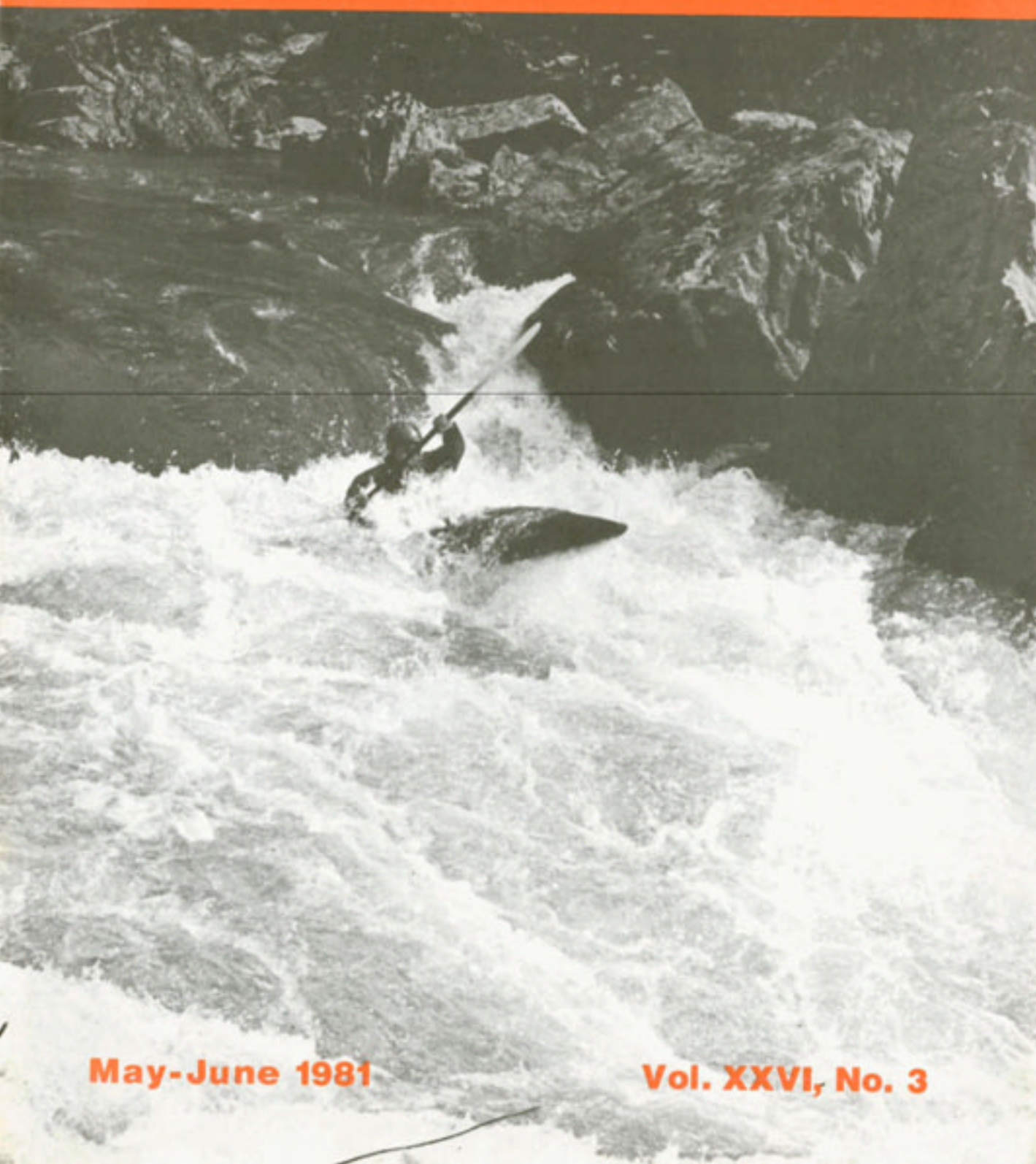


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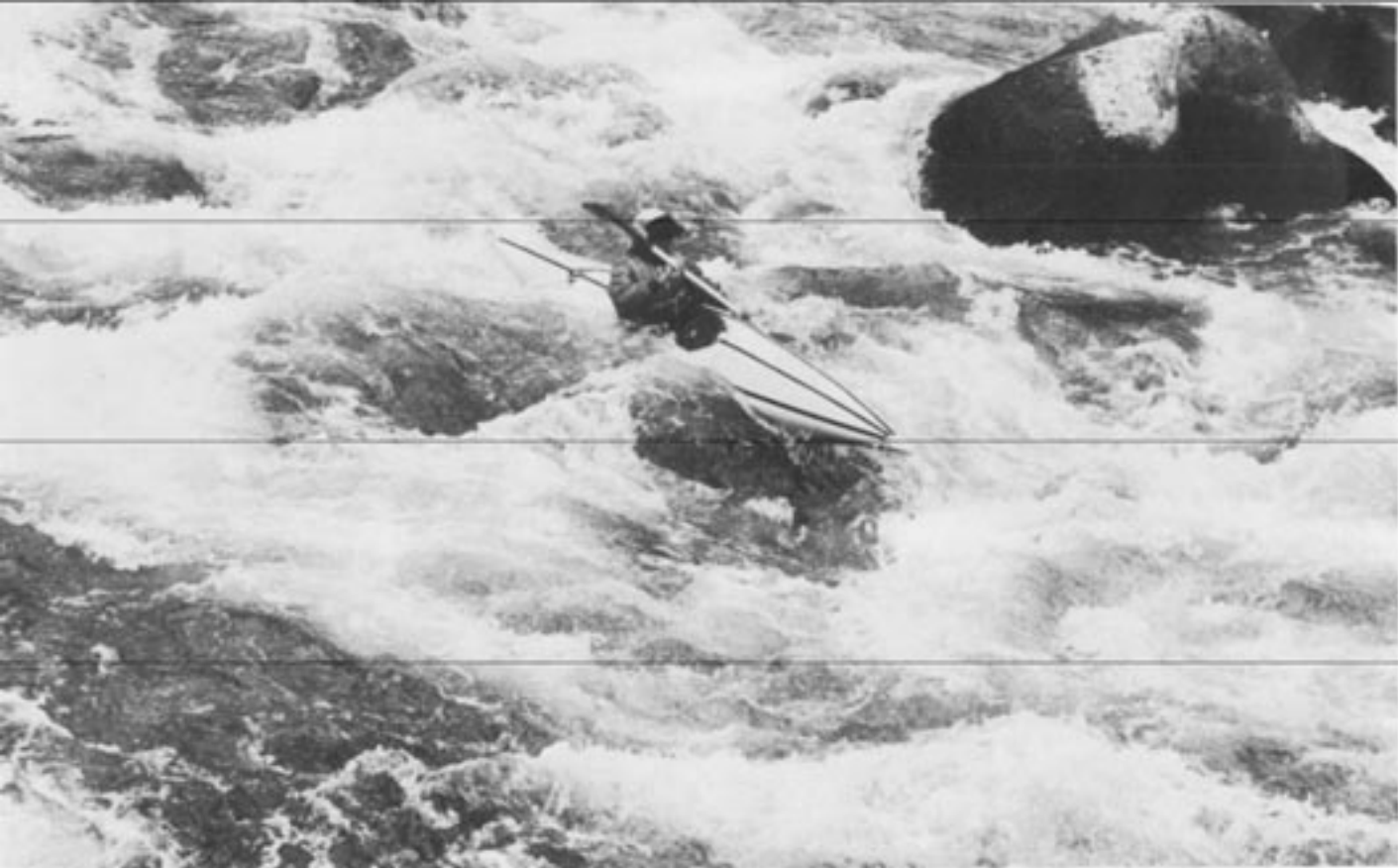
WHITEWATER

The Journal of the American Whitewater Affiliation



May-June 1981

Vol. XXVI, No. 3



WHITEWATER

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The American Whitewater Affiliation

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Contents

ARTICLES

Make Your Own Paddle	Matt Kuckuk	16
Rivers of Surprise	John Yost	19
Kayak Ketcher - Model III	Rod Joblove	24
River Watch (Rocky Mts. Part II)	Ed Sibert	26
Heavy Water PFD's	Jerry Jagers	30
The Love Canal Race	Dr. Kayak	32

DEPARTMENTS

Editor's Soapbox	Jim Sindelar	4
Letters from Readers		5
The Fluvial News: Affiliate Notes		8
Conservation Notes		11
AWA Notes		13
Book Reviews: The Soggy Sneakers Guide to Oregon Rivers	Bart Jackson	14
Mother Auk Tales.	Bart Jackson	15
AWA Club Affiliates List		37

How to Write to AMERICAN WHITEWATER:

- Send articles, photos, cartoons, poems and drawings to AWA Editor
- Send all membership forms and payments to Membership Chairman.
- Send advertising matter and payments to Advertising Chairman.
- * Send questions of AWA Policy to Board President.
- * Obtain membership forms and all other information from AWA Secretary.
- * Obtain AWA products from Membership Chairman.
- * Obtain AWA Safety Codes from Dave Smallwood, Box 1261, Jefferson City, MO 65102

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AWA INFORMATION

How to Submit Articles: Deadlines for all material, including advertising, are the 25th of Dec., Feb., Apr., June, Aug., and Oct., for Nos. 1, 2, 3, 4, 5 and 6 respectively.

Publication is planned at 6 times yearly. Single copies \$1.50 each. Surplus back copies are available at reduced prices. Write to the Membership Chairman.

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

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

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Editor's Soapbox

SAVE THE PONTOOK

Jim Sindelar, for many years the Executive Director and guiding force behind AWA, is currently fighting the good fight to prevent destruction of New Hampshire's Pontook River. Since American Whitewater has been one of the petitioners in this suit, we present you a progress report on the fight thus far, and ask for your aid in continuing it.

To Friends of Pontook:

A coalition of whitewater boaters and fishermen has been formed to resist the development of a hydroelectric project which would divert the majority of the water around the Pontook rapids section of the Androscoggin River in Drummer, New Hampshire. This unique and well known section of river has been compared in popularity to Maine's Allagash Wilderness Waterway. It consists of about two miles of continuous class II and III rapids which provide prime trout fishing, and about the only whitewater boating in New Hampshire during the summer months.

The coalition is represented by Peter Wright, a Manchester attorney (as well as a fisherman and whitewater boater). To date, the developer has 1) applied to the State of New Hampshire via the state Water Resources Board for permission to lease the necessary state owned land, 2) had said permission granted by the Board following a Public Hearing of testimony by the Coalition and many others. Following this, Peter filed a petition for rehearing

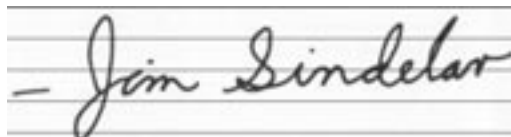
to the Water Resources Board as the first step in a legal appeal process which has now been formally denied. On May 15, the coalition filed an appeal petition in the New Hampshire Supreme Court to challenge the action taken by the Water Resources Board.

The principal theory behind the lawsuit is that the circumstances behind the acquisition of the land by the state in 1967 and the continuous and heavy use by many residents since then has resulted in a common law dedication of the site and river for recreational purposes. On this basis, anything that would interfere with recreational use of the site would be illegal.

Although Peter Wright has agreed to represent the coalition with no charge for legal fees, the coalition has and will incur certain expenses incident to the lawsuit. Filing fees, photocopying, postage, the cost of reproducing a transcript, and printing the briefs are a few of the expenses involved. In anticipation of these expenses, a funding appeal is being made at this time to those people who have used, or will use and appreciate this prime resource. Contributions should be sent to:

PONTOOK DEFENSE FUND
c/o James Sindelar
264 East Side Drive
Concord, N.H. 03301

We would appreciate your help in notifying other persons or groups which share our concern and thank you for your support.



