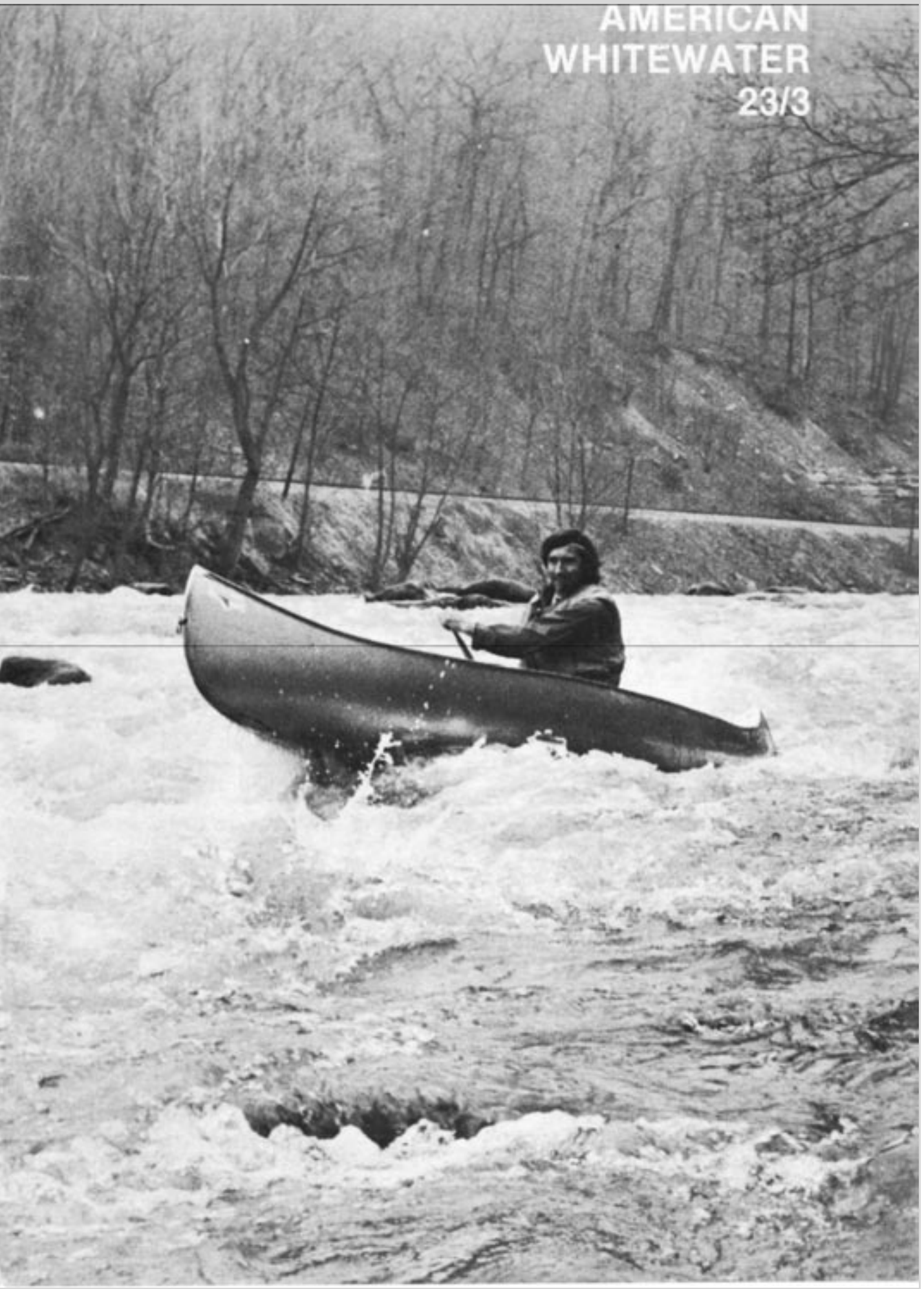


AMERICAN
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23/3



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American **WHITEWATER**

Sponsored by The American Whitewater Affiliation
MAY/JUNE 1978 Vol. XXIII, No. 3



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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 \$6.00 per year and to clubs at \$11.00 per year. Club membership includes listing in the Journal.

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

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COVER: An open canoeist on the North Branch of the Potomac, soon to be an acidic lake. See story p. 107. Photo courtesy of the American Rivers Conservation Council.

Editor's Soapbox

New Directions for American Whitewater

This issue of *American Whitewater* is a very exciting one for us, since it is the first one produced by our new printer, ARC Publications. The change from Village Press in New Hampshire to ARC in nearby Alexandria, Virginia promises to make the task of publishing each issue much easier. In addition, Glenna Hoyt of ARC has been very helpful in guiding us toward a new, workable format for the journal. The proximity of the printer should eliminate the massive delays in mailing that have caused you to receive the first two issues of Volume 23 so late.

Even the most casual reader will notice many changes in this issue. Some may protest these variations from the traditional look of *American Whitewater* but we feel that these changes are necessary. It was suggested by

many on the board of Directors, and we agree wholeheartedly, that the journal needs to become more modern and dynamic in its approach. The changes exhibited in this issue are the first step toward that goal.

In order for *American Whitewater* to be a positive force in our sport it is important to define the role the journal should play. The AWA was formed in 1941 when whitewater enthusiasts felt that they were not being represented by the existing canoeing organizations. At that time and for many years, *American Whitewater* was the only national organ of whitewater sport. The journal was instrumental in tying together the isolated pockets of whitewater activity.

These conditions no longer obtain. Whitewater sport is today truly national in scope. Equipment is sophisticated, plentiful and largely standardized. Tech-

nique has been refined to a high degree and teaching programs are easy to locate. Virtually all of the rivers in the nation are at least known and most have been run. These developments have been accompanied by an explosion and subsequent levelling off in the number of whitewater paddlers. However, the traditional *raison d'etre* of the **American Whitewater**, communication, is still desperately needed.

Whitewater sport has grown to the point where, with racers reaching top levels in international competition, professional paddlers appearing at schools and outfitters and the mass media pushing the sport into the mainstream of American life, one might feel confident in calling whitewater a 'mature' sport. For **American Whitewater** the implications of this change in the stature of the sport are profound. No longer is the journal the only point of contact for isolated paddlers scattered across the country. Most newcomers now learn the sport from local clubs or from professional paddling schools. No longer do paddlers look to the journal for ways of making their own gear. Most paddlers now buy their gear from commercial manufacturers, with the notable exception of boats, which are still being home-built in quantity due to the high prices of commercial boats. Many of our oldest clubs were formed as a means of sponsoring a specific whitewater race.

American Whitewater was a critical means of publicizing these early races. Racing has grown enormously in the 25 years since slalom was introduced in this country and the schism between racing and recreational paddling has grown so large that most paddlers feel that racing has no relevance to their activities.

Where does all this leave **American Whitewater**? Has whitewater sport outgrown its oldest journal? Well, we say no. But the journal should strive for a few definite objectives which reflect our new role in the sport.

- (1) The journal should reflect and report what is **really** going on in the sport. This requires a very open view from the editor, as he must pass along the facts even if he may feel that a particular run was foolish or that a certain attitude was unhealthy. Only in this way can the journal function as a reliable source of communication.

- (2) The journal should attempt to bring paddlers into closer contact with the world at large. Paddling can become a refuge from the problems that beset us, and this is one of its most important functions, but whitewater people must be good "citizens of the earth" if they are to shape their own futures. The journal will at-

tempt to reach this goal by constantly relating the whitewater world to the larger issues such as conservation, safety and land administration.

- (3) Above all, the journal should be entertaining. We will pursue this by seeking out features on personalities, exciting rivers and new developments in equipment or technique.

These are worthy goals. If **American Whitewater** had a hard-driving, well paid professional staff these goals would be challenging but obtainable. The truth, of course, is that there are only volunteers in the AWA. This makes our goals even more challenging. The quality of the journal can only be determined by those who take the time to think up something they feel would be useful in the journal and then, simply, write it. At first glance this lack of professionals would seem to be a disadvantage, but it is really a blessing in disguise. By publishing only volunteer material we are assured that only those who are deeply involved in our sport will have a voice in the journal. This is **American Whitewater's** greatest asset. It is all *real*.

Now perhaps AWA members will have a more clear idea of what the new editor's intentions are. The journal belongs to all AWA members and they must make their feelings known con-

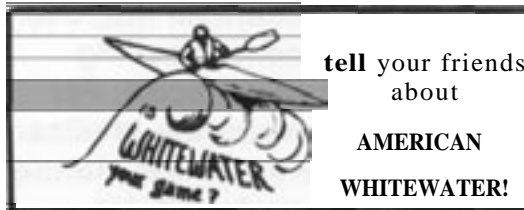
cerning the future of the journal. The members are now in the position in which the voter finds himself every election day. If you don't exercise your rights you can't complain about the results. Let's hear it from you.

