot width and forced over a vertical 15-foot falls by a very recent landslide. The dictum from the river gods suggested a carry around their new falls. Climbing across the slide on river right, we could see no good reason to get back in the water until we reached the lower end of Rattrap.

Rattrap is difficult to scout. I could only look vertically down on it from 100 feet above, but I rated it as a tough Class



The Piedra's hidden entrance into Lower Box Canyon. (Randy Welch photo)

V. It is not a dangerous carry, but it is long and arduous.

After the challenge of the Lower Box, the Piedra takes on a restoring nature with playful rapids continuing down to the Indian Creek confluence. Inconspicuous gravel roads parallel the river for the last five miles of riffles. We appreciated this opportunity to stop worrying about our safety and concentrate on the beauty of the canyon setting.

Even with the Box Canyon hazards, the Piedra is the best all around white-water stream of the San Juan Mountains. **14 miles of roadless boatable river canyon** in a forest environment is found nowhere in Colorado. Anyone planning a white-water safari in Colorado should include a run on the Piedra.

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Ocean I

by Werne

Few boaters can claim long as Werner Furrer, or t with this sport's evolution. I with a homemade canvas fo training with his native Sw After the war, Werner came cessively in Canada, Conne has never stopped paddling, continued to design for ever In 1962, Werner ventu

became a convert. He now li his son, Werner Junior, who and is here both father and titude of islands around F peninsula.

Werner has paddled on and finds it a different challenge river running. In future articles aspects of boat design, dangtial ocean goes. But for now and pictures of enticement runners can find another cha

*Here in the Northwest, I have found a paradise
for my favorite paddling — Saltwater paddling.
Like Whitewater addicts everywhere,
Ocean paddlers are a special breed:
The kayak cruising on a course for up to several
hours, the rhythmic paddling adding to
The magic of reading charts, tidetables,
and the mysterious compass,
The unmatched spiritual high realized by this
experience.
Unlike other activities, the value of individual
uniqueness and strength, and at the same time,
The importance of group-responsibility,
become a necessary reality.
No physical tie exists from kayak to kayak;
each paddles his own boat and muses
His own thoughts and the link must be made
by an acute sense of common awareness:*



Paddling

er Furrer, Sr

h to have put blade to water as
o have been as deeply involved
His first paddling encounter was
boat in 1943 which he used for
forces during World War II.
North America and lived suc-
cticut, and the Adirondaks. He
on all kinds of water, and has
y style of boater and boating.
ured into saltwater paddling and
ives in Everett, Washington with
is a nationally ranked K-1 racer;
son explore the waters and mul-
Puget Sound and the Olympic

h the saltwater of several oceans
enge and experience from heavy
cles, he will offer more specific
ers, and trip planning for poten-
Werner shares these few words
in hopes that some of us river
allenge on a new playing field.



*Camping on islands,
Watching the sunset together,
Expressing feelings at campfires,
Sharing the chores,
All of these solidify comradeship, tested by
stormy waves and rainy nights,
Leading to friendships for life.*

*Yes, I am addicted to saltwater paddling —
the craft is as unique as the experience:
Longer, broader, and more comfortable
than a whitewater kayak
She lifts well and sheds the waves,
has ample room for camping gear and more
Has good touring speed, but is not a racer
And and with her inherent stability, I can relax,
Drink a cup of coffee and shoot pictures.
Well? Are you ready to join me in
paddling to the Faraway?*



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ENTRAPMENT

by Carl Trost

Being Trapped—the one fatal situation to which we all remain vulnerable despite all knowledge and safety precautions. In the past seven years, I have studied at least 12 whitewater boating fatalities throughout the country. Most of the boaters were very experienced. Four were trapped against logs or some river obstruction. Four had feet trapped while swimming in rapids. Granted, there may have been more than these dozen deaths, but this sample indicates that more than 60% of our sport's fatalities involve entrapment. That's over three times the percentage of entrapment deaths among unsophisticated river runners.

Arnold Reif's deck collapsed while he was merely surfing a standing wave (AWA XXV, 4). But this just touches on the problem: boat entrapment extends right down to mild-water tourers. And with the current popularity of polyethylene, polypropylene, Kevlar, and carbon fibers in the new generation of super tough boats, the problem is ever-increasing.

About ten years ago, a friend of mine wrapped his fiberglass kayak around a rock. Before he could become concerned about his predicament the kayak collapsed, broke in two, and set him free. We found

later that even the seams had split open, and we joked about the life-saving attributes of break-away kayaks.

But today is an age of new materials, and those of us from the fiberglass era must face a grave new realization: should we repeat the misadventures of our past in these new boats, the odds of escaping with our lives would be much slimmer. While in the past, the fiberglass boat that broke completely apart was rare; but it would usually enough so that ~~the~~ the paddler or his rescuers could sometimes break away the remaining strands. With the new materials this is virtually impossible.*

Roto-molded polyethylene has another problem. Being soft and flexible, it tends to stick to rocks or dimple in, increasing the chance of entrapment. Whereas a hard glass hull will slide off or give the paddler a better chance to push off rocks.

Manufacturer Prevention. Manufacturer inserted foam walls are historically Mickey Mouse attempts to prevent flexi-

*(Editor's note: a sturdy, non-folding guide knife has proved to be a successful deck-cutting tool in several emergency entrapments, with boats of all types of materials, and is a wise addition to one's river rescue kit.)