Letters from Readers:

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

Boat Theft

Dear Editor,

Here is an idea on boat theft that might help. If a running log of ownership was kept by writing on the back deck of a boat with permanent marker it would be possible to tell if a used boat for sale was "hot". If this became common practice it would only be possible for a stolen boat to be sold to another dishonest person. Any boat with an altered back deck through sanding, etc., would be suspect to the general paddling community. In any event, writing ones social security number might help some.

David Rosenfeld
Berkeley Hts., NJ

RAFTING

Dear AWA,

According to the American Adventurers Association, about one million people booked rafting trips throughout the country last year. Yet, I fail to see a single article about whitewater rafting, its strictly canoes and kayaks.

I'm sure you realize the difference in canoeing, kayaking, and rafting rivers, and I would greatly appreciate, (as I'm sure a lot of your readers would) if in some small way you could print some rubber info!

Also, there is some gossip relating to a dam proposal on the North Santiam River. Do you have any input on the subject?

River Fool
Albany, OR

*The Journal is concerned with white-water and whitewater boaters, and this certainly includes rafters. As proof we really do care, take a look at John Yost's Rivers of Surprise in this issue. As for the North Santiam, the answer is an unfortunate yes. A hydropower project has been proposed and it is the major concern among all Oregon's environmental groups. The problem is that the North Santiam is not currently part of the Oregon State Scenic system (a state version of the Wild & Scenic with the same protective powers.) However, the hope of preservation lies in that it has been slated for inclusion by the state Department of Natural Resources. If you would like to join in the fight or just keep abreast of the latest battle news, contact: Nancy "Ned" Duhncrack
Oregon Environmental Council
2637 SW Water Avenue
Portland, Ore 97201*

Tubing Safety

Dear Bart,

I heartily agree with your editorial on Tubing Safety. It was also most refreshing in that you did not imply that whitewater cannot be paddled safely by tube. It can. Whatever one's sport, it's inherent dangers can usually be enormously minimized by giving proper thought to safety and equipment, learning or devising necessary techniques — in short, using common sense as you suggest. Low cost definitely seems to be related to irresponsible thrill-seeking tubing. But it also appears to be true of canoeing. Anyone doubting that should read Judy Waddell's article on canoeing the Upper Delaware in the July 1980 C.C.A. Cruiser.

Whitewater tubing must begin with the purchase of an appropriate size new tube.

Letters *(continued)*

In addition, certain safety equipment must be bought or made. One must have a reliable tube-reentry (equivalent to the decked boater's eskimo roll). And naturally, lots of scouting and learning to read water well. One or more carefully altered wet suits further jacks up the cost, but is essential to getting good shots at the high-volume flows which can occur in West Virginia's canyon rivers and others.

Most hardboaters reflexly react with fright on first encountering a tuber in whitewater. Until they have seen it done, most are unable to believe that heavy or technical Class IV and V water can be **safely** tubed. From a different angle, on my first attempt to run a 10 mile stretch of continuous rapids which cannot be scouted from either a RR track or road, I tried to hire a kayaker from a local guide service to lead me down. When asked what I was paddling, I was turned down flat. "No way!" A local paddler, after talking with me and looking over my equipment, reluctantly gave me some much appreciated info on what to expect. But my first run down this fantastic canyon river still had to be made solo.

Unfortunately, there is absolutely no literature available anywhere (to my knowledge) on the subject of whitewater tubing for anyone to turn to. I'm with you in encouraging paddling clubs and organizations to discourage those equipped with little else but a used tube; but also that more effort be made to help the more serious tubers to properly equip themselves and learn the necessary skills to safely pursue this challenging sport. And despite the misgivings that most must have initially felt, I am much indebted to Craig Cole, Judy Waddell, Jin Snyder, Harvey Shapio and many others who have given me valuable suggestions or help along the way.

Sincerely,
John Larsen
Charlottesville, VA

KING INTERVIEW

Dear Editor,

Your Interview with Corny King in the January-February 1981 AWA Journal, inspired the following "poem":

***There once was a dam named Boulder
Which turned to Hoover as it got older,
But Glen on Powell
Was heard to yell "Foul!"***

When Mead was given the cold shoulder.

Sincerely,
Harvey S. Arnold
Miami, FL

Kern Accident Report

Dear Editor,

We would like to respond to your "Accident on the Kern" article in the November-December issue of AWA.

From number V., that article, page 23, ". . . As roto-molded kayaks increase in whitewater, entrapment becomes a real problem. A fiberglass boat would have probably, because of its rigidity, pivoted free or broken in half. Roto-molded plastic boats: more flexible, almost unbreakable, fold more readily. Manufacturer research is needed here to prevent further accidents."

As the leading manufacturer of roto-molded kayaks, Perception would like to complement Charlie Walbridge for pointing out that research is needed here to prevent further accidents. Perception is very proud to be able to point to our boat designs and illustrate the many factors we have looked at specifically for this reason.

For example, if you look behind the cockpit of any Quest or Mirage kayak, a very pronounced ridge starts and goes around the entire cockpit. We approached the added risk of a plastic boat not cracking by adding significant strength with a proven engineering design to the hull to increase resistance to folds. This is markedly different than any other previous roto-molded kayaks on the market in this or any other country.

Secondly, we developed a method to control thicknesses of materials in the final kayak hull itself. This was never heard of until we started developing it on our own, using our own research. There are numerous boat hulls that are sitting in a pile marked "discard" in our factory which were purely experimental aimed at reinforcing various sections of the kayak by adding or subtracting thickness. This is all done to build the safest product within our category of materials, used in the entire industry. Using ultrasonics, we have the ability to measure final thickness variances without destroying the sample.

Many companies, because testing means sample destruction, only randomly sample their products. We have the capability to sample any boat being produced at whatever intervals we choose to maximize continuity in production. Because of these thickness controls, ultrasonics, and non-destructive sampling, boaters can be sure that the polyethylene materials are strategically built to help reduce their chances of entrapment.

Obviously no boat is entrapment or fold proof. Entrapment is not *becoming* a real problem . . . It always *has* and will be a problem. Education, experience, and proper instruction will always be the finer guidelines determining kayaking safety more than what type of materials the boat is made of. We always hear about the boater's poor judgement if he made a mistake in a glass boat, but if in a plastic boat, the boat gets the blame.

A lot of the improvements described above have come about because we are actually boating in our own products continually. We have specifically designed and built machinery for the sole purpose of testing kayaks . . . Kayaks and canoes are 100% of our business and not a small minority. All of us have kids and would feel perfectly safe with any of our own children using one of our boats because we know what kind of intense thought

and design has gone into them to reduce the boater's risk as much as can be done in any assumed risk sport.

We hope the boating public understands just how much thought and concern has gone into this aspect of our business. The most advanced engineering skills in the world go into our roto-molded boats. As the saying goes about the old grey mare, "They ain't what they used to be."

Thanks for the opportunity to respond to this article.

Ken Horwitz
Marketing Director
Perception, Inc.



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AWA AFFILIATE NOTES

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

RIVER MAPS AVAILABLE

Artist William Neally has recently produced a map of the national Wild and Scenic rivers for the American Rivers Conservation Council. Copies of this map will be sent out to all 1981 ARCC renewals or are available from ARCC for \$1.00 plus 35 cents postage. Bill Nealy has also drawn other maps of individual rivers, including the Chattooga IV, the New River Gorge, the Gualey, the Nolichucky, the Nantahala, and the Ocoee, all of which are available at \$2.00 plus 75 cents postage. If interested in any of these maps, or in joining ARCC, contact the Council at:

323 Pennsylvania Ave. SE

Washington, D.C. 20003.

— *Thanks to the American Rivers Conservation Council*

MEXICAN RACE SCHEDULES

The United States is not the only North American nation with whitewater rivers, paddlers, or qualified racers. The Downriver Mexican Federation is now presenting a full slate of downriver and slalom races to which United States paddlers of all classifications are graciously invited. The **Federacion Mexicana de Descenso de Rios**, Mexico's national canoe association, equivalent to our ACA, sponsors the national competition on October 4th and supports local clubs who sponsor the other 12 races. Even if you aren't much of a racer, there is no better way to learn of

Mexican rivers than from the top paddlers who boat them most often. The remainder of the Mexican racing season is as follows:

June 28 — Valle Nacional River 4th Race. Nine-mile, Class III WW on a beautiful river (selvatic areas). Oaxaca State. For Kayaks, Canoes, Rafts, and all kinds of boats in free category. Sponsored by Papaloapan Nautic Club.

July 26 — Amacuzac River 6th Race. 10-mile, Class IV WW. Morelos and Guerrero State. For Kayaks, Rafts, and all kinds of boats in free category. Sponsored by Aztlan Nautic Club.

August 23 — Atoyac River 5th Race. 10-mile, Class IV; a beautiful river in a tropical zone. Vera Cruz State. For Kayaks, Rafts, and all kinds of boats in free category. Sponsored by Atoyacalli Nautic Club.

September 20 — Rio Grande 8th Race. 12-mile, Class I-II. Oaxaca State. For Kayaks, Canoes, Rafts, and all kinds of boats in free category. Sponsored by Explorers of Mexico Club.

October 4 — Mexican Nationals. Antigua River 4th Race. Eight-mile, Class V. Veracruz State. For Kayaks and Rafts. Sponsored by the Downriver Mexican Federation.

October 18 — Papagayo River 1st Race. Class IV-V. Guerrero State. (Confirmation for this race available as of August, 1981.)

November 29 — Rapids of Balsa River 4th Race. 13 miles, Class I-III. Guerrero State. For Kayaks, Canoes, Rafts, and all kinds of boats in free category. Sponsored by

NEWS

the Coyuca de Catalan Nautic Club. (This may be the last race on this river as a dam on it is already under construction.)

December **27** — Balsas River 7th Marathon. 12-mile, Class I. Guerrero State. For Kayaks, Canoes, Rafts, and all kinds of boats in free category. Sponsored by Coyuca de Catalan Nautic Club.

Any boaters interested in competing in any of these races, or in just gaining some expert information about Mexican paddling, contact **Mr. Jorge Wilson, Downriver Mexican Federation Secretary, Paseo de la Reforma 195, 10— piso, Mexico 5, D.F. MEXICO; Telephone 592-14-77.**

— *Special thanks to Ruben Borja, Treasurer, DMF*

THE DROUGHT: CENTURY'S SECOND WORST

Very few parts of the nation can claim this to be a good, or even average white-water season. Though heavy rains have recently hit various sections of both coasts, the winter snowpack was so small, or non-existent, that the general paddling rule for '81 has been, "Be there when it rains, 'cause it won't be there tomorrow."

In describing just how bad things were for the Southeast, Alan Carmichael of the Knoxville headquarters of the Tennessee Valley Authority stated that, "according to our figures, we are (experiencing the results of) the second worst wintertime drought in 91 years. The only period that can compare to it was the winter of '39.

"To give you an idea of how dry it is, during the first 21 days of January we had only .08 inches of rain in the watershed that drains Fontana Lake. Normal rainfall for that period in that area is 4.9 inches."

From Colorado south, both the east and west slopes of the Rocky Mountains are, according to Bureau of Land Management officials, holding only 20 to 35 per cent of the average winter snowpack. Statistical horror stories for the rest of the nation have been comparable. So, for most of us the only hope remains to search a little harder, pray for rain a little more frequently, and be set and ready to run when the awaited thunderstorms finally do come our way.