NEW TREASURER NEEDED

After many years of superlative service, Rosemary Gabler is ready to throw in the towel as AWA's treasurer. Person's interested in filling this vital post should contact:

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LETTERS

Dangerous Boats

In the past month the Chicago Whitewater Association has had two near drownings of experienced boaters caught in holes who could not wet exit from their boats because they were too tightly wedged and had never practiced a wet exit with that equipment.

In one case the person was using his new low volume boat (with which he'd never practiced a wet exit in the pool—though he had practiced everything else). In the other case a person using a tightly fitting boat put on a wet suit and couldn't exit. Both of these people's lives were saved only because a number of other boaters (in the water and on shore with ropes) happened to be sitting around in a favorite playing spot. Had this occurred in the open rapids these people would have drowned.

Beginners practice the wet exit.

They know their life depends on it. This problem is more likely to occur with experienced boaters who believe in their roll. All boaters should practice the wet exit (with rescue available) if they get new boats, change their bracing, clothing or other equipment (e.g., wet suits, spray skirts). Also a person's bracing should permit him to get out easily, as it may be harder in rapids.

There are enough ways to be drowned by the river without adding this "do it yourself" method of entrapment.

Pat Mueller

Chicago Whitewater Association

One thing I've found helpful when wearing a wetsuit is to cover the pants or shorts with a pair of nylon wind or paddling pants. The nylon not only makes entry and exit easier but greatly increases the life of the wet suit by reducing abrasion.—Ed.

LETTERS

Historic Film

A recent discussion in another canoeing magazine about motion pictures has brought to mind another movie, one of especial significance to whitewater. This is *Give Us A River*, filmed in the mid-50's and showing much of the big Water of the east being paddled in Grumman's by the people who did the first exploring. Shots of Little Falls, Brandywine, Cheat and New River Gorge among others, and paddlers like Bob Harrigan and John Berry, the best C-2 racers of the time, make this an important historical document to the sport of whitewater canoeing. I do not know the present disposition of the film, but would like to propose that the AWA secure a copy because of its historical significance, and possibly have it re-made into super 8 sound so that more canoeists will have the opportunity to view it. Certainly the whitewater equivalent of *'Birth of a Nation* is both worth saving and distributing.

Tom McCloud
W. Lafayette, Indiana

Editor Loses Foot in Mouth

I really loved the cover photo on the Jan./Feb. issue of

"American Whitewater". I'll even bet a lot of people are wondering who took that picture. Well, just for the record, *1 did!* I guess photo credits are a thing of the past.

Danny Pyatt
Marion, North Carolina

The alert reader will doubtless find quite a few things wrong with that issue. Perhaps we should have a contest to see who can find the most mistakes in my first issue. Don't hold your breath.

We apologize to Danny for the oversight.



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THE FLUVIAL

Padding in Mexico

From Mexico comes the following invitation:

We would like to invite you to participate in our excursion and competition program in Mexico.

The official competitions are indicated in capitals. We suggest you contact the organizing club as soon as possible.

If at any time any of your members comes to Mexico and wishes to join us for an excursion, please contact the organizers since many times we have extra places (no need for equipment). If any club wants to come as a group, contact us in advance.

*With our best regards, we remain
Sincerely yours,
Guillermo Etienne*

Schedule of Events

Date	Place	Type	Coordinators
May 21	RIO TECOLUTLA, ESPINAL-REMOLINOS	Race	8
21	Parras, Coah.	Race	4
28	Pista Olimpica	Race	1
27,28	Rio Santo Domingo	Trip	2
June 4	Nazas, Dgo.	Race	4
10,11	Amacuzac	Trip	2
11	Canal de Sacramento	Race	4
18	Pista Olimpica	Race	1
	Campeonato Nacional		
18	Canal de Sacramento	Race	4
24,25	Rio Grande	Race	2
25	Canal de Sacramento	Race	4

NEWS

July	2	Nazas-Presa	Race	4
	8,9	Rio Atoyac	Trip	2
	21,22,23	Rio Balsas	Trip	2
	21,22,23	RIO NAZAS	Race	4
	30	Pista Olimpica	Race	1
Aug.	5,6	Rio Grande	Trip	2
	13	Canal de Sacramento	Race	4
	19,20	Rio Amacuzas	Trip	2
	26,27	Tequesquitengo	Race	1
	27	Canal de Sacramento	Race	4
Sept.	1,2,3	Rio Atoyac	Trip	2
	2,3	Pista Olimpica	Race	1
	10	Canal de Sacramento	Race	4
	15-17	Pista Olimpica	Race	1
	23	GRANDE OAXACA MATAMBA- LOS OBOS		
	24	Canal de Sacramento	Race	4
Oct.	7	Rio Amacuzac Cachuamilpa-La Escalera	Race	5
	8	AMACUZAC CACAMAHUAMIL- PA-HUENGINTLAN	Race	7
	12-15	Pista Olimpica	Race	1
	22	RIO ATOYAC MEZCALA- HUATUSCO	Race	2
Nov.	1-5	Rio Moctezuma	Trip	8
	5	Pista Olimpica	Race	1
	11	RIO BALSAS MEZCALA-BALSAS	Race	5
Dec.	10	RIO BALSAS TLAPEHUALA- COYUCA	Race	5

Coordinators

1 Federacion mexicana de
Canotaje
Attn: Sr. Ing. Pabo Stock
Sanchez Azcona **1348**
Mexico **12**, D.F. MEXICO

2 River Rower Angeles
Attn: Sr. Lic. Guillermo Borja
2 Oriente No. **207-17**
Puebla, Puebla MEXICO

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3 Club de Exploraciones de Mexico
Attn: Sr. Marco Antonio Fragoso
Seccion Tehuacan
2 Poniente No. 106
Tehuacan, Puebla MEXICO

4 Asociacion Lagunera de Canotaje
Attn: Sr. Jose Luis Jaquez
Av. Juarez y Calle 23
Torreon, Coahuila MEXICO

5 Club Coyuca
Attn: Sr. Raul Huerta Sanchez
Avenida III No. 182
Col. Educacion
Mexico, 20, D.F. MEXICO

6 Club Moldau
Attn: Sr. Eduardo Estrada
Francisco Benitez No. 93
Mexico 20, D.F. MEXICO

7 Club Nautilus
Attn: Sr. Eduardo Beristain
Calle Encanto No. 45-A
Mexico 20, D.F. MEXICO

8 Club Aztlan
Attn: Sr. Lic. Guillerrno Polanco
Pino No. 213
Sta. Maria La Rivera
Mexico 4, D.F. MEXICO

9 Club Popoyotes
Attn: Sr. Arturo Diaz
Arnilar Vidal No. 19
Const. 1917
Mexico 13, D.F. MEXICO

10 Cernac-Puebla
Attn: Sr. Enrique Lira
11 Oriente No. 17
Puebla, Puebla MEXICO

NBSAC Canoe Subcommittee Convenes

The Canoe Sub-committee of the National Boating Safety Advisory Committee met on Wednesday, April 12. Representatives from equipment manufacturers, retailers, canoe clubs and the U.S. Coast Guard attended. Representing the AWA was O. K. Goodwin, Safety Chairman.

Discussion was heard on a number of topics including: the difficulty in obtaining an accurate count of the number of canoes in

the U.S., the poor reporting system for canoeing accidents, the need for closer analysis of accident reports to determine the causes of accidents resulting in fatalities, and the mandate from Congress requiring the Coast Guard to become involved in regulating recreational boating.

Mr. Howard Wakely, of I.I.T. Research Institute of Chicago, presented his firm's report on canoe accidents for the years 1975, 1976, and 1977. Canoe accidents comprised ten percent of

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all boating accidents and a number of measures for reducing that percentage were discussed. These measures included: more stringent requirements for the use of PFDs, more or better educational material, and additional or redistributed flotation material.

Concern was expressed by canoeists in the audience and in the subcommittee that attempts to make the canoe more intrinsically "safe" would result in degradation of the design of the canoe.

Two Missing and Feared Lost on Trans-U.S. Canoe Trip

Two New England canoeists who were attempting to establish a 5000 mile canoe trail across the U.S. are missing and presumed dead in the impoundment behind the Bonneville Dam. The canoe belonging to the pair was found floating in the Columbia upstream from the Bonneville Dam near an area called Home Valley.

Tim Black of Amherst, N.H. and Peter Macridis of Belmont, Mass. had embarked on their journey which would have taken them from Astoria, Oregon to Maine after 5000 miles of river travel, much of it upstream. The two young paddlers had covered about 160 miles of the YMCA-

sponsored trip when they disappeared. They had hoped their trip would lead to the establishment of a transcontinental canoe trail along the lines of the Pacific Crest, Continental Divide or Appalachian hiking trails.

