Contents

Page
4 Editor’s Soapbox - "Five Letters"; guest griper Bruce mason tells of government’s long arm in private boating.
6 Letters from Readers
8 The Fluvial News - ARCC’s new trip schedule; Two new boating maps; Remembering Arnie Hoiberg; New Grand battle, the oldest race, and much more.
14 Tattered Tales of the French Alps - Tripper Ron Watters shows that even in the land of wine and love, the course seldom flows smooth.
19 AWA Buyers Guide - A directory of whitewater suppliers.
23 In Defense of the C-1 - Charlie Walbridge touts the superiority of the single blade.
24 River Rating Overhaul - In an AWA Forum, Dr. Andy Embick shows a new way to rate rivers and applies it to Alaska’s streams.
30 The Boat Shop - A new kind of K-1, a super spray skirt and some no-lie trail food.
32 Race Calendar - U.S. Races for July and August.
34 The Paddler - Song of an aging boater by George Stefanyshyn.
37 AWA Club Affiliates List

AWA STAFF
Editor: Bart Jackson, 7 Holland Lane, Cranbury, NJ 08512
Racing Editor: Barb McKee, 1167 Millstone River Rd., Hillsboro, NJ 08876
Regional Editors:
Northeast: Dave Barnhart Idaho: Rob Lesser Midwest: Fred Young
Alaska: Jack Allen & Andy Embick
Membership Director: Phil Vogel, Box 4895, Federal Way, WA, 98003
Advertising Director: Peter Skinner, P.O. Box 1, West Sand Lake, NY 12196
Conservation: Bob Lantz
Affiliate Coordinator: Rob Forker
River Enchancement: Tom Daniel
Legal Counsel: Art Block
Safety: O.K. Goodwin
Printing Consultant: Jim Muhlhahn
AWA Products: Peter Skinner

To Submit: Articles, photos, cartoons: Deadlines are the 1st of Jan., Mar., May, July, Sept., Nov. for issues 1, 2, 3, 4, 5 and 6 respectively. This includes Advertising. All photos will be returned. All manuscripts are subject to editing unless otherwise indicated.
AWA is published six times yearly. Single copies $1.50 ea. Surplus back copies and other AWA Products are available from Peter Skinner. 1982 American Whitewater Affiliation. All rights reserved.

COVER: Bail-jumping, Alpine expeditionaire Al Lowande shows the results of a rough day on the river. For the rest of his sad story, see p. 14. (Ron Watters photo)
Editor's Soapbox

FIVE LETTERS

Bruce V. Mason, an expert boater from Oregon, contributes the following editorial inspired by his very justified ire at the boating permit "system". It was also published by Free Country Times, a University of Oregon publication. The problem Bruce states so poignantly is unfortunately widespread and we welcome reader comments on it.

My battered country mailbox sits just 35 feet away from the swift waters of the McKenzie River in western Oregon. Thus, the rusty brown box was an appropriate receptacle for the five letters dealing with river running that I had recently received from the federal government.

First to arrive were two separate letters from the Grand Canyon National Park in Arizona. One informed me that due to a slick last minute political maneuver in Washington, D.C., the long awaited Grand Canyon management plan had been gutted. Motors would remain on the Grand, commercial trip size and launches would go up, and a decade of research and public input that clearly opposed motors was thrown out the window.

The second letter from the river managers on the Colorado River politely informed me that my river trip was number 1,345 on the waiting list for a permit to run the Grand Canyon. With an average of 220 non-commercial trips a year, it looks like it might be 6 years till I visit the Grand.

The third letter I received was from the tiny town of Darby, Montana, the headquarters for the Selway River. Their computer was sorry to inform me that I was number 45 on the permit waiting list for my first choice date, number 41 for the second choice, and a comforting number 57 on my third choice. With only one launch a day allowed, I shouldn't have to wait too long for over 40 other groups to cancel on one of my dates, should I?

The fourth letter arrived from Challis, Idaho, headquarters for the Middle Fork of the Salmon. Their computer didn't like me much either, saying that I was the 11th group on their waiting list for a particular day.

So much for my river running plans for 1981. I hadn't expected to get permits on all of the rivers I wanted to float, but not getting any of them, and being so hopelessly far down in the odds of getting one was frustrating to say the least. The greater than 40 to 1 odds on the Selway, for example, means that I might not be successful in the lottery until I am in my seventies. My case is typical in the non-commercial river public. The disappointment would not be so great if a river trip was just a minor diversion in our lives, just the next fashionable vacation experience to check-off of our "Sunset" magazine vacation list. However, river running is a central part of many of our lives. I have been running rivers since the 60's, and have participated in countless public input hearings, management plan drafts, environmental projects and ecological education projects for each of the three rivers mentioned here. Numerous others have volunteered considerably more time and energy. We have scrimped to acquire our own river equipment and spent years developing river skills. The payoff for all this involvement in the field of river recreation and management is that we can not get on a prime river!

Oh yes, the fifth letter, let's not forget it. The last letter was from the Forest Service, inviting me to speak at a national conference on river management and commercial versus non-commercial permit allocations. How fitting... instead of floating rivers these days, the involved non-commercial folks are talking about floating rivers.

Now we don't argue with limiting use on rivers to protect ecological and social carrying capacities. Many of us don't
object to some commercial use of America's public rivers. What we do object to is having to terminate our river running participation so that some armchair adventurer can be a spectator on a commercial trip anytime he wants to, on any river he wants to, by simply making a phone call. To check the accuracy of this feeling, I placed a single phone call. The call was to a commercial outfitter who runs trips on the Middle Fork, Selway and Grand Canyon. They had ample openings on all three rivers! There are dozens of outfitters available, so it is obvious that there is no problem at all getting on America's prime rivers if you buy a space. On the other hand, it will take years of waiting for a chance to float the same public rivers by yourself.

We have done everything asked of us so far. We have organized river clean-up projects, attended hearings, written letters, reviewed and written environmental guidelines, attended Inter-Agency Whitewater Committee meetings and national conferences, developed safety and rescue procedures, designed educational materials, and participated in countless other river related events at our own expense. What has it gotten us? Next to nothing, it's clear! Commercial passengers, who have done none of the above mentioned activities can gain access to nearly any river at nearly any time, with no commitment besides money.

The commercial guides claim that they are simply serving the public's needs, providing a necessary service for those who float but can't seem to do it without a guide. A good point, but why is it that they still have many openings left for this season? Why are magazines full of their advertisements seeking customers, while non-commercial boaters must wait years for a chance on the same rivers? They are not serving a need, they are trying to generate the need.

When an incredible imbalance such as this exists, a volatile situation results. When a minority group follows in good faith all possible avenues to redress an inequity and finds nothing but manipulation and defeat, and frustration must turn to anger.

Now river managers can toss around "trip starts", "user days", "carrying capacities", "budgets", "lotteries", and a dozen other buzz words if they like. But if their management plan creates quick and easy access for commercial passengers, combined with difficult procedures and hopeless odds for the non-commercial sector, their management plan is useless. If faced with foregoing further river running or engaging in civil disobedience, I suspect a growing number of paddlers will choose the latter. If that happens, then the sociological and environmental aspects of the management plans will be threatened, in addition to the allocation infractions.

As a spokesperson for non-commercial boaters, I have argued for over a decade for playing by the rules, for trusting the system, and for cooperating with river managers. That approach has clearly gotten us nowhere. From now on, new and more aggressive options and actions for achieving our goals are needed. Our goals are simply to have a fair and equitable opportunity to use our public rivers without having to pay someone from the commercial sector for the privilege.

Phone conservation with ARTA. 3/13/81.
NEWSLETTER PROBLEMS

Dear Editor,

In your January-February editorial, you stated very succinctly the reason for any boating organization, however loosely organized, to have a newsletter. We feel that without one our group would well cease to exist. It also reveals many unsuspected talents, such as Dr. CWA, whom I'm sure everyone admires. I may be wrong, but I don't think the club in question in your editorial stated the true problem. We just raised our dues last year from $5 to $6 after 10 years—and only then because of postal increases. I am inclined to believe they have an organizational problem, i.e. too few doing too many tasks, and that becomes onerous. We paddle weekends, not publish. Perhaps the people involved in this really don't know what talents exist in their group. You and I know paddlers can be damn ingenious and penny pinching!

One way to tap new talent in any group is to have an office limitation period. Ours is one year terms with a two term limit. This way a person knows he or she won't be saddled with a job indefinitely. Consequently, they are more willing to give it a good whirl, assist their successors, and enjoy paddling.

Anyway, keep up the good work and advise us as you have in the past.

Sincerely,
Louis A. Boehm
Prairie State Canoeists
Chicago, Ill.

We agree that the club which continually loads all its organizational burden on a few die-hards is in no position to grow or develop, and we applaud your officer-election system. However, for most clubs, the newsletter is a major fraction of the budget. How well the dues absorb this depends on the group's function, size and services. You may be interested to learn the club mentioned in the editorial is currently continuing at the price of great individual sacrifice. At the end of 1980, the club lost its traditional sponsorship for their newsletter due to tight money. The club as a whole, apparently, could not come up with either the interest or the cash to finance it on its own. Therefore the leader of that club is underwriting, editing, and publishing it himself. It seems that both cash and the widespread willingness you speak of must be mustered to make a newsletter (or a club) take off. — Ed.

SALMON SAVY

Dear Bart:

I received the January-February issue of American Whitewater and read it with alacrity. Having the Salmon River is one of my favorites, I was immediately drawn to the article The River of No Return by Robert L. Wheeler and it blew my safety-conscious mind!

I find it hard to believe that you would publish an article which states "I finally bought a raft and built the frame" (he is an open boat paddler of his rafter friend) "while Greta sewed a canoe spray skirt" for their ABS open canoe. Wheeler continues "Kurt and his gal friend Tony arrived Thursday and aided in our final labours for our preparations. Midnight Friday Kurt and I were off for the Salmon, seven hours away." Bart, what does this say to you about proper preparation for a trip?

Neither the raft (homemade), nor the canoe cover (also made for the first time) had been tested. However, "once we started, it was 80 miles of roadless river" and the raft and the canoe "plunged in...Kurt and Tony had only light rafting experience and none of us

(continued on page 36)
IMITATED but UNEQUALLED

The **GOLD MODEL PFD**

- Unequalled style, quality and performance.
- Used by world class competitors and champions.
- The measure of excellence.

**What Makes a WORLD FAMOUS PFD?**

- Durable Exterior Fabric
- Smooth, Soft Interior Fabric
- Trapezoid Cut Foam for Flexibilit
- Plastic Zipper and Slider
- Ample Shoulder Clearance
- Super Soft Foam
- Up to 30% More Buoyancy than U.S. Coast Guard Required Minimum
- Nylon Fabric **Belt**—More Stylish, More Comfortable
- Years of Specific Experience
- Super Quality Control

UNITED STATES COAST GUARD APPROVED

UNDERWRITERS LABORATORIES LISTED

MADE IN U.S.A.

EXTRASPORT, INC.
3050 BISCAYNE BLVD.
SUITE 603
MIAMI, FLORIDA 33137
(305)576-8422
(800)327-3936
Affiliates, send your newsletters to our Editor to help AWA stay current with your club’s activities and concerns.

RUMORS AND TIDBITS

Perception, Inc., a firm just six years old and now the largest kayak manufacturer in the United States, has announced that its kayak will now be produced in Great Britain. Perception President Bill Masters states that the British firm, A.C. Canoe Products, maker of the Ace helmet and injection molded paddles used widely on the British racing circuit, will be the sole distributor and manufacturer of the boats under Perception’s name. Currently the South Carolina based company has 240 dealers in the U.S. and Canada.

- The FibArk boat club of Salida, Colorado is building a brand new clubhouse overlooking the Arkansas River which should be a true paddlers palace. Club leader John Pyson states it should be 2400 square feet with showers, bathrooms, a meeting hall, kitchen, and over 900 feet of boat storage space. He claims all this is just to enhance the expected surge of boaters traveling to Colorado for the national and traditional FibArk boat Races. That may well be, but somehow John, it seems pretty cushy to us.