— *Thanks to Ashville Kayak Club*

INVENTION OF THE SEASON: KAYAK KITE

Tired of chugging over those long, flat stretches? Why not take up kayak kite sailing, the newest of paddling spinoff sports, invented by Seattle's Leroy Nordby. Pulled by a 15 square foot parafoil, attached to the boat's cockpit by a long nylon line, Leroy's Tyhee II ocean cruising kayak cuts through Washington's coastal waters at speeds far beyond those of mortal paddlers.

Though the sail is far from a new idea for the canoe and kayak, most existing rigs are heavy, clumsy, and make you choose between paddling your craft or sailing it. Nordby's parafoil kite, however, folds up and stores easily in any decked boat, and can be quickly assembled and launched to catch a passing breeze. The entire operation is simple and muscle saving. The only real problem is a very limited tacking angle. But who knows what future developments and practice will bring?

— *Thanks to the San Francisco Sierra Club's "Paddlers' News Bulletin"*

PADDLERS' CODE

The Conewago Canoe Club of York, Pennsylvania recently adopted the following code of ethics to its paddlers written by Thomas S. Foster, which we feel deserves repetition here and perhaps adoption by other paddling groups.

We will support the cause of conservation locally, nationally, and internationally; battling to protect our diminishing clean whitewater rivers.

We will help to build a positive reputation for river crafters, so that we will be welcome wherever rivers are navigable.

We will recognize that with increased skill comes increased pleasure . . . as well as increased obligations and responsibilities.

We will teach others how to use Nature's wonders properly and will inform our fellow paddlers of safe river practices.

We will respect private property and leave our eating sites and campsites cleaner than we found them.

We will be considerate toward and friendly with all other recreationists we meet.

We will select rivers which are within the ability of the least skilled paddlers in our group and let each paddler make a personal decision about running a rapid.

Finally, we will adhere to the standards of safety and strive to increase river and paddling skills for ourselves and others.

— Thanks to CCC's "Paddle Talk"

EVANS AND HEARN OPEN "ROARING RAPIDS"

You step into a large doughnut-shaped raft, adjust and strap yourself into one of the 12 airline seats, then, with the same passive thrill of a rough bus ride, you are swept along the quarter-mile, artificial Roaring Rapids. After six minutes of looking at the passenger across from you (the seats face inward), the ride is over and you have just experienced, according to Eric

Evans and Cathy Hearn, "the nearest thing to actual whitewater river experience".

What you have just paid for is, actually, the Roaring Rapids ride of Great Adventure, New Jersey's Disneyland-style amusement park. At the start of this summer top K-1 racers Eric Evans and Cathy Hearn will run the four-rapid circuit as a season kickoff for the 3.5 million customers expected to give this ride a whirl. Besides a lot of fun, the major benefit of this ride, claim Cathy and Eric, is that it gives people a basic introduction to the idea of whitewater.

NATIONAL PARKS OFFER UNDERWATER SEARCH SEMINAR

This past May 27th in Narrowsburg, N.Y., the National Park Service in the Upper Delaware River District sponsored an evening seminar on underwater search and recovery techniques and the medical aspects of SCUBA diving. The Delaware for many years has been the middle-eastern states most popular paddling stream where novices take their first fling at Class I-II whitewater. With this ever-increasing usage has come an ever-increasing number of fatalities. This seminar was designed to show paddling clubs and other interested groups the various techniques used in recovering victims et al, alive or dead, from free-flowing rivers.

Attending were police, fire, and various rescue agencies along with members of several paddling and diving clubs. Joseph Donahue, President of Northeast Divers, Inc. and Dr. Edwin Neville, a member of the Undersea Medical Society each gave lectures and Delaware area police gave presentations.

Several paddlers commenting on the seminar noted that each group had its own specialized area of knowledge, but there was no single club or agency that could truthfully claim skill in the full rescue process. Obviously, much greater com-

munication is necessary between groups.

If your club would be interested in sponsoring a similar seminar, advice and names of experts can be found by contacting:

Ted Waddell
North District Ranger
Box C,
Narrowburg, N.Y. 12764
(914) 252-3947 or
(717) 729-7135

Conservation Notes

DEMOCRATS CALL TO OUST WATT

Friday, June 5th, the Democratic National Chairman Charles Manatt and the party's western caucus called for the immediate resignation of Interior Secretary James Watt. The Democratic National Committee gave Manatt a standing ovation when he described Watt as "a man who would despoil the face of the earth. Watt is trying to impose upon our region an unbalanced and shortsighted exploitation of our land, mineral, and water resources which is contrary to the interests of the West and America."

VIKING TRASH FIGHT

The March 1981 issue of *Viking News*, the newsletter of Kentucky's Viking Canoe Club, announced that from now on all trip leaders would be expected to carry garbage bags and run riverside cleanups at put-ins and takeouts. As an ever-dwindling number of whitewater streams see an increasing number of boaters, litter and garbage become a real problem. The Vikings are initiating a positive step to help preserve the rivers they love and AWA applauds their efforts. The next time you're sitting around the put-in during the shuttle, you might consider getting off your duff and emulating this example.

— *Thanks to the Viking Canoe Club*

COLORADO WATERSHED UNDER ATTACK

For eons it ran unharnessed as one of the world's most powerful, beautiful, and wild rivers. For that reason, and others, man has continually felt the urge, ever since he was able, to dam and control every last section of the Colorado and its tributaries. They started in 1935 with the construction of Hoover dam and continued through the years to plug up Glen Canyon, Blue Mesa, Flaming Gorge, Morrow Point, Crystal, and others. More recently, a dam is underway on the Dolores River and the oil shale industry is itching to carve up the White.

But somehow, to the nation's dam builders, that didn't seem enough. Life still pulses into the Colorado from the free-flowing Yampa — for a while. Now, even this last segment is threatened. The Colorado River Water Conservancy District currently proposes the Juniper-Cross Mountain Project. This project is made up of two dams which would flood all of Cross Mountain Canyon located in northern Colorado's Dinosaur National Park, near the Yampa's confluence with the Green River. If the dual dam system is built, it would flood 90 miles of river with

(Continued on page 35)

QUOTATIONS OF THE MONTH

"I don't paddle and I don't walk. Gentlemen, I can assure you I am very receptive to opening up the national parks to more concessions and development."

— *James Watt, Secretary of the Interior, explaining his outdoor position to National Park officials.*

"As little as possible."

— *James Watt explaining what the government's role should be in groundwater management.*

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WHERE WE STAND

AWA President Pete Skinner, when not running body-crunching hair, maintains an equally turbulent position as engineer for the New York State Attorney General's Office. His specialty, based on his heart and expertise, is protecting free-flowing streams from unnecessary dams, chemical waste dumping, and anything else that business-cum-government throws at and into them. In the next issue of AWA, he will present an article explaining just how great are the dangers against, and the hopes for preserving, nationwide, our river resources.

We are all aware that the present despoilation-hungry administration has, in a tragic fingersnap, totally altered all current protections and future plans for our environment. Pete's report will examine specifically how close to the wall we now stand. In addition, he will outline definite suggestions for fighting the good fight, two of which he asks AWA readers to kneed and ponder before the full article appears next issue. They are:

- We must learn how to interact with the Federal Energy Regulatory Commission.

Dams can be fought effectively on an individual basis, on a federal as well as local level. Watt and Reagan do not an entire administration make, (Thank goodness). Even where a dam is already built, or about to be built, we must still battle for beneficial management plans: planned releases and mitigation of low-flow schedules.

- The American Whitewater Affiliation is considering an alliance between itself, The National Organization for River Sports (NORS), and The American Rivers Conservation Council (ARCC) to establish a unified river-saving effort. The goal of such an alliance would be to enhance ARCC's current federal lobbying effort with both funds and a broader membership base. We will also be casting about for some river and politically conscious person to fight for river and environmental preservation on both national overall and individual fronts. The job will be funded, but to what extent, and whether full or part time remains to be seen.

AWA DIRECTORS' ELECTION COMING UP

Nominations now being accepted for the two vacancies on AWA Board.

The American Whitewater Affiliation is on the upswing. In the past year, AWA has doubled its membership. We have enlarged the Journal and gotten it back on schedule. We have instituted a news-swap with the American Canoe Association, and enlarged our Expedition Clearinghouse. We have sponsored the AWA Research Effort (AWARE) and aided in supporting the American Rivers Conservation Council in its national lobbying fight to save our streams.

Frankly, this just isn't enough. There is so much more AWA wants to do for the paddling community. But every project demands mammoth doses of volunteer effort and direction. You Can Help. If you are really dedicated to whitewater boating, full of energy and ideas, why not nominate yourself for the AWA Directors Board. Or if you have a paddling buddy who is energetic and interested, why not nominate him. With your help, AWA can become whatever you want it to be.

IF INTERESTED, put the name, address and phone number of the candidate on a postcard and mail it to: Pete Skinner, President, AWA, RD #1, West Sand Lake, NY 12196

AWA Book Reviews

SOME POSSIBLE ADDITIONS TO YOUR BOATING BOOKSHELF

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

THE SOGGY SNEAKERS GUIDE TO OREGON RIVERS

by Willamette Kayak and Canoe Club

106 pages, 5½" x 8½", paperback, line-sketches maps, \$5.00.

Available from the Willamette Kayak and Canoe Club, Box 1062, Corvallis, OR 97330; 1980.

No one knows an area's rivers like the local club that paddles there every weekend. Scouting, then running a river once may give you the right to talk about it, but it does not afford that special understanding known by those who have seen it at all levels, in all seasons. Fortunately, for anyone planning to paddle Oregon, the Willamette kayakists and canoeists have pooled such understanding and enormous experience to produce this excellent, incredibly detailed guide in their state's rivers.

In a succinct, no-waste style, the authors describe 80 sections of 40 white-water streams, each arranged according to location within its major paddling region and natural watershed. The individual river write-ups list river classification, flow, gradient, length, days required, type of scenery, and running season all codified on the first line. One nice point is that if the flow varies seasonally, class and flow

information are given separately for that season. Following the code line is a brief river description including specific difficulties, shuttle instructions and gauge information. For the longer runs there often follows a "Watermarks" section listing trip highlights with accompanying mileage.

All of these river descriptions are thorough and exhaustive. And, since each stream has been recently run, described, and signed by the paddler most familiar with it, the accuracy appears to be far beyond the average guide. Certainly the fact that the authors live these rivers and are familiar with every detail of them comes through. If I have one complaint it is that the paddler/authors sometimes go beyond description and into instruction. I don't mind being told that a hairy run just around the corner from the put-in needs scouting. I do, however, mind being told to approach it on the left and work my way right.

The ultimate test of any paddling guide is whether an out-of-area paddler can safely choose, find, and paddle a run based solely on the book alone. The Soggy Sneakers Guide passes with flying colors. Based on the Oregon streams this out-of-stater has paddled, then reading the descriptions and advice about them included here, I would feel more than safe in choosing others. In addition to the individual river description, each river is located on a free-hand regional map and a watershed map. The only tool needed beyond this guide would be a good road map. I did notice, however, several penciled corrections on my copy which I hope were translated onto all others sold.

Since this is strictly a guide to finding your way around Oregon's rivers, there is little in the way of introduction. Yet I did enjoy the brief essays on river safety, pre-

servation and etiquette. I was also happy to see the AWA safety code reprinted from the book; it is a shame they could not have taken the trouble to find our organization's current address.