Education seems our only reasonable solution, but only the boat manufacturers can reach all of the new people entering this sport.

ble decks from oil canning. Seven years ago, Hollowform's first polyethylene kayaks came with vertical center walls of inch-and-a-half thick Styrofoam, merely inserted bow and stern. This was replaced in later production by inch-and-a-quarter vinyl foam, two-inch foam, and most recently small foam blocks glued in as footings for the vinyl foam walls. Realizing this just isn't enough, many boaters have currently replaced the front pillars with three-inch Minicell (also a vinyl foam, but more rigid, lighter weight, and more easily shaped into seats without the rough, irritating surface of cut Ethafoam).

Perception now manufactures roto-molded polyethylene whitewater kayaks and canoes. They have a molded center structure with several support columns locked vertically by the seat and screws through the deck. The design looked solid — able to withstand wrapping around a rock — until a local instructor jumped on his deck and it collapsed. Perception has since increased the thickness of the molding.*

Homemade Preventions: East vs West

From Arnold Reif's article, I surmised that eastern kayakers take foam walls for granted in fiberglass boats. It is thought to be protection against wrapping around a rock. The opposite school (more popular with western boaters) claims that if a trapped boat becomes distorted or the pillar collapses, it could interfere with escape. Thus it is better to reinforce (rib) lightweight decks and design the fiberglass lay-up so that the boat breaks before it collapses.

*Replacement of these walls with Minicell reduced one Perception kayak by eight pounds.

With twenty years on western white-water, I never saw pillars or walls during the fiberglass era. A five-layer deck or a properly ribbed two-layer deck was generally considered adequate for whitewater. About ten years ago Kevlar made it possible for a California racer to get adequate toughness from a two-layer hull and deck, but a simple foam center wall was needed just to keep the kayak from sagging under its own weight. Next, kayakers who enjoyed doing enders, installed foam walls in unribbed, three or four-layer (10-ounce cloth) fiberglass decks to prevent oil canning and fracturing.

Now glass is gone and polyethylene/foam wall boats have so thoroughly pervaded the West Coast that finding your own boat on a beach of yellow kayaks has become a standard post-lunch ritual.

Commentary

So much for History. The entrapment problem is now, and ever-growing. And

SKIRT TRAP

I just learned of the collapse of a Hollowform deck in heavy water on a recent Grand Canyon trip. The capsized paddler was unable to get his legs free, failed to roll, but was able to get his head up to gasp for air until he was rescued. My informant guesses that the spray cover may have acted as a one-way valve, letting air out but making it all the more difficult to pop the deck back up. (I have never seen in print any suggestion that it might be helpful or possibly essential to pop the spray cover. Has anyone bothered to investigate this?).

facing this danger, we now have an increasing percentage of unsophisticated boat-buyers and users. New fiberglass boaters dutifully follow the old examples of donning PFD's and installing foam walls without understanding the background and limitations of either. Today, more and more of those met on Class III - IV rivers are those with a few private lessons and a store-bought boat. These inexperienced, but oh so willing beginners are buying from volume manufacturers who are already running into product problems by every big industry.

To top it off, our own experts seem totally unable to agree whether pillars should be standard or an extra precaution; should they protect against just oil canning, or also entrapment; what, if anything protects against more severe situations? With such diversity in opinions and construction methods, it has been impossible for us to even propose adequate construction standards ourselves. Government regulation would be a disaster. (Thank god for the dedication of Charlie Walbridge and his liason with the Coast Guard.)

Facing this danger, we now have an increasing percentage of unsophisticated boat-buyers . . .

However in boating as in any other market, the buyer has a moral and legal right to a satisfactory product and the manufacturer is obligated to warn of subtledangers accompanying product use. We cannot continue to complacently state that this is a dangerous sport and the participant has sole responsibility for all risks.

A strong legal case could be made that by following the very practices AWA champions, this is a safe, sane recreation, right up into Class IV. With a few such lawsuits would crumble the "inherent risk"

defense, and discourage, as much any government regulation, custom builders and small boat manufacturers, leaving us little choice but heavily built boats.

Education seems our only reasonable solution, but only the boat manufacturers can reach all of the new people entering this sport. The time has come where it is a manufacturer's responsibility, as well as in his own best interest, to provide basic safety information on paddling, a warning that entrapment still remains a problem, and a note on any limitation of his product. I mean sufficient information that will guide the user through the problems encountered on moving water — not just the usual crud disclaiming responsibility.

The boat maker's alternative (borrowing Arnold Reif's example) exists in the auto industry: overburdened with standards, yet still plagued with lawsuits. And this, I add, is an industry that voluntarily provides a detailed product manual to a (presumably) educated, government-licensed driver, subject to police surveillance every motored mile.

Specifically, I think Hollowform should now warn owners of the unforgiving aspects of polyethylene and that their pillars are not too adequate. Even though Perception has made an exemplary attempt to build a substantial pillar, it may be wise for them to advise buyers of its limitations and the danger of entrapment. A lawsuit will not be brought by a knowledgeable boater, but by grieving relatives that know only that a pillar failed in the situation for which it was apparently intended.

If the somewhat less-than-magnanimous reply of Old Town's General Manager (AWA: XXV, 4) truly reflects Old Town's design philosophy, that their 1979 kayaks were not intended for use in Class III without additional reinforcing by the customer, then prospective customers should have been so advised. What's a slalom kayak for, if not whitewater? I think

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Old Town has an obligation to advise all owners of this peculiar shortcoming and offer them some form of redress.