- A couple of skin repair hints, sent to us by Jim Sindelar, we pass along for your information. "I always used to get a wicked set of hangnailsevery spring and it took 15 years to connect them with spring boating. Waves leached all the natural oils out, leaving the cuticles dry and susceptible. The cure was as simple as taking hand cream or lotion immediately after the trip and working it well into the skin around the nails."

  For the standard array of nicks, cuts, and scratches which annoy all river trippers, Jim suggests that hydrogen peroxide straight from the bottle, three or four times a day for a few days, will prevent their soreness and possibility of infection.

Remembering Arnie Hoiberg

On March 6, 1982 Arnold Hoiberg, kayaking pioneer, naturalist par excellence, and three times Chairman of the Kayak and Canoe Club of New York died, after a long illness. Personally, this editor, still holds a vivid image of Arnie’s lanky form when he stood on the bank, blue eyes sparkling, pointing out a route that only he had the skill to maneuver. In terms of kayak technique and river exploration, he was a true adventurer and will always be remembered by mid-Atlantic paddlers for his expertise and quiet charm. Ed Alexander recently wrote an article for the KCCNY newsletter remembering his old friend Arnie, which we condense here.

“in reviewing our friendship and researching Arnie’s accomplishments in the boating and professional worlds, as well as his many avocations, one could fill even more volumes than Arnold Hoiberg had authored in his lifetime.

Those who have known him as a sportsman and a naturalist, as a friend, or even a passing acquaintance cannot help but having been affected by his unassuming character and the impression he indelibly stamped on all of us.

Arnold joined KCCNY in its early years of existence, in 1960, and immediately became active as a cruiser, as a racer, as an administrator and as a teacher—the latter not only as a boater,
but also as a boatbuilder as well as in the many facets in which he showed interest and eventually excelled. While cruising the rivers or hiking along the trails Arnie would point out nature's wonders with enthusiasm and unassuming desire to share his awareness. His botanical knowledge was astronomical and we always were particularly impressed with his expertise in defining and recognizing the many species of mushrooms.

Professionally Arnie was known and respected as a bituminous engineer who had 15 patents to his credit and whose books and papers were published in various languages. While in the New Jersey/New York area he had been associated with the Flintcote Company and later with the Johns Manville organization.

About 10 years ago, the Johns Manville organization relocated to Denver, Colorado and Arnie moved with them. After his retirement from active employment, he remained one of the firms foremost consultants, working from bedside until two weeks before his death. Born July 30, 1912 in Oregon, Wisconsin and graduating the University of Wisconsin in 1937, Arnold became an authority on asphaltic materials, receiving in 1978 the Asphalt Institute's Award of Merit.

His friend Jim Gleeson made a comment which, I think, says it for all of us: 'Talking to Arnie was one reason I look forward to (the) committee meetings. His friendly, warm and stimulating conservation were inspiring. He was always open to suggestions. His passing leaves a void in all our lives (but also) leaves some stepping stones for people to follow.' Certainly, this holds true for all of us who knew him through KCCNY, AMC, AWA, or ACA or any of the organizations he supported so well".

Arnold Hoiberg leaves behind his wife Nancy, two sons: John A. and Svend, and a daughter Molly Wolff.
Fluvial News

cation is the official newsletter of the Association of North Atlantic Kayakers. What separates this from your standard club newsheet is that it deals rather exclusively with east coast ocean and surf kayaking. The West has two or three ocean going pubs, but this, as far as we know, is the East's first. So if you are interested in joining the Association or in just getting or contributing to this new-aspect newsletter, write to AN-ORAK c/o Jim Chute, R.R. 3, Box 20B, Freeport, ME 04032.

Conservation Notes

GRAND VICTORY THREATENED BY END RUN

Recently, the Bureau of Reclamation's plan to expand the Colorado River's Glen Canyon dam power plant met with such overwhelming public outrage that the idea was dropped and thus the Grand Canyon, we all thought, was saved. However, Friends of the River spokesman Robert Lippman now reports that the Glen Canyon dam is still being uprated and operated as a peaking facility with virtually the same threat to the Grand Canyon's riparian environs.

The Department of the Interior, after announcing the end of the peaking power expansion project, now claims that the current rewinding and uprating of existing turbines and generators is "merely routine overhaul and maintenance". Unfortunately, Lippman states, this routine, undertaken without any public involvement, "could accomplish nearly the same capacity for peaking releases as would the power plant expansion" — and with it the same destruction of animal habitats, beaches and shorelines.

Such dam upgrading for daily and monthly peaking power is a fate threatening not merely the Colorado. It is occurring, Lippman states, "at virtually all hydroelectric facilities in the West".

Specific plans, he points out, are the uprating of the Flaming Gorge dam, regulating of the Green River which flows through Dinosaur National park, and a pumped-storage peaking facility at McPhee damsite on the endangered Delores River tributary on the Colorado. And of course the Yampa, the Colorado river system's last free-flowing stream, is also slated for a series of new dams. So all in all, despite our recent victory, the fight must go on. To find out just what you can do, contact Friends of the River, Colorado Plateau Chapter, 20½ East Cherry Ave., Box 1115, Flagstaff, AZ 86002; (602) 774-0130.

WATT YIELDS TO MASSA REAGAN

Press-Scimitar special writer Robert Walters recently proposed two interesting questions which, we think, answers the question of just how far Secretary against the Interior James G. Watt would go in his national exploitation policy.

1. How would Reagan react if Watt suggested that motorcycles, jeeps and snowmobiles be allowed access to Camp David — a national park (and Presidential retreat)?

2. What would Reagan do if Watt proposed to open the President's secluded ranch in California's Santa Ynez Mountains to oil and gas exploration?

The answer to both, Walters states, is

BOAT STOLEN

Sue Ann Sullivan's 17-foot Grumman with a wrinkled bottom (the boat's, not Sue Ann's) was stolen in May from Spielman's Ponds near Fairplay, MD. It can be identified by holes drilled through both decks with elastic straps to hold painters and a dark, four-inch square where a club decal is missing. Owner has the serial number and the sheriff's number which is written on the canoe. If you have information, call Sue Ann at 233-7810.

— Thanks to Mason-Dixon Canoe Cruisers
obvious: Watt would be hustled out of office before he could even clean out his desk. It is a shame that the President, who seeks the spiritual and physical renewal of the outdoors every weekend at Camp David and so frequently on his high chaparral ranch, employs an agent who would deny the outdoors to citizens who do not rate a private national park.

In the Wilderness Society's "Watt Book" are all this man's sins recorded. It is a volume including his:

- Move to allow airboats in the Everglades, Snowmobiles in Yosemite, and more motors on the Grand Canyon.
- Total moratorium on additional national parkland acquisition.
- Attempts to eviscerate the federal law governing strip mining.
- Offer the entire west coast continental shelf to oil explorers.
- Strip mine a national park in Utah.
- and enough destruction to fill two loose-leaf binders.

**ARCC TRIP SCHEDULE**

Recently the American Rivers Conservation Council has really expanded its trip schedule with something for every level boater in all parts of the country. The primary difference between going with ARCC and going on your own, is that with ARCC the outfitter costs have been donated so the money you are going to spend on the trip anyway, goes to help save the rivers you love. So if interested, contact ARCC at 323 Pennsylvania Ave., SE. Washington, D.C. 20003; (202) 547-6900. You can pay by credit card.

<table>
<thead>
<tr>
<th>Date</th>
<th>River</th>
<th>Craft</th>
<th>Min. Age</th>
<th>Cost</th>
<th>Difficulty</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 3</td>
<td>Potomac, MD</td>
<td>Canoe</td>
<td>14</td>
<td>$34</td>
<td>Beginner</td>
</tr>
<tr>
<td>July 3</td>
<td>Potomac, MD</td>
<td>Kayak</td>
<td>14</td>
<td>$36</td>
<td>Beginner</td>
</tr>
<tr>
<td>July 4</td>
<td>Shenandoah, MD</td>
<td>Raft</td>
<td>10</td>
<td>$28</td>
<td>Beginner</td>
</tr>
<tr>
<td>July 5</td>
<td>Youghiogheny, PA</td>
<td>Raft</td>
<td>12</td>
<td>$18</td>
<td>Beginner</td>
</tr>
<tr>
<td>July 5</td>
<td>Cheat, WV</td>
<td>Ducky</td>
<td>14</td>
<td>$36</td>
<td>Beginner</td>
</tr>
<tr>
<td>July 11</td>
<td>James, VA</td>
<td>Raft</td>
<td>12</td>
<td>$30</td>
<td>Beginner</td>
</tr>
<tr>
<td>July 11-12</td>
<td>New, NC</td>
<td>Canoe</td>
<td>None</td>
<td>$50</td>
<td>Beginner</td>
</tr>
<tr>
<td>July 18</td>
<td>New, WV</td>
<td>Raft</td>
<td>14</td>
<td>$54</td>
<td>Intermediate</td>
</tr>
<tr>
<td>Jul. 31-Aug 1</td>
<td>Cheat. WV</td>
<td>Canoe &amp;</td>
<td>12</td>
<td>$80</td>
<td>Beginner</td>
</tr>
<tr>
<td>Aug. 1-8</td>
<td>Potomac, MD</td>
<td>Canoe</td>
<td>None</td>
<td>$375</td>
<td>Beginner</td>
</tr>
<tr>
<td>Aug. 15-22</td>
<td>Allagash, ME</td>
<td>Raft</td>
<td>12</td>
<td>$26</td>
<td>Beginner</td>
</tr>
<tr>
<td>August 15-22</td>
<td>Potomac (Mather Gorge), VA</td>
<td>Raft</td>
<td>14</td>
<td>$36</td>
<td>Beginner</td>
</tr>
<tr>
<td>August 22</td>
<td>Potomac, MD</td>
<td>Canoe</td>
<td>None</td>
<td>$525</td>
<td>Beginner</td>
</tr>
</tbody>
</table>

**EXPEDITIONS**

- **July 19-29** Tatshenshini-Alsek, AK
  James Henry River Journeys
  Raft 14 $1,300
- **Aug. 23-Sept. 6** (10 days)
  Noatak, AK
  James Henry River Journeys
  Raft 14 $1,500
- **Sept. 27-Oct. 9** (10 days)
  Green, UT (Canyonlands)
  Water & Wildlands Educational Institute
  Raft 10 $850
- **Oct. 3-17 & Oct. 20-Nov. 3** (15 days)
  Colorado, AZ
  (Grand Canyon)
  Arizona Raft Adventures
  Raft 14 $1,040
  Kayak 798
- **Nov. 3-13** (10 days)
  Rio Grande, TX
  Rough Run Outfitters
  Canoe Flexible $525
AWA BOOK REVIEWS

SOME POSSIBLE ADDITIONS TO YOUR BOATING BOOKSHELF

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

RIVER RUNNERS’ GUIDE TO UTAH

by Gary C. Nichols

102 pages, 8¼” x 5½”, b&w photos and illustrations, $6.95.


There are several good books already out which cover many Utah rivers, but to my knowledge, this is the first dealing specifically with this state’s water. And it is very well done. This home-published book has sprung from the vast paddling experience of the author and his brother who have paddled all of the 25 streams he describes and the 12 more he maps. If you want river running advice from a local, here is where to find it.

Nichols writes like he was sitting on the bank with you, talking about the river while waiting for the shuttle to come back. e.g. "Most people (at least the first time) pull over on the left just above Skull in order to scout from the rocks... Run it safely on the left or pay up your life insurance and go for the narrow slot on the right." And he is in no way averse to lapsing into personal tales to help drive home a point: "We’ve even seen groups deflate their rafts and haul all their equipment up the cliff and lower it down the other side to escape." A simple straightforward style and the author’s eye for detail make the book fun reading — something rare in most guides.