In short, The Soggy Sneakers guide is an excellent and invaluable book for anyone boating in Oregon. It depicts for the public all that necessary information that too often stays buried on club trip reports. The creation of this volume, was I'm sure, a mammoth one. But one I hope that will serve as an example to other local clubs. After all, who knows your favorite river better than you?

— Reviewed by Bart Jackson

MOTHER AUK TALES (Reflections from Beneath a Raft)

by R.W. Bill Brown

69 pages, 8½" x 10" paperback, b&w illustrations, \$6.95.

Available from Sea Gull Books, Box 1414, Farmington, NM 87401; or from Great Auk River Expeditions, 5 Woodland Circle, Durango, Col. 81301; 1980.

Somewhere, out in Utah, the mangy but enthusiastic crew of Great Auk River Expeditions gently 'strokes the Dolores River and guides raftsfull of passengers through the rapids. But here, we soon learn, are no ordinary men bred of an ordinary river. In his compilation of "timeless, absolutely true stories, epic poetry, and rare etchings", Bill Brown depicts a crew of wierdos and crazies whose courage rivals the Argonauts and style emulates the Keystone Cops.

Some books border on the absurd, this one leaps right in and wallows around in it. Every word and drawing is fun, and clutches, however desperately, at humor. The stories are short — from four lines to four pages — and totally devoid of instruction, preaching, or complaint about the loss of beautiful rivers. So if you are one

(Continued on page 33)

FRESH PRESS LIST

Just published volumes that will be reviewed in upcoming AWA issues:

Sports Injuries, The Unthwarted Epidemic. Edited by Paul F. Vinger & Earl F. Hoerner. 413 pages, 8" x 11", hardcover, b&w photos and illustrations. Available from PSG Publishing Co., Littleton, MA.

What makes this book of special interest to boaters are the two chapters written by veteran kayaker Arnold Rief: "Risks and Gains" and "Protection Against Drowning: Training and Equipment". In addition, 35 other chapters, written by an impressive array of experts cover the full spectrum of preventing and repairing sports mishaps.

New England Whitewater River Guide. By Ray Gabler. 376 pages, 6" x 9", paperback, a few photos, maps, \$8.95. Available from Appalachian Mountain Club, 5 Joy St., Boston, MA 02108.

A revised edition of the old exhaustive guide covering over 62 northeastern rivers. This edition claims 35% new material plus a long introduction to boating section.

Running the Rivers of North America. By Peter Wood. 296 pages, 6" x 9", paperback, maps and illustrations. Available from Barre Publishers, Barre, MA.

A guide to more than 50 rivers, with specific trips on each, throughout Canada and United States.

White Water Handbook. By John T. Urban, Revised by T. Walley Williams. 197 pages, 5" x 8½", sketches, a few photos, \$4.95. Available from Appalachian Mountain Club, 5 Joy St., Boston, MA 02108.

The first revision of Urban's old standard in 15 years. Basic technique, safety, it's all here.

Wilderness Search and Rescue. By Tim J. Setnica. 640 pages, 6" x 8". paperback, b&w photos plus illustrations, \$12.95. Available from Appalachian Mountain Club, 5 Joy St., Boston, MA 02108.

An exhaustive handbook for outdoors rescue from all situations, based on actual case studies. Primary boaters interest: Whitewater Search and Rescue chapter.



MAKING

YOUR OWN

PADDLE

by MATT KUCKUK

Boaters are more builders than buyers and home made equipment comprises much of what you see on the river. Partially, this is because boaters are just plain cheap. But more importantly, the product designed out of your own experience and slaved over in your own basement is, in most cases, superior to anything commercial mass production has to offer. While few deny home made superiority in their clothing, sprayskirts or even boats, most shun making their own paddles, fearing they lack the technological magic. In AWA's January-February issue, page 14, Mike Bogan reported the process of creating a wood blade. Here, Matt Kuckuk of the Wisconsin University Hoofers, further allays our paddle-making fears by describing his club's method for fiberglass blades.

A few years ago, some of my fellow Hoofers and I noticed that paddles were not only getting mighty expensive, but we weren't really happy with the selection. Each brand had its good points, but nowhere was there available a paddle that had all of the features we felt made up a truly fine paddle. Wood racing blades were "truly fine" by anyone's standards,

in the short run but they wear away quickly after a few 150-feet-per-mile creeks or miles of shallow shoal. To fill this void in the equipment scene, we began making our own fiberglass paddles, drawing on our boat building experience.

Access to a mold is the potential paddle builder's first and toughest problem. There aren't many paddle molds around, so odds are you'll have to make your own, or strike a deal with your local mold maker to build one for your whole club. In our case we luckily found Jim Fahey, a well-known boat builder and designer who had been curious about the possibility of paddle making for several years. With his help we came up with a system whereby we could vacuum-bag blades directly onto the shaft, eliminating many of the structural problems of shaft-blade junctions, such as stress risers and poor bonding. Vacuum-bagging makes possible near-perfect laminates, with no air bubbles or excess resin. It also minimizes the builder's contact with those nasty chemicals.

Once you have a mold, you need to consider the shaft. Wood, aluminum, and fiberglass shafts are all sufficiently durable, and are available from a number of sources. Each had its good points, but we

chose sections of fiberglass vaulting poles because they were light, very strong, and had a pleasing flex that seemed to make paddling easier.

Each type also has drawbacks: fiberglass shafts easily get nicks and scratches on the surface which start cracks, leading to weak spots. Wood flexes nicely, but isn't quite as strong as fiberglass for an equivalent weight. Aluminum is strong and very resistant to cracking but has zilch flex. By the way, avoid completely lightweight graphite-reinforced shafts since they become **extremely** brittle after being scratched.

After you have chosen a shaft and prepared it to receive the blade(s), by sanding, grinding, or whatever your process required, the subject of blade construction looms.

The Blade. Naturally a paddle blade must be strong enough to withstand even unusual stresses and shocks. The most important factor in paddle strength is the "rib", the raised center line of the blade. The vast majority of all paddle breaks are perpendicularly across this rib, so you are wise to pay special attention to it. Reinforcement with extra cloth (preferably S-glass) is a must, and make sure there are no air bubbles or pools of excess resin.

Another important requirement for a paddle blade is that it be stiff enough to resist "flutter", or vibration, even during a hard stroke. Flutter has nothing to do

with strength; you could make a paddle that six teams of horses could not break, and it could still be too flexible to allow a smooth stroke. In planning your blade lay-up, remember: **thickness equals stiffness**. The stiffness of your materials plays a part too, but in general you are much better off with a slightly thicker laminate than with stiffer materials, even exotic ones such as graphite or boron. To achieve the necessary thickness and keep the weight down at the same time, use **low density** materials (that still have sufficient strength and durability for the riband tip). Epoxy and Kevlar have much lower densities than fiberglass; ergo, use plenty of Kevlar and don't squeeze the laminate too dry. We have had good luck with about one third Kevlar-to-glass and a resin content at about the level where there is just the slightest fabric pattern on the vacuum bag surface.

As a first line of defense, you need to protect the **tip(s)** of your paddle from ex-

An amateur job doesn't have to look amateur. Opposite, author Matt Kuckuck uses a file to remove rough saw cuts. Right, he finishes up the final product.



"We have had good luck with about a one-third Kevlar-to-glass **layup** [on the blade] and a resin content . . . where there is just the slightest fabric pattern on the vacuum bag surface."

cessive wear. There are a number of ways of doing this. The most common protective device is a strip of aluminum or stainless steel riveted to the tip. This protects the tip excellently, but the metal strip tends to develop sharp edges that hang up on rocks and flesh. We simply beef up the last two or three inches of the blade with some extra glass or Kevlar. This method is simple, works well, and doesn't develop dangerous features.

Using the above suggestions, you should be turning out functional, lightweight paddles after just a few tries. No matter how good your materials and layups are, though, the blade design and finish work are just as important to the overall quality of the paddle.

According to just about every paddler I have talked to on the subject of blade shapes, the best are found on the wood racing paddles. Study these before deciding on a shape of your own, but **DO NOT** just go out and trace someone else's blade. Besides the moral (and perhaps even legal) ramifications, you'll feel pretty silly when someone notices your lack of imagination. The perfect paddle blade has not yet been invented, so try an original design and see what happens.

The finishing touches include touch-up shaping, sanding, and addition of hand grips. Do pay attention to irregular and rough edges—an amateur job doesn't have to look like an amateur job. Oval grips are necessities on kayak paddle shafts. Try several and choose a size and shape that feels right. Wood can be carved, and aluminum or fiberglass can be pressed or molded into an oval cross section. If these fail, bicycle tape, with or without sections of ethafoam, works well.

T-grips for canoe paddles can be purchased from a few manufacturers, otherwise they can be carved from wood or molded from epoxy. If you choose to mold your own T-grips, use a slow-setting hardener such as polyamide to minimize the risk of burning your shop down. A few ounces of fast-kick resin in a confined space can get amazingly hot.

Paddle making is certainly not for everyone. For the majority of whitewater enthusiasts, the commercially available paddles will continue to provide a good selection. Experts, "hair" paddlers, and those of us who like to know their equipment inside and out may find, however, that the homemade blade is the best around.

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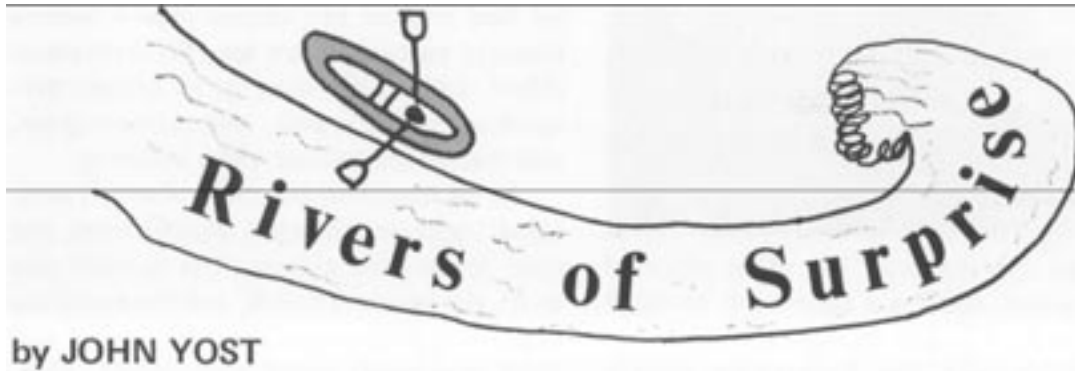
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A REMATCH EXPEDITION WITH THE INDUS

Rakaposhi. Hunza. Karakorum. Nanga Parbat. Gilgit. Indus. . . . These are magic names for trekkers and mountain climbers; magnets that year after year draw the best from around the world to meet their challenges. Yet for river-runners these heights of northern Pakistan remained a region untried and unrun.

