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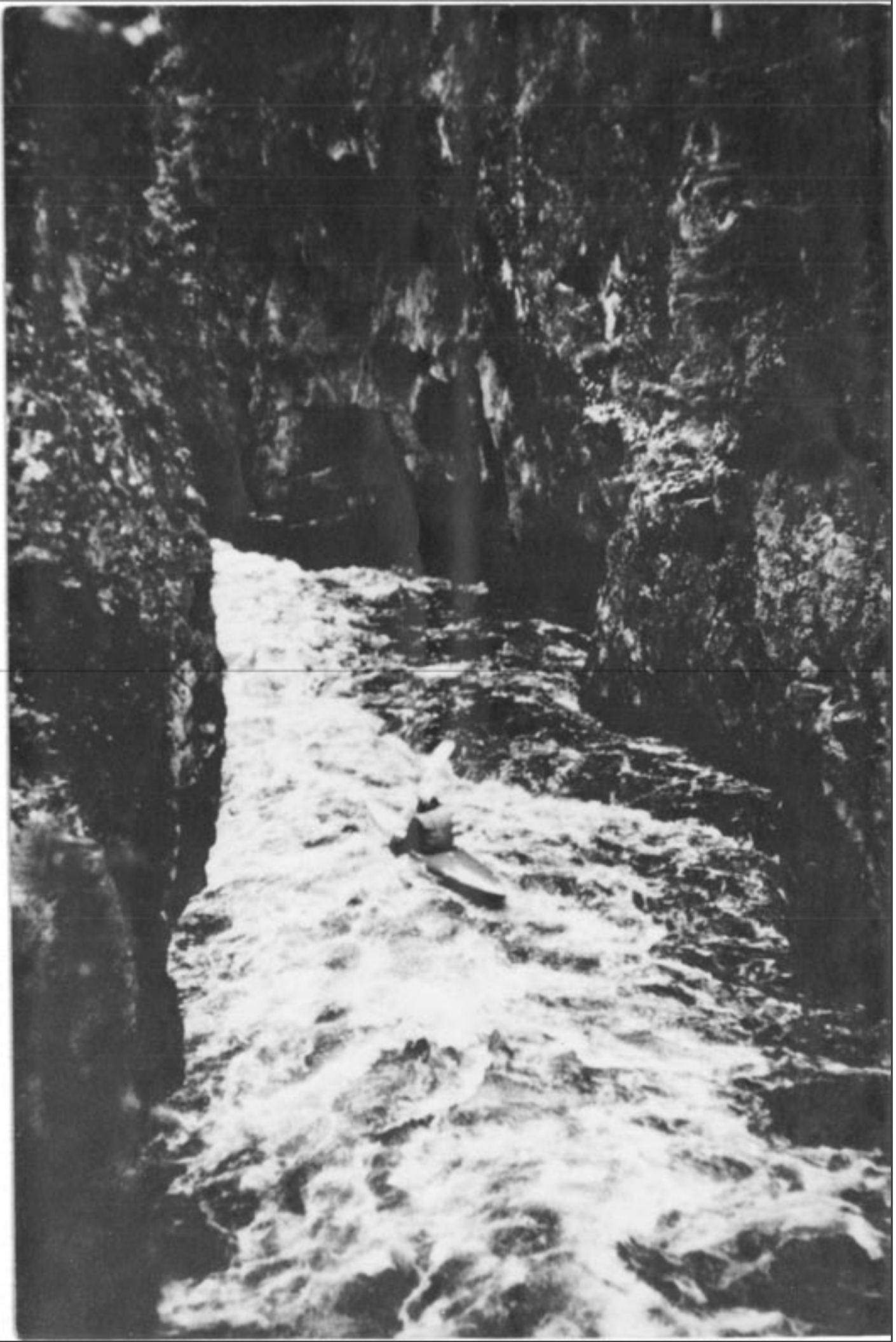
WHITEWATER

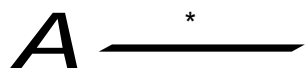
the Journal of the American Whitewater Affiliation



MAY/JUN 1976

Vol. XXI, No. 3





WHITEWATER

Sponsored by The American Whitewater Affiliation

MAY/JUN 1976

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The American Whitewater Affiliation

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COVER: River-running. Peruvian style, on one of the milder sections of the Apurimac River not far above the Cunyac Bridge. These men spoke only Quechua. We guessed they were taking the bamboo-like cane (in raft form) downriver to use in making fish traps. Extremely heavy, the raft broadsided and hung up in every rapid. Apurimac Kayak Expedition Photo by J. Calvin Giddings.

AT LEFT: Jim Rada runs "The Gorge" of Minnesota's Vermilion River. See article, p. 94. Photo by Tom Aluni.

OCEAN SURFING, C-1 STYLE

by Don Joffray, Windsor, CT

One of the unextolled virtues of the C-1 is that it is a ready made boat for the ocean surf. The ample rocker in the hull of a slalom C-1 enables it to be driven down the face of a wave with little chance of pearling. The kayak has more of a tendency for the bow to dive in the trough when paddled straight down a wave. (Don Golden's article in AWA Journal XVI 2 addressed this problem). No matter whether you're paddling C-1 or K-1, the ocean is no place for the super light race boat with the skimpy deck construction. A good 4-3 layup with vertical foam bulkheads or well-inflated air bags will discourage the cave-ins and fractures which can result from a large wave collapsing on you.

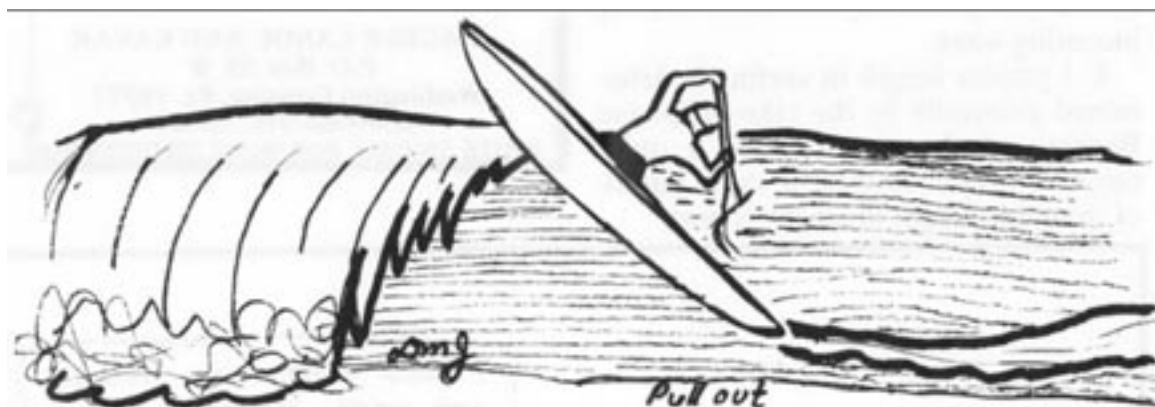
The similarities between surfing a C-1 or K-1 and surfing a board are numerous enough to warrant a comparison of techniques. First there is a problem of getting outside. If your surfing spot is blessed with a deep water channel to seaward, that may be the easiest way to get out to the line-up. Lacking that, the lull between sets is the prudent time to paddle out. Sooner or later you'll get caught in no-man's land on your way out and be forced to decide whether to scratch hard to make it over an approaching wave or delay a moment and punch over the top of the soup after it breaks. In the latter case, the rocker of the C-1 is very effective in lifting the bow over the broken wave, especially if you paddle hard at the last minute, arch your body back to unweight the bow and lift hard with your knees.

I recall with glee the beautiful end over backwards Roy Goertner did trying to scratch it out past a vertical wall on a day the surf was running eight

feet. Roy rolled up and was washed into the beach. I was so fascinated watching him that all of a sudden I was aware that it was getting dark. The sun was being obscured by the next wave which had hollowed out over me. It was then I learned the shortcomings of unsupported decks in the surf, as the watertight integrity of my boat was rudely violated. And trying to paddle a sinking C-1 through the shorebreak is an exercise in frustration. Moral: keep an eye outside, you never know when a monster set may march through.

Once outside the breaker line you must get involved with choosing the right wave and positioning yourself correctly. The further out you can catch a wave, the longer the ride. Further out usually means that the wall will not be as steep and hence more strength and timing will be required on the take-off. Conversely, if you are in too close, the take-off will be steep, easier, but subject to pearling, and the length of the ride, shorter. Positioning parallel to the beach allows you to select the wave which offers its fat part to you. It is a waste of energy to try to catch a wave out toward its shoulder, and the ride will be short even if you do pick it up. Get the boat moving toward shore ahead of your wave and as soon as you feel the stern begin to rise, hit a few sprint strokes, trying to time the last one when the boat is on the wave face. A little body English in the form of a forward lunge will help on those critical take-offs if timed correctly with the last power stroke. Your take-off should be straightaway down the face of the wave, not at an angle, to insure that you take advantage of the steepest drop to get the boat planing.