But beyond fun, here is a very valuable handbook. I would not run a river based on this book’s information alone, yet I would run it with Nichols writeup and the additional information sources (clubs, gauges, etc.) he tells about. That is all one can ask of any guidebook.

Every river description includes the location, with excellent shuttle directions, difficulty, type of useable craft, gradient, length, time of run, access, optimum time of year, plus topos needed. In addition, he tells where to find permits and campgrounds and includes some nice notes about the scenery.

The major aspect of this book that many readers may find objectionable is that Nichols descriptions are incredibly rock-by-rock. Not only does he take you from one rapid to next, describing each and every hazard, but he often tells you how to run it. Some may find this offensive, however I did not. The spicing with historic tales and anecdotes keeps the author far away from the podium.

But if anything were to sell this book for me, it was Kirk Nichols’ illustrations. He can show a boater in a rapid with an accuracy and feeling that photos are powerless to convey. In brief, if you plan to boat Utah, I wouldn’t do it without this book.

— Reviewed by Lorraine Jackson

SPORTS INJURIES

Dr. Paul F. Vinger
Dr. Earl F. Hoerner editors

413 pages, 10%” x 6¾” b&w photos and illustrations.


This volume is a collection of 37 separate articles on every conceivable aspect of sports injuries, written by experts in the field, mostly doctors. While no one will want to read this tome straight through, I guarantee that anyone will find at least a half dozen titles which for personal reasons will attract, inform, and satisfy. The four major
section titles: "Monitoring Injuries", "Socioeconomic Considerations" (fascinating), "Medical and Allied Health Aspects", and "Protective Devices and Rules" indicate an admirable breadth of coverage which keeps the book from becoming just a list of battered body parts.

As a whole, the book has tried to bridge the gap between physicians and the lay community, while providing concrete information for both. Generally, the authors achieve this. Obviously, discussions of anerobic thresholds and pruritus in nodule rewarming seldom fire readers with excitement, yet the writing is clear and simple enough, and definitions amply supplied, to make everything understandable.

I also found this an interesting volume to just thumb through and examine the statistical charts. The tables are accurate and informative, from the frequency of dental injuries in certain sports, to the death from hypothermia timetables.

Several chapters will particularly appeal to the boater. John Hayward's Hypothermia and Drowning chapter is thorough and well written, and exhaustively discusses many of the circumstantial and deliberate strategies which can extend the potential victim's life. His infrared thermograms showing body heat distribution are particularly fascinating. However, I was more than a little upset to see him kick off the chapter by saying that hypothermia is a danger "in all but the warm summer months".

The following chapter, "Protection against Drowning: Training and Equipment" is written by Arnold Reif who seems almost evangelistic in his attempt to get and keep boaters prepared. He starts off by describing an actual canoeing fatality and proceeds to tell what can be learned from it. His two-page, very specific list of physical and mental preparedness items is excellent.

The author seems very hooked on the idea of boater certification, using the Appalachian Mountain Club's regime as prime example. Many may shy from the regimentation from such plans, yet this reviewer applauds heartily Reif's emphasis on both the individual and the group having a responsibility to each other.

Reif also has authored another chapter entitled "Risks and Gains" from which boating is unfortunately absented, but is interesting nonetheless. His premise in this section is that people should have the necessary information about which sports, at which levels of expertise, will give participants maximum gains with minimum risks. He then proceeds to list 12 sports and rather accurately describe the gains, then numerically chart them against the risks. It is a unique approach, well done, and quite interesting. However, this reviewer has trouble believing that anyone would ever choose a sport on this basis or any other except the fun of it.

All in all, Sports Injuries is a solid, thorough reference book about all aspects of sports injuries, with an index and bibliography in each article that help keep it up to date. It is certainly a book I recommend, but whether you buy it, or just read it in the public library is up to you.

Reviewed by Bart Jackson
Not all that bubbles in France is Champagne & Perrier
(But it may be all that's pure)

If you plan to kayak in the French Alps, you no doubt will become acquainted with the French loo. The loo is the French attempt to bridge the gap between the artificial and the natural. It's artificial enough for one to readily see it's man made, but natural enough for one to wonder if there's any difference between going to the loo or going behind a bush. It's close in conception to the American outhouse, but it has the convenience of flush water. It's functional, practical and simply constructed with two raised tiers for the feet, a hole, and a chain with a handle hanging from the water container near the ceiling. The handle, of course, is pulled to flush the loo.

At this point, allow me to issue a warning: before pulling the handle, make sure that the loo door is open and your exit path clear. You'll want to move fast once the handle is pulled. The flush water rushing with shocking rapidity will flood the entire loo stall and often cover the tiers. This particular quirk of the loo was accidently discovered by several members of our party.

My education of the fine subtleties of the fabled French loo began on a kayaking trek to France. Our nine British and nine American boaters formed a strong, enthusiastic party, ready (we thought) to tackle the best in the Alps. Gradually, however, over the twenty day stay, the Americans became fractured and rankled with discontent, and only a pitiful tattered few remained of the once strong group. The cause of this tragic transformation? I'll attempt to explain in the next few pages.

Our first ominous warning came upon arriving at an Alpine campground near Briancon where we noticed a dumpster full of broken, ragged pieces of kayaks. Later, a glassy-eyed Frenchman ran wildly through the camp, waving a paddle with shredded wooden blades and muttering something about "le gorges de rebut." ("The gorge of Trash"). It didn't seem to make sense, so unwisely we dismissed him with the explanation that he had been drinking a bad bottle of local wine.

Our own Statewide crew, mostly Idaho hair boaters, were as weird as this Frenchman yet formed a pretty impressive lineup. First was Barb Johnson, an excellent paddler, designated to purchase the group supply of Dijon Mustard. Unfortunately, on the long drive back to Great Britain, the bottles leaked, and our British paddling allies, revolted...
at the scent, ditched all the bottles. Dana Olson, our expert in French wines after excessive sampling, chose for our evening meals an 89¢-a-bottle vintage of unusual quality. Whether it bound or ruined our party, we still aren’t sure. Terry Carrico, was one of our two Czech brothers. This trip induced him to return to Czechoslovakia and take up the more sensible sport of volleyball.

Marvel Harrison served as group psychoanalyst. After the evening group therapy sessions, Marvel led pep calls and rousing football fight songs to inspire us for the next day’s boating. Jerry Johnson (Jerry Idaho to Idaho boaters) is a true hair boater and the only one who trained properly for the Alps special challenges. He spent weeks paddling the spill channel of Pocatello sewage settling ponds. Also along was Al Lowande. Wanted in Wyoming for illegally running the “closed” Yellowstone River, Al slipped out of the country just before park authorities closed in. Barney Bochanek, who works in a youth detention center in St. Anthony, Idaho came along to keep Lowande’s criminal tendencies under control.

Then there was Al Solers, the other Czech brother. Like Terry he returned to Czechoslovakia to sharpen his volleyball skill—a venture which allegedly has led to the Czech equivalent of a shotgun wedding with a native volleyballist. And myself, I had been sent by the Reagan Administration to investigate the French loo’s potential as a tax saving device to be installed throughout U.S. federal buildings. This was the cast on whom hangs the tale.

If you ever decide to paddle in the French Alps, Briancon is a good place to start. Located approximately 50 miles southeast of Grenoble, France, and 100 miles south of Geneva, Switzerland. The area is particularly notable among kayakers because of the good weather and mild wind. Elsewhere, Alpine boating is subject to the fickle weather with common cold, rain and snow.

But here in Southern France, you can stretch out along the rivers and idle the day away with 89¢ local foot mash. Another nice feature about the Briancon area is the variety of nearby rivers—all with a little something for every boater. We began on the lower Durrance River, a cloudy blue-gray river with some Class III and one Class IV. We thought the unusual color of the river came from silt of melting glaciers high in the rugged
The gorge walls were so narrow, a Kayak could not turn sideways. Once in it — you were committed.”

Alpine peaks that rose above the river. (As we later found out, glaciers weren't responsible for all the river's color.)

After two days of relaxing paddling on the lower Durrance, we moved up higher and paddled the upper three km stretch of the Durrance, starting at the town of Briancon. It was here we were first indoctrinated into the nature of French kayaking. Our put-in place was directly across from a culvert, spilling hundreds of gallons of a detestably smelling gray affluent. This plus affluent from countless other sewer outlets was the other reason for the Durrance's unusual color. But kayakers can't let a little pollution bother them. If they did, they'd never get any boating in. So downriver we went, getting accustomed to the shallow, rocky rapids and enjoying the nice scenery which included a few nude sun bathers here and there.

Our next river was the Guil which provided some of the most technical paddling of the trip. A beautiful river, the Guil is confined to a narrow rocky course, often hemmed in by imposing sheer canyon walls. Like most French rivers, a road parallels the Guil. On this narrow road, our VW van and Land Rover, each hauling a boat-bristling trailers, spent many hapless occasions backing up to a wide spot to allow oncoming vehicles to pass, while angry tourists shouted from behind.

Several sections can be run on the Guil. We started on the upper part of the river and ran down six km to the Chateau-Queyras. The run was a fun continuous, well obstructed Class III stretch with little let up. Our takeout, the Chateau-Queyras is a castle built centuries ago to fortify one of the passes between Italy and France. For that purpose, it's setting couldn't be more perfect. The castle is perched high above precipitous cliffs over looking the direction from which the invaders would arrive. But even before reaching the castle, any invaders would be hopelessly stopped at the Guil Gorge with its torturous over hanging walls that rise straight out of the river. In an unplanned test to see if the rock walls were indeed sheer, I accidently knocked my Olympus 50 mm lens off the edge of the gorge. Sure enough, observers reported, the lens didn't bounce once. It fell free and hit the water with a plop.

From a kayaking standpoint, the gorge is intriguing since during much of the run, the walls are so close together that the kayak cannot turn sideways. Once entering the gorge portal a boater is irrevocably committed. The rare eddies were found in places where the current had hollowed out a small over hanging cover large enough to hold several kayaks. The next boaters following down the gorge were signalled by a echoing clatter of wood paddles and hollow bank of fiberglass boats against the gorge walls.

Below the Chateau lay a solid Class IV stretch with some Class V. The river was very narrow, scouting was required frequently, and quick maneuvering was the name of the game.

The Alps truly are beautiful. Ancient, little villages dot the sweeping green hills which melt away into the snow covered rocky heights that dominate the character of the land. In narrow defiles, the broken masses of gleaming white glaciers immediately attract the eye adding to the overall awesome grandeur.

But among these venerable mountains there lies an incogrous lack of peace. A steady stream of Renaults, Volkswagens, Citroens, Ferraris, Peugot's, Fiats and BMWs roar and screech by day and night. There seems to be no end to the overflowing tourist traffic that carelessly speeds by on the extensive network of narrow Alpine roads. People are everywhere: crying babies, shouting children, arguing families. Construction
goes on incessantly. Bull dozers clear more roads. Trucks carry off more gravel. Nearby industry bangs and clangs producing goods for world distribution. Our campsite, crowded as downtown Paris, held tents on top of tents and waiting lines at every loo.

A local airport was situated across the river from our camp. Each day, especially in the early morning and early evening, the air was heavy with planes hauling gliders directly over the camp. The noise became an irritant, even embittering a few members of our party. The morning litter of wine bottles symbolized our unsuccessful attempts to forget the incessant noise.

But it was the rivers, themselves, that took the greatest toll of our party. The Ubaye River, our next run, was a prime example. The Ubaye, located southeast of Briancon, is a couple hours drive beyond the Guil River. It was low, perhaps a bit too low when we ran it, and peppered with one continuous rock garden. Within a couple kilometers, two kayaks were completely destroyed. Fortunately, we had insured the borrowed boats, but this two-boat loss, plus an increasing amount of cracks and breaks in those remaining left us with a rapidly enlarging supply of decrepit boats.

