

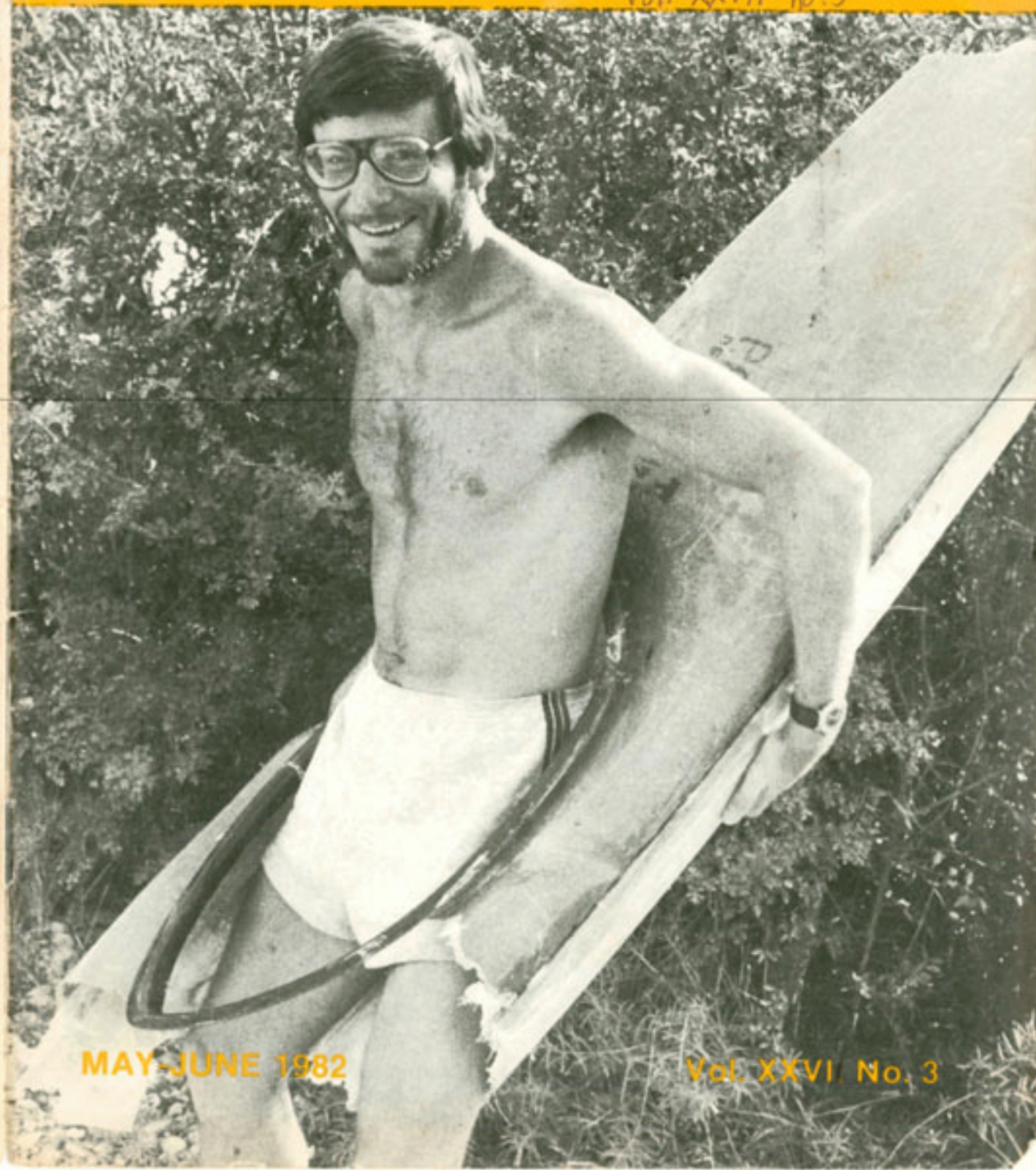
American

WHITEWATER

THE
BOAT BATTERING
FRENCH ALPS

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MAY-JUNE 1982

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WHITEWATER

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WHITEWATER

The American Whitewater Affiliation

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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 arm-chair 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 passenges, 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 re-

¹Phone conversation with Kim Johnson, River Ranger. Grand Canyon National Park, 3/19/81.