Once the wave is caught, the real



sport is to cut across the face in a high brace position, looking right into the wall of the wave. In this phase you are concerned with the direction you expect the wave to break, that is from left to right or vice versa. The ambidextrous boater, with a good brace and roll to either side, will take off and carve a Duffek turn in the direction the wave is expected to break. It is then a race to keep the boat in the most powerful part of the wave—that portion just ahead of the curl. By adjusting the blade angle of your high brace, you steer across the

face of the wave keeping an eye on the increasing steepness of the wall. As it starts to approach the vertical and hollow out you are ready for the last phase, the pull out, in which you crank in a hard Duffek turn which takes you up, over, and out the back side of the wave at the instant it breaks. This timely execution may disappoint the people on the beach, but you'll probably treat them to the consequences of too late a pull out on your next wave. But for the moment you have worked the best part of the wave and

are off heading outside for another. In the case that **you** do get caught in a breaking wave, merely continue to brace into the wave and you'll find yourself washing into the beach sideways in the soup. This is occasionally rewarded by the wave re-forming and breaking again further inshore. Actually you'll probably be tempted to shoot through a collapsing tube just to find out what happens when that wall of water overhead envelopes you. The C-1 paddler will probably convert his high brace to a low brace after he and his boat emerge from the froth.

Some of the stunts the board surfers try are fair game for the whitewater boat surfer: a paddling-out-take-off can be pulled off by snapping in a 180° turn as you paddle up the face of a steep incoming wave.

C-1 paddle length in surfing is determined primarily by the take-off phase. Because of the necessity for a quick burst of power strokes, a short paddle of shoulder height in length is best.

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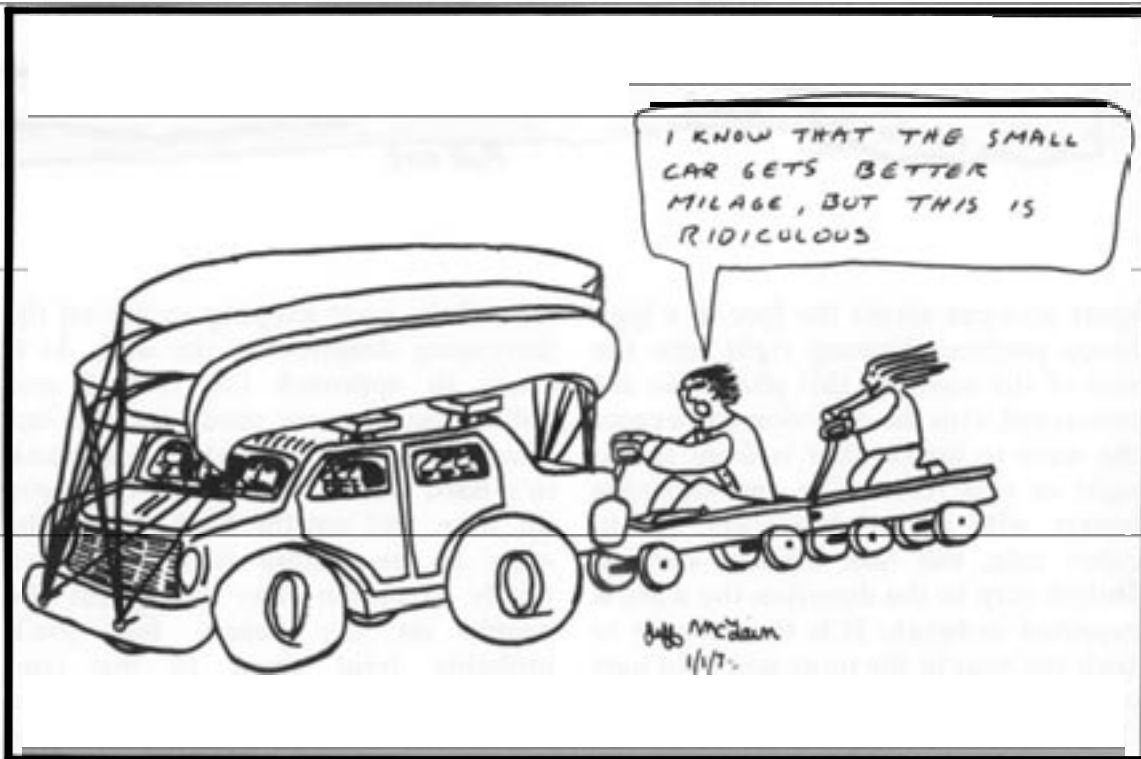
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THUNDER OVER THE MIDDLE FORK

The Committee on the Middle Fork of the Vermilion River, 117 W. 14th St., Danville, IL 61832

The federal Bureau of Outdoor Recreation (BOR) is now considering participation in a reservoir project that would destroy the Middle Fork of the Vermilion River, rated Illinois' top river ecosystem.

Local conservationists have been fighting the project which is sponsored by the State of Illinois, but they need help from persons concerned about how federal Land and Water Conservation Act funds are being spent. Every dollar wasted on this project is a dollar not available for urgently needed programs to acquire and protect natural areas, wetlands, and habitats for rare or endangered species.

The Middle Fork is a popular canoeing and fishing stream and the site of 5 prairies and woodlands proposed for dedication as State Nature preserves. It is the home of 15 species of wildlife rare or endangered in Illinois. All would be destroyed if BOR decides to help build the reservoir, the only economic purpose of which is "recreation."

IF BOR fails to support the project, the State would probably not go ahead with it.

HISTORY OF THE MIDDLE FORK RESERVOIR PROJECT

1966 Project first conceived by Illinois Division of Waterways to provide water supply for the Danville area, and recreation.

1967 State tells people at public hearing that the existing Lake Vermilion would be inadequate to meet water needs thru the 1970's and that there are no feasible alternatives to the

Middle Fork Reservoir Plan. Citizen opposition is scattered and unorganized due to lack of published information on project. Later reports are released by the state, and citizens begin to seek alternatives. Meanwhile, the state begins acquiring land. Total project cost estimated at \$6 million.

1968 Illinois Department of Conservation report recommends that the Middle Fork be acquired and used in its natural condition. Water use in Danville begins to decline.

1970 Vermilion County Conservation District asks State of Illinois to build a larger reservoir. Without a referendum, the Conservation District issues bonds to pay additional cost (\$1.25 million) and helps the state buy land. The Committee on the Middle Fork of the Vermilion River is formed. Citizens from all parts of Illinois gather at the river to protest.

1971 Committee on the Middle Fork proposes natural river corridor park alternative. Endorsed by Audubon Society, American Canoe Association, Izaak Walton League, and dozens of other state, local, and national organizations. State Natural History Survey report rates Middle Fork as the top river ecosystem in Illinois. State stops land acquisition.

1972 State Legislature defeats a bill that would have started dam construction, and calls for further study of the project's economic feasibility. State Division of Waterways revises water supply estimate, showing no need for reservoir until the year 2000. Dan Walker, then candidate for Governor, endorses the natural river park proposal and opposes the reservoir project. State and county ask the federal Bureau of Outdoor Recreation for reservoir funds. Application rejected because of serious questions about environmental impact.

Proposal for a River Corridor Park.



1973 Illinois Nature Preserves Commission opposes the dam project, since it would destroy five areas worthy of dedication as State Nature Preserves. Gov. Walker reverses earlier position; endorses reservoir plan. Project cost estimate nearly doubles to \$11 million. Legislature again defeats a bill to begin construction and orders study of dam site safety due to the site's location on an abandoned strip mine.

1974 Federal Bureau of Outdoor Recreation again rejects application for federal funds, finding the county's environmental impact assessment unacceptable. Gov. Walker orders the Illinois Department of Conservation to rewrite an "acceptable" version, but calls the environmental impact statement a "paperwork requirement

interposed ^{by} Washington bureaucrats." Danville Water Study released: identifies several alternate water supplies, all less expensive than the proposed reservoir. (Nearby well field \$1.8 million, pipeline to the Wabash River \$2.8 million, pipeline to the Big Vermilion River \$0.6 million).