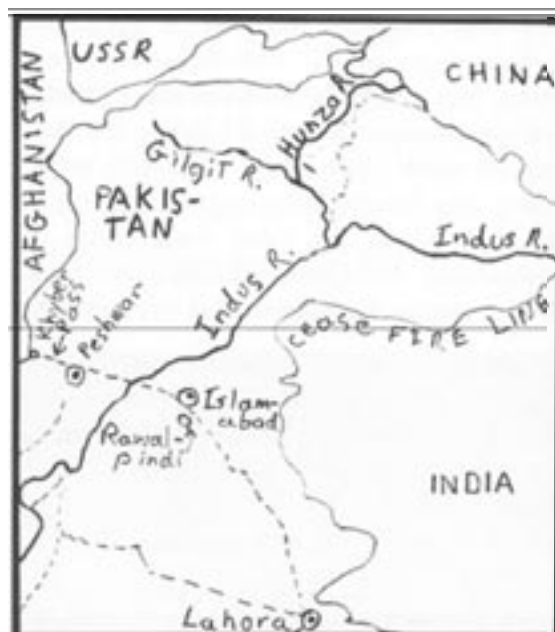
For several years I had felt the pull of the Indus and its tributaries. But it was not until Fall of 1979 that I met her head on. I had joined SOBEK Expeditions of Angels Camp, California in an attempt to navigate the toughest section of this river that we knew of. Our efforts were noble, but the Indus was king. She overwhelmed us, intimidating us into portages, lining, capsizes, and general defeat. Yet she whetted our appetites for more.

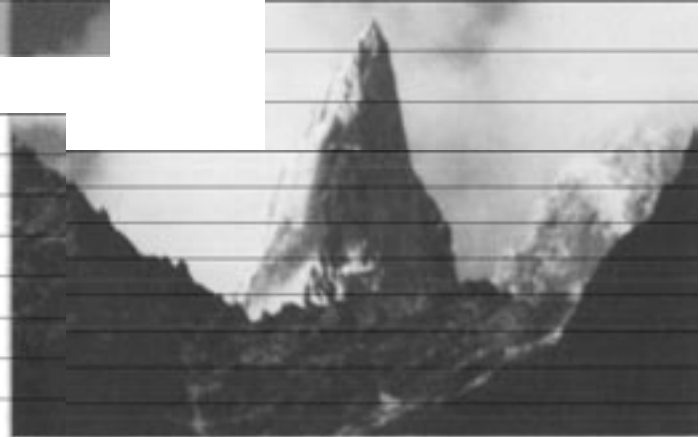
A return bout was what the whole group really wanted, but experience suggested we focus on using the Hunza and Gilgit Rivers as avenues to the main event. One year later, with the benefit of a prior trip and plenty of stateside prep, I was back as leader of another SOBEK-sponsored exploratory. We planned to tackle a 250-mile stretch of whitewater from Baltit on the Hunza River to Thakot on the Indus. The last minute details in Rawalpindi fell neatly and conveniently into place: permits, food, equipment, road transport, flights, passport registration, and schedules all presented few problems.

From there, we boarded a flight to Gilgit, happy to return and yet wondering about our intimidation of the previous year.

I peered out the plane window as we skimmed north from Rawalpindi over farm-checked plains and into the Himalayas and Karakorums. As we rose, the vanguard of the lowland monsoon clouds pinched us down between the mountain peaks. Freshly powdered jagged rock promontories stretched towards our small plane. I began to regret my window seat: cloud-obscured vistas clearing to reveal rock walls a few feet from the wings tend

North Pakistan





to make me nervous. The plane vibrated and twisted seeking a clear path through the clouds. I began to question both my destination and the frightening vehicle taking me there.

Then, some ironic god chose that moment to answer both queries. The plane crested a ridge, dropped into a clear valley, and disclosed a tormented white-striped snake held captive by steep rock walls far below. It was the Indus breaking free of the montane plateau, unleashing its full fury, and raging for a hundred miles through a deep canyon. The river's call sounded in my ears. This was the stretch that had defeated us last year, and fortunately was not to be our adversary again. Later, brief scouting of the stretches of the Hunza, Gilgit and Indus revealed, as planned, a difficult but sane raft run. We expected that this time we could handle the rivers instead of being manipulated by them.

The Hunza was **first** on the agenda. Our first views on the way to the put-in indicated a small, fast-dropping river, rocky but runnable. Even as we unloaded and began organizing and rigging, the river looked small. But when a 70-foot safety line I was testing only went a quarter of the way across the river, some quick re-evaluations followed. 20,000 foot peaks on a massive landscape and crystal clear

air had tricked our senses into a scaling down of everything we saw. With no mean effort, we put the river in its proper perspective: holes, waves, and currents grew, and the Hunza looked more exciting.

As we launched our three Avon Professional rafts and headed downstream, the river focus grew clearer. The current was swift, the rapids difficult, and the penalties high. Potential wrap rocks, flip holes, and tight maneuvers were everywhere. Also, the Hunza was a time-consuming river; scouting demanded more time than actual river-running. For the first two days we cheated everything, skimming along the shore, catching little bridges between holes, ducking behind rocks, and generally avoiding the river's pitfalls. Mistakes could have led to severe problems, yet because the oarsmen proceeded cautiously and well, the trip was uneventful.

But Pakistan has a way of making the uneventful special — waking to the sight of 25,500 foot high Rakaposhi glistening in the early morning sun; rounding the corner of a river, not too different from so many others, and staring into the throat of a glacier; or floating by a mountain hamlet of surprised locals. We had not come thousands of miles for just white-water,

On the third day, the river grew a little tougher and more exciting, with a near flip and boats filling with water. Midway, we portaged to avoid a double rapid, conceivably runnable in two separate sections, but with enormous, permanent penalties that dissuaded us from the water route. We covered all of three kilometers. Things were bogging down.

The Hunza is cold and glacial, dingy grey, and deceptively strong. The landscapes are stark earth tones: brown, grey,

When not wrenching oars through the I and right), John Yost and the crew had rising 20,000 feet above them, (top left of river transport made from poles and exhaustive testing, they decided to stick
(Jim Slade photos)



black, streaks of ochre and alabaster. Looming snow-dappled peaks and refreshing oases of green save the views from grandiose boredom. The banks are embellished with fruit trees, willows, poplars, maize, and vegetable fields wherever water seeps down from the snowfields. The area is a high altitude desert, receiving only four inches of rain a year, leaving the land dry and bleak where there is no seepage. Chilly mornings give way to warm days. In the afternoon the high peaks often gather a cloud cover, with rising winds making it cold out on the river.

Short river days, monotonous scenery, and careful river-running were beginning to lull us. Our runs got a little sloppier, a little more daring. The miles began to flow by. By the end of the fifth day we were camped at the confluence of the Gilgit and Hunza, ready to tackle leg two of the journey.

We watched the turquoise Gilgit enfolded by the grey swirls of the Hunza. The sun sank behind distant peaks in a fiery display of its glory; alpenglow turned the mountain snows phosphorescent; the sand cushioned and warmed us. A perfect evening. Then a mile back up the Hunza, a fiery, undulating caterpillar of enormous dimensions appeared in the darkening eve. It hardly seemed out of place. When the caterpillar metamorphosed into 'a vast torchlight procession winding its way into the hills we were filled with curiosity and awe. And when, well after dark, all these pinpoints of light showered down the hill-sides in a meteoric display, curiosity gave way to delight and enjoyment. The explanation of the pyrotechnic fantasy was worthy of the awe it had evoked in us: This was a celebration of the Aga Khan's birthday! The Aga Khan? Yes, the people



of the Hunza Valley regarded the Aga Khan as their spiritual leader, maintaining their own separate sect of Mohammedism. And this traditional torchlight procession on October 20 is one of their principal festival days. So perfect for this land.

The Gilgit

A much bigger river, but mild. We sight-ran, did some short scouts, and had fun. Big stuff flowed out there, but we handled it with just a few near problems. After lunch we scouted a huge pour-over rock covering virtually all of the river. The group plan was to sneak left around the rock, down a five-foot-wide channel, and in behind a rock by shore. A delicate move. I volunteer our raft to go first.

Drifting into the rapid, I realize that my scouting has been a bit perfunctory. The approach moves do not look so simple now. After a couple of small drops, I face the choice of running through a hole just above the pour-over or of taking its right corner then cutting back to the left of the rock. Mistakenly I settled on the latter. Unable to get back left, I caught the edge of the pour-over, dropped five feet into a keeper hydraulic, and stayed there.

Our craft was sucked down, thrashed, and roundly abused. We high-sided, shifted



Indus's milky glacial waters (below, left time to drift beneath awesome spires). They also encountered the native version of straw-stuffed cowhide, (top right). After with the model in the background.



our weight, pulled at the oars. On shore a safety throw-line was hurled towards us, but missed. Then, as we appeared to pull free, the water decided to finish us. The upstream tube sank from sight, and we flipped over. The usual post-dump excitement was increased by the sight of the upside-down boat still sloshing around in the hydraulic. We began to formulate wild ideas on attaching a line and pulling it out. But fortunately, before scheme became action, the river spit our poor raft back out. Pakistani rivers never dished out quite what we expected.

The Indus

The Gilgit molested us no further, and soon we rowed onto the Indus itself. This river is in scale with the huge landscape around it, and is proportioned to accommodate the four mile differences in elevation. When its power is demonstrated by a drop, it is intimidating. 10-foot-deep waves or holes are the rule, much larger and totally unforgiving drops are not unusual. Within a few hours our rafts, completely dwarfed, tasted this power and any hint of casualness vanished.

We had seen this stretch of river the previous year when we had ended our trip a couple of days below the Gilgit-Indus confluence. Experience lent us some assurance, but allowed little confidence. Just below last year's takeout thundered the Raikhot Gorge, a fearsome narrowing of the Indus' 40,000 cfs into a fifty-foot-wide space with a drop of many feet within just a couple hundred yards. Awesome! We camped at the old takeout and walked down to the gorge to glimpse the water before inalterably committing ourselves to run it.

What we saw was as expected, except for one detail: it looked runnable. A slender bridge spanned the gorge allowing us to scout from both sides, and what was there looked surprisingly possible. Three drops, the first swinging right to left in a long series of gargantuan waves, the second a set of mammoth wave-holes which no boat we knew of could survive, and the third a V-wave on the left of the river leading to a madhouse of turbulence which we all preferred to avoid. Our choice was a messy, fast, dangerous sneak through some rocks on the left of the first drop, negotiating some small holes on the left side of the second thrasher, then using a downstream ferry right to bust through the side of the V-wave just before its apex and a hard pull away from the maelstrom. The penalties were nightmarish.

After a not-so-sound night's sleep, we made a quick scout of a large rapid down by our camp and headed off to our chosen pull-in above the gorge, a half-mile away. Thirty seconds later, I was upside-down underneath my boat, my leg caught between two unyielding objects. I wrenched it loose, leaving my shoe behind, and pulled myself from under the boat. Once again, surprise! Having cut behind a hole a split-second sooner than the boat in front of me, I had been swept right into a rock wall. I couldn't recover from the rebound before the next set of holes.

Afterwards, the passengers and I struggled our boat to the far shore. Out of the cold water, my leg looked bad and felt worse. A murky bruise was already appearing all along the skin, and my calf muscle was Charley-horsing violently. As soon as I was ready to get back in the boat, someone else rowed me across to our pre-gorge pull-in.

In the clear light of day, with the gorge before us, the run through Number One looked tougher, the penalties less thinkable. We looked and thought. First, I decided to portage my boat, since I was in no kind of rowing shape anyway. This would leave them the slight consolation of a safety boat to pick up the pieces. However, we eventually all portaged Number One. The carry returned my leg to life, so I chose to row.

There was no way to portage Two and Three; sheer gorge walls pinched down to river level. I snuck left, fighting the overwhelming push out into the central disaster area. At the same time, I battled to keep off the wall, sure that the boat would be driven up against it and flipped. Fortunately, all of us threaded between the wall and the holes pushing us out toward the maw, and stayed out of trouble. Trying to bail between Two and Three was an experience unmatched in my ten years of world-wide boating. The force of currents underneath the boat was immense. Swells, boils, eddies, current lines, and basic crazy water bobbed the boat like the proverbial cork. The power in this gentlest water of Raikhot put the turmoil out in the middle on a level beyond comprehension.