National Whitewater Championships to be Held on Yough

The National Open Canoe Slalom and Wildwater Championships will be held on August 5, 6, and 7, 1978 on the Youghiogheny River near Ohiopyle, Pa.

The Slalom races will begin at 1:30 p.m. on Saturday and Sunday. The Wildwater races will begin at 9:00 a.m. Monday morning.

The races are expected to draw open canoe paddlers from across the nation in anticipation of the difficult whitewater on the Yough.

The races will be held on the Class III-IV whitewater between Ohiopyle and South Connellsville, which should prove to be the most difficult course ever selected for the championships.

The deadline for entries is July 24, 1978. For further information and entry forms, contact:

Whitewater Open Canoe
Nationals
P.O. Box 1393
Arlington, Va. 22210

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Rogue River Trips to be Regulated

Summertime float trips by private boaters on the Rogue River between Grave Creek and Watson Creek will be regulated in 1978, according to a joint announcement by the Oregon State Marine Board, the U.S. Forest Service, the Bureau of Land Management, and the Oregon State Parks Branch.

Use of the famous whitewater river by individual boaters, rafters, and kayakers running downstream between the Friday before Memorial Day and Labor Day will be limited to about 6,200 persons. The announcement was made based on four years of study by the management agencies, and a decision reached on Tuesday, December 20 by the Marine Board, Brad Morris, director of the Marine Board said.

Professional excursion outfitters have been limited since 1974. "No one really feels comfortable restricting a private boater's free access to the river," Morris said, "but the increase in use of nearly 400 percent since 1973 persuaded the river managers that a ceiling is needed to protect the Rogue's natural values."

The Rogue, which flows through southwestern Oregon from the Cascade Range to the

Pacific Ocean at Gold Beach, was named a National Wild and Scenic River in 1968 by the federal government. Oregon made it a State Scenic Waterway in 1970. Both federal and state programs classify the 33-mile stretch of rapids below Grave Creek as "wild," and to be managed as a "vestige of primitive America... essentially unaltered by the effects of man."

The four federal and state agencies find themselves "in the middle, surrounded by environmentalists seeking a wilderness experience, professional guides making a living on the river, and local boatmen who feel the river was theirs first," Morris said. "Boaters on a number of western rivers have been regulated for several years, but the Rogue is unique in its substantial percentage of users who live along the river just above the popular whitewater section and may float it several times every summer."

The new regulations establish a permit system to be operated by the Siskiyou National Forest Headquarters, P.O. Box 440, Grants Pass, Oregon 97526. Between January 1 and March 15, boating party leaders may apply there for one or two advance reservations during the summer season, stating the number of persons in the party, and second

THE FLUVIAL NEWS

choice dates.

From 60-62 persons, typically about 10 boating parties, will be permitted to start downstream each day. When applications exceed 62 for any given day, a lottery will be held.

After April 15, a party leader may secure a third advance reservation if space permits. Throughout the summer, available open dates will be distributed on a first-come, first-served basis seven days prior to departure. Party leaders must confirm their planned trip seven days before departure to hold their reservation, which may otherwise be assigned to another party.

Passengers making the trip with authorized professional outfitters will average about 62 each day, matching individual boaters, but they need not secure permits in advance.

"The effect of the permit system will be to more evenly contour the peaks and valleys of recreational use, rather than to reduce use overall," Morris said. "Weekends and holidays have been heavy, even crowded, while many weekdays are only lightly used. The regulations allow more than 50 percent greater use than we experienced in 1976, the busiest year, but inevitably some people will be disappointed on weekends."

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More Mistakes.. . . .

The excellent trip report in our last issue, "Down the Urubamba" by Tom Jackson, was reprinted courtesy of the Journal of the South American Explorers' Club. We regret the omission of that fact.

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Easy Rider C-2 with all gear, \$325.00 Custom made spray skirts and paddling jackets, \$12.00 and \$15.00 Eric Bader Call (203) 272-6210.

Obituaries

Ed Bliss

Ed Bliss of the Kayak and Canoe Club of New York died April 1 of cancer at the Sloan-Kettering Hospital. Ed was one of those few people who truly supported his sport and his loss will be felt throughout the country. He was involved with organized whitewater thirteen years and, as with all his activities, gave more to the sport and to other people than he took.

Ed competed in his first whitewater race in 1965 and quickly became a constructive leader in the emerging years of decked-boat development and organization. His athletic abilities, analytical intelligence and diligent training helped take him from his first race in 1965 to the World Championships in Czechoslovakia in 1967 where he teamed with his brother-in-law, Dick Church, in C-2 Slalom and C-2 Wildwater. In 1969 Ed and Dick were National Champions in C-2 Slalom and again represented the USA at the World Championships in France in Slalom. In C-1, and teamed with son Tim in C-2,

he won many Atlantic Division championships in slalom and wildwater. In 1973 he won the Master's C-1 Slalom class at the National Championships, and last summer he and John Connet teamed up to win the C-2 Slalom Masters' title at the national Junior and Masters championships.

Ed was Chairman of the Kayak and Canoe Club of New York for four years from 1971 through 1974 and on the Board as competition liaison chair from 1975-1978. He won the coveted Jack Goldstein Award in 1974 given those who, by their personal influence, character and individual achievement, have made a distinguished contribution to the good and welfare of KCCNY. He, and his wife Bonnie, attended innumerable and seemingly interminable meetings of the Atlantic Division as Divisional Slalom Chairman and Ed was an early voice for the interests of whitewater paddlers in the divisional and national ACA. He was elected Rear Commodore of the

Atlantic Division in 1975 and 1976, and Vice Commodore for 1977 and 1978. One of Ed's outstanding characteristics was a sense of fairness which enabled him to work with many conflicting interests and to unify them in the advancement of all aspects of canoeing.

Between canoeing weekends, Ed worked as an electrical engineering executive for RCA Global Communications, Inc. and was the recipient of the RCA Engineering Award. He was a member of the team which designed the transmitter for the historical Relay Communications Satellite, and pioneered the application of computer-aided design techniques to the development of solid state microwave devices. He had graduated from St. Lawrence University in 1952 and attended graduate school at Columbia University. Other of his many interests and activities were technical rock climbing, SCUBA diving, and instructing Boy Scouts.

Citing Ed's many ac-

complishments shows only a small part of the whole person. He will be missed most for what he was—an inspirational leader, an example, dedicated, fair, charitable, kind; a soft-spoken person who quietly accomplished the job; a unifier, open-minded and thoughtful; and especially, a friend.

Anita Lustenberger
Chairman, KCCNY

Walt Blackadar

The well known and controversial kayaker Walt Blackadar was killed in a hydraulic on the South Fork of the Payette in Idaho on May 14. Blackadar was whitewater sport's most famous personality, having been seen on national television and publishing articles in the country's most popular sports magazines. As this issue went to press the details of the incident were not clear. A more extensive accident analysis and obituary will appear in the next issue.

A Near-Miss on the St. Francis

Date • Time:	Sunday, March 18, 1978, about 1 PM.
Place:	Cat's Paw rapid on the St. Francis River at Mill Stream Gardens about 8 miles west of Fredericktown, Missouri.
Extenuating circumstances:	A wildwater race was being conducted. Because of this: 1) Safety personnel were present at the site with ropes and kayaks, 2) about 200-400 spectators (non-paddlers) observed the incident, 3) the incident was filmed by television news cameramen (16 mm, KSD, Channel 5, St. Louis), and 4) experienced paddlers were nearby as race spectators who were able to provide assistance.
Experience victims:	According to the statements of Monte Batten they were very experienced and had paddled this river at similar levels at least twice before. But they had not paddled together before. Other sources indicate that their experience was less extensive and that they were unfamiliar with the river . ¹
Paddlers	Boat: 17 foot, aluminum canoe, standard or shoe keel, no floatation. Terri: Wet suit top, WW PFD, jeans, no helmet Monte: Wet suit top, no PFD, shorts, no helmet

¹A report in the St. Louis Post Dispatch, March 26, 1978, page 3 I, said that neither Terri nor Monte had ever been on the St. Francis or on rivers of similar difficulty.

On March 19, 1978 a near drowning occurred on the St. Francis River in Missouri due to a leg entrapment. I was present as a safety person to assist in pulling upset race participants to safety. Enclosed is a complete account of the incident.

***Scott W. Schulte
Trail of Tears State Park
Jackson, Missouri 63755***

Actions that led to tipover and entrapment

Terri and Monte were canoeing the river with friends and were not entrants in the race nor in any way involved with the event sponsored by the Arnold Whitewater Association. When they came through Big Drop rapid they were cautioned by the AWA safety personnel at that location that it might be preferable if they would carry around Cat's Paw rapid.