1975 State releases plan for natural river park alternative, as part of its environmental assessment. Total cost less than \$2 million, compared to \$35 million for the reservoir plan (latest estimate). Danville voters agree to contribute less than 10 percent of reservoir cost in response to Governor's demand. Under pressure from the Committee on the Middle Fork, state admits reservoir project would destroy 15 rare or endangered species of fish, animals, and wildflowers.

1976 State releases results of economic analysis, showing the natural river corridor park alternative would yield four times the return on investment of the reservoir project

*

Concerned citizens are writing to Nathaniel Reed, Assistant Secretary for Parks and Wildlife, U.S. Dept. of Interior, Washington, D.C. They are asking him to refuse federal support for the dam project and to fund an alternative proposal to create a national river corridor park along the beautiful 25-mile stretch of river.

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

THE 1977 U.S. TEAM—A PROPOSAL

by John G. Burton

The 1977 World Championships in Spittal, Austria, promise to be the best in many ways that we will experience in the 1970's. The Lieser River is really big, fast, difficult water, possibly the best river in the world for whitewater racing. The Austrians, veteran hosts of two recent World Championships (1963 and 1965) and many international races, certainly know how to stage and control these major events. Access to the courses by car is easy, the slalom course is the last part of the downriver and is very close to town, and the facilities, organization, and logistics should be the best in recent memory. Add all this to the fact that many Americans have raced there in the past and done well, and 1977 shapes up as a year of great opportunity for the U.S. Team. I would like to propose several

policies and approaches that I believe would allow us to take best advantage of this opportunity.

1. Racers who make the team in both slalom and wildwater must be allowed to go both ways. Specialization has not produced the results hoped for, because the benefits of "concentration" have been outweighed by four factors: 1) huge numbers of bodies required to fill out an all-specialist team dilute USISCA funds to the point that some of our very best racers cannot afford to go and others are so strapped for funds that their performances must inevitably suffer; b) these same huge numbers on the team make organization, planning, travel, etc. many times harder; c) morale suffers greatly in a group so large and varied in skill; and d) too often the third and fourth spots in a class



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go to marginal paddlers who are untrained and unprepared for international competition. It is discouraging and disheartening for an aggressive young paddler to train hard and make the team in a tough class, after really being tested, then to watch a tourist limp into the fourth spot in a weak class just by being there. Weak boats weaken the entire team effort. My solution is to encourage the best paddlers in this country to double—it will be easy to manage at Spittal and will ensure we have our best-trained, most dedicated athletes competing, those with the best chance of doing well in *each* event.

2. We must change our approach to scheduling and transporting the team, to stimulate two desired ends: gaining more race experience in Europe and building morale in smaller team units. I would like to see the 1977 team selected two months or more in advance by a trials system similar to 1975, and then have the team members get to Europe as soon as possible to race in as many international races there as possible before the World Championships. And, I would like to see the travel and training done in smaller, more convenient units, perhaps by class, to facilitate the building of morale within the group. We could even have uniforms that say USA K-1W TEAM" and "USA C-2 TEAM" to stimulate the all-important group identity and teamwork.

3. The trials, National Championships, and hopefully all of our major races, must be on much tougher water. No flatwater, no three minute courses—the Lieser is incredibly demanding, both in ability on big water and in courage.

4. The team manager, the most important single person at the World Championships, must be selected very

carefully and way in advance, to ensure adequate preparations and skillful dealing with our European friends/adversaries. Carol Knight is accepting applications now.

5. We must race in Europe, right up to the World Championships, to get "used to" the whole scene and to shatter the burden of overpsyching and underperforming we have carried to Europe in the past. We tend to overwhelm ourselves with the importance of this race, determined to say "I'm going to blow this race up to a size befitting the outrageous amount of money I've shelled out to get here." We need to race against and *beat* the big names we idolize so much from this side of the ocean—and we can beat them.

6. The biggest change I would like to see involves the coaches—there should not be any! It is simply not possible to coach in Europe, as true coaching involves having influence, over a period of time, on planning, scheduling, training, technique, psychological development, and mental approach. To apply the term "coach" to a person trying to deal with a large number of unfamiliar people of widely varying skill levels, experience, and needs over a ten day period is a travesty. It implies a relationship which cannot, and should not, be expected to exist. Also, the coaches that have been sent to Europe in the past, of which I was one, have taken the lion's share of USISCA funds. The alternative I would like to propose is that each class would either elect or have designated as "Class Leader" one of its members, to lead the class at the World Championships, in training, planning, and psyching, to help the less experienced racers prepare for international competition. We have the mature, natural leaders in our ranks who could handle the task—they do it in practice and in year-round training

in this country most of the time anyway, lacking only the title.

Key to the concept of Class Leader is the existence of a non-paddling Class Helper or Support Person to act as manager, to do the detail work, the driving mainly, but also stopwatch reading, running errands, helping with boat repairs and logistical hassles. We have usually had plenty of help in the past, but now need to make it more official because these people will play a bigger, more important role. The combination of willingness, commitment, and ability on the part of those would-be volunteers and their acceptability to the members of the class would be important and perhaps hard to achieve in some cases, but I think not in most.

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Thus I would like to see a decentralized team, perhaps even travelling to and around Europe by class, arriving in time to race at least twice before the World Championships, spending no more than 5-7 days at the site in Spittal directly before the main event. I would like to see as many as possible of our top paddlers go both ways, improving our chances in every event and leaving home some of the ill-prepared and undertrained people who are not ready. I see improved morale and team spirit and thus improved performances resulting from the smaller overall team size, the improved quality and greater dedication of the average team member, the improved financial support of each one, and the orientation toward the smaller class group where identity and support can be better developed. I see a return to the thought that it should be tough to make the U.S. Team, not a right of anyone who can fill the last spot in a weak class. It should mean something to be on the U.S. Team; it should imply lots of pride, dedication, hard work, and long term commitment. The 1977 Team selected and prepared this way should have a much improved chance of performing to the peak of its abilities.

RACING NOTICE

The Alberta Whitewater Association will host the 1976 Canadian Whitewater Championships. (Slalom and downriver)

The events will be held June 9, 10, and 11 on the Red Deer River southwest of Sundre Alberta. (Approximately the same location as the 1972 National Championships).

Any inquiries should be addressed to:
Whitewater Championships
10724-60 A Avenue
Edmonton, Alberta
Canada

CALIFORNIA'S MATTOLE

by Fred Bauer

The scene: Mattole River. 25 miles from Ettersburg to Honeydew. Sun is shining, no wind, about 60 degrees, water very clear and green, salmon run about over. Sarah and I leave the Ettersburg redwood grove at 11 a.m.; everyone says it's an easy 15-mile cruise." The river is coming down from the winter high, 8 inches in three days. We waited nearly a week for the wind to quit. Oh boy, back in the kayaks!

We sail down away from the road past some honky weekend trips, surprise an old couple bird watching who laugh when they find out where the voices are coming from, and float into the first canyon. Light whitewater and some nice mossy rocks, a big cedar tree which isn't supposed to be there and some nice big yew trees. A wood duck zooms by and an otter dives under. This goes on past some real fine little meadows with buckeyes and white oaks, the ground covered with lupine and buttercups, blue and yellow. Some of these flats have apple trees and a plum where some one tried to live many years back. No roads in here. Now and then a logging disaster comes sliding down the hill into the river, but where the rock walls are hard and steep it's like it was. Canyon oaks, pepperwood, yews and alder, roots in every configuration holding onto the mossy rocks. One even holding a rock in its big root out over the river. Like a giant finger holding a sugar cube. Slow soft waterfalls, little creeks flowing into the canyon through cracks in the wall. Trillium, violets, sorrell, dogwood, redbud and all sorts of flowers I don't know. Virgin fir stands, some real big redwoods.

It starts to rain and we stop to eat.

**This run is rated class 2½ m Dick Schwind's West Coast River Touring.*

We have been pushing the mergansers downstream a pair at a time. Now there are about ten of 'em on the next bar watching us eat. They get tamer as the day goes on until we get very close and finally they start flying back up over us. So beautiful.

Well our sweet little river is getting bigger and longer. Lots of hairpin double-back loops. And now some nice rapids. We pass the worst logging damage I've ever seen anywhere. Some big creeks join us. Some good rapids with fine standing waves. Over one, through the next. Splashing and having a great time, we're really into it now. Sarah is doing fine. Then we come to something I had seen on the map, a sharp loop that nearly touches where it started. The river drops off toward a rock cliff about 100 feet high, hits it, boils back out and moves off 90 degrees to the left. I start down figuring on banking off the cushion and flushing out and down with the flow. I glance back at Sarah about 50 feet behind and say, "This is weird, but looks O.K."