On this Ubaye run, I eddied behind a riverside rock to wait and give a fellow boater in front more room. I didn't notice
the large iron pipe just behind the rock until it was too late. Spilling out of the pipe all over my sprayskirt and boat was an odious, brown sludge. Upon realizing what I had done, I paddled quickly to exit from the eddy. The boat scraped over a rock hidden under the brown sludge and held the kayak stationary under the pipe. While the pipe continued to spew its contents over the sprayskirt, I furiously struggled to get loose. The more I struggled, the more stuck I became. Finally, in desperation, I used one free hand to search out the rocks under the sludge, lifted the kayak up and pushed away, freeing myself from the nightmare.

Unfortunately this experience with a French sewer was not my last. Later, we ran the Isere River, the site of previous world championships. High water and long rapids made it a challenge for all of us—a challenge increased by certain seductive eddies made unusable because of sewer pipes located strategically above. Scouters would say, "Aye, mate, it looks good. Straight away down the middle. But stay out of the two disgusting eddies on the right bottom."

Sewage treatment in the French Alps is minimal if practiced at all. Numerous quaint little French villages scattered throughout the Alps dump raw sewage into the Alpine streams and rivers. Add to that, the bulging tourist population that increases the mountainous area population many fold and it adds up to unimaginable amounts of sewage. Sure, it seems like alot. And yes, the rivers are dirty and not all that healthy for wildlife and kayakers, but think of how much money the French save on sewage treatment costs.

From the seat of a kayak, one sees French ingenuity at its best. On the Guisane River we paddled through several villages. One enterprising Frenchman built an ingenious outhouse on the edge of his backyard deck with the opening of the toilet dropping straight in the river. No need to worry about plumbing hassles or clogged toilets. Further down, at the back of a riverside hotel, we watched fascinated as waste water surged out of a pipe into the river each time guests flushed their toilets.

French rivers make not only convenient sewers, but also excellent dump sites. River banks were cluttered with old cars, tin and aluminum cans, and enough plastic and styrofoam to fill the Grand Canyon. Forgotten fancy French undergarments clung to riverside branches.

If a kayakers were to use his imagination, he might imagine the assortment of bits and pieces of litter as colorful array of flowers dotting the green banks of the Alpine rivers. Unfortunately, few in our group had such imagination.

The group comraderie began to break down and individuals began to make excuses whey they couldn’t boat. I came down with a case of the Screaming Frenchman’s Revenge, a diarrheic ailment common in southern France. Al Lowande, after watching one of the English members of the party washed in a horrible looking stagnate brown pool formed below a sewage pipe, vowed never to run another European River and spent his days running through the hills of the Val d’Isere. Dana. Marvel, and Barney quietly slipped away and disappeared at Chamonix. The Czech brothers left us at Geneva to obtain visas to enter Czechoslovakia. And so, the American party gradually dwindled and finally, the remnants limped back to England.

I am afraid our group of boaters did a less than admirable job of representing the United States. But my hope in writing this honest evaluation is that any other group planning to challenge the rivers of the French Alps, will be able to learn from our mistakes. With the right attitude, constant training, and utilization of some specialized equipment such as gas masks and fumigation sprays, another group, unlike ours, could challenge the memorable rivers of the Alps and return home with heads held high.
AWA BUYER’S GUIDE

Looking for an honest outfitter in a strange land, a waterproof tent that really means it, or a blade that’s just somehow better? Be smart and check out AWA’s BUSINESS AFFILIATES first. We have, and have found them to offer good products at fair prices.

BOAT MFGRS.

1. The Blue Hole Canoe Co. Sunbright, TN 37872 (615) 328-2116 Tough. Royalex/ABS open boats with engineered outfitting
2. Great Falls Canoe & Kayak Repair 9338 Old Courthouse Rd. Vienna, VA 22180 (703) 281-4380 Repairs to Royalex, Sawyerlex Polyethelene. Aluminum boats & canoes
3. Grumman Boats 7 South St. Marathon, NY 13803 Grumman canoes. aluminum
4. Mad River Canoe Inc. P.O. Box 610 Z Mad River Green Waitsfield, VT 05673 Quality canoes of Royalex. fiberglass & Kevlar-49
5. Mitchell Paddles Canaan, NH 03741 (603) 523-7004 Paddles, Pyranha Kayaks and paddle accessories
6. Natural Designs 4849 W. Marginal Way SW Seattle, WA 98106 (206) 935-3998 Outrage and Polaris Kayaks Dan Rusak, designer builder
7. Old Towne Canoe Co. 56 Middle St. Old Towne, ME 04468 (207) 827-5513 Manufacturers of the world’s finest canoes and kayaks
8. Perception, Inc. PO Box 686 Liberty, SC 29657 18031 859-7518 Innovative designs & products for the worlds whitewater enthusiasts
9. Whitewater Fabrications, Inc. Rt. 1 Box 186 Fincastle, VA 24090 Whitewater boats/custom mfg. of fiber-reinforced plastics

BLADE & ACCESSORY MFGR.

11. Extrasport, Inc. 5357 N.W. 35th Ct. Miami, FL 33142 1-800-327-7628
12. Maravia Corporation Box 395 San Leandro, CA 94577
13. Mitchell Paddles Canaan, NH 03741 (603) 523-7004 Paddles, Pyranha Kayaks and paddle accessories
14. Wildwater Design Kits Ltd. 230 Penlynn Pike Penlynn, PA 19422 Mgr. of wet suit, paddling jacket & throwbag
16. Yakima: The Wheels of Industry 820 N St. Arcata, CA 95521

RETAIL SALES

17. Adams & Sons Spring Co. c/o Jim Adams 1565 S. Wall St. Columbus, OH 43207
18. Alpine West 1021 R. St. Sacramento, CA 95814 Complete whitewater dealer
19. Appalachian Trail Outfitters Main & Oakland Ave. Doylestown, PA 18901 Supplies of quality outdoor equipment
20. Blackadar Boating Supply Box 1170 Salmon, ID 83467 (208) 756-3958 Catalog Retail sales of boating equipment
21. Blue Ridge Outfitters Rt. 340 Charleston, W.V. 25414 Whitewater supplies, rentals, trips, cafe, store, put-in
23. Canoe House 520 S. Greenbay Ave. Gillette, WY 82714 Retail sales of canoes, kayaks & outdoor equipment
24. Canoe Imports Rd. 2, Box 2000 Shelburne, VT 05482 Canoe rentals-sales & repair of canoes & kayaks
25. Canoes Etc. 630 E. Polk Morton, IL 61550 Canoe and Kayak sales: long line accessories
26. Force One Canoe & Kayak Co. 14919 Stuebner-Airline Houston, TX 77069 Canoes, kayaks, rafts sales, rentals & instruction
27. Grand Canyon Youth Expeditions, Inc. Rt. #4, Box 755 Flagstaff AZ 86001 River Expeditions and kayak raft sales
28. Moore Outdoors 1001 N. Arkansas Russellville, AR 72801 Canoe & kayak rentals & sales whitewater accessories
29. Paddlers’ Supply House 1597 Alexandria Dr., 4A Lexington KY 40504 Serving the discriminating whitewater paddler & wilderness tripper
31. River Runners’ Emporium 1209 W. Main St. Durham, NC 27701 (919) 688-2001 Whitewater, backpacking, sales & rental, clinics & trips
32. River Touring Equipment 341 Chittenden Ave. Brisbane, CA 94005 (415) 467-2800
33. Rocky Mt. Kayak Supply, Inc.  
Box 8150  
Aspen, CO 81611  
(303) 926-AYAK  
Finest kayak equipment in one mail-order catalog

34. Whitewater Unlimited  
Box 1224  
Flagstaff, AZ 86001  
Whitewater equipment, sales rentals discounts to AWA members

LIVERIES & OUTFITTERS

35. Adventure Trek  
Box 10942  
Knoxville, TN 37919  
(615) 690-6478  
Whitewater outfitters, plus canoeing, backpacking, summer camps.

36. Alaska Rivers  
Box 827  
Cooper Lake, AK

37. Alaska Travel Adventures  
c/o Don Quan  
200 N. Franklin St.  
Perryville, AK 99601  
(710) 966-2045

38. Blue Ridge Outfitters  
Rt. 46  
Charlestown, W. VA 25414  
Whitewater supplies, rentals, trips. cafe, store, put-in

39. Boats & Paddles  
c/o Bill & Ann Sweeney  
Box 441  
Madison, NJ 07940

40. Canoe Imports  
Rd. 2, Box 2000  
Shelburne, VT 05482  
Canoe rentals-sales & repair of canoes & kayaks

41. Cantrell Canoe Sales/Rental  
Rt. 3 Hinton By-Pass  
Hinton, W. VA 25511

42. Class VI River Runners  
Box 78  
Lansing, W. VA 25862  
(304) 574-0704  
Whitewater rafting on the East's best rivers

43. Class VI Whitewater  
3994 S. 300 W., #8  
Salt Lake City, Ut 84107

44. Commanche Outfitters  
1801 W. Missouri St.  
Midland, TX 79701  
Sporting goods dealer

45. Experiment with Travel  
281 Franklin St., Box 281  
Springfield, MA 01101  
Provides outdoor recreation.

46. Force One Canoe & Kayak Co  
14199 Stuebner-Airline  
Houston, TX 77069  
Canoes, kayaks, rafts-sales, rentals & instruction

47. Grand Canyon Youth Expeditions, Inc.  
P. O. Box 495  
Flagstaff, AZ 86001  
River Expeditions and kayak raft sales

48. Headwaters—Montana  
326 E. Babcock  
Bozeman, MT 59715  
Complete watercraft outfitting & information for Northern Rockies

49. High Adventure Outdoor Center  
Rt. 1 — Box 38E  
Highway 1335  
Winistrib, NV 81479  
SE Hda for wilderness courses. trips & expedition

50. James River Basin Canoe Livery  
Rt. 4, Box 109A  
Lexington, VA 24450  
(703) 261-7334  
Canoe trips on the James or Maury River

51. Key Ventures  
c/o Ms. Anita Desmond  
79 Quaker Rd.  
Willard, Ont.  
Canada 130 3G3

52. Moore Outdoors  
1001 N. Arkansas  
Russellville, AR 72801  
Canoe & kayak rentals & sales, whitewater accessories

53. Montana River Outfitters  
1401 5th Ave. S.  
Great Falls, MT 59405  
River equipment—fishing & whitewater float trips

54. Mother Lode River Trips  
P.O. Box 30  
Columbia, CA 95310  
(209) 532-7900  
California Paddle Raft Trips

55. Mountain Stream & Trails Outfitters  
Box 77  
Ohiooply, PA 15470  
(412) 329-8810  
Whitewater rafting, cross country skiing and backpacking

56. Nantahala Outdoor Center  
Star Rt., Box 68  
Bryson City, NC 28713  
(828) 498-2175  
Canoe & kayak instruction. adventure travel trips

57. Natural Designs  
4849 W. Marojinal Way SW  
Seattle, WA 98106  
(206) 935-3988  
Outrage and Polaris kayaks

Box 81  
Hico, WY 82945  
(307) 658-5276  

Box 100  
The Forks, ME 04985  
(207) 663-2271  
Whitewater rafting: N.Y.-Hudson. Moose, Maine-Kennebec. Penobscot

60. Northwest River Supplies  
Box 9186  
Moscow, ID 83843  
(208) 882-2383

61. Outdoor School, Inc.  
1050 Knigbt Lane  
Herdon, VA 22070  
Outdoor education/recreation organization for public & private groups

62. Pack Rat Outdoor Center  
46 East Township  
Fayetteville, AR 72701

63. P-A-R Canoe Outfitters  
9504 Truscot Dr.  
Houston, TX 77080  
(713) 465-4116

64. River Runners' Emporium  
1209 W. Main St.  
Durham, NC 27701  
(919) 688-2001  
Whitewater. backpacking. sales & rentals. clinics & trips

65. SACO Bound  
Rt. 302. Box 113  
Ctr. Conway, NH 03813  
Whitewater school. raft trips. shop, canoe trips

66. Sandpiper Whitewater Guides  
Box 11752  
Zephyr Cove. Nevada 89448  
(702) 588-4074

67. Santiam Outfitters  
c/o Hande Hus  
1595 Cottage St. N.E.  
Salem, OR 97303  
Whitewater kayaks, raft sales, rentals. lessons & accessories

68. Sobek Expeditions  
Box 761  
Angels' Camp. CA 95222  
(209) 736-4524

69. Steamboat Canoe Outfitters  
P.O. Box 28  
Brantford, FL 9208  
(613) 935-1471  
Canoe rentals, outfitting
shuttles. Daily-weekly.
4 rivers

70. Susquehanna Canoe Shoppe
RD #5, Box 200
Red Lion, PA 17356
(717) 244-6907
One of the largest inventories anywhere

71. Swiftwater Rental Service
6569 4th N.E.
Seattle, WA 98115
Rents rafts, inflatable kayaks, accessories. Sells related literature

72. U.S. Whitewater Tours
178 Nevada. N.W.
Warren, OH 44485

73. W3 Adventure, Inc.
P.O. Box 553
Westmount, Que., Canada H3Z 2T6

74. Wayfarer of the Ozarks, Inc.
Star Rt. 1
Ozark, AR 72949
(501) 667-4998
Complete outfitting/Mulberry River, rentals shuttles.