²Phone conversation with ARTA. 3/13/81.

sults. 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.

WET DREAMS!



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Letters from Readers:

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 If any or all of your letter is not for publication, please specify.

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

WHITEWATER

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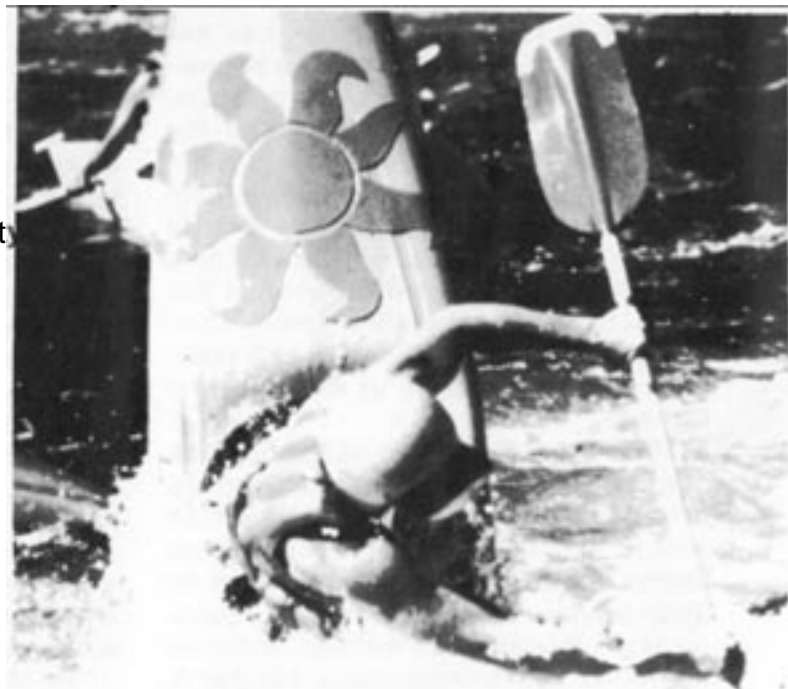


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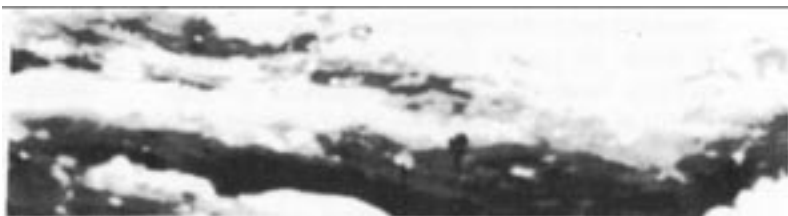


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AWA AFFILIATE NOTES



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

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 hangnails every 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 day or two, will prevent their soreness and possible 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,

NEWS

What's Flowing in
The Boating Community

NEWS

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 Mansville 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 conversation 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.

FIBARK CLAIMS OLDEST RACE

Those of you who just happened to be out on the Arkansas river in Salida, Colorado this June 19th probably witnessed, or were part of, the 34th annual FibArk Boat Races. This 26 mile marathon, begun in 1948, is claimed by locals to be the oldest whitewater K-1 race in the U.S. and certainly anywhere west of the Mississippi. Any AWA Club affiliates can claim something older?

This downriver race, involving mostly Class II-III with two short IV sections now accompanied by a slalom on the Arkansas—a mere 20 years old, has always been a statewide event. Until they ended the railroad line, spectators used to crowd into the riverside trains and follow the competitors downstream. Today, alas, spectators must follow the race roadside, in their autos.

NEW NEWSLETTERS

The current number of newsletters and publications dealing with white-water boating is staggering. But here are two potential gems, newly begun for those with a specific boating interest.