They chose to attempt Cat's Paw. Terri and Monte were attempting to make an eddy turn from "B" to "F" in order to take the "chicken route" through Cat's Paw. They missed the eddy line but turned boat sideways to the current and almost capsized. They were washed broadside onto a rock at point "C." Upon hitting the rock they leaned upstream and turned over.

The boat and paddlers were washed along the face of rock "R" until the boat lodged broadside on rock "G." The paddlers were upstream of the canoe and rolled off of the canoe through chute to point "X."

Monte was ahead of Terri. Monte

came through first. He washed through. Terri had almost become stuck in the canoe when the canoe became lodged but came free almost immediately and was washed through following Monte.

She came over the top of the chute legs first with her foot and leg getting trapped under a rock near the bottom of the drop. (point "X")

Rescue efforts and related actions

I was located on top of rock "H" with a throw line, which I threw to and was caught by Monte as he passed rock "H." As soon as he had the rope I saw that Terri was in trouble.

She had stopped at point "X" and was able, using her untrapped leg, to stand up and shouted that her foot was trapped. She shouted repeatedly — excited but not hysterical.

I retrieved the throw rope from Monte who was now relatively clear of danger. To do so I had to shout at him several times in order to get him to let go of the rope.

Meanwhile Steve and Jack moved to rock "I" from the top of rock "J" where they had been observing

the incident. Although close to Terri, she was beyond their reach—about 6-7 feet away.

I threw the throw line to Jack. Jack and Steve got the bag end of the rope to Terri. She was still standing. The water was about waist deep on her and very powerful.

Jack and Steve moved to rock “K” and attempted to pull Terri upstream so as to free her. Two attempts were made. On the first they pulled a bit and saw that she was having difficulty holding on to the rope. They let up and we requested that she either loop rope around back and under arms or hold on to the loop tied at the end of the rope. She replied that she couldn't. So a second attempt was made to pull her up with her just holding to the rope. Just as she was getting close to being straight (extended upstream of trapped foot) she lost her grip on the rope. Pressure from the current at this point was extreme.

When she lost her grip she was immediately whipped downstream and folded over—her head under water. She said later that she was able to breathe because of an air pocket formed by her PFD: By this time I had reached rock “L” and had been joined by another person or two. This was Monte and Tom Evans.

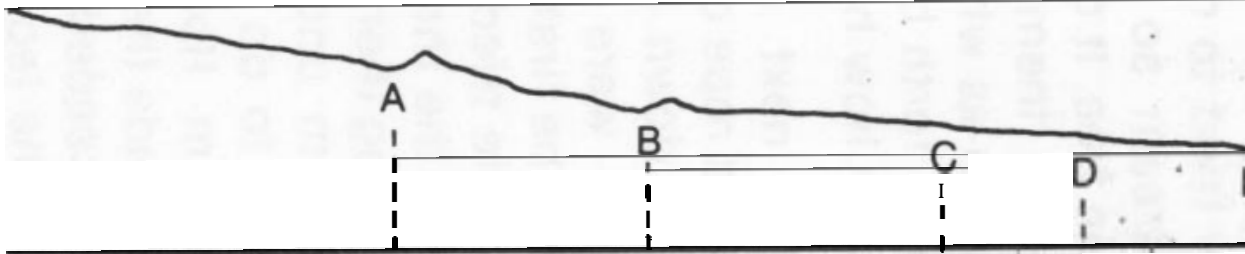
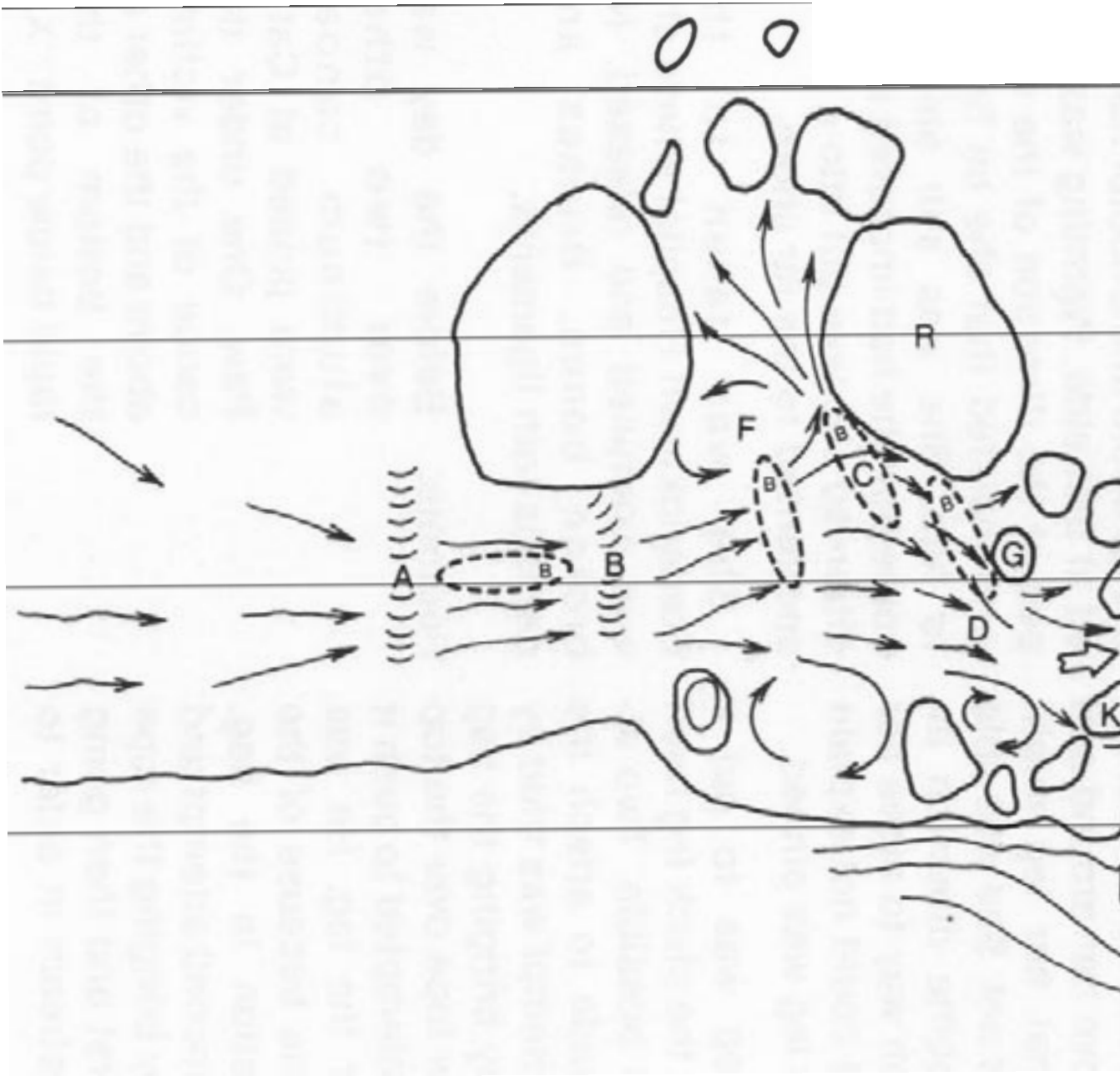
With her head now under I got the bag end of the throw line and tried to tie in. This was taking too long so I went in the water while

just holding onto the rope. Steve and Jack attempted to pull me to her. I was unable to get to her this way.

Monte jumped in at this time and was able to grab Terri which kept him from being washed downstream. He gained his footing and was able to get her head up. Tom Evans then joined Monte to help him hold her.

I then tied into the rope with a bowline around my chest and tried to get to Terri's leg by being pulled. This didn't work for two reasons. One, they were not able to pull me upstream far enough against the current. Secondly, I was having difficulty in the water myself and could not get good footing or when laying prone to reduce resistance I had difficulty keeping my head above water.

Since I could not get her leg free by holding it and being pulled myself we again tried to pull her free by pulling her upstream with the rope. The rope was tied around her torso by one of the persons holding her up. (Eventually there were as many as 5 people that were able to get to her but they still could not free her leg. So great was the force of the jet that their concerted efforts could not maneuver her in a position that would allow her foot to come free. They were only able to stand there and assist her because the jet was narrow and there was relatively still water next to her.) The rope was tied in a large loop around her and when we pull-



Profile of stream surface showing relative gradient (not t

ed, her arms came up over her head and the rope slipped off. By this time we had ample manpower on the rope to overcome the force of the current if the rope would have remained attached.