75. Western Mountaineering
550 S. First St.
San Jose, CA 95113

76. West Hills Outfitters, Ltd.
8120 SW 68th Pl.
Tigard, OR 97223

77. West Virginia River Adventures
Box 95
Hico, W.VA 25554
(304) 658-5277
Paddle powered rafting on W. Va.'s New River

78. Whitewater Sports
307 NE 71st St.
Seattle, WA 98115

79. Whole Earth Rafting
P.O. Box 4
Terry, WVA 25934
Two to six day trips: New-Gauley rivers

80. Wilderness Tours
Box 89
Beachburg, Ont.
Canada K0U 160

81. Wildwater Expeditions Unlimited, Inc.
P.O. Box 55
1 Riverfront St.
Thurmond, W.VA 25936
(304) 469-2551
The rapid transit system for the New River

82. Wildwater River Tours
419 So. 4th
Tumwater, WA 98502
(206) 357-5214
Whitewater rafting, canoeing & rentals. instruction

83. World of Whitewater
Box 708
Big Bar, CA 96010
(916) 623-6588
Exciting whitewater raft trips on upper California rivers

GEN'L CAMPING SUPPLIES

84. L.L. Bean, Inc.
Casco St.
Freeport, ME 04033
(207) 865-4761
Outdoor sporting goods

85. Commanche Outfitters
1801 W. Missouri St
Midland, TX 79701
Sporting goods dealer

86. Outdoors, Inc.
5245 Poplar Ave.
Memphis, TN 38119
KAYaking, canoeing, back-packing, skiing, climbing. clothing

87. Robbins, Inc.
Box 4536
Modesto, CA 95352
(209) 529-6913
Mountain paraphernalia

88. Tomot Distributing
912 Paul St.
Ohawa, IL 61350
"Paddling Beef Jerky"
1 oz. $1.50, 500 with order

89. Wiggins Canoe & Kayak Sales
RD #4, Rt. 426 North
Corrva, PA 16407
Canoes, kayaks, tents, back-packing, and quality accessories

90. Wilderness Travel Outfitters
2530 MacArthur Rd.
Whitehall, PA 18052
Fine equipment & clothing for the traveler

91. Wild River Outfitters
5921 Churchland Blvd.
Portsmouth, VA 23703
Virginia's canoeing/back-packing specialist staffed by knowledgeable folks

PUBLICATIONS & INSTRUCTION

92. Adventure Travel Mag.
c/o Pam Miller
1 park Ave.
NY, NY 10016
Glossy coverage of worldwide adventure activities: outfitters listed

93. Canoe Magazine
Box 597
Camden, ME 04873
The magazine of self-propelled water travel

94. Class VII River Maps
C/O W. Nealy
210 Purefoy Rd.
Chapel Hill, NC 27514
Hand-drawn river maps - Eastern & Western rivers

95. Force One Canoe & Kayak Co.
14919 Stuebner - Airline
Houston, TX 77069
Canoes, kayaks - raft sales, rentals & instruction

96. Leisure Enterprises
3 Pleasant St.
Millers Falls, MA 01349
(413) 659-3926
Revised 1981 instructional guide - "Recreational Whitewater Canoeing"

97. Roy L. Mahnesmith
215 S. Chestnut
Kewanee, IL 61443
ACA - open canoe & kayak instructor

98. Nantahala Outdoor Center
Star Rt., Box 68
Bryson City, NC 28713
(704) 486-2175
Canoe & kayak instruction. adventure travel trips

99. Outdoor School, Inc.
1050 Knight Lane
Herndon, VA 22070
Outdoor education recreation organization for public & private groups

100. SACO Bound
Rt. 302, Box 113
Ctir. Conway, NH 03813
Whitewater school, raft trips, shop. canoe trips

101. Sierra Kayak School
P.O. Box 682
Lotus, CA 95651
(916) 626-3461
Instruction of whitewater kayak and rafting

102. Tennessee Valley Authority
Forest Library
Norrus, TN 37828
U.S. Govt. Corp.
AWA Business Affiliates from our Buyers' Guide are your best bet for equipment and river services. If you would like more information about their products and what they can do for you, separate this form and mail it to:

AWA, Box 272, West Sand Lake, NY 12196

I am interested in more information about:

(Circle #'s applicable to firms listed in the Journal)

☐ BOAT MFGRS.
☐ BLADE & ACCESSORY MFGRS.
☐ RETAIL SALES
☐ LIVERIES
☐ GEN'L. CAMPING
☐ PUBLICATIONS & INSTRUCTIONS

NAME ________________________ DATE __________
ADDRESS ________________________
CITY & STATE ________________________ ZIP __________

WHAT'LL PACK 'EM IN AT CLUB MEETINGS?

125 FILMS

That's right. AWA now offers Affiliates, clubs, and individuals a list of 125 WHITETWATER BOATING FILMS covering such subjects as:

Basic Instruction Expeditions
Race Events

And much, much more...

AWA's Bruce Stafford has laboriously researched and compiled the most exhaustive catalog ever of whitewater films available to the public. Each film listed includes title, a brief review, and how to obtain it.

MANY ARE FREE! * * ALL ARE LOW PRICED

To get a copy of the AWA WHITETWATER FILM CATALOG, send $5 to Films, c/o Pete Skinner, Box 272, Snyder Road, West Sand Lake, NY 12196
In Defense of the C-1

by Charlie Walbridge

Charlie Walbridge is six feet, eight inches of opinionated paddling sinew. You name it in the East, and he's paddled it. He is also living proof that it's the boater not the boat, and that a C-1 can go anywhere a K-1 can. Charlie lives in eastern Pennsylvania from where he runs his boating accessory business, Wild Water Designs and acts as ACA's National Safety Chairman. Recently during a boat building session, Charlie declared that C-1 superiority needed a published defense. This editor saw his point the instant he released my lapels. So to all who have ever criticized the noble decked canoe, I suggest you list and take heed.

Let me introduce myself. I'm a C-1 paddler. That's right, turkey, I kneel in one of those pregnant kayaks and paddle it like a canoe. I won't be caught praying to the Good Lord on my you-know-what. Is it comfortable? Funny you should ask. Is any decked boat comfortable? Listen, I've tried kayaks. They give me a pain in the low back. The very low back, if you get my meaning. You're not a kayakist, are you? Most of the people I know who paddle kayaks are mental defectives — they don't know which end of the paddle to use! Why, if you go down to Central Pennsylvania, there are some places where they haven't even heard of kayaks except as a boat for kids to fool around in until they grow out of it. Oh yeah, kayaks exist. Around the big cities, mostly, and on the Yough in August when sensible paddlers are catching up on their reading and waiting for the fall rains.

What? You don't understand why people use a single-bladed paddle and switch? Buddy, you missed the point. Nobody understands canoeists. I've never had a girlfriend who understood
canoeists, that's why I'm not married. Yeah, I know that all the instruction books ignore C-1's. Probably because the author wasn't tough enough to try one. No seriously, most of us learn by getting out on the water and working out an understanding with our boats over several years. But open boat paddling helps. I tried a kayak once — just didn't feel right sitting on the water. If God had meant men to sit on the water, he would have designed a comfortable Kayak seat mold. At least after paddling a canoe, your knees hurt so much you don't have to worry about your back. Ah, but a canoe fits me right. I weigh over 180 pounds. I need a shoehorn and a hacksaw to get into a medium volume kayak, but I can fit into the smallest hotshot C-1's easily. And those little C-boats are great for women and kids. They're not much bigger than kayaks, and they do turn fast. Don't give me any of that male chauvinistic piggery about women not being able to paddle C-1. That story comes only from people when they've had a hard day and they've just quit. I know one girl who weighs only 110 pounds and magnificently paddles a full size C-1. She's cute, too, but that's another story.

Hey, I'll tell you, a kayak is the wettest, coldest boat in the world. You go right through waves. Water in the face, the whole bit. A C-1 is bigger, and it rides up and over waves. You get splashed in the face by a wave in a C-1, buddy, you're in some heavy stuff. And because you sit higher in a C-1, you see better, too. You ought to see the kayaks drop back at the top of a steep drop so's the C-boats can lead the way!

And you won't believe this, but a C-1 turns faster than a kayak. Something about a higher center of gravity and improved leverage on sweep strokes. It's true, you don't have a brace on one side, but a low C-1 brace is stronger than two kayak braces. If you keep your paddle side downstream, you'll do fine. After a while, you'll learn to cross-brace on a cross draw. It really works! (Mean Dean from Duquesne even will drop into Double Hydraulic on his off-side; of course that dude works in the steel mills and has shoulders like you wouldn't believe! You wouldn't catch me trying that.)

Yeah, I know. There's nothing slower than a C-1 against the wind. So what if it's a hard boat to learn to paddle. People don't paddle rivers because they're easy, you know, they do it for the challenge. Rolling isn't any harder than a kayak. There are more strokes to learn, but they're not impossible. The hardest thing is learning to work up speed — getting the boat to track, if you will. That's what makes people think its strength and not skill. Don't get me wrong; strength helps. But its surprising what a little coaching will do.

I was lucky enough to live in Central Pennsylvania for a while, the home of Penn State, John Sweet, and Norse Paddles, so I got a lot of coaching. But most people aren't so lucky. They have to shell out some bread for a clinic or beat out an understanding with their boat over a few miles (make that a few years) of paddling. Most of them see the kayakers learning faster and give up and buy one of those funny boats. I have one myself. I guess I'll use it when I retire: you know, get too old to paddle C-1. Except I'll never get used to having my feet under the deck. Makes me nervous. Now with a C-1, if you fit it out properly, you'll have to work like the dickens to get trapped. Fact is, the biggest problem staying in the boat long enough to roll. So do like the monkeys do and hang it there. You'll be O.K.

Hey look, gotta go. They're dumping water into the Gauley and it's ten hours of freeways and mountains to get there. But take my advice. Sell your kayak and get yourself a C-1. Visit John Berry in Riparius, N.Y. or try Perception in Liberty, N.C. They have a good selection, or find a good used pig that you can beat up. Then maybe the next time I run a river with Fearless Fred, the King of Hair, and Attila the Hahn you'll be able to come along too. Just don't get discouraged. Remember, kayaks are a dime a dozen, but a C-1 is forever. SEE YOU ON A RIVER!!!
River Rating Overhaul

Is our current whitewater rating system functional?

Should it be patched up — or scrapped?

Dr. Andy Embick has some strong opinions and possible solutions.

The AWA should abandon its present river classification system and instead make use of the vast knowledge of its experienced boaters to construct a list of standard runs for each region in the whole U.S.