In the meantime, what is going on out there?

- Do eastern boaters have a wall that holds up when a boat wraps around a rock?
- How thick is it?
- Is it glassed in one place?
- Is it a fiberglass pillar built around a foam core?
- Do pillars produce shearing fractures in the hull (as we found bulkheads did) when a kayaker runs over a rock?
- Has anyone found a strong way to secure a foam wall so that it will remain vertical under stress in a polyethylene hull?
- Do we have any cases of accidental wrapping which show what materials have held or failed?
- Are we merely hoping that some sort of wall is better than nothing?
- Have any manufacturers performed realistic tests on boat destruction?
- Is entrapment so rare, numerically, that an individual doesn't really have to worry about it?
- How many cases have we really had?
- How many paddlers do we have?

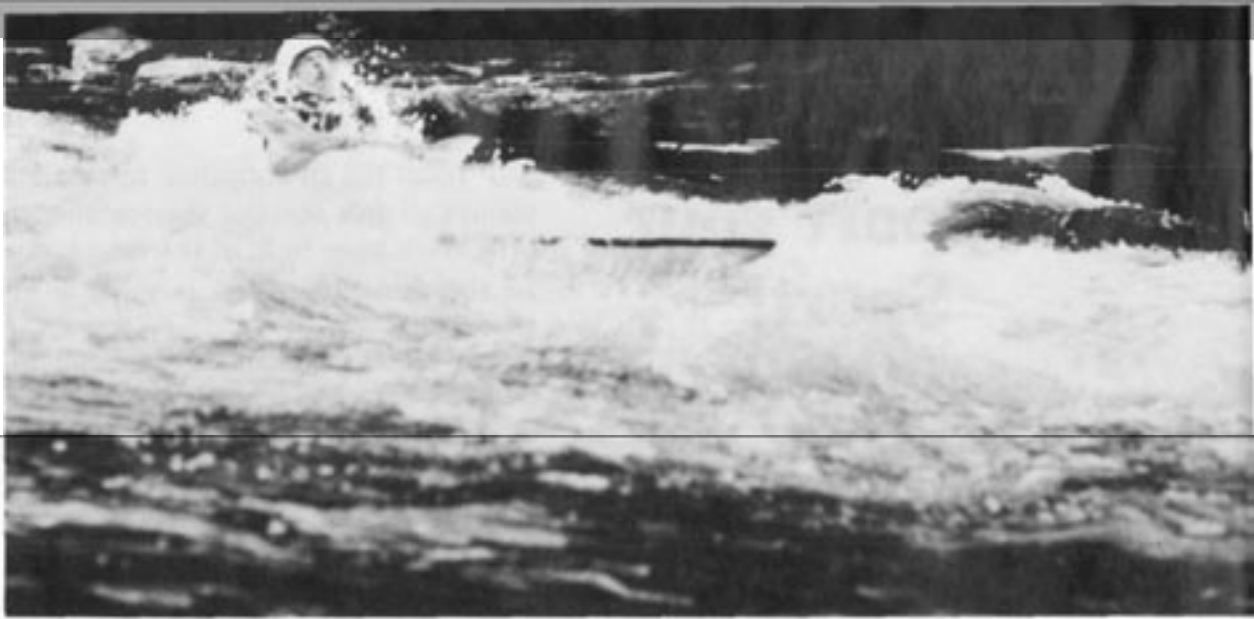
All of these questions and more demand answers if we are to realistically attack the entrapment problem. I believe that somewhere scattered throughout the boating community many pieces of the puzzle lie already solved. It is the job of manufacturers, experts, and all boating organizations to stop heaping blame, and start combining their information, educating novices, and finding a solution to this danger.

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A TALE OF TWO RIVERS

by MIKE CASEY

Not all Alabama's whitewater excitement lies lurking in Class IV – VI

Mike Casey is a veteran Tennessee canoeist and kayaker who, when not on the river acts as Minister of Music at Cookeville's First Baptist Church. In this article, Mike reports on his own rundown the Mulberry Forks and nearby Locust Fork, while passing along some precautions and guidelines to boaters planning to make either run.

Coming down from North Central Alabama's high Cumberland Plateau, two magnificent rivers flow in a rough, south-western parallel, emptying into the broad Black Warrior River, just northeast of Tuscaloosa. They are the Mulberry Fork and the Locust Fork, each running through valleys of steep rock bluffs, hills and woods, and each offering some of the best and most reliable whitewater in the state. Both rivers are very rocky with ir-

regular bottoms, creating long shoals and very technical rapids. Each provides good exercise for the paddler's reflexes.

With the prospect of some exciting Class II or III river running in mind, Dr. William Pyron and I planned a trip on the Locust Fork in March of 1979. At the put-in, the gauge registered "2.25" feet. According to John Foshee's book, ***Alabama Canoe Rides and Float Trips***, this stretch from State 79 to the covered bridge should not be floated alone. Nor is safe, he cautions open boaters with white-water skills, to attempt this river at a level of four feet or better.

As we donned wet suits and shouldered our kayaks, we wished for another foot of water to wipe out the rocks and some warm sunshine for this overcast day. But it was not to come.

Splashing through the initial mile, we

encountered some standing waves in the first three rapids, but nothing over Class II. Then came the first real excitement — House Rock. You hear it thundering long before you round the bend. The entire river undergoes a massive constriction and all the flow is diverted into a huge slanted rock on the left.