At this stage she was still being held up and a second rope had been obtained so we stabilized her by getting one rope tied securely around her chest and had enough people on it that if all else failed we could by sheer force pull her upstream and hopefully loose. However, we were cautioned by a member of the rescue squad that we could possibly injure her back if we pulled her in this manner. (This possibility should be checked out.)

The people in the water with her now tried to move her around and upstream so that her leg might come free. It did not. She was able to give them some direction inasmuch as which way to move her and so forth but could not explain exactly how her leg was pinned.

The next step was to put a second rope on the stuck leg itself as far down as possible. Two attempts were made to attach the rope. The first attempt was tried by Tom. He tried by bringing the bag end of the throw rope over the top of the leg then attempted to push it upstream under the leg. He was unable to do this because of the ethafoam floatation in the bag. Jack made the second attempt and he succeeded by bringing the rope under the leg first and then going over the top upstream in order to

get the rope around her leg. Then the rope was moved towards the foot as far as possible. This worked. Pulling upstream on the leg with one rope and maintaining tension with the rope tied to her chest as directed by those holding her we were able to pull the leg free.

By this time she had been in the water around 20 to 35 minutes and was shivering uncontrollably. It took several minutes to get her safely to shore. She was placed in a basket litter and treated for hypothermia. (Warm body contact while wrapped in a blanket. Wet suits and PFDs were used as additional insulation.)

The only access to a road was at the far shore and a doctor had arrived at that side. Warming was stopped at the direction of the doctor who insisted that she be brought to him. She was still shivering some but she had improved in condition so she was put into a canoe and ferried to the far shore.

She was taken to the Fredericktown Hospital where she was examined and released. No broken bones. Bruises and perhaps torn ligaments.

Footnote: Before the day was over two other aluminum canoes were pinned at Cat's Paw. One under the canoe of the victims above and the other at the bottom of the rapid below point "X."

These people were instructed to carry around because of the first trapped canoe but they disregarded the advice. Cat's Paw is not to be taken lightly—even experts respect it. Something we should all consider, don't run it if you aren't prepared to swim it.

MISTAKES

1. Used a canoe with a keel. Keel canoes without rocker are just not suitable craft for whitewater maneuvering.
2. Monte and Terri leaned upstream when they swept broadside to the rock.
3. Did not keep feet up. Regardless of intentions it would have been very difficult to keep feet up when going over a drop such as this one. If a person had on a helmet it might be good to tuck into a ball in such a situation. No helmet was worn.
4. Terri might have used the loop in the throw line and avoided losing her grip and getting knocked over by the current. It is important that the victim as well as the rescuer know and understand the capability and limitations of the equipment being used. (In this case, a throw line similar to the one described in pages 164-165 of American

Whitewater, Vol. XXI, No. 5).

5. The other safety personnel and myself at the site were ill prepared for an entrapment. Initially there was only one rope available on that side of the river. I feel now that most entrapments will require at least two ropes for a successful rescue. One to stabilize the victim *and/or* the in water rescuers and another rope to be used to free the victim.

Because of the warm air temperature I was wearing a paddling suit of waterproof nylon instead of a wet suit. Safety personnel should be prepared for all eventualities and this includes going into the water to make or assist a rescue.

6. The victims party did not have ropes with them. Had they been alone on the river they probably would not have been able to free Terri from the entrapment.

CONCLUSIONS AND RECOMMENDATIONS

Whitewater rescue is difficult and hectic. The ideal rescuers would be a team of two or more persons who have worked and practiced rescue techniques together. One person in the water and one on the shore. Each should be familiar with knots and rope work. We are talking about a state of the art that has yet to be

developed. Entrapments when they occur are likely to be at locations that are difficult to reach by rescuers. Yet ways can be developed or are available to reach them.

It is hard to prepare for all eventualities, nevertheless we should try. If all serious boaters spent some time considering and preparing for whitewater rescue the river could be safer for us all.

Paddlers that have access to pool sessions should take their throw lines and experiment and practice rescue techniques in the pool. Practice tying knots in the water. Decide which knots you will use and when you will use them.

After pool sessions practice could be tried in a fast current. Make sure that the area is safe. Do not endanger your own safety in practicing rescues. But if a safe area is available to test your techniques it would be valuable experience to see how they work in simulated conditions.

For those on the shore pulling, use butterfly nooses. One loop for each person will insure that you will get the most effort on the rope. This can be critical if there is only two or three people to pull. Each person can exert maximum pull with a butterfly noose. Trying to pull on the rope 'tug of war' style limits your effort to the amount of friction you can exert by clasping the rope with your hands. Maybe slings and carabiners would be useful in these situations. Each ac-

cident is unique but hopefully we can be prepared to handle most of them. Every paddler should carry a throw line of the stuff bag type. They are readily available or can easily be made. Remember safety equipment is only useful when available. TAKE IT WITH YOU!!

Something should be said about the emotional aspects of attempting a rescue. Once you commit yourself to attempt a rescue you charge yourself with an awesome responsibility—someone's life. Recriminations come later, even in a successful rescue. "Was what I did the best course of action?" "Should I have done something else?" "What if she had died?" Or; "Did he die because of something I could have done but didn't?" These are thoughts that have bothered me. Yet I can find no reason not to try again the next time something like this occurs. All of us involved were afraid at one point or another that we might lose our race to free her from the water.

It is easy to say but hard to do—but instead of berating one's self or others about what was done or not done try to view the incident objectively. Learn from the experience so that you might do better next time. Although you can possibly save someone's life, you cannot (in these rescue situations) be entirely responsible for their death.

Through some act or the omission of an act the victim has by his

or her own volition put himself in that position. The rescuer can only attempt to make the best of a bad situation. No method of rescue will work in all cases. Failure should not necessarily be reason for self recrimination on the part of the would-be rescuers. Each person can only do his best. One way to make the best good enough is for all of us to prepare for whitewater rescue.

was not scheduled to arrive for another 45 minutes. So as far as race responsibilities were concerned the safety personnel need not have been in place.)

Anyway this bickering in the media has been unfortunate and can serve no useful purpose. It is a shame that someone's ego trip can lead to a distorted awareness of whitewater sport by the public.

One additional note on this incident.

The rescue has received widespread publicity in Missouri. Unfortunately, some of the articles have come out as biased accounts which were distorted and inflammatory. The result is a feud between the Arnold Whitewater Association and the detractor (one of the victim's party). The detractor claims almost exclusive credit for the rescue and attacks the adequacy of efforts conducted by rescue personnel at the site.

No one person at the site had exclusive control over what happened. The Arnold Whitewater Association took all reasonable precautions in having personnel available for the safety of the race participants. That the safety personnel happened to be on the scene when the victims ran the rapid was fortunate. (The victim's party came through during a break in the race action. Two events had already gone through and the next



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THE MENTAL ASPECTS of RACING

by

Eric Evans

While the physical aspects of successful training and racing have been given much attention in the relatively young history of whitewater sport, the more nebulous mental aspects of the sport have been neglected and misunderstood. Even now, our knowledge of the sports psyche is limited. Within this manual, physical preparation occupies well over twice as many pages as mental preparation, highlighting our lack of knowledge. This imbalance in emphasis is a result of several factors. One is that physical gains or losses are more easily measurable and noticeable. In many cases, simple tests will reveal progress or shortcomings. On the other hand, how does one gauge nervousness, experience or concentration?

A second reason is that physical ailments or problems are accepted topics of discussion in our society. Mental capabilities or weaknesses are seen in a dim light; it's an area we are reluctant to explore or discuss openly with others. It is easier and more acceptable to say that you were out of shape for a race than to admit that nerves caused you to perform poorly.

In Western society, we see mental forces such as fear, anxiety, lack of concentration, etc., as *inherent* weaknesses, weaknesses we have no control over and which we should keep to ourselves. Almost the opposite is true of physical problems, where we are only too willing to seek help for our ailments.

Recently, I have found a book, Sports *Psyching*, by Thomas Tutko and Umberti Tosi (Hawthorn Books, 260 Madison Ave., N.Y., N.Y., 10016), which presents a revealing discussion of the mental factors involved in sports. The book also offers specific exercises to help an athlete control tension and reduce fears.

The problem of dealing with the mental side of sports has been a great personal concern and interest. I have lost many more races due to poor mental preparation than due to physical shortcomings. The single most serious mental problem I have had is nervousness—fear of failure. When bothered by nerves before and during a race, my entire body became tight, and movements which were so easy in practice became exceedingly difficult.

A second mental problem for me has been a lack of concentration. Either by daydreaming, being distracted or showboating, I have hit slalom gates or been off my line in a wildwater race. These problems are still with me. I am still searching for answers. In talking with other paddlers, I have found that these two major areas, tension and concentration, are of greatest concern. Hopefully, some of the things I have learned in dealing with these two problems will help you in resolving your own conflicts.