The present whitewater grading system is marginally workable and getting less so. Ratings are inconsistent from region to region, even person to person. One boater's "hard Class III" is another's "Class V". As harder and harder rivers are run, their place in the I-VI close-ended scale becomes even more confusing. Classic rivers, now being run more easily by larger numbers are being continually downrated. A boater using an old guidebook might find himself able to handle what he calls "standard IV water" and proceed to launch himself into something way over his head.

The root of the problem is that white-water difficulty has never been properly defined, and the system, without proper underpinnings has been adrift ever since. As an Alaskan, isolated from the Lower 48, the communication of river difficulty between regions, with such a shifting system has been an especial problem. As a rock climber, I feel we might well learn from this community which has already weathered the rise in standards that boating is now undergoing, and it has worked out grading system problems, similar to what river runners now face.

The key is to avoid defining white-water classes by any subjective criteria, because all such a priori definitions are limited, inaccurate, and ineffective.

If you don’t believe it, take a look at how authors of guidebooks, magazine articles, and safety codes define difficulty. Generally, each writer picks his own definitions, or creates a whole new system. None has been good enough to be accepted as standard, so instead we have a host of varying definitions. Frankly, most of the river difficulty criteria in use fall into six, equally ineffective categories.

— Ratings by Danger
  e.g. from the Handbook to the Illinois River Canyon.
  Class III — Dangerous
  Class IV — Very Dangerous
  Class V — Extremely Dangerous
  Class VI — Foolish to Attempt
This fails because difficulty is a function of the river and danger is a function of the boater, his skill, equipment, and judgement. The suicide run for one paddler, could be a bore for another.

— Description of Problems
AWA’s system, as some others, tries to indicate the problems facing the boater at each numerical class:
  "riffles and small waves" — Class I
  "high, irregular waves...narrow channels" — Class III
  "extreme of navigability, nearly impossible and very dangerous" — Class VI
The problem here is one of terminology. Just what makes a high irregular wave or the extreme of navigability differs vastly from boater to boater.
— Rating by Gradient or Speed

Seeking more objective criteria, some, such as Oregon River Tour's author, assign each class measureable traits. Class II is a river velocity of two to six mph with a five to 15 foot per mile gradient. Class IV exceeds six mph and 20 fpm. This system would rate the Grand Canyon (3 mph and 9.7 fpm overall) Class II. It is a system that ignores the degree of river obstruction and the effect of pool and drop difficulty.

— Ratings by Required Skill Level

This is the old idea that Class I is a novice, Class II an intermediate, Class III an expert and so on. This of course is a useless form of word play. After all, if a Class II is an intermediate, what is an intermediate?

— Specific Skills Required

The Soggy Sneakers Guide states that for Class IV "boaters should be able to Eskimo roll". Obviously, river with heavy, technical, but short drops into a warm pool is a place where rolling is not as crucial as a broad, cold Class II stream where the swimming boater might never get to shore.

— Specific Techniques Employed

The author using this criterion assigns "scouting by experts" or "rescue teams required on banks" to various numbers. Such definitions totally negate the skills of the boater and tells him nothing about what he is facing.

All right then, you may ask, just what are the true criteria to base difficulty ratings on? My answer is that there are no viable a priori criteria. Any useable rating system must employ standards based on the rivers themselves, not the boater. Rivers don't change, except as a function of flow or with rare channel-changing rockslides. But subjectively assessed risk and difficulty change constantly with time, equipment, techniques, and the individual boater.

The Solution

For each region, there should be rivers designated as standards. Several runs would be listed as typical for each numerical class, I through VI, arrived at by a process of consensus, among local boaters. Boaters with regional and national experience could assist in making sure standards in different regions are comparable.

For each class, several well known rivers should be selected, to represent various types of runs whether technical or big water, pool-and-drop or continuous. Of course, different boaters of different strengths would tend to rate rivers somewhat differently depending on the problems presented. (e.g. a skilled technical paddler might down-rate tight, rocky streams and upgrade big-water.) To arrive at a consensus on a grade would require a compromise between several paddlers, mediated by someone with both technical and big-water expertise. Rivers whose difficulty changes markedly with flow could be rated at several different flows.

To rate a newly explored river, the first-run boater would compare it to previously rated, familiar rivers and assign it a tentative grade, which would be confirmed or altered later by consensus. So much for the method. What about criteria for assigning this new river to its slot? Basically, I would still hang on to subjectively perceived risk, specific problems encountered, required skill level, and techniques employed. Yes, I know I discarded these as defining criteria. Standing alone, none of them can define a river wholly. But as comparative criteria — helping boaters determine that river X is tougher than Y but easier than Z — they are admirably suited.

Ideally, the river rater would consider every factor in a river's difficulty. Speed, volume, gradient, obstructions, rocks, holes, waves, whirlpools, maneuvering required, continuous character, length, turbidity, temperature, waterfalls, undercutts, visibility problems such as horizon lines and turns, eddies, need to scout or portage and difficulty in doing so, anticipated problems in rescue...all
would develop an overall, subjective impression of how a stream stands in comparison with the standard already-listed rivers.

Every boater would, of course, consider his own standing when rating a river. “Am I tending to rate rivers lower and lower as my ability rises?” “Was I at a mental and physical peak when I ran that stream?” “Had I eaten my Wheaties?”

In addition, I would like to discard craft limitation, water temperature, and remoteness from any system of river classification. Two-man Kleppers and solo open canoes have both successfully navigated Lava Falls. Blanket pronouncements that open boats should halt at, e.g. Class III are ridiculous. As far as water temperatures and remoteness, if we added one grade of difficulty to every stream colder than 50° and one grade if the stream is remote. There wouldn’t be a Class I or II in Alaska.

Also, to make the scale fit ever-progressing boating skills, it should be open ended. Then when harder rivers are run (as perhaps they have been already) they could be rated in higher numbers where they belong: Class VII or VIII. Thus Class VI or any class would not necessarily mean run at risk of life; it would merely be harder than Class V.

I realize many readers may say that the current rating system suits them just fine. But as I have tried to show, there is no existing rating system. The numbers we use on varied rivers now are virtually ignored. Thus I propose no great changes, but rather just recognition of an existing situation.

Finally, just to show that river rating,
these would be considered. Arbitrary factors would be discarded and the rater unlike the weather, is something that you can do more than just talk about, we Alaskans have started the ball rolling. Bruce Stafford, have made an Alaskan whitewater grading list of standard rivers in our region. These relatively familiar streams can be used for comparison as new regional streams are run and with other regions in the Lower 48.

**Alaskan Whitewater Grading Standard**

<table>
<thead>
<tr>
<th>Class</th>
<th>Std. Alaskan River</th>
<th>Comparative Lower 48 Streams</th>
</tr>
</thead>
<tbody>
<tr>
<td>VI+</td>
<td>Susitna River, Devil's Canyon &gt;30,000 cfs</td>
<td></td>
</tr>
<tr>
<td>VI</td>
<td>Susitna River, Devil's Canyon ≥30,000 cfs</td>
<td></td>
</tr>
<tr>
<td>VI-</td>
<td>Kotsina River</td>
<td></td>
</tr>
<tr>
<td>V+</td>
<td>Tsaina River</td>
<td></td>
</tr>
<tr>
<td>V</td>
<td>Six Mile, Lower Canyon Delta River, Falls</td>
<td></td>
</tr>
<tr>
<td>V-</td>
<td>Lowe River, Heiden Canyon Tsaina River, low water</td>
<td>Lava Falls, Colorado 13,000 cfs</td>
</tr>
<tr>
<td>IV+</td>
<td>Mineral Creek, Upper Canyon, low water Six Mile, Middle Canyon Six Mile, Upper Canyon</td>
<td>Clavey Falls, Tuclumne 1300 cfs</td>
</tr>
<tr>
<td>IV</td>
<td>Talkeetna River Nenana River, high water Tsaina River, Lower Canyon, high and medium water</td>
<td></td>
</tr>
<tr>
<td>IV-</td>
<td>Tonsina, high water Caribou Creek, Upper Matanuska, high water Nenana River, medium water</td>
<td></td>
</tr>
<tr>
<td>III+</td>
<td>Lowe River, high water Delta River, Black Rapids</td>
<td>American River S Fork</td>
</tr>
<tr>
<td>III</td>
<td>Klutina River Kuskulana—Chitina (from bridge) Stanislaus River, 1500 cfs Gulkana Canyon Willow Creek</td>
<td></td>
</tr>
<tr>
<td>III-</td>
<td>Mineral Creek Lowe River, low water Eagle River</td>
<td></td>
</tr>
<tr>
<td>II+</td>
<td>Valdez Glacier Stream Copper River</td>
<td></td>
</tr>
<tr>
<td>II</td>
<td>Kenai</td>
<td></td>
</tr>
<tr>
<td>II-</td>
<td>Lowe River below Keystone Canyon</td>
<td></td>
</tr>
<tr>
<td>I+</td>
<td>Noatak</td>
<td></td>
</tr>
<tr>
<td>I</td>
<td>Chatanika</td>
<td></td>
</tr>
</tbody>
</table>
You've Come A Long Way Baby!

Built by boaters for boaters using every technological advance in engineering and design.

Special design: Interior pillars lock under seat.

Engineering design. special ridge around tire cockpit to reduce chance of hull disfigurement.

Adjustable seat for safest positioning of boater.

Ultrasonically tested hull thickness varies for maximum strength at high stress and wear points.

Manufactured on Equipment designed and patented to build kayaks specifically.

Thigh braces designed to position and hold front pillars secure against lateral slippage.

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

Rotationally Molded Kayaks

perception

"They ain't what they used to be!"

For free catalog and name of your nearest dealer, write:

Perception, Inc.
P.O. Box 686
Liberty, SC 29657
1-803-859-7518
1-803-855-3981
Super Sprayskirt

No denying it, to be any good at all, a sprayskirt’s just gotta be tight around the gut. Unfortunately, this usually means that you must tug, squirm, and belly dance your way into it at the put-in. It also means that the skirt which fits Dad will probably be useless for anyone else in the family. To solve this pressing problem, Wildwater Designs, Ltd. has invented the first fully adjustable neoprene kayak spraycover. The waist hole opens wide and adjusts with straps and Fastex buckles to fit waists from 22 to 38 inches.

This skirt has the same solid quality that has made standard Wildwater skirts so popular: eighth-inch nylon-backed neoprene, quarter-inch shock cord, and it comes in two cockpit sizes which cover most commercially available boat models. A cover is also available for decked canoes. Of course this is a great invention for the livery owner, but for the individual boater, this skirt allows comfortable adaptation to different clothing combinations and to share with friends. The Super Sprayskirt sells for $59.50 and can be purchased from Wildwater Designs, Ltd., 230 Penllyn Pike, Penllyn, PA 19422.
ings is as old as food processing and yet can make accurate trail menu planning near impossible. Nancy Piragis and Liz Schendel, two gals as tired of this con as you are, have come up with the Boundry Waters Outdoor Foods line—a series of dehydrated (not freeze dried) foods that mean what they say for even the most gluttonous paddler.

They currently boast 19 choices for breakfasts and dinners including Spicy lentils with rice, Spinach quiche, North country flapjacks, and Kala Mojakka—a Finnish fish chowder where you and your trout line supply the fish. They also have a long list of just-add-water-and-pan-fry bread mixes including Corn muffins, Bran muffins, and Bannock with raisins and nuts. All of the Boundry Waters foods are free of any additives, perservatives, or salt, and claim to provide total protein without meat. (They're gorp, we can testify, is great.)

The gals have also written a cookbook titled Cheap & Wholesome Trail Foods which contains 60 recipes for the natural food, trail packer. It costs $3 (plus 15c tax for Minnesota residents) and, like any of the trail foods is available from Nancy and Liz's firm, Wilderness Enterprises, Box 146, Ely, MN 55731; (218) 365-6745. Minnesota boaters can also find these goodies in local stores.