We paused to scout and take some pictures. We could see that the five-foot, 45 degree drop at this level would provide a sudden, surprising drenching. Also, you would have to run it far on the right to keep from being swept into the rock. We each pushed off, ran it, and survived with no problems. In fact, we practiced ferries, eddy turns, and peel outs in the large, powerful swirl created behind House Rock.

Several shoals and rapids down the river, we were playing in a rapid with a small-but-powerful, foot-and-a-half drop when I forgot to lean downstream in a peel-out. The cold swim made me thankful for my short wet suit. But the chill was soon countered by our floating past the beautiful limestone bluffs which lined the river and created a dazzling scenery,

adding so much to the total enjoyment of the trip. Then, rounding the curve half-way through the 3.6 mile section, our appreciation of the environs was shattered by the roar of Double Trouble — a rapid so named because it consists of two drops separated by a short pool. The first section is a 45 degree, six-foot drop, running about 40 yards long.

Bill went first while I scouted and took some photos. It had started to sprinkle rain which added to the already strong chill in my bones, created from anticipation of this rapid. Running on the right, you could usually pick a clear path diagonally across this stretch — except at this low water level. The clear chute had vanished, and the water pushed you into a pyramid rock at the bottom of the drop.

Bill approached it fine, shot over the drop and into the slot. He drew hard left to miss the rock, but not hard enough. The bow hit the boulder, stuck, and he did a 180 degree spin as the current grabbed the stern. He braced and was swept off the rock into the pool. Turning downstream, Bill ran on the far right almost

Opposite page: Bill Pyron gets a real face washing in a curler below House Rock; while here he is energetically stroking toward the pyramid rock he will almost avoid.
(Mike Casey photos)



scraping a large rock and over the thirty-inch drop into calm water. Then, with true boater's recovery, he came on the bank to photograph my effort.

As I walked back to my boat the rain sent a shiver up my spine. There was a knot in my stomach the size of my helmet. I tried to talk myself into tranquility, but didn't succeed.

As I floated above the rapid, the current pushed me toward the drop. I worked to think positively and to forget about the near miss that Bill had. Suddenly I realized I was going to miss the chute. A frantic left sweep stroke at the top of the rapid, to miss a rock, was not strong enough! I hung on the rock at the top of the drop. The current pinned my boat against it, and by leaning toward the bow, I maintained a precarious balance that prevented my being swept down through the slot. My dilemma offered me with two less-than-desirable solutions: stay where I was or lean toward the stern and be rushed downstream toward the pyramid rock.

Meanwhile, Bill had been monitoring my plight from the opposite side of the river. He paddled across the rapid and with a limb for support, waded out to my boat. I was only five feet from the bank and was able to work my way out of the boat while Bill steadied it. My K-1 filled with water and he had to let it go down the rapid for me to catch downstream. Needless to say, neither of us was ready to boast about our trip down Double Trouble. We ran the rest of the river without trouble with my boat held together with a generous amount of duct tape.

One thing did astound us though, proving our suspicions about the foolhardiness of river novices. While we stopped for lunch, three college-age boys came floating down the river in a plastic two man raft. There were no P.F.D.'s in the raft and certainly none on their backs. They were dressed in jeans and short sleeved shirts and seemed to be enjoying them-

selves. I guess they made it safely to the take out. I hope so.

All in all, the Locust Fork is one of those rivers that gets more difficult with less water; there being more rocks to avoid — and possibly hit.

The Mulberry Fork

Eight months after the Locust Fork, when a two-inch rain had just covered North Alabama, we planned a trip on the 11 mile section of the Mulberry. The day began with a forecast for clear sky and fifty degree temperatures at the end of November. And it wasn't long before we were forced to shed our wetsuits. The water level, which we checked on a bridge at the end of the shuttle, was running four feet above the "0" floatable level.

The first three and a-quarter miles flowed flat but the current was moving fast at this level. Shoals, indicated on John
(Continued on page 34)

The Locust Fork Takeout, one of Alabama's last covered bridges. (Mike Casey photo)



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Anyone who has paddled in the Southeast has at least heard of, if not actually run Tennessee's Ocoee River. This Class III-V stream was the site of the 1978 National Wildwater Championships and has annually supplied tens of thousands of rafters and hard boaters with whitewater excitement. But now the Ocoee is slated for extinction.

The Tennessee Valley Authority, whose Ocoee No. Two Hydro Plant provides the Ocoee with its water, plans no future water releases after the rehabilitation of this dam. They claim they have to be reimbursed for lost potential revenues caused by the recreational releases. The fact that the five million dollar loss over the 30 year life of the project is far less than the tourist revenues gained, and the fact that TVA is reporting an electricity surplus, makes no difference. They want the Ocoee to cease.