The whole river is focused at this one place on the wall and then I see that there's no cushion out where it should be. The river is flowing up under a ledge in the cliff. There's about a foot of clearance and I'm getting sucked right on in. I flop out flat upstream 'cause there ain't room for me to fit under it and of course get gobbled into the dark. There's a lot of whirling around and boat banging so I bail out holding the paddle in my left hand and the boat with my feet, and pop up in an eddy down a ways on the cliff side. Whew! Not a scratch, on me that is. Boat's got 'em all over, nothing serious. I get it all together and realize that Sarah is not in sight.

I can see downstream a ways and up where we had come from. Nothing. Had I been down there long enough for her to have gotten past? Oh my gosh, she

must be in that hole still. Where else could she have gone? An undetermined "long-time" passes. There ain't no way I can swim up into that current. I swim out as far as I dare without being swept away and get the feel that I can't quite see all of the cliff face. Maybe she's hanging on it somewhere. I shout and scream but no answer over the roar.

Next idea: climb up and over the top and look down. There's a way but it takes awhile, maybe twenty minutes. And there she is in this little niche in the wall hanging on. She saw me get gobbled but couldn't see if I came up. Wow. So, how to get her out of there? Current is too strong to paddle up, cross and portage on the other side. Finally

after several tries of me climbing down and she up, she throws me her paddle and I carry it down the other side. Then she gets into the river and swims her boat-under the ledge and out the other side where I grab her as she goes by. She says it was really beautiful up under there.

The rapids get longer and more frequent with the last one blocked by a limby tree. We portage that one. And for some reason both of us love the whole thing. At a little more water the Mattole will be a fine run. It's certainly the cleanest river I've been in and both the most beautiful and messed up too. Nice to have it in the front yard.

HAHN'S HONCHOS



TRY THIS — Helmets *need* sunvisors

A visor is a very valuable addition to your boating equipment. For years, I suffered needless discomfort. The glare from the sun on the water sometimes makes vision nearly impossible. In addition, these conditions often give me severe headaches. On longer trips, sunburn is a problem and most noses soon become disaster areas. In the rain, the steady drip, drip from the helmet brim is annoying, and hard rain in the face drastically reduces vision.

The cure to all these ills is a visor. I now wear a light visored "baseball type" cap under my helmet as standard procedure, and have found no disadvantages whatever. The visor has not caused any problems, even in violent big water rolls. I find that for me, the combination of cap and Bell Toptex helmet is ideal. In fact, the light layer of "comfort" foam (not the crushable foam liner) in the Toptex has deteriorated and fallen out due to age, and the cap fills up the extra space perfectly. The only disadvantage that I know of is that I no longer look like the tailored whitewater boaters shown in the equipment catalogs. However, I am convinced that when boaters find out what they have been missing, the image will change.

... AND THIS — Protect your *boat* with a *stern* plate

Once a boater has become skilled enough to avoid broadsiding on rocks and (most) swims, the only area of the boat exposed to constant damage seems to be the last two feet or so of the stern. The boater goes over a drop, and the bow plunges deep. Then simultaneously the bow bobs UP as gravity brings the stern DOWN, and CRASH.

Damage seems to be of two general types. For really severe hits, the stern buckles like an oil can, causing longitudinal "creasing" type cracks to form

up toward the seams at the edges of the deformed area. Lesser incidents just chew away at the surface, and the laminate seems to fail in a more or less systematic way, layer by layer. Sooner or later the area needs patching, and it is difficult to make the repair as strong as the original, since it is generally not possible to get at the inside of the break, and all patching must be done from the outside. It would obviously be better to protect this area and prevent the damage if possible.

My experiments started several years ago with an article by Jay Evans in this Journal entitled "Foiling the Boat Muncher." The technique described therein consisted of laying up a fiberglass plate over the stern and then inserting a sheet of innertube or wetsuit rubber between it and the boat. The assembly was then held in place with tape. I have been using only the fiberglass plate without the rubber. It costs less, weighs less, is easier to tape on, and seems to protect the boat quite well. The plate contributes sufficient stiffness to prevent oil can type buckling in all but the worst bone-rattling direct hits. The layers of the plate gradually get chewed away as one would expect, but when it gets bad enough, throwing it away and making another, or just adding a few layers to it, is a simple matter which requires little grinding or skill. The best part is that the boat itself is still structurally sound underneath.

The procedure is simple. Wax the stern of the boat and lay up the plate directly on it. Cover the area that experience has shown sustains the most of the damage — generally about the last 2 feet or so. I generally use 4 or 5 layers on the bottom and taper to perhaps 2 layers up on the sides, which should extend up to the vicinity of the seams. Materials are not at all critical — I

usually use up my old polyester resin and any cloth scraps I happen to have on hand. When the resin has gone off, pry the plate loose and trim the edges with a pair of tin snips. Then put it back on the boat and tape in place with duct tape.

My completed stern plates have weighed about 1½ pounds. I used one on our Apurimac expedition, and at the end of the trip, the sterns on the other kayaks were in pretty bad shape, but mine survived quite well. It was well worth the weight.

— Jim Sindelar

ELECTION RESULTS

On behalf of the American White-water Affiliation, we would like to thank the ten people who accepted the nomination for the AWA Board of Directors slate. Many people commented that it was very hard to pick only four from among so many capable people.

We received 219 ballots, representing slightly under 10% of the membership. The tally: **Burrell** 142, **Goodwin** 130, **Arighi** 106, **Larsen** 98, **Johnson** 73, **Watters** 68, **Woodward** 55, **Skinner** 54, **Clard** 27. The terms of the four new Directors — **Bob Burrell**, **O. K. Goodwin**, **Scott Arighi** and **George Larsen** — will run through 1978.

There will be another election in the fall, to select Directors for the 1977-80 term. We hope some of the above nominees will still be available to run then, but we'll need some more. Send names of those you wish to nominate to: J. Calvin Giddings, 1425 Perry Ave., Salt Lake City, UT 84103.

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THE SONG THE BOWPADDLER HEARS

Once upon the rushing water
As I paddled like I oughter
Suddenly I heard an order
Softly urging, "Draw, Draw, Draw."

Eagerly I dipped my paddle
Ready for unequal battle
To the urgings of that rattled
Voice that pressured, "Draw, Draw, Draw."

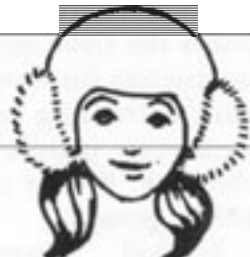
Then at last did I behold her,
Ancient, hidden, bruising boulder
Lurking under water colder
Than I'd reckoned. .
"DAMMIT — Draw!"

###(But we *should* have *cried*!)

In consequence of which, the writer suggests the following pieces of supplementary equipment for all tandem whitewater paddlers:

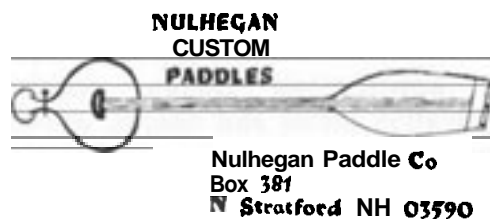


Stern Mouth Muff



Bow Ear Muff

(Contributed by an ex — but surviving — victim of stern man's bluff, Alma Norman, Ottawa, Ontario, Canada.)



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ORGANIZING THE WEEKEND PADDLING CLINIC

by Ray McLain, 345 Bretcoe Drive. Green Bay, WI 54302

There is a great need for and reception to paddling clinics. Your club can do a great public service, make a few dollars for the treasury, recruit membership, and have a focus activity for the organization with a paddling clinic. And, believe it or not, it doesn't have to be an extensively burdensome activity for the chairman if carefully organized.

The following splits of responsibility are workable for clinics:

1. Overall Coordinator—makes sure all the key jobs are filled and the area leaders are trained or informed of what is needed. Finds a location for the weekend clinic. Arranges for training literature (like McNair's *Basic River Canoeing* and AWA Safety Codes).

2. Classroom Instruction Coordinator—assures the presentations are ready, visual aids are available, and speakers are recruited. Acts as the "master of ceremonies" regarding classroom activities.

3. On-The-River Coordinator—recruits the river instructors—generally 2 instructors for 8 or 10 students. Should have a training session on-the-river to make sure instructors know how to do their job. Would split the students into ability groups.

4. Food Coordinator—Determines menu, purchases and sees that food is prepared and served. Arranges for cleanup. Perhaps packs lunches for on-the-river noon-time activities. Might recruit women's church group for evening meal preparation.

5. Registration Coordinator—Mails out application forms, receives registration forms and checks, answers phone calls regarding registration, equipment needed, etc.