Number Three went smoothly, as planned. The Indus was not going to get us with the obvious. We kept on downriver, managing at least to foul off whatever curves the river threw us. The river was manageable. The scenery was equally impressive. For nearly two days we floated in the shadow of Nanga Parbat (26,660 feet), its summit four and a half vertical miles above us. On a lower level, we en-



The Sobek crew (above) comes under the scrutiny and laughter of riverside locals (opposite). (Jim Slade photo)

countered beautiful basalt gorges, dripping green moss waterfalls, serene stretches of relaxing water, hot springs, and lots of fascinating people. At the riverside villages, we met everyone from the local administrator to the native children, all sharing food, joking in English and sign language, and generally appreciating the absurdity of our presence on this river in the middle of Pakistan.

Originally, we thought that we would be the first negotiating this stretch of the Indus. But in Gilgit, we met Mr. Baig, a gentleman who claimed to have been with a Czechoslovak expedition a few years previously. He spun a tale of his motor/oar powered, 37-foot pontoon raft flipping, wrapping, and taking a month to run a section we'd allotted 10 days for. Though we tetered between belief and doubt in his ramblings, one thing he told us did stick: his account and specific warning about three trouble spots. We jokingly labeled these Baig's Book of Biggies — and they were frightening. BBB I was the Raikhot Gorge, behind us. BBB II and III lay somewhere ahead.

Speculation about BBB II and III provided us with a focus other than the Indus itself. When we negotiated a particularly sticky run down the left of an island, requiring hours of scouting and a few tricky moves, it seemed as though we had found

(Continued on page 35)

Kayak Ketcher

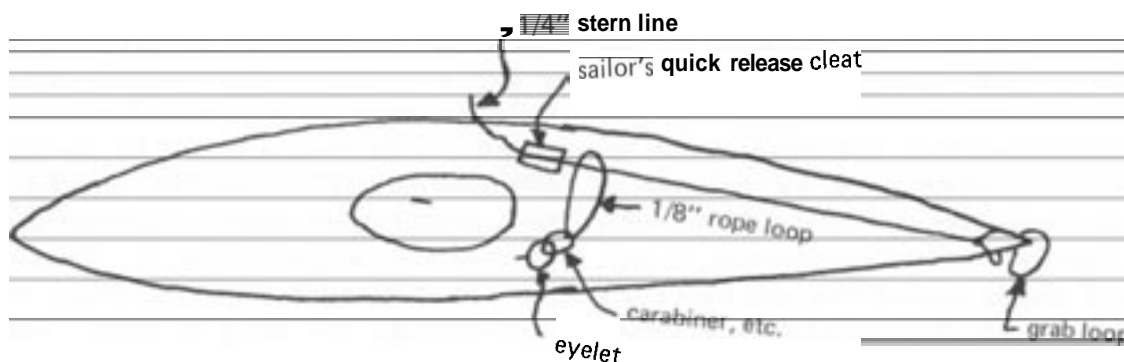
Model III

by ROD JOBLOVE

Recently, after describing two types of decked boat rescuing devices in our *Kayak Ketchers* article (AWA 1980 #6, p. 25), Rod Joblove informed us we had not covered the waterfront on this idea, and he has here presented our readers with a third model. The main advantage of this rescue system is that nothing attaches the paddler while he is trying to pull a boat full of water and/or a victim to shore.

Rod is currently President of the Wright-Paterson Air Force Base's Outdoor Adventure Club and has used this boat rescuer successfully in his own paddling. Unfortunately, the original inventor of this system remains unknown and thus uncredited. But wherever he is, we thank him for a valuable, clever invention.

THE BASIC RIG



Model III kayak ketcher consists of a large rope loop with a spring hook, e.g. carabiner, which attaches to the overturned boat's grab loop for towing. Fastening this loop-and-hook system to the rescuer's boat is a seven-foot rope track running from the stern tip, to just behind or beside the cockpit.

I. The Rope Track

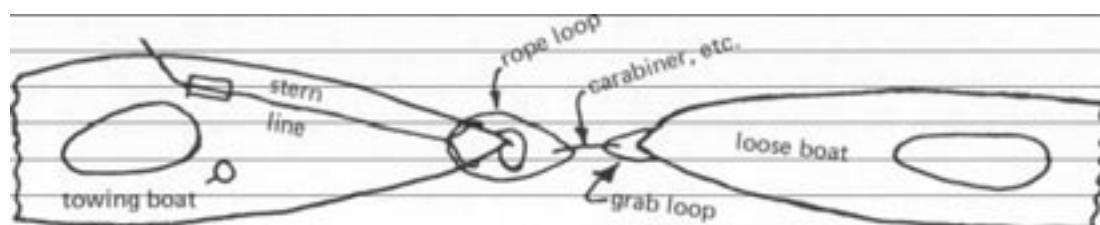
- Buy about eight feet of quarter-inch polypropylene line and a sailors' quick release rope cleat.
- Attach one end of this line to the stern tip. (I prefer to drill a separate small hole right next to the rear grab loop for this rope, since tying the rope to the grab loop itself virtually precludes towing a loose boater.)

- Bolt the sailors' quick release rope cleat onto the deck just behind or ahead and to the side of the cockpit. (Behind keeps it out of the way, but makes it harder to use. Ahead makes it easy, but in the way of the spray skirt. It's a personal choice.) Slather all bolt holes with silicone or epoxy to prevent leakage. Run the quarter-inch track line through the cleat with about six inches to spare.

II. The Loop-and-Hook

- Buy three feet of eighth-inch line, a carabiner, and an eyelet (small eye bolt).
- Bolt the eyelet to the deck, in back of the cockpit, across from the track line.
- Clip the carabiner to the eyelet, run the three-foot loop through the carabiner and around the rope track line.
- Attach a small block of ethafoam to the loop and you're all set.

MAKING THE RESCUE



To tow a loose boat, all you do is to remove the carabiner from the eyelet, clip it to one of the loose boat's grab loops, and paddle off! The loop line and hook slide to the rear of your boat along the track line, and tows the boat. If you get into trouble, just tug forward and slightly up (ahead of the cleat) and let go. The now-loose track line slides right out of the towing loop.

This can even be easily done while upside down. I haven't tried to roll while still towing, but it should be possible.

This decked boat rescue system is sim-

ple, very quick to use, and as noted attaches no encumbrances to the paddler. Overall it is excellent and apparently has proved successful. Perhaps a quarter-inch instead of an eighth-inch loop line would add that extra strength necessary for hauling a water-filled kayak, but this is minor. The only foreseeable major problem with this device is that because of its permanence most boaters will tend to shun building it and cluttering their decks with the extra ropes and metal. This is a shame, because, for the weight and space, it seems one of the best pieces of rescue equipment available.



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AWA River Watch ROCKY MOUNTAINS

PART II

YEAR-ROUND SOURCES OF WATER LEVEL INFO

by ED SIBERT

Reports of where the water is continue to flow in thick, fast, and conflicting. Some northern Rocky Mountain boaters have been finding higher than average levels on some streams. But what was a great sleigh ride last weekend can drop to a real sneaker creek by this Sunday. To help you check out your intended by phone instead of foot, Regional Editor Ed Sibert continues with the second and final installment of river information sources for parts of Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming. This list covers most of the popular streams in the Rockies' east and west slopes' watersheds.

Most of the following sources were suggested by the Interagency Whitewater Committee, a joint activity of the National Park Service, the Bureau of Land Management, and the Forest Service. Many of these source agencies have paddlers on their staff. So when you call, you may likely find someone who talks your language.

AWA will be updating this regional list and others in future *River Watch* columns. Individual river updates will also appear in *The Fluvial News*, as readers send them in to us.

DOLORES RIVER (Lower)
Dolores Ranger District
San Juan National Forest
Dolores, CO 81323
Tel: 13031 882-7296

DOLORES RIVER
(Gateway to Colorado River)
Bureau of Land Management
Grand Resource Area
P.O. Box M
Moab, UT 84532
Tel: (801) 259-6111 ext. 200

FLATHEAD RIVER
(North Fork)
District Ranger
Glacier View Ranger District
Box W
Columbia Falls, MT 59912
Tel: (406) 892-4372

or
Glacier National Park
West Glacier, MT 59936
Tel: (406) 888-5441

FLATHEAD RIVER
(Middle Fork)
(Wild and Recreation Section)
District Ranger

Hungry Horse Ranger District
Hungry Horse, MT 59919
Tel: (406) 387-5243

or
(Recreation Section)
Glacier National Park
West Glacier, MT 59936
Tel: 14061 888-5441

FLATHEAD RIVER
(South Fork)
District Ranger
Spotted Bear Ranger District
Hungry Horse, MT 59919
**Tel: Nov. 31–May 9:
14061 387-5243
May 10–Nov. 20:
(406) 755-7311**

GILA RIVER (upper)
Wilderness Ranger District
Route 11, Box 100
Silver City, NM 88061
Tel: 15051 534-9461

GILA RIVER (Middle)
Silver City Ranger District
P.O. Box 2648
Silver City, NM 88061
Tel: 15051 538-2771

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

GILA RIVER (Arizona)
Bureau of Land Management
425 E. 4th St.,
Safford, AZ 85546
Tel: 16021 428-4040

GREEN RIVER
(Labyrinth Canyon)
Bureau of Land Management
Area Manager
San Rafael Resource Area
P.O. Drawer AB
Price, UT 84501
Tel: 18011 637-4584

GREEN RIVER (Desolation
Canyon and Gray Canyon)
River Manager
P.O. Drawer AB
Price, UT 84501
Tel: 18011 634-4584

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

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

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

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

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

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

or
District Ranger
Powell Ranger District
Lolo, MT 59847
Tel: (208) 942-3113

MISSOURI RIVER (Upper River—Fort Benton to U.S. Highway 191)
District Manager
Bureau of Land Management
Airport Road
Lewistown, MT 59457
Tel: (406) 538-7461

MOYIE RIVER
District Ranger
Bonners Ferry Ranger District
Route 1, Box 390
Bonners Ferry, ID 83805
Tel: (208) 267-5561

NORTHPLATTE RIVER
(Northgate Canyon)
District Ranger
North Park Ranger District

Box 158
Walden, CO 80480
Tel: (303) 723-4707
NORTHPLATTE RIVER
(Pickaroon Campground to Saratoga)
Bureau of Land Management
Rawlins District Office
P.O. Box 670
Rawlins, WY 82301
Tel: (307) 324-7171

OWYHEE RIVER (Idaho)
Bureau of Land Management
Boise District
230 Collins Road
Boise, ID 83702
Tel: (208) 384-1582

OWYHEE RIVER (South Fork)
Bureau of Land Management
Elko District Office
2002 Idaho Street
Elko, NV 89801
Tel: (702) 738-4071

PAYETTE RIVER
Bureau of Land Management
Boise District
230 Collins Road
Boise, ID 83702
Tel: (208) 384-1582

PAYETTE RIVER (South Fork)
Lowman Ranger District
Boise National Forest
Lowman, ID 83637
Tel: (208) 384-1055

PIEDRA RIVER
(Below First Fork)
U.S. Forest Service
Bayfield District
P.O. Box 406
Bayfield, CO 81122
Tel: (303) 884-2510

PIEDRA RIVER
(Above First Fork)
U.S. Forest Service
Pagosa Springs District
P.O. Box 310
Pagosa Springs, CO 81147
Tel: (303) 264-2268