To prevent the destruction of this beautiful stream, several paddling clubs and commercial outfitters have united to form the Save the Ocoee River Council. The alternatives they are fighting for include: an appropriation reimbursing TVA for the lost reenerating revenues; a call for legislation to preserve 82 days of Ocoee releases, with or without reimbursement. Saving the Ocoee is a huge battle. **You can help and get rewarded at the same time.** Perception will give any individual who contributes five dollars to the SORC fund, the opportunity to win the kayak

or canoe of their choice. On August 3, 1981 a drawing will be held, a name will be drawn, and that winning contributor will cart home a new boat. In addition, you can win up to five more chances by writing a letter to each of the five officials listed below, asking them to support legislation to preserve the Ocoee for whitewater recreation. Make the letters neat and emphasize the importance of the Ocoee as a major recreational attraction. Mail a copy of each letter along with your contribution and the entry blank below to Perception. Mail the original letters to:

- Gov. Lamar Alexander, State Capital Bldg., Nashville, Tenn. 37219
- Sen. Jim Sasser, 405 Russell Bldg., Washington, D.C. 20510
- Sen. Howard Baker, U.S. Senate, Washington, D.C. 20510
- Rep. Marilyn Lloyd Bouquard, 208 Cannon House Office Building, Washington, D.C. 20515
- David Freeman, Chairman Board of Directors, Tennessee Valley Authority, Knoxville, Tenn. 37902

AWA applauds Perception's concern with saving the Ocoee and heartily thanks them for donating not only one of their boats, but all the paperwork, effort, and the thousands of contest brochures spread around the country. It is an excellent contribution which we hope will bring us success with this river.

YES, I WANT TO HELP save the Ocoee. I am a ☐ kayaker,
☐ canoeist, ☐ fisherman, ☐ plain ol' good person that appreciates
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Enclosed is my five dollar contribution check made out to Save the
 Ocoee River Council. I understand that no portion of it will be used
 for any other purpose. Please forward it to SORC and enter my name
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☐ Chattooga, ☐ Nantahala.

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Address _____

City _____ State _____ Zip _____

In addition to my five dollar contribution, I have written letters to:
☐ Gov. Lamar Alexander, ☐ Sen. Howard Baker, ☐ Sen. Jim Sasser,
☐ Rep. Marilyn Bouquard, ☐ David Freeman. I have enclosed copies
 of each of the letters mailed to the above officials. I understand that
 each letter written, beyond my contribution, to an additional drawing
 slip, increases my chances of winning the Perception boat of my choice.

- Do not send original letters to Perception — send to the official.
- Bounced checks eliminate eligibility for drawing.
- Eligibility ends July 25, 1981. Mail contribution, letter copies, and this form to
 Perception: Save the Ocoee River Drawing, Box 686, Liberty, SC 29657.
- Winner will be chosen at random by blindfold August 3, 1981.

At play in the streams of the Lord

Bobbie Reynolds and Dennis McLain start to loosen up on Esopus Creek —
 another favorite regional river at the mercy of the water control boys.



AWA River Watch ROCKY MOUNTAINS

WHERE TO FIND UP-TO-DATE, YEAR-ROUND WATER LEVEL INFO
FOR YOUR FAVORITE RIVER

by ED SIBERT

For those who have spent the spring and fall in a coma, drought has stricken just about every paddling region of the country. Boaters everywhere are scrounging for water. Ed Sibert, our Rocky Mountain Editor has done some scrounging on his own and came up with this very helpful and exhaustive report, all of which will be printed in this and the forthcoming issues.

After numerous conversations with federal officials responsible for the administration for 34 rivers in Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah and Wyoming, one thing is clear: Do not drive one mile without first checking with someone about the river you want to run. This winter has been very, very mild and the high mountains have little snow pack to melt and flow down western rivers.

This sounds like a whitewater wipeout, but it isn't, necessarily. Current weather conditions and those predicted for the next 30 days can radically change the picture for any individual river. The feds overall western water predictions are: a) an early runoff, tapering quickly for a short season; b) a few scattered streams will dry up completely — a few others will maintain normal flow; c) almost no stream is definite.

Members of the Interagency Whitewater Committee, a joint activity of the National Park Service, the Bureau of Land Management and the Forest Service has suggested the following agencies as excellent sources of up to date information on river conditions in their area. Many of these agencies have paddlers on their staff. So when you call, you may likely find someone who talks your language.

ANIMAS RIVER (North Fork)
Animas District Ranger
San Juan National Forest
701 Camino Del Rio
Durango, CO 81301
Tel: 13031 259-0195

ARKANSAS RIVER
(Kobe to **Parksdale**)
Bureau of Land Management
Royal Gorge Resource Area
831 Royal Gorge Blvd.,
P.O. Box 311
Canon City, CO 81212
Tel: (303) 275-0631

BOISE RIVER (North Fork)
U.S. Forest Service
Idaho City Ranger District
Idaho City, ID 83631
Tel: (208) 392-6681

BRUNEAU RIVER
Bureau of Land Management
Boise District
230 Collins Road
Boise, ID 83702
Tel: 12081 334-1582

CACHE la POUDRE RIVER
U.S. Forest Service
Estes-Poudre District
Fort Collins, CO 80521
Tel: (303) 482-3822

CARSON RIVER (East Fork)
Toiyabe National Forest
Carson Ranger District
1536 S. Carson Street
Carson City, NV 89701
Tel: 17021 882-2766
or
Bureau of Land Management

Carson City District
1050 E. William St.,
Carson City, NV 89701
Tel: (702) 882-1631

CLEARWATER RIVER
(Middle Fork)
District Ranger
Lochsa Ranger District
Kooskia, ID 83539
Tel: (208) 926-4275

COEUR d'ALENE RIVER
(Upper)
District Ranger
Wallace Ranger District
P.O. Box 1369
Wallace, ID 83873
Tel: (208) 752-1221

COEUR d'ALENE RIVER
(Lower river below **Cataldo**)
District Ranger
Fernan Ranger District
P.O. Box 1649
Coeur d'Alene, ID 83814
Tel: (208) 667-2561

or
Bureau of Land Management
P.O. Box 1889
Coeur d'Alene, ID 83814
Tel: (208) 667-2561, ext. 356