Tension

It's the day of the biggest race of the season. It could be the World

Championships, the Nationals or a small, local race—its importance to you is all that matters. You've worked long and hard for this race—as long and as hard as anyone. You've planned, dreamed, made sacrifices, and this race is where all the planting of time and energy will bear fruit.

Yet, as you warm up in your boat prior to the start, you are almost overwhelmed by fear; the fear of losing, of doing poorly. In fact, if you could be anywhere else at that very moment, you would be. You just don't feel like your old self. The movements which were so easy the day before now seem forced and artificial. As you receive the final countdown, the tension is almost unbearable. When you start down the course, you're running on three cylinders; you're hesitant, jerky and you feel tired much sooner than normal. You feel totally unequal to the task ahead. In short, you're not having any fun at all which is the major purpose of racing, and you're certainly not doing your best.

Everyone has had similar feelings and has undergone embarrassing moments like this. Yet, some people seem to cope with the tension and perform well when it really counts while others never duplicate their training performances.

This problem should be approached in several ways. The first is to look closely at the fear of failure, and the second is to treat its symptoms.

Fear of failure cripples many athletes. They spend their time worrying about the final result (how they are going to do) rather than thinking about how to get the job done. You might as well face it, you're going to lose many more times than you're going to win. And as Rod Laver once said, "They don't shoot you when you lose."

During the first few years of my racing career, through about 1970, I was a wreck during the big races of the year. I would win every slalom race during the spring, and then David Nutt or someone else would beat me at the nationals or the World Championships. In these big races, I underwent experiences much like those described at the beginning of this section. The overwhelming fear of losing dominated me.

In the past few years, I have taken a different approach to racing. I tell myself that I am going to do-my best, and if I lose—then-my hat is off to the winner. In other words, "I am going to go out there and lay one hell of a slalom run on these folks. If someone can beat it, then that person deserves to win."

Unknown situations or circumstances in which we are placed always raise our anxiety level (tension). Therefore, the situation of a big race (with lots of people looking on, the charged atmosphere, the expectations you and other people have, etc.) has to become routine; comfortable if possible. The physical procedure of running a 30 gate slalom course



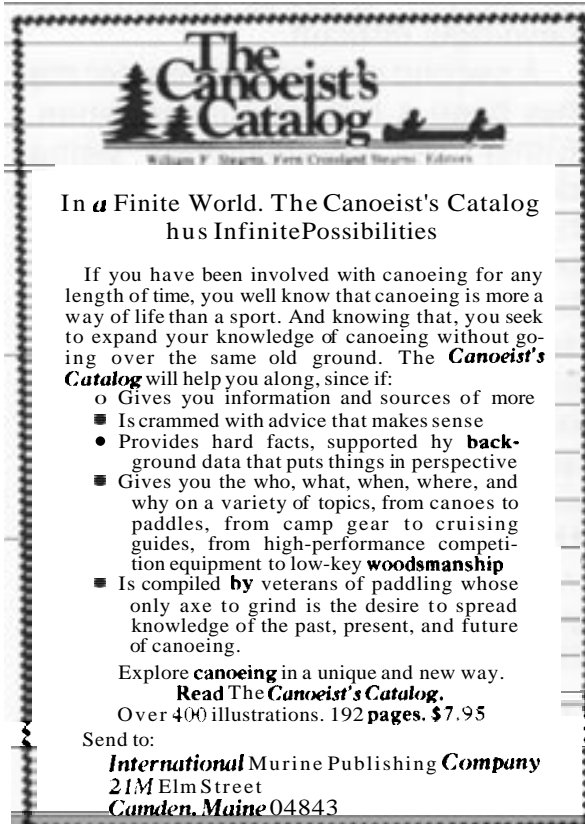
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is easy to recreate and simulate and can be done every day if necessary. Yet, how do you duplicate the very special, **once-in-a-year** atmosphere of a big race and the internal pressures it creates?

Of course, one way to feel comfortable in big-race situations is to experience a lot of big races. The more you enter, the more relaxed and controlled you become. Another method is to go through the big race scene in **your mind** for a short period of time every day in the period leading up to the big race. Here's a process I have had success with:

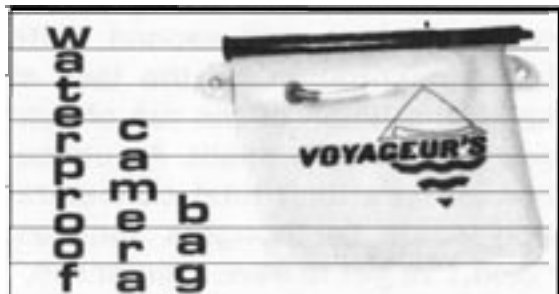
1. Sit quietly with your eyes shut for about 15 minutes.
2. Try to envision yourself in the few minutes before the start of the big race. What do you see? What do you hear? What worries you? Try to generate all the fears/tensions that you know will be with you at the start.
3. Next, say to yourself, "I recognize these fears, and I am not going to try and stop them. But, they are not going to prevent me from doing the task at hand. How do I do it is more important than what happens after I do it."
4. Finally, envision all the possibilities that could happen on race day and how you will react if they should occur. Wind, low water, pouring rain, high gates, a superb first run by your competition, a

lousy first run on your part, etc., should all be dealt with.

With this procedure, the unique circumstances of race day will be more familiar to you when the day arrives.

Concentration

Everyone always told me that a person needed concentration to do well in slalom and wildwater racing, but nobody could define it for me or tell me what it was like to concentrate properly. I still can't define it, but I know what it's like to have it and not have it. The best way to describe it is to imagine that you are going to be able to hear all of a paddler's thoughts at a given moment during a slalom or wildwater race by tuning into his



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thought process. By breaking into this paddler's thoughts during a race, you can get a feel for what somebody might be telling himself as he negotiates one gate on the course with full concentration.

"Coming up to Gate 3, reverse. Have to turn at the last possible instant to save time. Keep to the right, though, because the water in the gate is moving toward the left pole. Watch the gate, watch the gate, watch the gate. Don't take my eyes off the pole. Turn now! Sink my stern under the red. Stay right, stay right! Draw on the right, draw, draw, draw. Counteract the water's force. Keep away from the green. O.k., body through the gate, sink the bow under the green. Throw my weight forward. Quick spin, quick spin, move, move, move... ■

Of course, these thoughts are occurring in a split second. With full concentration on the task at hand, the finish of the run should see you mentally spent. An indication of less than total concentration would be thoughts such as: "God, I've **got to have** a super run." "Isn't that George on the shore?—everyone must be watching!" "What if I don't make Gate 17?" These thoughts indicate concern about how you are doing, what you look like on the course and your final placing, rather than focusing full attention to the actual "nuts and bolts" of the performance.

Mental concentration is just as important in wildwater as it is in slalom. Seemingly brief mental

lapses bring on mistakes which cost time. Listen in on our wildwater racer as he negotiates a hard section of the course.

"Push, push, push. Get the most from each stroke. Where can I gain a second? Coming up to the big rock—want to be just outside the eddy line. Yes, right there. Stay there, stay there, stay there. Aim for the pillow to the right of the rock. **Not** here, straighten out, straighten out. Past the rock. On to the big waves. Stay left of center. Push, push, push... ■

Doug Armstrong once told me that he was more tired mentally than he was physically at the end of the 1975 Wildwater Championships after picking his way through a very technical and rocky course. The mental strain of being on the right line—that mysterious six-inch-wide ribbon of water which is the fastest in the river—is wearing.

During a wildwater race, there is more time for random thoughts to interrupt your concentration than in slalom. Examples: "Why am I so tired this early in the race?" "Who's in that car up on the road?" "If I don't have a good run through this rapid, there's no way I can win." "I wonder how Jim is doing?" These are all signs of a lack of attention to the task at hand.

To be continued

the ARCC—Light

The North Branch of the Potomac: A River Lost

by Howard Brown

It was a warm, sunny day in early May. The swift, shallow water of the North Branch of the Potomac flashed and glittered in our eyes as we donned our life-jackets and helmets and set out on a kayaking trip from Kitzmiller to Luke in western Maryland.

The prospect of 18 miles of virtually continuous class II and III rock gardens and ledges (class IV at higher water levels) kept my mind focused pretty much on the rapids ahead, but I did sneak an occasional glance at the surrounding canyon. I noted two coal waste slag piles on the left (Maryland) shore just downstream from the put-in. I also glimpsed a railroad track on the right (West Virginia) bank, which would continue visible throughout the trip but did not seem much of an intrusion.