New Kind of K-1

From Athens emerged Hydra, and from Hydra sprang Taurus. No, that is not a quote from Bulfinch's. Plastic Industries, Inc. of Athens, Tennessee, recently realizing the potential of the boating market, formed a new division called Hydra, which has just produced Taurus, a new kayak, named for the constellation. The firm states it is a "medium volume whitewater play boat made out of rugged cross linked polyethylene".

Unfortunately, we did not have time to examine this new model before deadline. However, feature of this new boating company which makes us feel quite hopeful about its new product is their hiring of AWA Director Ken Horowitz as Marketing Director. Ken is an expert kayaker, who has worked both in the boating trade and on his own on myriad environmental issues for several years. AWA congratulates Ken on his new position and hopes that it will aid him in his personal fight to upgrade the quality of our sport.

To find out more about the new Taurus, contact Plastic Industries, Inc., Hydra Div., Box 669, Athens, Tennessee 37303; (615) 745-2652.
RACE CALENDAR

If you would like your race or training clinic to receive national publicity, send the race date, type, location, and specifics to AWA Race Calendar, 7 Holland Lane, Cranbury, NJ 08512. Be sure to include name and address of your registration contact.

<table>
<thead>
<tr>
<th>JULY</th>
<th>RACE TYPE, NAME, LOCATION</th>
<th>CONTACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-4</td>
<td>SL, WW - Eagle River Races Minturn, CO</td>
<td>Koji/Orlicky/Steitz 7078 S. Bryant Littleton, CO 80120</td>
</tr>
<tr>
<td>3-4</td>
<td>SL, WW - Toby Creek Canadian National Championships Invermere, B.C.</td>
<td>Ken Pepperdine Box 2018 Ivermere, B.C. Canada VDA1KO</td>
</tr>
<tr>
<td>10-11</td>
<td>SL, DR, OC - Atlantic Divis-WWOC Champs, Esopus Creek Phoenicia, NY</td>
<td>Esopus Registrar P.O. Box 173 Scarborough, NY 10510</td>
</tr>
<tr>
<td>10-11</td>
<td>SL, WW - Colorado Cup Races Buena Vista, CO</td>
<td>Koji/Orlicky/Steitz 7078 S. Bryant Littleton, CO 80120</td>
</tr>
<tr>
<td>17-18</td>
<td>U.S. Wildwater National Championships Junior/Masters/Open site to be selected (see later newsletter)</td>
<td>David Orlicky, B-216 Dept. of Pathology Univ. of Colorado Medical Center 4200 9th Avenue Denver, CO 80262</td>
</tr>
<tr>
<td>17-18</td>
<td>SL, WW - White Salmon Race White Salmon, WA</td>
<td>Oregon Canoe &amp; Kayak Club c/o Nancy Waddell 321 S.E. 14th Portland, OR 97214</td>
</tr>
<tr>
<td>24-25</td>
<td>SL - Cherry Creek Slalom</td>
<td>Dennis Waldman 580 Rosecrans Ave. Manhattan Beach, CA 90266</td>
</tr>
<tr>
<td>24-25</td>
<td>SL, WW - Gallatin Slalom &amp; Wildwater Bozeman, MT</td>
<td>Bruce Fishburn Box 1778 Billings, MT 59103</td>
</tr>
<tr>
<td>28-31</td>
<td>SL, DR, OC - National Open Canoe Champ. Lower Dead River West Forks, Maine</td>
<td>Nationals Registrar P.O. Box 121 Stillwater, ME 04489</td>
</tr>
<tr>
<td>31</td>
<td>WW - Brown's Canyon Race Arkansas River</td>
<td>Koji/Orlicky/Steitz 7078 S. Bryant Littleton, CO 80120</td>
</tr>
<tr>
<td>31-Aug. 1</td>
<td>SL, WW - Central Oregon Races</td>
<td>First St. Whitewater Assn. c/o John Wujac 1815 NW 2nd Bend, OR 97701</td>
</tr>
</tbody>
</table>

'Key:
PS - pool slalom
TC - training clinic
SL - slalom
DD - downriver (less than Class III)
WW - wildwater (Class III and up)
OC - open canoe
## RACE CALENDAR

<table>
<thead>
<tr>
<th>Date</th>
<th>Race Type, Name, Location</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>31-Aug. 1</td>
<td>SL - Wausau Slalom #2, Midwest Divisional Slalom Championships</td>
<td>Don Sorenson</td>
</tr>
<tr>
<td>AUGUST</td>
<td></td>
<td>Mall Cafeteria, Albert Lea. MN 56007</td>
</tr>
<tr>
<td>1</td>
<td>SL - August Arkansas Slalom, Rapid #5, Arkansas River</td>
<td>Koji/Orlicky/Steitz</td>
</tr>
<tr>
<td>7-8</td>
<td>SL, WW - Annual Shoshoni Classic, Colorado, River, CO</td>
<td>7078 S. Bryant, Littleton, CO 80120</td>
</tr>
<tr>
<td>7-8</td>
<td>SL, WW - North State Championships, Trinity River</td>
<td>World of Whitewater Race Chairman,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>P.O. Box 708, Big Bar, CA 96010</td>
</tr>
<tr>
<td>7-8</td>
<td>SL - Slippery Rock Slalom, Slippery Rock State Park, PA</td>
<td>Jim Anglin</td>
</tr>
<tr>
<td>14-15</td>
<td>SL, WW - Williamette Valley Race, Corvallis, Eugene or Salem</td>
<td>Randy Oakley</td>
</tr>
<tr>
<td>16</td>
<td>SL - U.S. Junior/Masters Slalom Championships, Ocoee River</td>
<td>Steve Puckette, Registrar, University Station</td>
</tr>
<tr>
<td>17-18</td>
<td>SL - U.S. Slalom National Championships, Ocoee River, Ocoee, TN</td>
<td>Steve Puckette, Registrar, University Station</td>
</tr>
<tr>
<td>21-22</td>
<td>SL, WW - Rio Bravo Fall Races, Bakersfield, CA</td>
<td>Bob Thomas</td>
</tr>
<tr>
<td>21-22</td>
<td>SL, WW - Savage River Races, Pan American Cup Race #1, Bloomington, MD</td>
<td>Contact your Divisional Chairman</td>
</tr>
<tr>
<td>28-29</td>
<td>SL, WW - Jonquiere Slalom and Desbiens Wildwater, Pan American Cup Race #2, Jonquiere, Quebec Canada</td>
<td>Contact your Divisional Chairman</td>
</tr>
<tr>
<td>28-29</td>
<td>SL - Youth Slalom, Ohiopyle, PA</td>
<td>Sue Zeman</td>
</tr>
<tr>
<td></td>
<td></td>
<td>413 Treeside, Stow, Ohio 44224</td>
</tr>
</tbody>
</table>

## QUOTATION OF THE MONTH

"I don’t speak of Republicans and Democrats anymore. I speak of liberals and Americans."

— James G. Watt
Secretary of the Interior
THE PADDLER

by

George Stefanyshyn

(Sung to the tune of Kenny Rogers' The Gambler)

On a frigid springtime evening
By a river bound to drown me
I met up with a paddler
We were both too tired to cook
So we took turns a starin'
Out the tent door at the darkness
The psychosis overtook us
And he began to groan.

He said, "Son, I've wasted a life
Out of reading that big water
And knowin' what the currents were
By the way they frothed and foamed,
So if you don't mind my sayin'
I can see you're out of braces,
For a sample of your gorp
I'll give you some advice."

So I handed him my baggie
And he swallered my last peanut
Then he bummed some Dinty Moore
And asked me for a spoon
And the night got deathly quiet
And his face lost all expression
Said, "If you're gonna paddle, boy/girl,
You gotta learn to paddle right."

CHORUS:
You got to know when to brace up
Know when to roll up
Know when to leave your boat
Know when to swim
You never count your attempts
When you're sittin' underwater
There'll be time enough for countin'
When the rolling's done.

Every paddler knows
That the secret to surviving
Is knowing when to portage
Knowing when to run
'Cause every hole's a keeper
And every rock's a pinner
And the best that you can hope for
Is to die in your tent.

And when he finished babbling
He crawled into his sleepin' bag
Still shivering in his wetsuit
He became comatose
And while thrashing in his stupor
And spas-mo-di-cal-ly twitchin'
He blurted out this chorus
Which we must all repeat

REPEAT CHORUS

---

IT'S HERE
THE 1982 WHITEWATER PROGRAM

Sponsored by the Slalom and Wildwater Committee of the American Canoe Association

Order Now and Support The U.S. Team!

1-24 copies — $3.00
Discounts available over 25

Make checks payable to:
WHITENWATER PROGRAM
BOX 210D, R.D. 2
PALMERTON, PA 18071

Vol. XXVII, No. 3
had seen the river before." At the end of the first day "the two ladies prepared a filling stew which was topped off with a bottle of wine, while Kurt and I labored over our failing spray skirt which required endless amounts of duct tape."

Bart, does the general public know that the Salmon is at its low flow toward August (although the author states it was running at 3000 cfs)? Don't you think that someone who reads this "Challenge to the Mighty Salmon" (Class IV) might think they are as prepared after they have "Challenged the Mighty Delaware (old) Class IV" (near Port Jervis). Bart, are you trying to get a reaction from us?...or perhaps an article about a well organized trip?

Very truly yours,
Joan McIntyre
Pelham, N.Y.

A few issues back, we published an interview with Corny King in which his group ran the Salmon in flood, a river which they had never seen before or scouted. They ran it in open Grummans, with homemade spray covers, in a roadless area they knew nothing about. Their skills were not enough, they admitted, to make this run easy or devoid of danger. Yet interestingly, because they ran it back in 1950, this tale blew no one's safety-conscious mind. All of our mail praised them as brave pioneers and explorers.

It would sadden us to think that this exploratory spirit must be considered obsolete—for safety's sake; or that no equipment is trustworthy unless purchased retail. What impressed us with Wheeler's trip was the independent, start-from-scratch style and cavalier spirit with which his group entered, what was for them, a river unexplored. Certainly, we do not recommend this trip as an example of slick efficiency. Their mistakes were manifold and we thank you for bringing them to our attention. And you are right, with this as all articles, we were seeking a reaction. Thank you for responding and we would love a well-organized trip piece from you.