COLORADO RIVER
(Glenwood Canyon)
Eagle Ranger District
White River National Forest
Box 720
Eagle, CO 81631
Tel: (303) 328-6388

COLORADO RIVER
(**Pumphouse** to State Bridge)
Bureau of Land Management
Kremmling Resource Area
P.O. Box 68
Kremmling, CO 80459
Tel: (303) 275-5778

COLORADO RIVER
(State Bridge to **Dotsero**)
Bureau of Land Management
Glenwood Springs Resource Area
P.O. Box 1009
Glenwood Springs, CO 81601
Tel: (303) 945-5478

COLORADO RIVER
(**Loma** to Westwater)
Bureau of Land Management
Grand Junction Resource Area
764 Horizon Drive
P.O. Box 1509
Grand Junction, CO 81501
Tel: (303) 243-6652

FLATHEAD RIVER
(South Fork)
District Ranger
Spotted Bear Ranger District
Hungry Horse, MT 59919
Tel: (406) 387-5243
(Nov. 31-May 9)
(406) 755-7311
(May 10-Nov. 20)

GILA RIVER (upper)
Wilderness Ranger District
Route 11, Box 100
Silver City, NM 88061
Tel: (505) 534-9461

GILA RIVER (middle)
Silver City Ranger District
P.O. Box 2648
Silver City, NM 88061
Tel: (505) 538-2771

GILA RIVER (lower)
Bureau of Land Management
Las Cruces District Office
P.O. Box 1420
Las Cruces, NM 88001
Tel: (505) 835-0412

GILA RIVER (Arizona)
Bureau of Land Management
425 E. 4th St.,
Safford, AZ 85546
Tel: (602) 428-4040

GREEN RIVER
(Labyrinth Canyon)
Bureau of Land Management
Area Manager
San Rafael Resource Area
P.O. Drawer AB
Price, UT 84501
Tel: (801) 637-4584

GREEN RIVER
(Desolation Canyon and Gray Canyon)
River Manager
P.O. Drawer AB
Price, UT 84501
Tel: (801) 634-4854

GREEN RIVER
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U.S. Forest Service
Flaming Gorge R.D.
P.O. Box 157
Dutch John, UT 84023
Tel: (801) 789-5253 Vernal Ext.

GREEN RIVER
(Cataract Canyon)
Superintendent
Canyonlands National Park
Moab, UT 84532
Tel: (801) 259-7165
(see also: Colorado River—Cataract Canyon)

GREEN RIVER (Dinosaur National Monument)
Dinosaur National Monument
P.O. Box 210
Dinosaur, CO 81610
Tel: (303) 374-2216
(see also: Yampa River)

GUNNISON RIVER
Curecanti National Recreation Area
P.O. Box 1040
Gunnison, CO 81230
Tel: (303) 641-0403

JARBIDGE RIVER
Bureau of Land Management
Boise District
230 Collins Road
Boise, ID 83702
Tel: (208) 384-1562
(see also: Bruneau River)

COLORADO RIVER
(Cataract Canyon including Green River)
Superintendent
Canyonlands National Park
Moab, UT 84532
(see also: Green River—Cataract Canyon)
Tel: (801) 259-7165

COLORADO RIVER
(Fisher Tower to Sandy Beach)
Bureau of Land Management
Grand Resource Area
P.O. Box M
Moab, UT 84532
Tel: 259-6111, ext. 200

COLORADO RIVER
(Westwater Canyon)
Bureau of Land Management
Grand Resource Area
P.O. Box M
Moab, UT 84532
Tel: (801) 259-6111 ext. 200

COLORADO RIVER
(Grand Canyon)
River Unit Manager
National Park Service
Grand Canyon National Park
P.O. Box 129
Grand Canyon, AZ 86023
Tel: (602) 638-2411

COLORADO RIVER
(**Blythe** to Imperial Dam)
Bureau of Land Management
P.O. Box 5680
Yuma, AZ 85364
Tel: (602) 726-6300

COLORADO RIVER
(Lower River—Laguna Dam)
Bureau of Land Management
P.O. Box 5680
Yuma, AZ 85364
Tel: (602) 726-6300

DOLORES RIVER
(**Cahone** to Slickrock to Bedrock)
Bureau of Land Management
Montrose District Office
Highway 550 South
P.O. Box 1269
Montrose, CO 81401
Tel: (303) 249-7791

DOLORES RIVER
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Two Rivers Tale

(Continued from page 28)

Foshee's maps, at normal lower water levels, became Class II rapids with large waves. I was paddling an open canoe, Bill in his kayak. The first shoal we passed even had a vicious-looking hole, and we opted not to play in that one.

Just before the Brogan River doubles the water flow, the first major rapid occurs. A 60 foot rock wall forms the left bank and a rock garden forces all the flow right against it. But a nice center chute takes you right down the three-foot drop and this rapid proves to be a lot of fun with all those haystacks providing a wild ride.

Each of the following shoals proved to be as exciting as rapids with Class II and III waves. On one of the shoals with an eighteen inch drop, Bill completely disappeared from my view. He had gone shoot-

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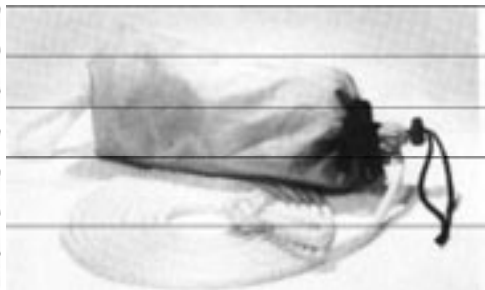
ing down in a hidden trough of one of those large standing waves. Near the take out we went exploring a small creek not 10 feet wide. It was a peaceful excursion near the end of a wonderful day on a great river.