PRIEST RIVER
District Ranger
Priest Lake Ranger District
Route 5, Box 207
Priest River, ID 83856
Tel: (208) 443-2512

RAPID RIVER
District Ranger
Salmon River Ranger District
White Bird, ID 83554
Tel: (208) 839-2211

RIO GRANDE RIVER
(Colorado)
U.S. Forest Service

Creede Ranger District
Creede Avenue & 3rd St.
Creede, CO 81130
Tel: (303) 658-2556

RIO GRANDE RIVER
(Iabatos to Taos Junction)
Bureau of Land Management
Taos Resource Area
P.O. Box 1045
Taos, NM 87571
Tel: (505) 758-8851

RIO GRANDE RIVER
(Big Bend Area)
Superintendent
Big Bend National Park
Park, TX 79834
Tel: (915) 477-2251

SALMON RIVER (East Ford of South Fork)
Krassel Ranger District
Payette National Forest
McCall, ID 83638
Tel: (208) 634-2255

SALMON RIVER (Lower River—Vinegar Creek to White Bird)
Bureau of Land Management
Rt. 3, Box 181
Cottonwood, ID 83522
Tel: (208) 962-3245

or
District Ranger
Salmon River Ranger District
White Bird, ID 83554
Tel: (208) 839-2211

SALMON RIVER (Downstream from White Bird)
Bureau of Land Management
Rt. 3, Box 181
Cottonwood, ID 83522
Tel: (208) 962-3245

SALMON RIVER (Main river—Corn Creek to Vinegar Creek)
District Ranger
North Fork Ranger District
North Fork, ID 83466
Tel: (208) 865-2383

SALMON RIVER (Main river—North Fork to Corn Creek)
District Ranger
North Fork Ranger District
North Fork, ID 83466
Tel: (208) 865-2383

SALMON RIVER (Middle Fork)
Middle Fork Ranger District
Challis National Forest
Challis, ID 83226
Tel: (208) 879-4321

SALMON RIVER (South Fork)
Krassel Ranger District
Payette National Forest
McCall, ID 83638
Tel: (208) 634-2255

SALMON RIVER (Upper Main river— Stanley to Sawtooth National Recreation Area Boundary)

Stanley Zone Manager
Sawtooth National Recreation Area
Stanley, ID 83278
Tel: (208) 774-3511

SALMON RIVER (Upper Main river— Clayton to Tower Rock)

Bureau of Land Management
Salmon District
P.O. Box 430
Salmon, ID 83467
Tel: (208) 756-2201

SALT RIVER (Upper)
Tonto National Forest
P.O. Box 13705
Phoenix, AZ 85002
Tel: (602) 261-3205
(see also: Verde River)

SAN FRANCISCO RIVER (Arizona)
Bureau of Land Management
425 East 4th St.
Safford, AZ 85546
Tel: 16021 428-4040

SAN FRANCISCO RIVER (New Mexico)
Glenwood Ranger District
P.O. Box 8
Glenwood, NM 88039
Tel: 15051 539-2481

SAN JUAN RIVER (Montezuma Creek to Clay Hills Crossing)
Moab District
Bureau of Land Management
San Juan Resource Area
P.O. Box 7
Monticello, UT 84535
Tel: 18011 587-2201

SELWAY RIVER (Upper river— Paradise to Selway Falls)
District Ranger
West Fork Ranger Station
Darby, MT 59829
Tel: 406 821-3269

SELWAY RIVER (Lower river— Selway Falls to Lowell)

District Ranger
Selway Ranger District
Kooskia, ID 83539
Tel: (208) 926-4258

SHOSHONE RIVER (North Fork)

Wapiti Ranger District
P.O. Box 2140
Cody, WY 82414
Tel: 13071 587-3291

SNAKE RIVER (Flagg Ranch Canyon, Jackson Dam to Moose, Buffalo River — East Park Boundary to Snake River)
Sub-District Ranger
Buffalo Ranger Station
Moran, WY 83013
Tel: (307) 543-2386

SNAKE RIVER (Grand Canyon)
Hoback District
Box 1689
Jackson, WY 83001
Tel: 13071 733-4755

SNAKE RIVER (Swan Falls Dam to Walters Ferry)
Bureau of Land Management
Boise District
230 Collins Road
Boise, ID 83702
Tel: (208) 384-1582

SNAKE RIVER (Lower river— Salmon Falls Dam to King Hill)
Bureau of Land Management
Boise District
230 Collins Road
Boise, ID 83702
Tel: 12081 384-1582

SNAKE RIVER (American Falls Dam to Massacre Rock State Park)
Bureau of Land Management
Shoshone District
P.O. Box 2B
Shoshone, ID 83352
Tel: (208) 886-2208

SNAKE RIVER (Hell's Canyon)

District Ranger
Pine Ranger District
Halfway, OR 97834
Tel: (503) 742-2361

SNAKE RIVER (South Fork — Swan Valley to Heise)
Bureau of Land Management

Idaho Falls District
940 Lincoln Road
Idaho Falls, ID 83401
Tel: (208) 259-1020

SAINT JOE RIVER (Gold Creek to Saint Joe City)
District Ranger
St. Maries Ranger District
St. Maries, ID 83861
Tel: 12081 245-2511

or
District Ranger
Avery Ranger District
Avery, ID 83802
Tel: 12081 245-4517

VERDE RIVER (Upper)
Tonto National Forest
P.O. Box 13705
Phoenix, AZ 85002
Tel: (602) 261-3205
(see also: Salt River- Upper)

or
Prescott National Forest
344 S. Cortez
Prescott, AZ 86301
Tel: 16021 445-1762

YELLOWSTONE RIVER

(Clarks Fork)
Clarks Fork Ranger District
PO Box 1023
Powell, WY 82435
Tel: (307) 754-2407

YAMPA RIVER
Dinosaur National Monument
P.O. Box 210
Dinosaur, CO 81610
Tel: (303) 374-2276
(see also: Green River —
Dinosaur Nat'l. Monument)

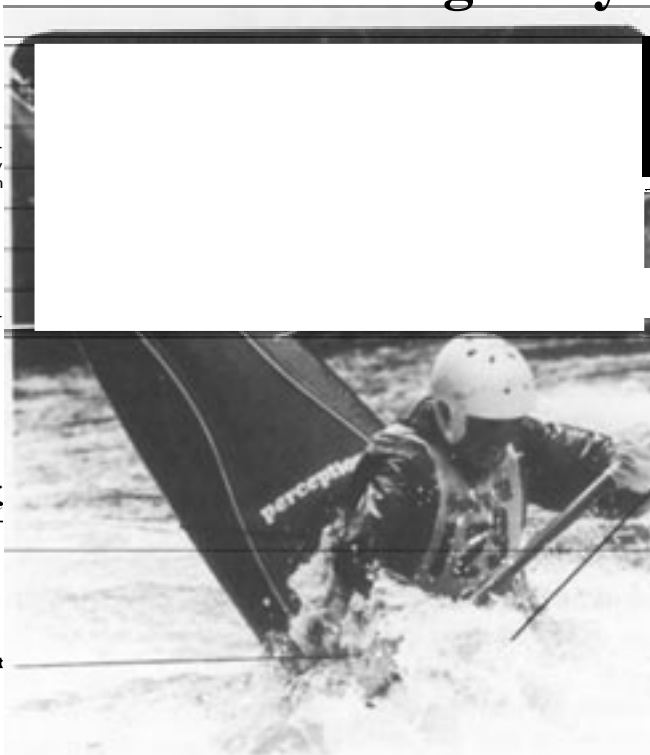
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Kathy Blau, Whitewater Rodeo, Stanley, Idaho, June 15, 1980.

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HEAVY WATER PFD's

WHAT TO WEAR WHEN THE TYPE III JUST DOESN'T DO IT

by JERRY F. JAGGERS

It only takes one good swim to convince even the most super macho paddler that an 18-pound Personal Flotation Device is completely inadequate for big water like the Colorado River's Grand Canyon. You spend 90 percent of your time under water and the other 10 percent coughing up water. When standing waves get over 10 feet high and the surface water is aerated froth, a standard Type III kayaking PFD feels like an anchor rather than a flotation device.

The standard solutions are obvious and impossible: first, don't come out of your boat! Unfortunately, most of us are human and a time comes when we find ourselves swimming in the froth.

The second solution is to wear a Type I PFD with 35 pounds of flotation so you can float through Lava Falls without a care. However, there are many disadvantages and objections to kayaking with the Type I PFD.

Many boaters claim, quite rightly, that the Type I vest interferes with their mobility while paddling, bracing, and rolling. Short torso individuals find that the higher flotation vest either sticks up over the shoulders or down into the sprayskirt. My personal objection is the offside floating syndrome. Most boaters have a strong, or favored, side they would rather roll from in a tight situation. If you happen to turn over on your weak side, the Type I

From left to right: the Seda type III plus inflatable buoyancy-compensation (BC) vest; Offshore Products integral vest; Seda plus lightweight BC vest; and Seda plus Army surplus vest. (Jerry Jagers photo)





The Offshore Products integral — uninflated — inflated. (Jerry Jagers photo)

PFD tends to float the body on that side, particularly if your body is downstream of the boat. Your first reaction is to reach for your strong side to execute the Eskimo roll. This usually results in a feeling of being unable to reach the surface with your paddle. If one can remain calm and merely try the roll from the other side, there is no problem. However, in very heavy water it is difficult to convince yourself to roll on your weak side.


The solution we have found quite satisfactory for the last three years is the use of a CO₂ inflatable skin diver's buoyancy compensation (BC) vest. These vests are small and fit over the Type III PFD and do not interfere with paddle motions when in the uninflated state. When you do come out of your boat, one pull and you have more than doubled your flotation.

These CO₂ vests are available at all dive shops and vary in price from \$20 to \$100. Army surplus stores have them as low as \$2.98. The small lightweight vests, used primarily by skin divers and snorkelers, work well and do not interfere with any paddling moves. The more expensive scuba vest tends to be somewhat bulky. Some of the vests have a relief valve that guards against over-inflation and possible bursting. If the vest you buy does not have a relief valve, then be sure that it is completely empty before discharging the CO₂ cartridge. Be sure to test it before

taking it on the river, and to carry several extra cartridges in your on-river first-aid kit.

A second answer is the new vest developed by Offshore Products, Inc. — an excellent Type III vest with a CO₂ inner air bladder built in. I used this vest on the Grand Canyon run last year and it proved to be both comfortable and functional. The whole vest is attached with one zipper which is very convenient. Lacing along the side allows you to tailor the vest to your exact size. Also it did not tend to ride up on the shoulders, in the water. In the inflated state, the vest has 35 pounds of buoyancy. Since it is not a Type I vest, it cannot be used on commercial rafts, but for private raft trips and kayaking on big water it is a safety measure that could save your life.

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Love Canal Race

Our tongue firmly implanted in our cheek, we offer one of the thrilling adventures of Dr. Kayak, written by Meyer Rubin, reprinted from the Canoe Cruisers Association Newsletter, August, 1980.

DR. KAYAK AT THE 1ST ANNUAL LOVE CANAL DOWNRIVER RACE

There was going to be a 18,000 cfs release down the Love Canal and the Niagara Paddlers had organized a Wildwater Race for the occasion. Those of you who have followed the adventures of the intrepid Dr. Kayak know that a challenge like this was just too much for him to pass by. So off he went, after matching his equipment to the conditions. The organizers of the race had warned contestants of the peculiar nature of the water.

The normal 1-6 classes of rapids had been discarded for a new toxicity system which took into consideration the caustic or acid nature of the water, the debilitating effects of chemicals in certain stretches and any long-lasting afflictions that are inherent in parts of the run.