The Athlete's Exchange. This 8½ x 11, 12-page newsletter published its second issue this April with several short but good articles by such racers as Dave Hearn, Laurie Walters, and Pete Wakeling. If Bill Endicott's "Slalom Training in East Germany" is an indication of this newsletter's quality, we predict a great future for it. Editor Bruce Swomley assures readers that this new mag will deal purely with "material which pertains to canoe and kayak racing and training". To subscribe send \$5 to *The Athletes Exchange, RFD 4, Chester, VT 05743*.

ANORAK. Started in late 1981, Editor Jim Chute has just finished his second issue. This several-page 8½ x 11 publi-

Fluvial News

II
QTR

Fluvial News 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.

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

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	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/ Kayak		\$1,040 \$798	
Nov. 3-13 (10 days)	Rio Grande, TX Rough Run Outfitters	Canoe	Flex- ible	\$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.

Available through Gary Nichols, 3495 W 8245 S., West Jordan, UT 84084; 1982.

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 7" b&w photos and illustrations.

Available from PSG Publishing Company, Inc., Littleton, MA; 1981.

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 em-

phasis 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 absent, 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



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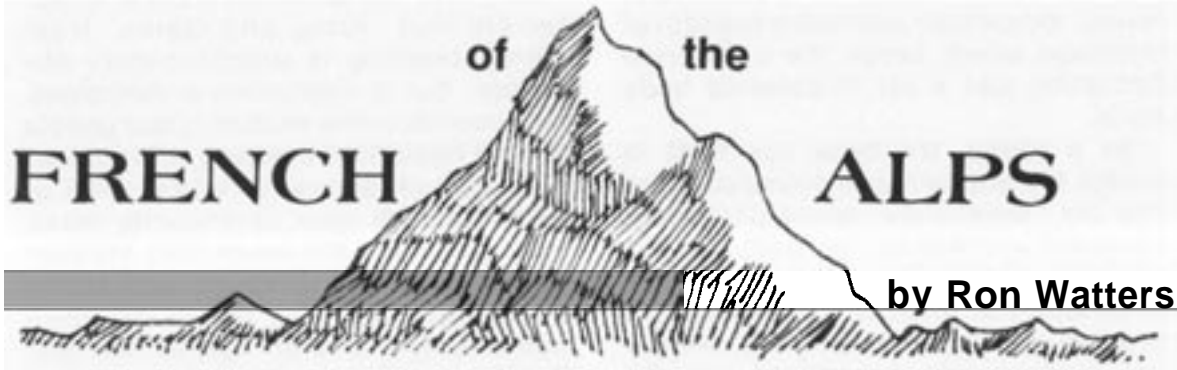
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TATTERED

TALES



*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 accidentally 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 Durance 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

**Such prophetic shoreside litter remained unwisely ignored by Idaho's finest.
(Ron Watters photo)**



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 Durance, we moved up higher and paddled the upper three km stretch of the Durance, starting at the town of Briançon. 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 Durance'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 trailer, 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 accidentally 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 incogruous lack of peace. A steady stream of Renaults, Volkswagens, Citroens, Ferraris, Peugots, 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



The Guil River Gorge below Chateau-Queyras. (Ron Watters photo)

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

"From the seat of a kayak, one sees French ingenuity at its best."

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 spray skirt, 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 unuseable 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 a lot. 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 comradery began to break down and individuals began to make excuses why 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. 

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88. Tomot Distributing
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Ohawa, IL 61350
"Paddling Beef Jerky"
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89. Wiggers Canoe & Kayak Sales
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Corrv, PA 16407
Canoes, kayaks, tents, back-
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90. Wilderness Travel Outfitters
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91. Wild River Outfitters
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Portsmouth, VA 23703
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PUBLICATIONS & INSTRUCTION

92. Adventure Travel Mag.
c/o Pam Miller
1 park Ave.
NY, NY 10016
Glossy coverage of world-
wide 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: rafts-sales,
rentals & instruction

96. Leisure Enterprises
8 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) 488-2175
Canoe & kayak instruction,
adventure travel trips

99. Outdoor School, Inc.
1050 Knight Lane
Herndon, VA 22070
Outdoor education/recrea-
tion organization for public
& private groups

100. SACO Bound
Rt. 302, Box 113
Ctr. Conway, NH 03813
Whitewater school, raft trios,
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
Norris, TN 37828
U.S. Govt. Corp.

