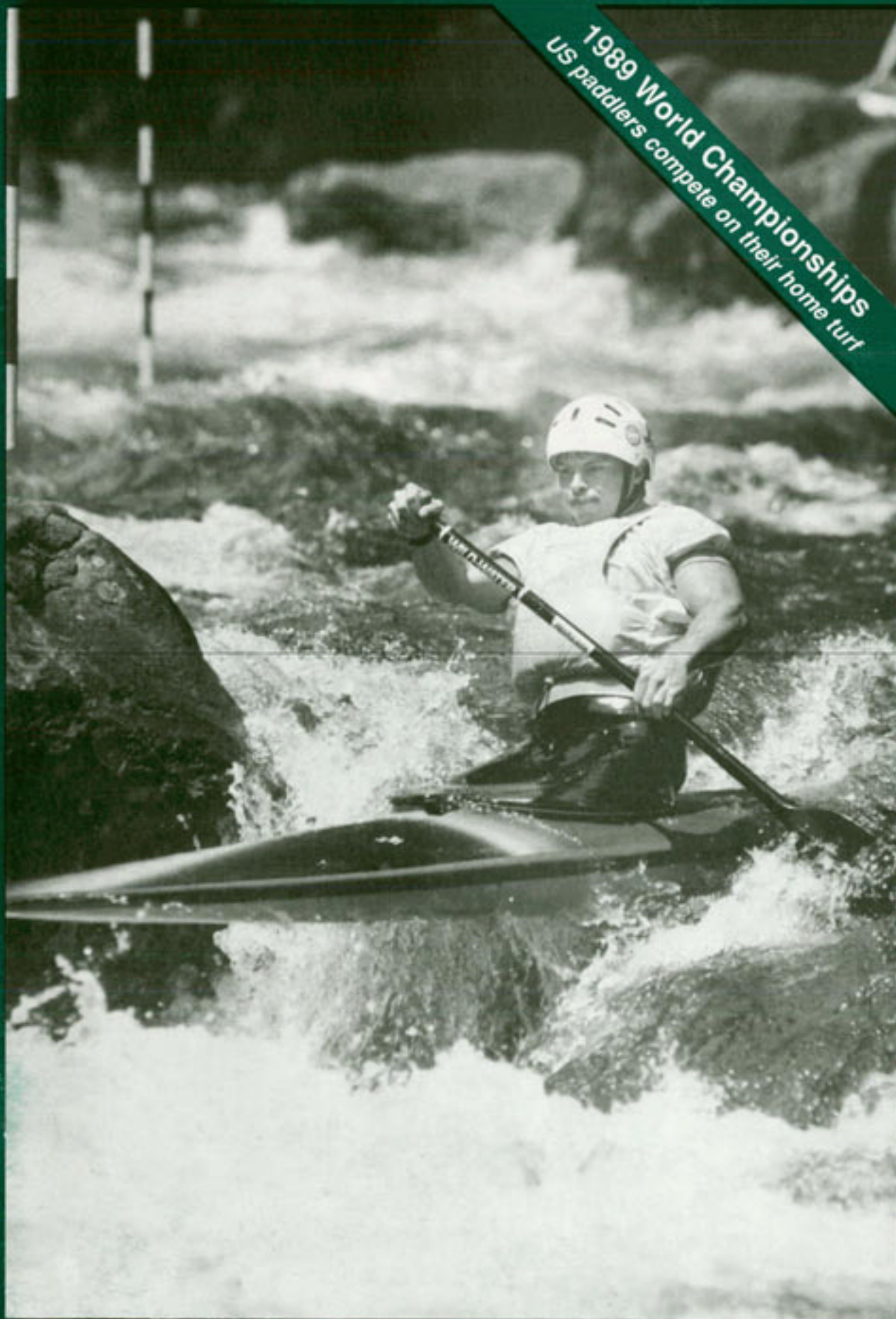


\$2.95  
Newstand price

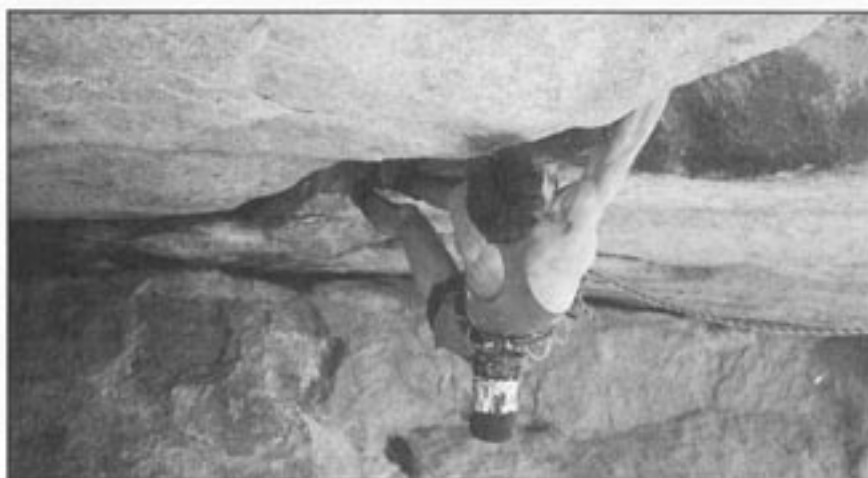
**1989 World Championships**  
*US paddlers compete on their home turf*



# american whitewater

May/June 1989

# YOU GIVE IT WE GUARANTEE IT 100%.



When you push yourself to the limit, you need gear and clothing that are up to the challenge. At REI, our 100% guarantee ensures that every item we carry meets your high standards—or you can return it for a replacement or full refund. For over 50 years, **REI** has outfitted adventurers like you for the trails, slopes, rocks and water. As long as you're giving it your best, go with the **best**—**REI**.