Reflecting on these two experiences, I note the similarity of the terrain of these rivers, and how the rapids are spaced between stretches of flat water or shoals. We were also impressed by the beauty of the woods and lack of trash on these two popular rivers. Each had challenged and delighted two visitors who shared their rolling waters for a few hours.

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BOOK REVIEWS

PATH OF THE PADDLE

(Continued from page 14)

leaf, the best route is described, and reasons given why it is so. (Some of the best routes also turn out to be portage trails!) All the rapids he depicts are real, most on the Petawawa River in Canada, and the armchair paddler actually gets the feeling he is scouting the river from the comfort of his cushion.

Bill has made a series of canoe instructional movies, also entitled "Path of the Paddle." These are also unique in that, as the strokes are demonstrated by Bill, they have been filmed from above. Thus the viewer sees all the dimensions of a stroke. These films are available from the Canadian National Film Board. (Contact your Canadian Consulate for an address.) Bill is an avid wilderness canoeist, and claims to never paddle water he can't drink, except maybe the Ottawa! His book is a must addition to any serious paddler's library.

— Reviewed by Marge Cline

LETTERS

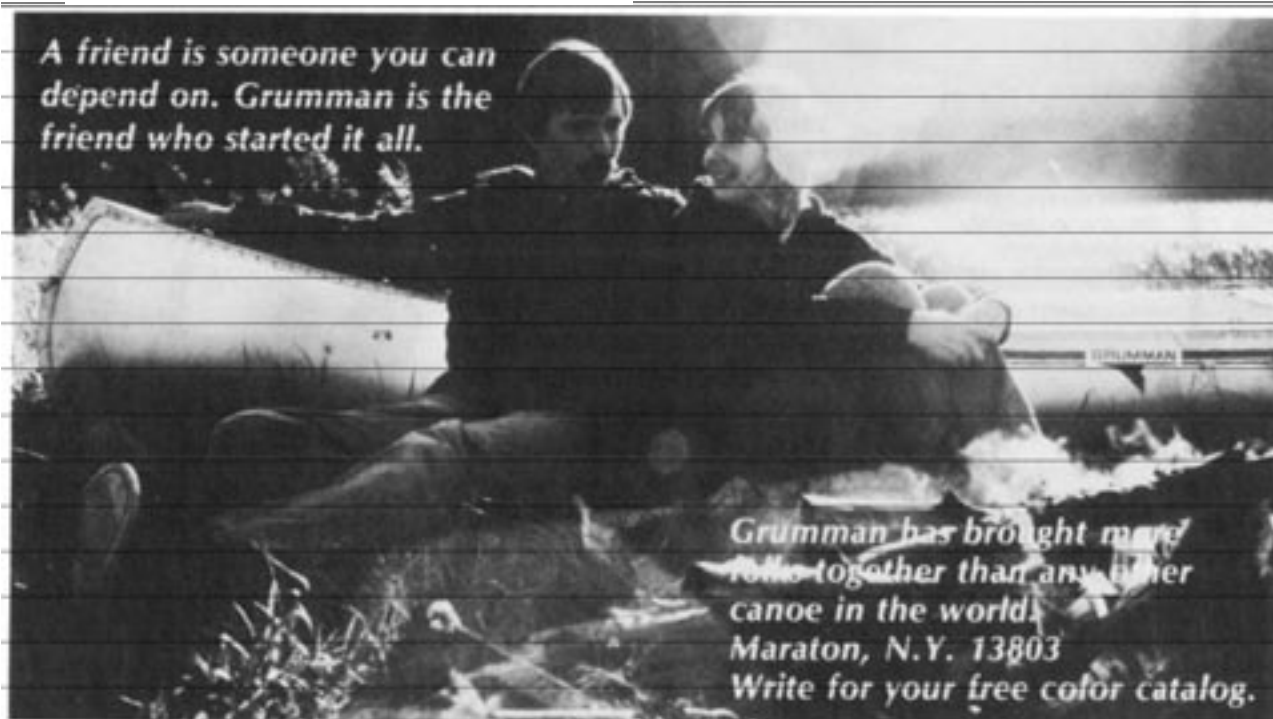
BOAT SWAP CLUB

(Continued from page 7)

the entire boating community would welcome such a service. As you mention, the system involves some inherent problems: how to keep boaters on rivers within their limits; how to keep popular areas from getting short shrifted.

However, we, like you are convinced that these problems can be ironed out, We have contacted Black Book, Inc., an international house-swapping organization, for advice and will be sending you their suggestions under separate cover. In the meantime, AWA would like to help initiate a potential directory list by urging all interested boaters to send Jim a postcard listing your name, address, type of boat owned, and class of water generally paddled.

In addition, AWA asks any boater willing to volunteer ideas and/or effort in setting up a boat exchange program to contact this editor. — Ed.