READER RESPONSE FORM

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)

<input type="checkbox"/> BOAT MFGRS.	1	15	29	43	57	71	85	98
<input type="checkbox"/> BLADE & ACCESSORY MFGRS.	2	16	30	44	58	72	86	99
<input type="checkbox"/> RETAIL SALES	3	17	31	45	59	73	87	100
<input type="checkbox"/> LIVERIES	4	18	32	46	60	74	88	101
<input type="checkbox"/> GEN'L. CAMPING	5	19	33	47	61	75	89	102
<input type="checkbox"/> PUBLICATIONS & INSTRUCTIONS	6	20	34	48	62	76	90	103
	7	21	35	49	63	77	91	104
	8	22	36	50	64	78	92	105
	9	23	37	51	65	79	93	106
	10	24	38	52	66	80	94	107
	11	25	39	52	67	81	93	108
	12	26	40	54	68	82	96	109
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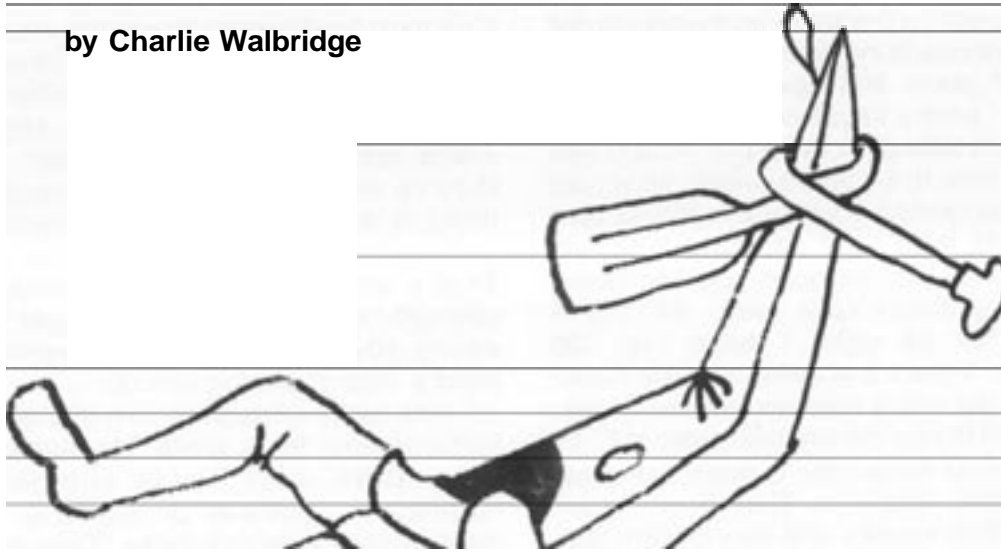
AWA'S Bruce Stafford has laboriously researched and compiled the most exhaustive catalog ever of whitewater films available to the public. Each film listed includes title, a brief review, and how to obtain it.

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To get a copy of the AWA **WHITEWATER 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 kayaker, 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 kayakists 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 closed-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 Class IV. Then upon asking local hotshots about a new run, he might be assured it is "standard IV water" and proceed to launch himself into something way over his head.

The root of the problem is that whitewater 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 whitewater 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 vying 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.

'A good rating system must use standards based on the rivers—not the boater'

— Rating by Gradient or Speed

Seeking more objective criteria, some, such as Oregon River Tour's author, assign each class measurable 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 negates 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 downgrade 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,

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Let AWA Renew You

As a Member of the American Whitewater Affiliation, dedicated to the sport and adventure of whitewater paddling and to saving wild, free-flowing rivers, I will receive six, bimonthly issues of the **American Whitewater Journal**. My options are checked off below and check or money order enclosed.