6. Publicity Coordinator—Arranges

for advance publicity in Club Newsletter, with newspapers, Boy Scouts and other similar youth groups, canoeing literature, and other outing organizations in the area (AYH, Sierra Club, skiing clubs, cycling clubs, hiking clubs, etc.). During and after the Weekend Clinic, tries for TV coverage and newspaper coverage.

7. Equipment and Shuttle Coordinator—Arranges to borrow or rent canoes for students who do not have canoes (extra charge may be charged those who do not have equipment). Works out details on getting trailer loads or car-tops of canoes to and from the river. Makes sure all equipment is returned to the source.

8. Treasurer—Works out a budget to determine appropriate charge to students, receives money from registration coordinator, and disperses as appropriate. Provides needed accounting after the clinic is over.

If you have not been to a paddling clinic in the past, there are many good clinics being held which would be helpful for you to attend and see how others organize to do the job. Most any paddling club affiliated with ACA, AWA, USCA, etc. has some training or can refer you to a group giving such training. Our group got its start with a clinic run by the American Youth Hostels group of Columbus, Ohio, and over the last 7 years or so, we have yearly held two sessions with over one hundred students at each session. Word of mouth publicity is out so well that we are typically filled up 2 months in advance of the school, and we have a waiting list of both potential students and people wanting to be instructors! The group clears over \$1000 each year

from the school, which goes to help our conservation efforts, and, best of all, it is a fun experience.

Try it, you'll like it!

(The question of liability should not be overlooked. Insurance is available through the American Canoe Association to ACA-affiliated clubs at a low cost. Also, we'd like to see a much heavier emphasis on teaching techniques of rescue—of both self and others—than there has been previously. For instance,

a session of rope-throwing would have great fun potential, and could someday save a life. See the Reader's Soapbox by Bill Heinzerling, this issue. — Ed.)

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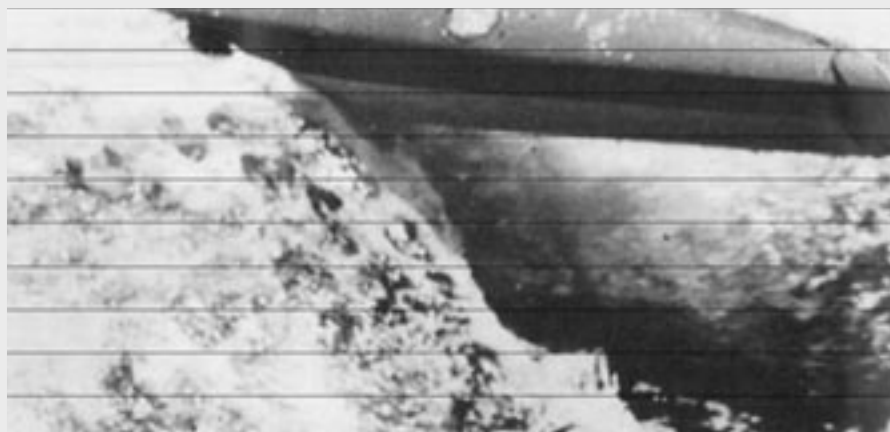


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WILDERNESS RIVER ENIGMA

by Tom Aluni, Stillwater, MN

This description of the Vermilion River* appears in a 1972 Minnesota DNR report: "The Vermilion River in Northern St. Louis County is the outlet of Lake Vermilion. It drops 239 feet in its 41½ mile course to its mouth in Crane Lake. The river is noteworthy for its variety: spectacular falls easily run to impossible rapids, rock gorges to lake-like expanses, rice beds and low hardwood flood plains to high pine-covered bluffs. All this within easy reach because of numerous access points."

A drop of 239 feet in 41½ miles is a gradient of less than six feet per mile. Easy whitewater rivers normally begin with at least twice that gradient. The Vermilion, however, after miles of flat-

water takes up its gradient all at once, crashing down over Biotite Schist, a rock stratum over 2½ billion years old, virtually unscathed by the eroding effects of centuries of battering by the river. Study the maps, look for the pockets of gradient, break the river down into segments. Now, we have three short runs from two to five miles in length and gradients of 20, 30 and 40 feet per mile!

As members of the 3M Canoe Club, we decided to share this river interlude, so we offered it to the Club as an exploratory run. We expected some of the thrill of whitewater, but mostly just the peace of a wilderness river with all its beauty and isolation.

Our fleet consisted of my wife Rebecca, Jim Pedginski, Gerry Giru and

*Not to be confused with Illinois' Vermilion River, discussed elsewhere in this issue.

myself in kayaks, and Glen Robinson and Dave Perry in an aluminum canoe. Our journey began on June 14, 1975 with the five-mile section below Vermilion Dam on Lake Vermilion. The level was 5.6 feet on the U.S.G.S. gauge, or **838** cfs. Local residents explained that the level was higher than normal summer flows, but nowhere near flood. A friendly bystander told us a local fisherman had been swept over the dam the week before and had survived. That was somewhat comforting for those of us who were **beginning** to show signs of pre-whitewater butterflies.

The dam is a concrete apron dropping maybe two feet, with a small, regular backroller at its base. It appeared that a well-placed boater could punch through it with little difficulty. The river immediately below the dam narrowed down to a deep dark channel with a series of regularly-spaced standing waves. Thirty yards downriver it became very wide, shallow and heavily clogged with large boulders, taking most of the rapid's 20-foot drop. The kayaks ran the dam and narrows down the center, then drove hard right to take the boulder garden in its deepest channel along the right bank. The cruiser was portaged on the left, as the boulder garden would have been far too tight for the relatively sluggish craft.

For the next mile the river widened, deepened and slowed to a peaceful, sedentary stream. Our transient visit with this face of the Vermilion came to an abrupt end as the course narrowed, bent gently left and dropped from view. This was the beginning of Shively Falls. Three beautiful pitches, large steep standing waves and a total drop of **18** feet in maybe 150 yards. The kayaks ran the first pitch left of center, played awhile in the backroller at the bottom, then took the second pitch to the left and the last one down the center. There

LOCATION



was some question whether the standing waves in the first two pitches might swamp the cruiser. If so, the last pitch was boulder-studded enough to risk a serious broaching. Discretion being the better part of valor, the cruiser was portaged around the first two pitches and run through the third.

Another mile of gentle water and then a distant roar told us that we were approaching **Liftover Falls**, a four-foot vertical drop into a quiet pool. A sneak route was located on the river right, and a plunge into an inviting backroller was open to center left. Very regular and dangerous holes were arrayed throughout the remainder of the falls. All boaters, including Glen and Dave in the cruiser, ran both of the safe channels several times before continuing downriver.

Just around the corner was Everett Rapids, a class II boulder garden we decided to run without scouting. It was here that the cruiser met grief upon a tricky boulder in mid-channel. The *occupants* got to take a cold, rocky swim