Call or send for your free, full-color REI catalog packed with camping gear, hiking gear, tents, backpacks, clothing and accessories, plus REI membership information. Membership is not required to shop REI, but for a one-time \$10 fee, members receive a yearly patronage dividend.

**FREE CATALOG**  
**1-800-426-4840**

Or write to: REI, DEPT. 5040,  
P.O. Box 88127,  
Seattle, WA 98138-0127  
for your free REI catalog.



**Quality Outdoor Gear and Clothing**  
**Since 1938**

Shop **REI** stores in: Alaska: Anchorage • **Arizona:** Tempe • California: Berkeley, Carson, Citrus Heights, Cupertino, Orange, San Diego, San Dimas • Colorado: Denver • Massachusetts: Reading • Minnesota: Bloomington • Oregon: Portland • Utah: Salt Lake City • Washington: Bellevue, Federal Way, Seattle, Spokane Washington, O.C.-area: College Park, Maryland • Open Spring '89: Albuquerque. New Mexico

# american whitewater

JOURNAL OF THE  
AMERICAN WHITewater  
AFFILIATION

May/June 1989  
Volume XXXV, No. 3

## features

### The World Whitewater Championships—a special report

•Who's hot: a preview of who to watch for at the Savage races

*by Kent Ford*

•The Savage River: the natural place to race

### Discovering a new class 5 river

New York's Beaver River is a prime example of how relicensing can reclaim top whitewater runs

*by Peter Skinner*

### I'd walk a mile to boat the Blackwater

Tales and travails of one of West Virginia's most isolate, challenging and beautiful whitewater runs.

*by Chris Koll*

### Sand Mountain Whitewater!

Boaters who believe Alabama's challenging water consists only of the Little River need to look over one more mountain ridge

*by Michael Abernathy*

## departments

### AWA Briefs

BWA film festival...New directors announced...Potomac releases scheduled

### Conservation Currents

Proposed legislation could doom PURPA...Roads penetrate Gauley corridor...Hopes of blocking Chattooga airport improve...California rivers recommended for wild and scenic...Intervention on Michigan's Ontonagon...NY small-hydro update...Rapid to be reconstructed on Moose

### Safety Lines

Club safety chair remains vital responsibility for sport's safety

*by Charlie Walbridge*

A knowledge of first aid for joint injuries can be useful for paddlers

*by Stanley B. Burbank*

### End Notes

A paddler's mother still dreams of a June wedding for her aging kayaker son

*by Gary Carlson*

Front cover: Davey Hearn captured during a training run on the Savage River, photo by James Swedberg.





## CANOES FOR VIRGINIA

- WHITEWATER
- RECREATION
- CRUISING
- SOLO SPORT
- SEA KAYAKS
- SQUIRT KAYAKS
- PLAY KAYAKS



Old Town • White • Mad River  
Dagger • Blue Hole • Curtis  
Mohawk • Sawyer • Perception  
Prijon • New Wave • Noah  
Aquaterra • Valley Canoe Products

*Call for a Price on a  
Kayak Shipped to You*

**BOB TAYLOR'S  
APPOMATTOX RIVER CO.,  
INC.**

610 N. Main St. Farmville, VA 23901

804-392-8845

## editor's forum

### World-class excitement



I venture to say that my level of interest in whitewater racing is typical of most American paddlers: casual at best.

By nature, most whitewater cruisers are doers--not spectators. Why spend a nice Saturday watching racers slice down a river when you could be out there spanking the waves yourself?

But I have to admit, I'm getting pumped up about the approaching 1989 World Championships on the Savage River. There are several reasons for my anticipation:

I don't catch much sports on television, but when it comes down to championship time--whether it's the World Series, Super Bowl, basketball or hockey finals, or a championships boxing bout--I'll watch simply for the drama of athletes competing for the right of being the best at what they do. Hell, I'd probably even watch bowling, or golf, when the best in the world or going at it head to head.

Over the past several years, I've had the opportunity to boat with several U.S. team members and believe me, these guys can run more than just gates. Most cruisers don't think of racing as part of the whitewater family--but rather as an esoteric second cousin. But the truth of the matter is, the top racers are as comfortable on a class 5 descent as on a slalom course. Their skills represent the cutting edge of our sport as a whole.

There's a certain electricity about actually being at a World Championship event. There's an attraction to being part of the scene. I mean, what else could motivate Europeans to chant "Yo-yo-yo-yo" at World Cup ski events when the racers flash by the slopes? Why else would a well-educated college student paint his face with school colors at the NCAA Final Four? Why else would corporate America blow hundreds of thousands of dollars to treat clients to a Super Bowl?