By the way, we feel any experienced boater who really believes he's conquered Class IV on the Delaware, deserves what he gets. —Ed.
### NORTHWEST
**AK, OR, WA**
- **Alaska Rivers Co.**
  - P.O. Box 827
  - Cooper Landing, AK 99572
- **Boeing Employees Whitewater & Touring Club**
  - c/o Pat Hendricks
  - 15804 47th Ave. So.
  - Seattle, WA 98188
- **Natural Designs**
  - c/o Dan Ruuska
  - 2223 N. 60th
  - Seattle, WA 98103
- **Oregon Kayaking & Canoe Club**
  - P.O. Box 692
  - Portland, OR 97207
- **Outdoor Recreation Centre**
  - c/o Dixon Centre
  - Oregon State University
  - Corvallis, Oregon 97331
- **Valdez Alpine Club**
  - c/o Andrew Embick, M.D.
  - P.O. Box 1872
  - Valdez, AK 99686
- **Washington Kayak Club**
  - P.O. Box 24264
  - Seattle, WA 98124
- **Whitewater Rafting Expeditions**
  - c/o Paul Smith & Fred Reser
  - Box 711
  - Condor, OR 97823
- **Willamette Kayak and Canoe Club**
  - P.O. Box 1062
  - Corvallis, OR 97331

### CALIFORNIA
- **Chasm Outing Club**
  - Box 5622
  - Orange, CA 92667
- **Idlewild Yacht Club**
  - Bob Dyman
  - 800 Market Street
  - San Francisco, CA 94102
- **L.E.R.C. voyageurs**
  - c/o 12814 Arminta St.
  - North Hollywood, CA 91060
- **Outdoors Unlimited**
  - Millberry Union Recreation Department
  - 500 Parnassus
  - San Francisco, CA 94143
- **Paddler's News Bulletin**
  - Sierra Club
  - Box 584
  - San Bruno, CA 94066
- **Sierra Club, Loma Prieta Chapter**
  - c/o David Kim
  - 3309 Oxford Lane
  - San Jose, CA 95117

### WESTERN STATES
**AZ, CO, ID, MONT, WY**
- **Adventures West**
  - 1401 ½ 5th Ave. So.
  - Great Falls, MT. 59405
- **Colorado Kayak Club**
  - University of Colorado
  - c/o Patti McNeely
  - Boulder, CO 80309
- **Idaho Alpine Club**
  - Whitewater Coordinator
  - Box 2885
  - Idaho Falls, ID 83201
- **Idaho State University**
  - Outdoor Program
  - c/o Ron Watters
  - P.O. Box 8118, ISU
  - Pocatello, ID 83209
- **Idaho Whitewater Association**
  - c/o Rob Lesser
  - 1812 N. 21st
  - Boise, ID 83702
- **Nat'l. Org. for River Sports**
  - 314 Liberty Ellerton Rd.
  - Telluride, CO 81435

### NORTH CENTRAL
**IN, ILL, MICH, MINN, OH, WI**
- **Antioch Kayak Club**
  - c/o Karl Mahle
  - PE Dept., Antioch College
  - Yellow Springs, OH 45387
- **Belleville Whitewater Club**
  - c/o Linda Seaman Tansil, Pres.
  - 3 Oakland
  - Belleville, IL 62223
- **Boat Busters Anonymous**
  - 2961 Hemingway Ave.
  - St. Paul, MN 55119
- **Cascaders Canoe & Kayak Club**
  - 2418 Fremont Ave. So.
  - Minneapolis, MN 55405
- **Chicago Whitewater Association**
  - Marge Cline
  - 1343 N. Portage
  - Palatine, IL 60067
- **Cincinnati Inland Surf Team**
  - c/o John B. Wood
  - 7360 Aracoma Forest Dr.
  - Cincinnati, OH 45237
- **Clinton Tiver Canoe School**
  - c/o Morely Hewins
  - 23705 Audrey
  - Warren, MI 48091
- **Columbus Council A.Y.H.**
  - c/o Douglas C. Miller
  - 1300 Presidential Dr., #207
  - Columbus, OH 43212
- **Cuyahoga Canoe Club**
  - Box T
  - Mantua, OH 44255
- **GLOP.**
  - c/o James Tibensky
  - 1510 Lombard Ave.
  - Berwin, IL 60402
- **Hoosier Canoe Club**
  - c/o W.G. Lawless
  - 4027 Winding Way
  - Indianapolis, IN 46220
- **Illinois State University Campus Recreation-Outdoor Program**
  - 220 N. Main St.
  - Keel-Hauler Canoe Club
  - P.O. Box 30094
  - Middleburg Heights, OH 44130
- **Kekoaing Voyagerageurs**
  - Heinz Wahl
  - 1818 Kensington Blvd.
  - Fort Wayne, IN 46805
- **Maumee Whitewater Club**
  - c/o Richard M. Johnston
  - 9962 Diebolo Road
  - Fort Wayne, IN 46825
- **Outdoor Adventure Club**
  - c/o Rodman D. Joblove
  - 2845 Liberty Ellerton Rd.
  - Dayton, OH 45418
- **Prairie State Canoeists**
  - c/o Louis A. Boehm
  - 6320 N. Hermitage Ave.
  - Chicago, IL 60660
- **Purdue Canoe Club**
  - c/o Rec. Gym
  - Purdue University
  - West Lafayette, IN 47906
- **Raw Strength & Courage Kayakers**
  - Jerry Gluck
  - 2185 Mershon Dr.
  - Ann Arbor, MI 48103
- **Sierra Club, John Muir Chapter**
  - Larry Zibell
  - 6561 Hillridge Dr.
  - Greendale, WI 53129
- **St. Joe Valley Canoe & Kayak**
  - c/o Y.M.C.A.
  - 200 E. Jackson
  - Elkhart, IN 46514
- **U.W. Hoofers**
  - c/o Mike Sklavos
  - 6306 Raymond Rd.
  - Madison, WI 53711
W-PAFB- Outdoor Adventure Club  
c/o R.D. Joblove  
2845 Liberty-Ellerton Rd  
Dayton, OH 45418  
Z.C.P.F. & C.K.C.  
2842 Tomkinson Dr  
Scotts, MI 49088  

SOUTH CENTRAL  
(AR, MO, TX)  
Arnold Whitewater Association  
P.O. Box 11434,  
St. Louis, MO 63105  
Central Missouri State University Outing Club  
c/o Dr. David Bowling  
WCM 204  
Warrensburg, MO 64703  
Dallas Downriver Club, Inc.  
Charles Hummer  
3125 Flakland Rd.  
Carrollton, TX 75030  
Down Hill Yacht Club  
c/o Kent G. Allen  
2845 Liberty-Ellerton Rd  
Dayton, OH 45418  
Z.C.P.F.  
University Park, PA 16802  
Philadelphia Canoe Club  
4900 Ridge Avenue  
Philadelphia, PA 19128  
Vol. XXVII, No. 3  

BOSTON CHAPTER  
80 N. Street  
Boston, MA 02108  
Appalachian Mt. Club  
C/O Chapter  
c/o Kent Heidenis  
2 Voloski Rd.  
Avon, CT 06001  
Champaign Canoeing, Ltd.  
c/o Le Clair  
Brayton Park  
Ossining, NY 10562  
Experiment with Travel  
281 Franklin St.  
Springfield, MA 01101  
Hampshire College  
Kaye Program  
c/o Caro Fisher  
Amherst, MA 01002  
Hibernia Canoe & Kayak Association  
c/o Maria Scott  
167 N. Taylor Ave.  
Norwalk, CT 06854  
Merrimack Valley Paddlers  
c/o James Jackson  
35 Beebe Lane  
Merrimack, NH 03103  
Metropolitan Canoe & Kayak Club  
c/o American Red Cross  
Greater NY  
150 Amsterdam Ave  
New York, NY 10023  
Millbrook Boats  
c/o John Berry  
P.O. Box 14  
Riparius, NY 12862  
Whitewater Canoe & Instruction  
May thru Sept  
Niagara Gorge Kayak Club  
Douglas Bushnell  
41 17th St  
Buffalo, NY 14213  
Northern New York Paddlers  
Box 228  
Schenectady, NY 12308  
Northern Vermont Canoe Cruisers  
Melinda Dodds  
RD 1  
Fairfield, VT 05455  
Penobscot Paddle & Chowder Society  
Wm. F. Stearns  
Box 121  
Stowmarket, ME 04489  
Rhode Island Canoe Assoc.  
64 Eleventh St.  
Providence, RI 02906  
Champaign Canoeing, Ltd.  
c/o Le Clair  
Brayton Park  
Ossining, NY 10562  
W.I.M.P.S.  
c/o Bill Wang  
4671 W. Ridge Road  
Rochester, NY 14626  
West River Whitewater Association  
c/o Ken Fisher Jr.  
RFD 4  
West Brattleboro, VT 05301  

MID- ATLANTIC  
(MD, NJ, PA, WV)  
Allegheny Canoe Club  
c/o Walt Pilewski  
755 W. Spring St.  
Titusville, PA 16354  
Appalachian Mtn. Club  
Delaware Valley Chapter  
461 Paxon Hollow Rd.  
Media, PA 19063  
Appalachian Mtn. Club  
Delaware Valley Chapter  
c/o Fred Cox  
476 Kerr La.  
Springfield, PA 19064  
Appalachian Trail Outfitters  
Main & Oaklond Ave.  
Doylestown, PA 18901  
Bottoms Up Canoe Club  
c/o Doug Gibson  
RD #2, Box 266  
Pittsfield, PA 16340  
Buck Ridge Ski Club  
c/o Jay E. Bradbury  
1034 Carolyn Drive  
West Chester, PA 19380  
Canoe Club of Greater Harrisburg  
c/o Miki Moeslein  
310 Graham St.  
Harrisburg, PA 17110  
Keyfence River Runners  
c/o Ron H. Hutchins  
1785 Water St.  
Indiana, PA 15701  
Lehigh Valley Canoe Club  
P.O. Box 877  
Easton, PA 18042  
Mason-Dixon Canoe Cruisers  
c/o Ron Shankoltz  
222 Pheasant Trail  
Hagerstown, MD 21740  
Monocacy Canoe Club  
Box 1083  
Frederick, MD 21701  
Penn State Outing Club  
Canoe Division  
8 I.M. Building  
University Park, PA 16802  
Philadelphia Canoe Club  
4900 Ridge Avenue  
Philadelphia, PA 19128  

Vol. XXVII, No. 3
AWA AFFILIATES

Riversport "School of Paddling"
P.O. Box 100
Edenboro, PA 15470

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

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

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

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

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

Wild Rivers Photo Service
c/o Greg Green
Box 1049
Uniontown, PA 15401

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

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

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

The Bayou Teche Kayak Club
c/o Jane Billings
P.O. Box 1092
Patterson, LA 70392

Bluegrass Wildwater Assn.
Box 4231
Lexington, KY 40503

Camp Merrie-Woode
General Delivery
Sapphire, NC 28774

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

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

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

East Tennessee Whitewater Club
c/o Gunnar E. Liepins
816 Embarcadero Rd.
Knoxville, TN 37923

Explorer Post 999
R. Steve Thomas Jr.
3509 N. Colonial Dr.
Hollywood, FL 33160

Georgia Canoeing Assn., Inc.
Box 7023
Atlanta, GA 30309

Huntsville Canoe Club
c/o Linda Harman
3518 Panorama Dr.
Huntsville, AL 35801

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

Nolichucky Expeditions, Inc.
c/o Rick Murray
Box 484
Erwin, TN 37650

Ocoee River Council
Rt.
Ocoee, TN 37361

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

Polivalses, Inc.
101 Maplewood Ave.
Clearwater, FL 33755

Raleigh Ski & Outing Club
c/o Bill Perkins
5117 Melborne Rd.
Raleigh, NC 27606

Roanoke Valley Chapter
American Red Cross

c/o Ernie Rille
352 Church Ave. S.W.
Roanoke, VA 24018

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

Tennessee Valley Authority Forestry Library
Norris, TN 37828

Tennessee Valley Canoe Club
Box 11125
Chattanooga, TN 37401

INTERNATIONAL

Annapolis Valley Canoe & Kayak Club
Box 1180
Middleton, N.S., Canada B0S 1PO

Camp Ecote Keno
c/o Marc d Roger Landry
2315 Chemin St. Louis
Sillery, Quebec, Canada GIT-IR5

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

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

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

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

Kuiva Granspaddlare

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

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

Ontario Voyageurs Kayak Club
J.G. Shragge
166 St. Germain Ave.
Toronto, Ontario
Canada MSM1W1

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

Tumble Home Canoe Club
c/o Ted Weyman
4 Acacia Grove Ct.
Frederkton, N.B., Canada E3B 1YZ

Wascana Institute
4635 Wascana Pkwy.
c/o Dental Div.
Regina, Sask., Canada S4P 3A3

Whitewater Nova Scotia
Box 1180
Middleton, N.S., Canada B0S 1PO
A New System of Universal River Signals:

in the

NEW AWA SAFETY CODE

The 1980 revised edition of the AWA Safety Code is now available. This revision includes the new system of universal river signals combined with the excellent text of the past codes and is a MUST for all whitewater boaters.

For your FREE COPY send a stamped, self-addressed envelope to: AWA SAFETY CODE, Box 1261, Jefferson City, MO 65102.

Write for price quotes on quantity purchases of 50 to 5,000 codes. Pre-payment is now required before codes will be shipped.

AWA Journal
P.O. Box 1483
Hagerstown, Md. 21740
Address Correction Requested

NON—PROFIT
BULK RATE
Permit No. 9
West Sand Lake
NY 12196