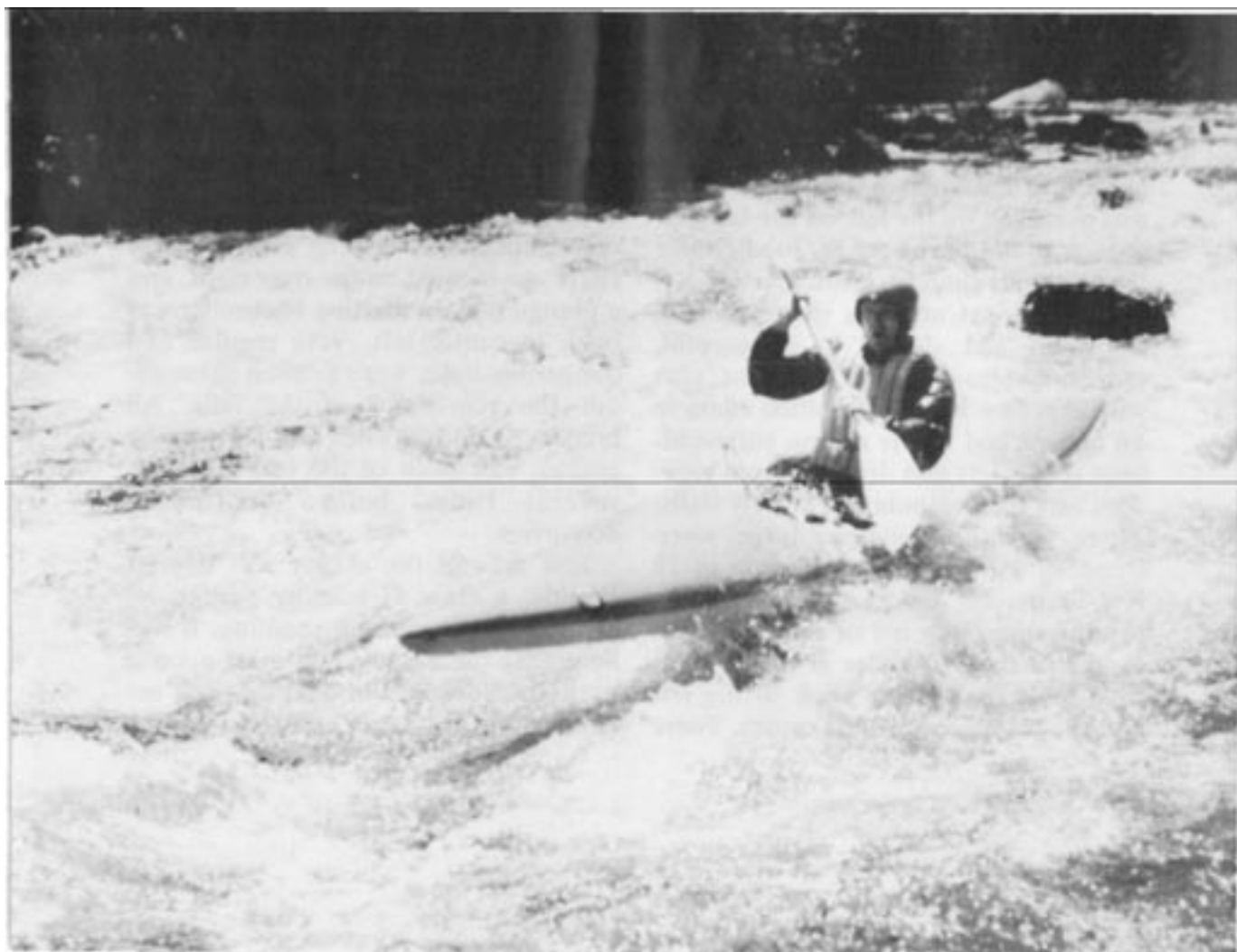
down the remaining half of Everett Rapids. A quick rescue, a little repairing and we were off again. Squaw Rapids was next, a mere swift. Then came the six-mile "Chain of Lakes" where the river widens to lake-like expanses and all noticeable current disappears. We opted not to run this section and took out after a long, winding paddle up Two-Mile Creek to the road crossing.

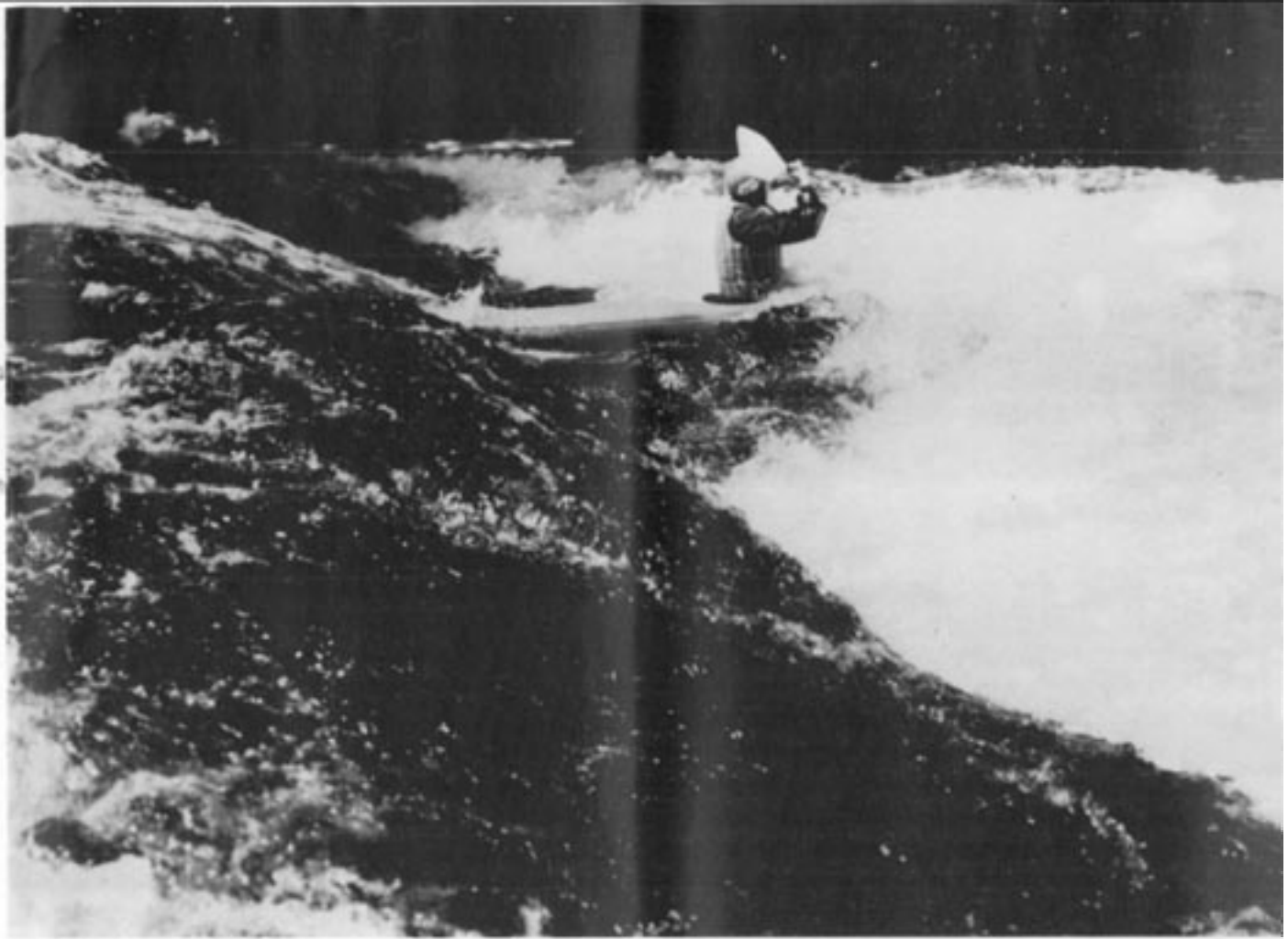
Section I had gone much slower than we had anticipated, and now there wasn't time to run both of the remaining whitewater sections. Already the river had proved to be a far more worthy opponent than we had given it credit for. We now had to choose between the two-mile Table Rock Falls section and the five-mile lower stretch to Crane Lake. Glen and Dave had previously scouted the Table Rock Falls section and reported that the falls was comprised of three ten-foot-plus ver-

tical drops in immediate succession, followed by $\frac{3}{4}$ mile of continuous, hard class III rapids. No pools and few eddies meant that rescue would be difficult if trouble occurred while running the falls, so put-in would undoubtedly be at the base of the falls. Section 3, the stretch to Crane Lake, would have more rapids and falls, but we had little information on what to expect. We finally chose to run the latter, leaving the Table Rock Falls run for another time.

The shuttle to the third section of the Vermilion was long and slow over winding, dusty gravel roads. Several large creeks and the Pelican River would now have joined the Vermilion, increasing its volume dramatically. The effects of the Canadian Shield Country would be more pronounced as the Vermilion struggled its way along the rugged Boundary Waters Canoe Area.