I noticed some orange stains at water level on the rocks along the river bank. These stains are indicative of mine drainage problems and usually affect fishing but not swimming or boating. I also got an occasional whiff from the pulp and

paper mills downstream at the Tri-Cities area of Luke, Bloomington and Westernport, bespeaking another desecration by man of his environment.

But despite these intrusions, the river itself was beautiful. Sheer rock walls on the Maryland side of the river soared hundreds of feet into the air. Water cascaded down the canyon walls everywhere, forming intricately terraced waterfalls. Could this river have qualified for inclusion in the National Wild and Scenic Rivers System? Would the railroad tracks and water quality problems, or the less than 25 miles separating the developments at the put-in and take-out have eliminated it from the nationwide inventory of potential wild and scenic rivers being conducted by the Heritage Conservation and Recreation Service?

As director of the American Rivers Conservation Council, an organization dedicated to river preservation, these are the kinds of questions I ask myself on any river trip I take. On this particular trip, I

soon saw the first signs of what made such questions trivial and irrelevant, and yet also critically important.

First, there was a new railroad bridge that crossed the tracks over to the Maryland side, and great cuts high above the river for the relocated tracks. I saw the boom of a construction crane and then, as I rounded a bend, there it was: the Bloomington Dam, a construction site that seemed big enough to contain the foundations of a major city.

From the river, I could see seemingly hundreds of trucks moving their loads of dirt, without apparent pattern, from one place to another, like toys in a gigantic sandbox. I hurried through a gap where walls of dirt encroached upon the river from each side, intimidated by a giant truck which seemed bent on dumping its load directly on top of me and my companions. As I passed under a bridge, one of the construction workers shouted that they were diverting the river in a few days and were not allowing anyone else down the river. He was surprised that signs had not already been posted. Everything indicated that we would probably be the last paddlers to run that stretch of the Potomac.

Bloomington Dam, a Corps of Engineers project authorized in 1962, was designed partially to dilute the pollution from the pulp mills (an existing tributary dam on the Savage River was built exclusively for that purpose). But

basically, Bloomington is just one skirmish in a long-standing battle in the Potomac River Basin over storage dams to insure summertime water supply for Washington, D.C.

A proposed major reservoir on the main stem of the Potomac near Seneca was successfully warded off for many years, as were various plans for a large number of smaller tributary dams. Of these, only three—Bloomington, Verona, and Sixes Bridge—have approached fruition (although the others will always be there in the back of someone's mind).

The need for storage dams is tied to the fact that the demand for water for a single day in one year exceeded the lowest flow recorded for a single day in another year, and if those two phenomena were to happen simultaneously, there could be a shortage! Ninety-five percent of the time the Potomac has far more water than could ever be used. Contingency plans to ban lawn watering, etc., in times of shortage is probably all that might ever be needed.

Storage at Bloomington is already considered as a given in water supply calculations, but seems to have had no effect on the "need" for more storage. Verona Dam on the Middle River of the Shenandoah in Virginia, and Sixes Bridge Dam on the Monocacy River in Maryland have both been authorized but will not be built without a tremendous struggle. How then did Bloomington sneak

through? Why was there no major effort to save the North Branch of the Potomac? Ironically, the same factors that would have made the North Branch appropriate for wild and scenic designation—remoteness and lack of development—made it an easy victim for a dam. Verona and Sixes Bridge, and most sites of successful dam fights, would require the displacement of many farms and homes. This results in a highly concerned constituency to carry on the battle. A canoeist, fisherman, or professor from the city is not likely to put as much time and resources into fighting a project nor have the same credibility as a farmer whose ancestral home will be under twenty feet of water.

There are two basic approaches to river preservation. The traditional method, if you will, is to fight against water resource development projects and other threats to the river as they occur. The **1968** enactment of the National Wild and Scenic Rivers Act, however, paved the way for a second, more positive approach to the preservation of rivers and their natural values, namely incorporation into the Wild and Scenic Rivers System. Rivers in the WSRS are protected from water projects having a "direct and adverse impact" and limited acquisition of land and easements is undertaken along the river to preserve the character of the river valley. As such, the wild and scenic river system is intended for use before a threat to the

river develops, or conversely after a threat has been averted, since old dam proposals never quite seem to go away.

In one sense, seeking wild and scenic designation is easier because you are not bucking up against an active proposal with the accompanying high stakes. In another sense, however, it is more difficult because it is harder to get people excited about inclusion of a river in an abstract system than about the bulldozer that is ready to move. Also it is harder to 'save,' with the Wild and Scenic Rivers System a river with people living along it because they fear the government's coming in and taking their land away from them. So for the same reason that landowners will fight the destruction of their river by a water resource project, they will fight its protection as a wild and scenic river. Such opposition is largely unnecessary because the law has strong limitations upon land acquisition in order to minimize infringement upon landowners. Whether it is justified or not, fear of federal acquisition is probably the biggest problem for acceptance of wild and scenic rivers.

The **1968** enactment of the Wild and Scenic Rivers Act carried with it instant designation of **8** rivers for inclusion in the system and authorization for study of **27** more for possible inclusion. Ten years later, we have **19** rivers in the system and a total of **58** authorized for study. This rate of expansion

has not lived up to everyone's expectations (the American Rivers Conservation Council was established expressly because of the slow progress), but rivers are being protected and the mechanism is there. Also, the federal system has served as a model for state programs, and roughly half of the states now have a river preservation program of their own.

Currently pending in Congress is legislation which could make major additions to the system. Based on President Carter's Environmental Message of May 1977, Congressman Phillip Burton of California's Subcommittee on National Parks and Insular Affairs has created an omnibus bill of wild and scenic river and other proposals. As reported to the House, the National Parks and Recreation Act of 1978, (HR 12536) includes addition of 8 rivers to the system (Skagit, Wash.; Pere Marquette, Mich.; Upper Mississippi, Minn.; Rio Grande, Tex.; Upper Delaware, N.Y. and Pa.; Middle Delaware, Pa. and N.J.; North Fork American, Cal.; and Missouri below Gavins Pt. Dam, S.D. and Neb.); and authorizes study of 18 others. One of those 18 incidentally, was included in the bill because an active AWA member took our message to heart that this bill was an opportunity to get a favorite river authorized for study, and went out and got the necessary support and Congressional endorsement. the opportunity is still there for addition of rivers

on the Senate side, where the legislation is handled by Senator Abourezk of South Dakota's Subcommittee on Parks and Recreation of the energy and Natural Resources Committee.

Rivers of particular importance included or considered for inclusion in the package include the Middle Delaware, which would constitute a resolution of the never deauthorized Tocks Island Dam; the Rio Grande which remains in the bill in spite of local Member opposition; the Bruneau in Idaho, which is not in the bill because of local Member opposition, but which has little reason to be excluded; the Skagit, which an Administrative determination would allow to have a nuclear power plant, and to which the local Member tacked on an amendment which would withdraw the designation for part of the river if a dam were found to be the most feasible (not necessarily even feasible) means of flood control; and the Dolores in Colorado, which was removed from the bill because the local Member had included language making the wild and scenic designation totally subservient to a proposed upstream Bureau of Reclamation dam.

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On the damfighting side of the river preservation effort, the news from Capitol Hill is not quite so cheery. The House Appropriations Committee is including funds for the water projects which were not funded in last year's "corn-promise;" the Senate Public Works Committee is reporting a business-as-usual omnibus Corps of Engineers bill that includes authorization of Locks and Dam 26 with only a token user fee, and the House Interior Committee deleted authorization for funding for the Water Resources Council, because it had been looking at reform of water resource policy.

In case you have not gotten the idea yet, river preservation battles, even though they involve federal legislation and agencies, be they wild and scenic river proposals or damfights, are won and lost at the local level and the Congressman from the area is almost always a critical figure. We can give you advice from Washington, but the fate of your favorite rivers is in your hands.

The American Rivers Conservation Council is a national organization established expressly to work for the preservation of what remains of our heritage of free-flowing rivers. For information on the prospects for including rivers in the omnibus bill, strategy advice, information on the status of a particular river, names of others in your state who are working to preserve rivers or to join (\$10): write ARCC, 317 Pennsylvania Ave., S.E., Wash., D.C. 20003.

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BOOK,

The All-Purpose Guide to Paddling edited by Dean Norman. Greatlakes Living Press, 1976. Paperback, 218 pages, \$5.95 from Greatlakes Living Press, 21750 Main St., Matteson, IL 60443. Reviewed by David Smallwood.

Recently many books have flooded the shelves of your favorite bookstore dealing with canoeing, kayaking and even rafting or other aspects of the whitewater sport. None, however have been quite as effective and well edited as *The All-Purpose Guide to Paddling*. Dean Norman, well-known writer and cartoonist for the AWA Journal, provides his readers with 14 chapters written by experts in various fields dealing with some facet of our sport. The list of authors reads like a who's who of whitewater: Jim and Iris Sidelar, executive director and past editor of the AWA Journal respectively; Dr. Walt Blackadar, noted kayaker and river runner and television personality on American Sportsman Payson Kennedy, director of the Nantahala Outdoor Center and stunt man for the film *Deliverance*; Frank, Al and Syl Beletz, Missouri's own poling experts. The list goes on and on.