Being forewarned, Dr. Kayak's equipment was chosen for its refractory nature. All exposed parts were shielded in layers of baked epoxy and fiberglass. Scuba equipment was at the ready in case a roll was necessary in the famed Gene-damage Pool, which immediately followed the PCB Cataract. Special gloves were issued, not for water temperature, but some entries had suffered second degree chemical burns on a trial run and the officials were worried.

"It was with some trepidation that I skirted-up at the Chemical Effluent put-in, adjusted my safety goggles and oozed my way into the starting quagmire. The HCl

fumes were starting to rise with the morning mist, and mercury shimmered in the sunlight. I wiped the anaerobic algae from my face mask as the starter gave me the count-down.

"I was off, leaving a wake of foaming carbon-tet as I sprinted into Heavy Metals Rapid, a class 4 toxicity rapid. I successfully maneuvered through Radioactivity Falls, but eddied out at the Benzine Boil. Coming out of the eddy, I caught an edge and had to throw a panic brace. The quiet water had a pH of 12 and the main river was pH2 so the sudden difference at the eddy line was too much for my paddle to handle and I pulled back a degraded stump of a blade. I'd have to be more careful in the next mile, or I would dissolve-out."

Well, to make a long story short, Dr. Kayak registered a DNF. Not because his boat couldn't handle the chemicals, even though half of the hull was corroded away down to the Kevlar, but because during the last half of the race, an acid rain began to fall and wiped out the race number on his chest. So the timer didn't register what was actually the fastest time of the day.

A platinum-bottomed boat took first, but it was a hollow victory and the winner accepted the Hooker Chem. Corp. trophy with a shrug — or a twitch. The EPA has been monitoring the symptoms of the contestants ever since the race, and they tell me the chromosomal damage is no worse than a bad cold and shouldn't affect future performance, at least for each even generation.

I can't wait for the next Love Canal Race, and recommend it to all paddlers who have become jaded with normal Class VI water. See you at the Three Mile Island Slalom.

BOOK REVIEWS

MOTHER AUK TALES

(Continued from page 15)

of those for whom boating is strictly a serious endeavor, shun this book. Or, if the river represents to you only a stage for outdoor athleticism — beware. This may shatter those blinders and expose you to paddling's fun, silliness, and even a touch of beauty.

The reader never doubts that this is a local, specialized volume, that will best be enjoyed by Great Auk raft guides. However, there are few "in jokes", boater names, or anything to give the stories an exclusive tone. Even though this reviewer is not a rafter, has never rowed as a commercial guide, and is only an infrequent visitor to the Great Auk area, very little, I felt, was lost on me. Poems like "The Call" about the juggernauting, off-season river craving, really penetrated and struck a very familiar cord.

Some of Mother Auk's tales will give you a real belly laugh, some are quite clever, others are truly terrible and just plain silly. But everything here will bring the paddler a knowing smile lead to the

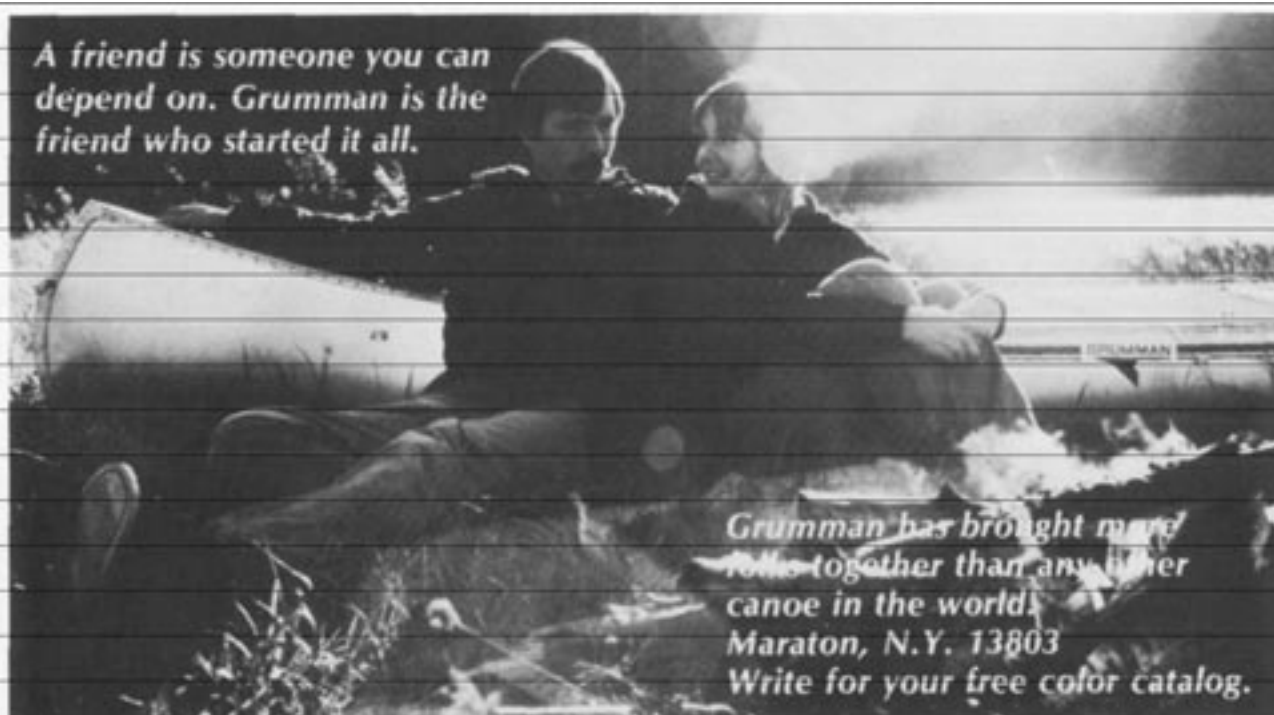
recall of a similar, treasured experience. The range of the stories is boundless, including "An Ode to the Packer of Provisions" — "Dreams and Fungus" (an essay on the physical sufferings of hopelessly addicted rafters) — The Grossest Sandwich Recipe — and the "River Olympauks", all mixed with a collection of eponymous river running adventures that would rattle Ulysses. Every one, claims Bill, is true. Certainly all are absurd, strange, and fun.


The "rare etchings" on about every other page are truly expressive and as much as the stories they accompany, depict the auk rafters and their beloved river. The Great Auk, by the way, was a large, clumsy gull-like bird who, though flightless, was an excellent swimmer and diver. On shore he was a silly waddler, but in the water, he was beautiful. In 1844 the last pair of these strange birds were found in Iceland. They were killed and eaten.

All in all, *Mother Auk Tales* offers boaters some light, enjoyable reading and is a worthwhile book, if for no other reason, to show the reader that there are a few other crazies out there also.

— Reviewed by Bart Jackson

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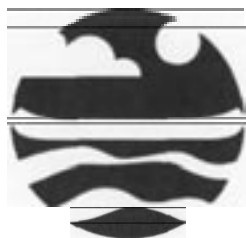
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FLUVIAL NEWS

(Continued from page 11)

the sole justification of 150 megawatts of power — a miniscule amount of energy for the destruction of a valuable natural resource.

The fate of the Juniper-Cross Mountain Dam now lies with the Federal Energy Regulatory Commission (FERC). This agency will shortly receive the application for license from the Colorado River Water Conservancy District, which if passed, will spell death for the free-flowing Yampa. All paddlers can help prevent this destruction by writing their Congressmen and urging them to include the full length of the Yampa in the current Wild and Scenic River study. The W&S Draft Study, which slates the Yampa for protection, will soon be submitted for Congressional vote. When writing be sure to include your club affiliation and if you have ever paddled the Yampa — or plan to.

— ***Thanks to the American Rivers Conservation Council***

RIVERS OF SURPRISE

(Continued from page 23)

BBB III and conquered it. (Yeah.) We concluded that the huge pontoon schooner could not have made the same tight cuts our little 15-footers did; it would have been forced to the center of the island drop, and therefore, this rapid must be BBB II. So the real BBB II caught us by surprise. It was ridiculous, impossible, the whole river plunging steeply through a series of boat-destroying holes before shooting over and around Hotel Rock, an obstruction the size of a two-story townhouse. We portaged, and had a measure of our humility restored to us. After the portage, the river calmed down, and we drifted along. We encountered a ferry-boat made of sticks lashed onto cowskins tied off and inflated, and spent some time rowing these rickety craft while the local oarsmen experienced the pleasure of rowing with our modern, well-designed equipment. A couple pleasant days later, we hit BBB III.

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BBB III had won a place name and **fear-**some reputation. Shoreside locals compared it to Raikhot and other such horrors, so we expected the worse. What we got was a fairly easy cheat down the left, complete with choice of possible routes. The middle looked messy, but temptingly runnable and with our takeout only a mile below, this center would be our last shot at the Indus' power. So while I snuck my boat safely down the left, another boatman prepared to try the middle.

He pulled on his full wetsuit, double-tied his boat, cautioned his passengers, and pushed off. He wanted to enter center-left, at a bridge between two long, steep holes, but once on the water he couldn't find it. A good ten feet right of the slot, he hit the first wave and tipped over. The benevolent river swept him left around the frightening, large waves at the bottom right of the rapid. We recovered the boat and people, rowed a few minutes downstream, and our Indus encounter was over.

Looking back, the fight was a fairer one this trip; and we even won a few rounds, but the judges unanimously agreed that the Indus won on points. If I could get a rematch, I'd be glad to accept. Not so much for the action in the water, but for the magic of the Karakorum, of Hunza, Rakaposhi, Nanga Parbat, of rivers and glaciers, and everything that makes up this land of surprises.



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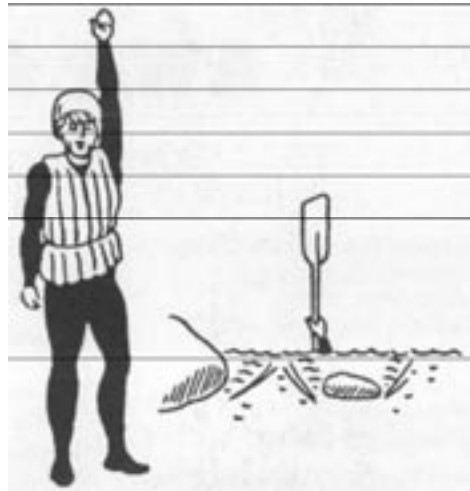
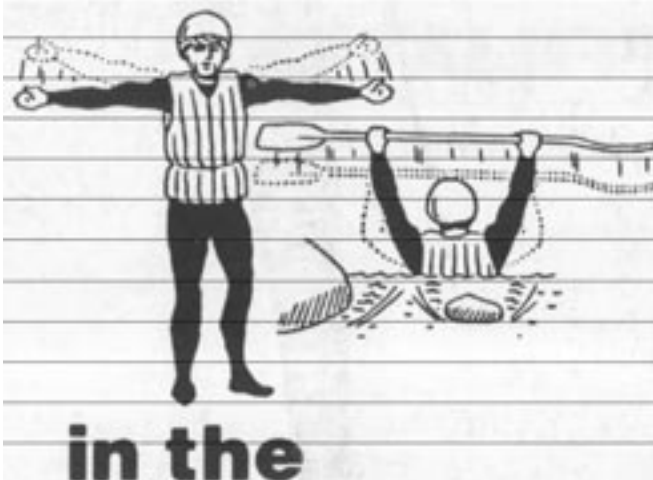
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