The #491 National Forest road bridge was the starting point. Upstream



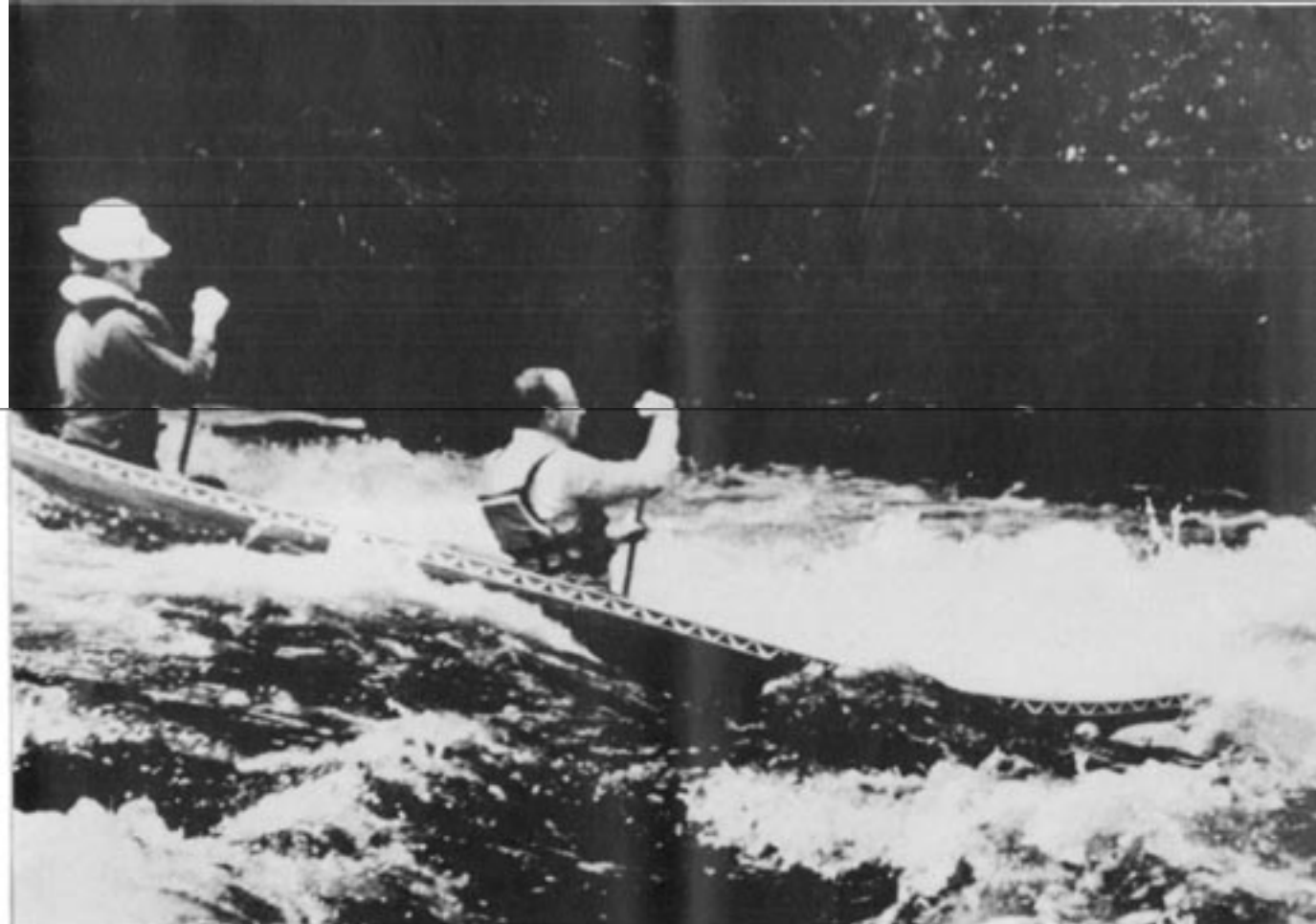


was High Falls, a class VI drop 6-12 feet wide, plunging 28 feet in about 30 yards over jagged rocks. No one would be running this one. Downstream of the bridge was "The Chute," an inviting sluice narrowing to a six-foot sudden drop with a large and powerful backroller at its base. Shortly below was an undercut rock to the left and a nasty-looking hole to the right. It all terminated in a series of big haystacks, an honest class IV rapid.

We decided that Jim Rada would run through "The Chute" first. The rest of us would watch the action and make our decision according to Jim's outcome. He entered the chute high and mid-river, rode halfway down the narrowing filament of water, then pulled into the last eddy before the big drop. Re-entering the swift current, he slid down the steep, twisting tongue of water, crashed head-on into the churn-

ing mass below, disappeared completely, then floated sluggishly to the top of the boiling cauldron. His boat drifted into the clutches of a big diagonal curler that was ricocheting off the river's left wall. Jim was swiftly shuffled off toward the frothy hole at river right, just downstream. He drove hard to the right to miss the hole and slid through a narrow passageway between it and the rocky right bank.

Unsatisfied with how the run went, Jim decided to try it again. This time he planned to enter the chute more to the right to compensate for the twisting tongue just above the backroller, and sneak along its weaker right edge. Underestimating the river's power at this point, he rode down the chute's right edge and was caught by an unanticipated side curler, which slowed him up and shoved him into the face of the giant backroller. There was only one



way for him to go—UP! Jim shot out of the water like a hooked marlin. Throwing out a desperate brace, he avoided flipping only feet from the dangerous undercut rock. Then it was over and Jim was safely among the dancing haystacks, heading for the welcome pool below. The rest of us opted not to try "The Chute."

Now all that lay between us and Crane Lake was a three-mile flatwater wilderness cruise and the Gorge, which has a total drop of 30 feet. The flatwater paddle went by all too quickly, and there were the portage trail and the entrance to the first pitch of the Gorge's rapids. Glen and Dave hoisted the canoe and made for the steep $\frac{3}{4}$ -mile-long portage trail to Crane Lake.

A quick scout revealed the first pitch to be a straight forward class III, curving sharply left and ending in a gentle set of standing waves: no visible

American WHITEWATER

problems, and a lot of good clean fun. The second pitch just downstream was straightforward too. Its scattered small holes were easily avoided. Now we were in a placid little pool. A refreshing and beautiful calm saturated the air. Drifting peacefully down the still, dark waterway, we let our minds wander off to distant thoughts. Then from the opposite shore came a muffled roar: the Gorge's third pitch. Scouting revealed a real brawler. At the entrance was a double ledge with a dangerous-looking sousehole at its base. The gorge itself was a narrow, twisting flume 150 yards long and 14 to 20 feet wide between 60-foot vertical rock walls. Three- to six-foot haystacks, side curlers and diagonal waves lay in wait. For the troubled boater mistakes would be costly, any swim long and dangerous, and rescue impossible.

A break in the left wall allowed easy access to the Gorge without the dangerous run over the double ledge. In spite of a few tense moments at the top, the gorge was run without mishap.

The paddle across Crane Lake was serene and peaceful. The bays were spotted with large fishing boats, and all the exuberant excitement and beautiful isolation of the Vermilion River were gone.

Each of us gained from that run: all our abilities were challenged, and we gained utmost respect for a river with only a six-foot average gradient. A Sleeping Giant!

See Minnesota Dept. of Natural Resources (St. Louis County) pamphlet "Vermilion River Canoe Route: Vermilion Lake to Crane Lake."

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**AMATEUR RULES
of the
AMERICAN CANOE ASSOCIATION
voted November, 1975**

1. DEFINITION OF AN AMATEUR:

An amateur canoeist is one who devotes himself to sport for pleasure and for moral and physical well-being without deriving therefrom, directly or indirectly any material gain. He is not permitted:

- a) to engage as a professional in any sport or to have contracted to do so while participating in an amateur competition;
- b) to have allowed his person, name, picture, or sports performance to be used for advertising, except when the American Canoe Association or his or her National Activity Committee enters into a contract for sponsorship or equipment. All payments must be made to the American Canoe Association or to the National Activity Committee concerned and not to the individual;
- c) to carry advertising material on his person, clothing, or equipment in any amateur competition, other than trademarks on technical equipment or clothing. Standards for trademarks may be established as required;
- d) to have acted as a professional coach or trainer in any sport;
- e) to have competed for or to have received any financial rewards or material benefit in connection with his or her sports participation except as permitted specifically in this By-Law.

2. The following specific rules define more closely the provisions given above, and further apply to American canoeing competition.

- a) An amateur canoeist may not receive pay for training or coaching competi-

tive canoeing.

- b) A professional athlete may be invited to participate in amateur competition without jeopardizing the amateur status of others.
- c) A professional athlete may not be awarded a Divisional or National amateur title.
- d) A professional athlete may not participate in any international competition under the jurisdiction of the ICF or in a national team or in any team trials which lead to participation in an event under jurisdiction of the ICF.
- e) Anyone who is declared a professional in any branch of canoeing (paddling, sailing, slalom, marathon, or canoe poling) automatically becomes a professional in all branches.
- f) An amateur canoeist may not compete in canoeing activities as a representative of a corporation or business in which he is employed, unless he has a minimum of two years of service, and the canoeing (or closely allied activity) is purely amateur in nature.
- g) No canoeist shall lose amateur status by reason of the fact that his livelihood in total or in part is derived from the designing or construction of canoes, or any parts of canoes, or accessories of canoes, or sails, or from advertising or other profession connected with canoes, providing there is no capitalization of his fame. He may also write or publish articles on canoeing or engage in other artistic endeavors relating to the sport for money provided there is no capitalization of his fame.
- h) An amateur canoeist may not compete for a medal or a prize on which it is not possible to engrave or place an inscription commemorating the event. The value of individual prizes shall not exceed \$50.00.

- i) An amateur canoeist may not bet or risk money on canoeing events.
- j) An amateur canoeist may not enter or compete under any name that is not his own.