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Corvallis, Oregon 97331

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Seattle, WA 98124

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PE Dept., Antioch College
Yellow Springs, OH 45387

Belleville Whitewater Club
c/o Linda Seaman Tansil, Pres.
3 Oakland
Belleville, IL 62223

Boat Busters Anonymous
2961 Hemingway Ave.
St. Paul, MN 55119

Cascaders Canoe & Kayak Club
c/o Mary Enley
2418 Fremont Ave. So.
Minneapolis, MN 55405

Chicago Whitewater Association
Marge Cline
1343 N. Portage
Palatine, IL 60067

Clinton River Canoe School
c/o Morley Hewins
23705 Audrey
Warren, MI 48901

Cuyahoga Canoe Club
Box T
Mantua, OH 44255

G.L.O.P.
c/o James Tibensky
1510 Lombard Ave.
Berwin, ILL 60402

Illinois State University
Campus Recreation-Outdoor
Program
220 N. Main St.

Maumee Whitewater Club
c/o Richard M. Johnston
9962 Diebold Road
Fort Wayne, IN 46825

Outdoor Adventure Club
c/o Rodman D. Joblove
2845 Liberty Ellerton Rd.
Dayton, OH 45418

Purdue Canoe Club
c/o Rec. Gym
Purdue University
West Lafayette, IN 47906

Raw Strength & Courage
Kayakers
Jerry Gluck
2185 Mershon Dr.
Ann Arbor, MI 48103

Sierra Club, John Muir Chapter
Larry Zibell
6561 Hillridge Dr.
Greendale, WI 53129

St. Joe Valley Canoe & Kayak
c/o Y.M.C.A.
200 E. Jackson
Elk, IN 46514

SOUTH CENTRAL (AR, MO, TX)

Central Missouri State Univ.
Outing Club
c/o Dr. David Bowling
WCM 204
Warrensburg, MO 64703

Dallas Downriver Club, Inc.
Charles Hummer
3125 Flakland Rd.
Carrollton, TX 75007

Down Hill Yacht Club
c/o Kent G. Ashenfeller
12802 La Quinta
San Antonio, TX 78233

Meramec River Canoe Club
Earl C. Biffle
26 Lake Road
Fenton, MO 63206

Ozark Wilderness Waterways
Club
P.O. Box 16032
Kansas City, MO 64112

Permian Basin Whitewater Assoc.
Ronald D. Rains
501 E. 56th St.
Odessa, TX 79762

Texas Whitewater Assoc.
P.O. Drawer 5429
Austin, TX 78763

NORTHEAST (CT, MA, ME, NH, NY, RI, VT)

Adirondack Mt. Club
Genesee Valley Chapter
John A. Robertson, Jr.
581 Lake Rd.
Webster, NY 14580

Adirondack Mt. Club
Schenectady
c/o Robert Williams
2917 Rosendale Rd.
Schenectady, NY 12309

Appalachian Mt. Club
Boston Chapter
5 Joy St.
Boston, MA 02108

Appalachian Mt. Club
Connecticut Chapter
John Kotchian
50 Meadow Brook Rd.
Hamden, CT 06512

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

Experiment with Travel
281 Franklin St.
Springfield, MA 01101

Hampshire College
Kayak Program
c/o Carol Fisher
Amherst, MA 01002

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

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

Merrimack Valley Paddlers
c/o David Maloney
40 Dracut Rd.
Hudson, NH 03051

Metropolitan Canoe &
Kayak Club
c/o Mel Silverman, S.S.A.R.C.
150 Amsterdam Ave.
New York, NY 10023

Northern New York Paddlers
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Scotia, NY 12302

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Cruisers
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Fairfield, VT 05455

Rhode Island Canoe **Assoc.**
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Providence, RI 02906

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

W.I.M.P.S.
c/o Bill Wang
4671 W. Ridge Road
Rochester, NY 14626

MID-ATLANTIC (MD, NJ, PA, WV)

Allegheny Canoe Club
c/o Walt Pilewski
755 W. Spring St.
Titusville, PA 16354

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

Bottoms Up Canoe Club
c/o Doug Gibson
RD #2, Box 266
Pittsfield, PA 16340

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

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

Monocacy Canoe Club
Box 1083
Frederick, MD 21701

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

Philadelphia Canoe Club
4900 Ridge Avenue
Philadelphia, PA 19128

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

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

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

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

West Virginia Wildwater Assn.
P.O. Box 8361
South Charleston, WVA 25303

SOUTHEAST (AL, GA, FL, KN, NC, SC, TN, VA)

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

Asheville YMCA Kayak Club
30 Woodfin St.
Asheville, NC 28801

Canoe Cruisers Association of
Greater Washington, DC, Inc.
P.O. Box 572
Arlington, VA 22216

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

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

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

*"There's not a river in this country
that's safe, particularly the whitewater
streams. Even the Wild and Scenic
ones have only a little bit of cushion."*

– Dave Conrad, American Rivers Conservation Council

AWA AFFILIATES

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

Nolichucky Expeditions, Inc.
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Box 484
Erwin, TN 37650

Outdoor Expeditions
P.O. Box 396
Tellico Plains, TN 37385

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

Sewanee Outing Club
c/o Carrie Ashton, Soc. Dir.
University of the South
Sewanee, TN 37375

Tennessee Valley Authority
Forestry Library
Norris, TN 37828

INTERNATIONAL

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

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

Canoe Ontario
160 Vanderhoof Ave.
Toronto, Ont., Canada
M4G 4B8

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

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

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

Ontario Voyageurs Kayak Club
J.G. Shragge
166 St. Germain Ave.
Toronto, Ontario
Canada M5M1W1

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

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