- 1 yr. Membership — \$10 (\$11 foreign)
- Affiliation for our club — includes 1 yrs. club listing in **AWA Journal** + 1 copy of each issue
- Specified back issues (\$1.50 ea./6 for \$6)
- \$4 donation to American Rivers Conservation Council

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Detach & mail to American Whitewater, Box 1483, Hagerstown, MD 21740.

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. ¶ with the help of Mike Buck, Barney Griffith, Steve Jordan, Jim Lokken, and

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

Class	Std. Alaskan River	Comparative Lower 48 Streams
VI+	Susitna River, Devil's Canyon >30,000 cfs	
VI	Susitna River, Devil's Canyon ■ 30,000 cfs	
VI-	Kotsina River	
V+	Tsaina River	
V	Six Mile, Lower Canyon Delta River, Falls	
V-	Lowe River, Heiden Canyon Tsaina River, low water	Lava Falls, Colorado 13,000 cfs
IV+	Mineral Creek, Upper Canyon, low water Six Mile, Middle Canyon Six Mile, Upper Canyon	
IV	Talkeetna River Nenana River, high water Tsaina River, Lower Canyon, high and medium water	Clavey Falls, Tuolumne 1300 cfs
IV-	Tonsina, high water Caribou Creek, Upper Matanuska, high water Nenana River, medium water	
III±	Lowe River, high water Delta River, Black Rapids	American River S Fork
III	Klutina River Kuskulana—Chitina (from bridge) Gulkana Canyon Willow Creek	Stanislaus River, 1500 cfs
III-	Mineral Creek Lowe River, low water Eagle River	
II+	Valdez Glacier Stream Copper River	
II	Kenai	
II-	Lowe River below Keystone Canyon	
I+	Noatak	
I	Chatanika	



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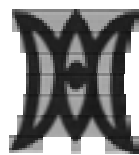
Manufactured on Equipment designed and patented to build kayaks specifically

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

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THE BOAT SHOP

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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 buckels 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.*



No-Lie Trail Food

When was the last time you actually got two honest-to-gawd meals from a trail pack that claims it "Serves Two"? Inflating the number of supposed serv-

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, preservatives, 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.

JULY	RACE TYPE', NAME, LOCATION	CONTACT
3-4	SL, WW - Eagle River Races Minturn, CO	Koji/Orlicky/Steitz 7078 S. Bryant Littleton. CO 80120
3-4	SL, WW - Toby Creek Canadian National Championships Invermere, B.C.	Ken Pepperdine Box 2018 Ivermere. B.C. Canada VDA1KO
4	DR, OC, Decked - Phil-Tricentennial Canoe and Kayak Race. Schuylkill River Philadelphia. PA	P.C.C. 4900 Ridge Ave. Philadelphia. PA 19128
10-11	SL, DR, OC - Atlantic Divis-WWOC Champs, Esopus Creek Phoenecia, NY	Esopus Registrar P.O. Box 173 Scarborough, NY 10510
10-11	SL, WW - Colorado Cup Races Buena Vista, CO	Koji/Orlicky/Steitz 7078 S. Bryant Littleton. CO 80120
17-18	U.S. Wildwater National Championships Junior/Masters/Open site to be selected (see later newsletter)	David Orlicky, B-216 Dept. of Pathology Univ. of Colorado Medical Center 4200 9th Avenue Denver. CO 80262
17-18	SL, WW - White Salmon Race White Salmon. WA	Oregon Canoe & Kayak Club c/o Nancy Waddell 321 S.E. 14th Portland, OR 97214
24-25	SL - Cherry Creek Slalom	Dennis Waldman 580 Rosecrans Ave. Manhattan Beach. CA 90266
24-25	SL, WW - Gallatin Slalom & Wildwater Boseman. MT	Bruce Fishburn Box 1778 Billings. MT 59103
28-31	SL, DR, OC - National Open Canoe Champ. Lower Dead River West Forks. Maine	Nationals Registrar P.O. Box 121 Stillwater. ME 04489
31	WW - Brown's Canyon Race Arkansas River	Koji/Orlicky/Steitz 7078 S. Bryant Littleton. CO 80120
31-Aug. 1	SL, WW - Central Oregon Races	First St. Whitewater Assn. c/o John Wujac 1815 NW 2nd Bend. OR 97701