3. An amateur canoeist may:

- a) Be a physical education or sports teacher who gives elementary instruction (teaching canoeing and its allied skills for pay is not in itself a professional act).
- b) Accept, during the period of preparation and actual competition, which shall be limited by the rules of each National Activity Committee:
 - 1) assistance administered through his or her National or Divisional Activity Committee for: food and lodging; cost of transportation; pocket money to cover incidental expenses; insurance to cover accidents, illness, personal property, and disability; personal sports equipment and clothing; cost of medical treatment, physiotherapy and authorized coaches;
 - 2) compensation, authorized by his or her National Activity Committee in case of necessity, to cover financial loss resulting from his or her absence from work or basic occupation, on account of preparation for, or participation in Olympic Games and International Sports competitions. In no circumstances shall payment made under this provision exceed the sum that the competitor would have earned in the same periods. The compensation may be paid with the approval of the National Activity Committee at its discretion.
 - 3) Accept prizes won in competition within limits of the rules established by the respective National Canoe Federation. (Pertains to competitions other than within the United States)
 - 4) Accept academic and technical

scholarships.

4. ***Enforcement of the By-Law shall be the responsibility of the National Activity Committee concerned.***

- a) Appeals from the actions of the National Activity Committee shall be to the National Judicial Committee as provided in Article IX, Section 1 of the Constitution of the American Canoe Association.

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Paducah, KY 42001

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Robt. Kelly, Park Mgr.
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Mattawamkeag, ME 04459

Penobscot Paddle & Chowder Society
William F. Steams
Box 121
Stillwater, ME 04489

Sunrise County Canoe Exped.
Grove, ME 04638

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Potomac River Paddlers
Sea Scout 1775
Jim Hill
18505 Kingshill Rd.
Germantown, MD 20767

Baltimore Kayak Club
Al Karasa
1099 Tollgate Rd.,
Belair, MD 21014
Monocacy Canoe Club
Box 1083
Frederick, MD 21701

Mason-Dixon Canoe Club

222 Pheasant Tr.
Hagerstown, MD 21740

MASSACHUSETTS

Hampshire College Outdoors Program
Eric M. Evans
Amherst, MA 01002
Experiment with Travel Inc.
Box 2452
281 Franklin St.
Springfield, MA 01101
Kayak & Canoe Club of Boston
Harry Zane
3 Porter St.
Somerville, MA 02143

MICHIGAN

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

MINNESOTA

BIG Water Associates
Rick Gustafson
10009 Oxborough Rd.
Bloomington, MN 55437

Cascaders Canoe & Kayak Club
Stephen Parsons
3128 W. Calhoun Blvd.
Minneapolis, MN 55416

MISSISSIPPI

Msubee Canoe Club
P.O. Box 3317
Mississippi State, MS 39762

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Arnold Whitewater Assoc.
John J. Schuh, Pres.
490 Pine Ct.
Arnold, MO 63010

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26 Lake Rd.
Fenton, MO 63026

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Outing Club
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Warrensburg, MO 64093

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

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Appalachian **Mt. Club**
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Steve Ruhle
Robinson Hall
Hanover, NH 03755

Nulhegan Paddle Co.
David Hawkins
Box 381
N. Stratford, NH 03590

Mt. Washington Valley
Canoe & Kayak Club
Doug Armstrong
Box 675
N. Conway, NH 03860

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Carol MacLennan
Bell Labs. Rm. 1 E-436
Murray Hill, NJ 07974

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455 W. State St.
Trenton, NJ 08618

Rutgers University Outdoor Club
RPO 2913
New Brunswick, NJ 08903

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Appalachian **Mt. Club**
New York Chapter
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145 Sheridan Ave.
Roselle Park, NJ 07204

Kayak and **Canoe Club of New York**
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6 Winslow Ave.
East Brunswick, NJ 08816

Sport **Rites** Club Inc.
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Brayton Park
Ossining, NY 10562

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Schuyler 16, Netherlands Village
Schenectady, NY 12308

Niagara Gorge Kayak Club
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Buffalo, NY 14213

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

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Box 9011
Greensboro, NC 27408

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Nantahala Outdoor Center
Payson Kennedy
Star Rt. Bx 68
Bryson City, NC 28713

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Amber Alley
Chapel Hill, NC 27514
& 700 West Market
Greensboro, NC 27402

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Carrboro, NC 27510
River Runners' Emporium
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1649 Allen Dr.
Westlake, OH 44145

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Mantua, OH 44255

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Joe Chappell
Rte. 1, Box 300
Hubbard, OR 97032
Sundance Expeditions, Inc.
665 Hunt La.
Grants Pass, OR 97526

Willamette Kayak & Canoe Club
P.O. Box 1062
Corvallis, OR 97330

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701 Wood Street
Wilkesburg, PA 15221

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I. H. Heddleston, Director
Student **Activities & Recreation**
Slippery Rock, PA 16057

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755 W. Spring St.
Titusville, PA 16354

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State College, PA 16801

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Bellefonte, PA 16823

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Bill Bevan
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Allentown, PA 18102

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Doylestown, PA 18901

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476 Kerr La.
Springfield, PA 19064

Philadelphia Canoe Club
Dr. David Knight
4900 Ridge Ave.
Philadelphia, PA 19128

Dauber Canoe & Kayak
Walter Daub
Box 59
Washington Crossing, PA 18977

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Tennessee **Scenic** Rivers Assoc
Box 3104
Nashville, TN 37219

Sewanee **Ski & Outing** Club
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University of the South
Sewanee, TN 37375

The Baylor School
Chattanooga, TN 37401

Tennessee Valley Canoe Club
Geo. M. Marterre
Box 11125
Chattanooga, TN 37401

Footsloggers
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Johnson City, TN 37601

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Richard Gammage
Oak Ridge, TN 37830

Chota Canoe Club
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Knoxville, TN 37916

Bluff **City** Canoe Club
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Irving, TX 75061

Texas Explorers Club
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Temple, TX 76501

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Ft. Worth, TX 76126

Kayaks Limited
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11527 Lynda Dr.
Houston, TX 77038

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2534 Teague
Houston, TX 77080

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800 College Blvd.
San Antonio, TX 78209

Trinity Univ. Canoe Club
Major Sharpe McCollough
Bx 180, 715 Stadium Dr.
San Antonio, TX 78284

Texas Whitewater Association
Thomas B. Cowden
P.O. Box 5264
Austin, TX 78763

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Chris Arthur **Spelius**
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Marlboro, VT 05344

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West River Canoe
Route 100 South
E. Jamaica. VT 05343

Johnson Whitewater Club
Pamela C. Peckham
Box 649
Johnson. VT 05656

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Canoe Cruisers **Assoc.**
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1515 N. Buchanan St.
Arlington. VA 22205

Coastal Canoeists, Inc.
Hope Gross
RFD 4, Mockingbird Lane
Spotsylvania. VA 22553

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

Blue Ridge Voyageurs
Ralph T. Smith
8119 Hillcrest Dr.
Manassas. VA 22110

WASHINGTON

Washington Kayak **Club**
P.O. Box 24264
Seattle. WA 98124

White Water Sports
Larry Jamieson
6820 Roosevelt Way N.E.
Seattle. WA 98115

The Tacoma Mountaineers
Kayak & Canoe Comm.
Bob Hammond
3512 Crystal Spg.
Tacoma. WA 98466

Desert Kayak & Canoe **Club**
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450 Mateo Ct., Richland. WA 99352

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
West **Virginia** **Wildwater** Assoc.
Idair Smookler
2737 Daniels Ave.
S. Charleston, WV 25303

WISCONSIN

Wisconsin Hoofers Outing **Club**
Wisconsin Union Directorate
800 Langdon St.
Madison. WI 53706

Wolf River Canoe Club
R. Charles Steed
Wolf River Lodge
White Lake. WI 54491

Fond Du Lac Voyageurs Canoe Club
114 Harrison Pl.
Fond Du Lac. WI 54935

Sierra Club
John **Muir** Chapter
Rosemary & David **Wehnes**
2604 N. Murray Ave., 
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Western Wyoming Kayak **Club**
Donald L. Hahn
General Delivery
Wilson. WY 83014

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Canadian Whitewater **Affiliation**
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Burlington. Ontario
Canada L7R 2W9

Canot-Kayak-Camping L'Aval
Jacques Cassista
1600 Rue St.-Denis Ste.-Foy
Quebec. Canada

Edmonton Whitewater Paddlers
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Canada **T6E 4S8**

North West Voyageurs
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Edmonton, Alberta
Canada

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