The combined effect of all 14 chapters is to tell the modern whitewater paddler where his sport is going, provide historical basis for the sport and bring exciting photos together with interesting and very readable text. An extra bonus is included in that book is filled with Dean's great cartoons including his loveable characters Jan and Dan Boondock and Jacques and Pierre—the Voyageurs.

Other chapters in Dean's book include Conservation by my good friend Oz Hawksley. Oz "tells it like it is" when he discusses the Corps of Engineers and what you can do to help save your favorite river. O.K. Goodwin discusses safety in his chapter and what better person could be chosen but O.K., the Safety Chairman of the AWA. For those of you who have never built a boat or worked on any major repairs (That's hard to believe), you would be interested in the chapter written by Charlie Walbridge, who has his own whitewater products company, Wild Water Designs, and tests all the products that he makes himself.

Other chapters include: Racing, Canoe Sailing, Kayak Surfing,

REVIEWS

Canoe Camping, Wilderness Paddling, History and Origins of Canoes & Kayaks, and organization for a whitewater trip.

Very few books have even attempted to bring together literally all aspects of whitewater. Dean Norman does it and does it beautifully.

The Grumman Safety Coloring Book illustrated by Terry D. Preston, written by Eric G. King. Available by September from Grumman Boats, Marathon New York 13803. Reviewed by Bill Kirby-

I think it would be safe to say that most of us who paddle rigid boats began our careers in Grumman canoes. They have been the most popular among private and commercial users since soon after their appearance and remain so despite the recent advances in open boat design and construction. Grumman has always had a responsible attitude toward the sport and their latest entry into the field of safety education is another example of that attitude. The approach they are taking is unique and it will be interesting to see how the new publication is accepted by the public. Grumman is aiming their efforts toward the

young paddler with ***The Grumman Safety Coloring Book***.

Twenty-two drawings illustrate some of the salient points of canoe safety such as proper loading, correct swimming position and the need for instruction. These are line drawings with plenty of white space to allow those of us with a propensity for such things to dust off the old Crayolas and scrub away at it. The illustrations are followed by a short test in the back which covers safety procedures and terminology. The last page contains a glossary and the addresses of the ACA, the AWA and the USCA.

The drawings are humorous and entertaining. They're well suited to hold the attention of the young reader. This book should reach one of our problem groups in canoe safety, the Boy and Girl Scout age group. Accidents in this category are as much a part of spring as skunk cabbage and arouse the concern of the general public to a high degree. If Grumman succeeds in reaching the young paddlers who are candidates for canoe accidents, then all ***we'll*** have to do is make the leadership of groups like the Scouts, summer camps, the public and private school

systems, and the various outdoor adventure foundations and corporations aware that many of their instructors are not qualified to lead groups of teens and pre-teens through the wilderness.

Naturally, the book is not perfect. Work is continuing on it and hopefully the few bugs will be worked out. A few of the captions err on the side of caution, such as: "Cold water is not for canoeists." And the illustration of a hydraulic is not crystal clear, but these are details. **The Grumman Safety Coloring Book** is a noble effort and a welcome addition to the literature of the sport. Clubs and teachers should watch for its appearance and assure that it receives a wide circulation among those who would benefit from its message.

Recreational White Water Canoeing by Thomas S. Foster. Leisure Enterprises, 1978. Paperback, 92 pages, \$5.00 from Leisure Enterprises, 8 Pleasant St., Millers Falls, Main 01349. Reviewed by David Smallwood.

You're sitting at home reading one of your favorite books on whiterwater boating, **Basic River Canoeing** by Robert McNair, AMC **Whitewater Handbook** by John Urban or the American Red Cross book **Canoeing** which you have just purchased. Suddenly you hear the unmistakable clang of your mailbox so you rush out to see what the Postal Service has dropped you this time. You see an

unusual return address on one of the envelopes, Millers Falls, Maine. You tear into the flap and pull a green sheet out which announces "A new instructional manual on **Recreational White Water Canoeing** by Thomas S. Foster."

I did, and I read all the "hype" and thought, "Wow, at last, a complete book on whitewater canoeing." I rushed off my order and the book promptly came, followed by another letter telling me if I wanted copies for resale they would cost as little as \$2.50 per copy for orders of 50 or more. Well you can't beat that, I said, until I read what I thought would be a good text on canoeing and it turned into a less than adequate and even dangerous "quickie" coverage of whitewater canoeing.

According to the text, this book "Provides a basic introduction to the sport of recreational white water canoeing for individuals who wish to become involved in a safe and enjoyable experience." If beginning whitewater paddlers read only this "basic text and fail to purchase and read the three books mentioned at the beginning of this review, they are really shortchanging themselves: First, by spending \$5 for this book. They could have purchased both McNair's book and Urban's for that price, or the Red Cross book which would have given them "complete" and accurate information for only \$4. Second, many of the recommandations in **Recrea-**

tional White Water Canoeing can get the beginning whitewater paddler in to bad trouble, take the advice on page 74. "If you do **not** have clearance downstream, attempt to keep your canoe in alignment with the current and move through the rock garden with your craft until you reach the next pool." Note: The paddler has dumped and is in the water, not in the canoe. Would you follow your canoe through a possibly dangerous garden? What if the canoe stops on a rock and you don't? If you're hanging onto your canoe how are you keeping your feet at the surface and headed downstream?

Other questionable advice is contained in a statement on page 64. "If your canoe does get sucked into a large souse hole and tips, **remove your life jacket**, swim to the bottom of the river, and then swim downstream away from the hole." Most "experts" recommend this as **only a** last resort, beginners should never remove their life jackets unless all attempts to be flushed from the hole have failed, even then our club's whitewater instructors do not recommend this. So much for problems, this book does have good points.

Illustrations and photos are fairly clear and concise and done in the manner of **Basic River Canoeing**. Coverage of the basic whitewater paddling strokes and maneuvers is done in a clear and easy-to-understand manner and

combined with the photo illustrations provide a sound start for the beginning paddler. Good illustrations also make the section on Fundamentals of River Current one of the better "basic" chapters currently available.

My recommendation: **Recreational White Water Canoeing** is far outdistanced by the excellent books listed in the beginning paragraph of this review. The beginning whitewater paddler needs sound, expert advice and he's just not getting it in this book.

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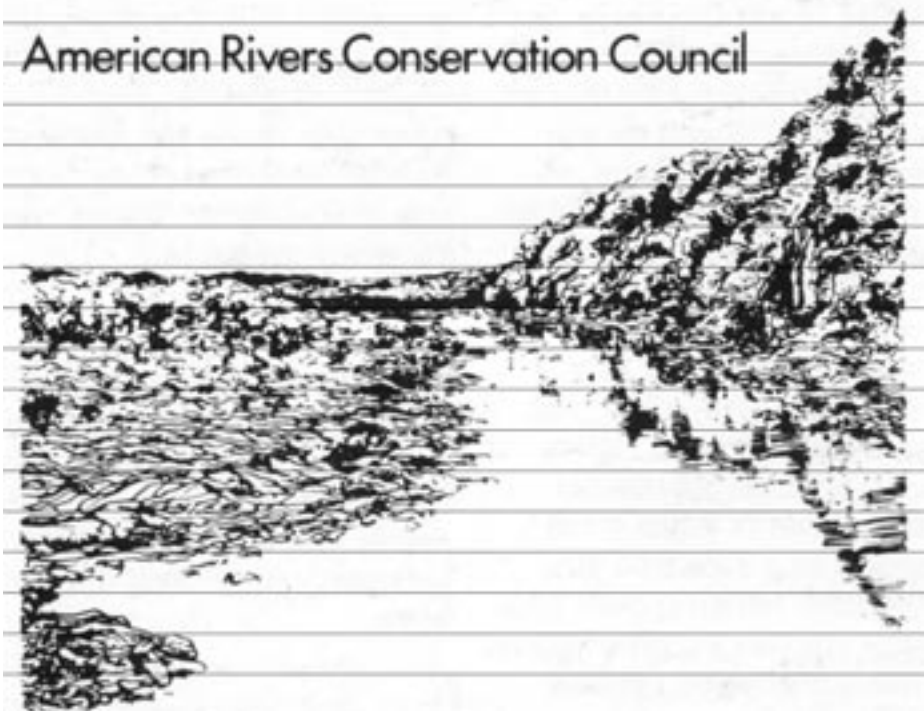
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