'Key:

PS - pool slalom
TC - training clinic
SL - slalom

WW - wildwater (Class III and up)
DR - downriver (less than Class III)
OC - open canoe

RACE CALENDAR

	RACE TYPE*, NAME, LOCATION	CONTACT
31-Aug. 1	SL - Wausau Slalom #2 Midwest Divisional Slalom Championships	Don Sorenson Mall Cafeteria Albert Lea. MN 56007
AUGUST 1	SL - August Arkansas Slalom Rapid #5 Arkansas River	Koji/Orlicky/Steitz 7078 S. Bryant Littleton, CO 80120
7-8	SL, WW - Annual Shoshoni Classic Colorado, River, CO	Koji/Orlicky/Steitz 7078 S. Bryant Littleton. CO 80120
7-8	SL, WW - North State Championships Trinity River	World of Whitewater Race Chairman P.O. Box 708 Big Bar, CA 96010
7-8	SL - Slippery Rock Slalom Slippery Rock State Park, PA	Jim Anglin 3132 Cheltenham Ct. Gibsonia, PA 15044
14-15	SL, WW - Willamette Valley Race Corvallis, Eugene or Salem	Randy Oakley 1005 SE Denman Corvallis, OR 97330
16	SL - U.S. Junior/Masters Slalom Championships Ocoee River Ocoee, TN	Steve Puckette, Registrar University Station Sewanee, TN 37375
17-18	SL - U.S. Slalom National Championships Ocoee River Ocoee, TN	Steve Puckette, Registrar University Station Sewanee. TN 37375
21-22	SL, WW - Rio Bravo Fall Races Bakersfield. CA	Bob Thomas 3607 Eton St. Bakersfield, CA 93306
21-22	SL, WW - Savage River Races Pan American Cup Race #1 Bloomington. MD	Contact your Divisional Chairman
28-29	SL, WW - Jonquiere Slalom and Desbiens Wildwater Pan American Cup Race #2 Jonquiere. Quebec Canada	Contact your Division Chairman
28-29	SL - Youth Slalom Ohiopyle, PA	Sue Zeman 413 Treeside Stow. Ohio 44224

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 swallowed 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

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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 Grumman's, 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.



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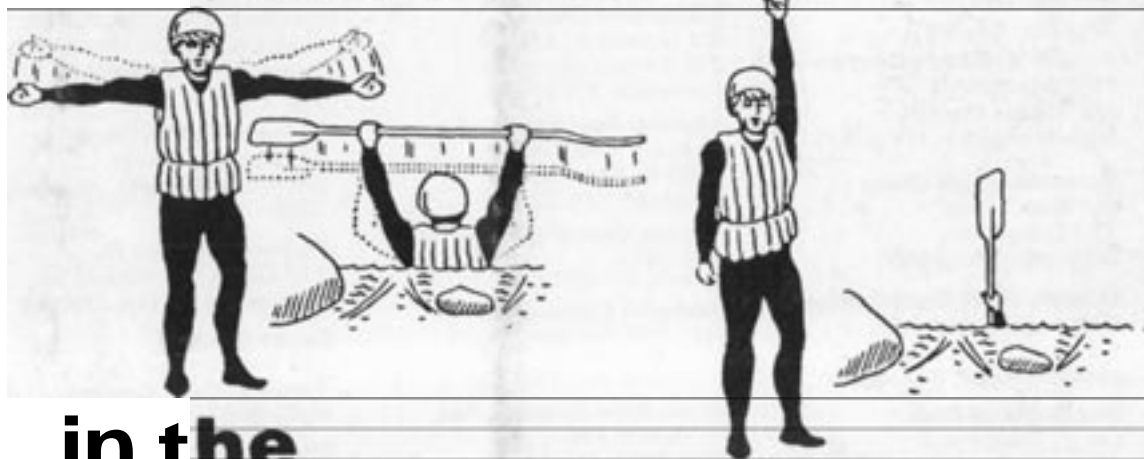
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