So, maybe you can understand why I'm getting excited about the 1989 Worlds...why I'm planning on blowing off paddling for a week and actually watching instead of doing.

If you're at the Savage, you'll be able recognize me. I'll be the guy with the red-white-and-blue face, looking a little peaked from the week's festivities, chanting "yo-yo-yo-yo" as Lugbill strokes down the course.

### American Whitewater Staff

Editor: Chris Koll, 7987 #5 Road West, Fabius, NY 13063

Regional Editors: Bob Gedekoh, John Porterfield, Forrest Callaway

Membership Director: Marge Weaver, 146 N. Brockway, Palatine, IL 60067

Advertising Director: Phyllis Horowitz W(914)679-2300 H(914)688-7401

Conservation: Pope Barrow

Safety: Charlie Walbridge

Address Changes: Keith Morgan, 2601 Tanglewood Dr., Durham, NC 27705

Missing Copies: Contact Peter Skinner, Box 272, W. Sand Lake, NY 12195

American Whitewater is printed by the Hi-Neighbor, Cazenovia, NY. Laser printing by Syracuse Computer Store. All rights reserved.

## WHAT IS THE AMERICAN WHITEWATER AFFILIATION?

The American Whitewater Affiliation (AWA) is a national organization with a membership of over 1300 whitewater boating enthusiasts and more than 50 local canoe club affiliates. The AWA was organized in 1961 to protect and enhance the recreational enjoyment of whitewater sports in America.

**EDUCATION:** Through publication of a bi-monthly journal, the AWA provides information and education about whitewater rivers, boating safety, technique, and equipment.

**CONSERVATION:** AWA maintains a national inventory of whitewater rivers, monitors potential threats to whitewater river resources through its "River Watch" system, publishes information on river conservation, works with government agencies to protect and preserve free-flowing whitewater rivers, and provides technical advice to local groups regarding river management and river conservation. AWA also gives annual awards to individuals to recognize exceptional contributions to river conservation and an annual "hydromania" award to recognize the proposed hydroelectric power project which would be most destructive of whitewater.

**EVENTS:** AWA organizes sporting events, contests and festivals to raise funds for river conservation. Since 1986, AWA has been the principal sponsor of the annual Gauley River Festival in Summersville, West Virginia, the largest gathering of whitewater boaters in the nation, other than at international racing events.

**SAFETY:** AWA promotes paddling safety, publishes reports on whitewater accidents, and maintains both a uniform national ranking system for whitewater rivers (the International Scale of Whitewater Difficulty) and the internationally recognized AWA Safety Code.

**ORGANIZATION AND PURPOSES:** AWA was incorporated under Missouri non-profit corporation laws in 1961 and maintains its principal mailing address at 146 N. Brockway, Palatine Illinois, 60067. AWA has been granted tax exempt status by the Internal Revenue Service under section 401(c)(3) of the Internal Revenue Code of 1954. The charter includes the following purposes: encourage the exploration, enjoyment, and preservation of American recreational waterways or man-powered craft; protect the wilderness character of waterways through conservation of water, forests, parks, wildlife, and related resources; promote appreciation for the recreational value of wilderness cruising and of white-water sports.

**PROFESSIONAL STAFF:** Except for membership services and the Executive Director position, all AWA operations, including publication of the bi-monthly magazine, are handled by volunteers.

## AWA BOARD OF DIRECTORS

### Anita Adams

Route 2, Box 614  
Princeton, WV 24740

### Pope Barrow

136-13th Street, S.E.  
Washington, D.C. 20003

### Bob Gedekoh

Box 228, RD 4  
Elizabeth, PA 15037

### Dan Givens

2779 Lancaster  
Boise, ID 83702

### Bob Glanville

3400 Marine Midland Center  
Buffalo, NY 14203

### Diana Holder

PO Box 20253  
Roanoke, VA 24018

### Phyllis Horowitz

PO Box 329  
Phoenicia, NY 12464

### Sarah Lawrence

6660 Bacchi  
Lotus, CA 95651

### Tom McAndrew

5535 Ridge Ave.  
Philadelphia, PA 19128

### John Porterfield

290 Prospect St.  
Manchester, NH 03104

### Pete Skinner

Box 272, Snyder Rd.  
W. Sand Lake, NY 12195

### Keith Thompson

1171 N. 10th St.  
Laramie, WY 82070

### Mac Thornton

322 10th St. S.E.  
Washington, DC 20003

### Executive Director

### Risa Callaway

PO Box 375  
Denver, NC 38037

### Treasurer

### Claire Gesalman

6301 Hillcrest Place  
Alexandria, VA 22312



## Canoes & More!

### Whitesell Piranha proven the Best

What better proof than to see all the new "designs" and even new companies starting on imitations of our design features. We're Flattered..

### But that's not all we do...



We offer THE FINEST open canoe instruction

### Custom clinics to your group's needs

### or Private Instruction

Our own design custom wood paddles  
Videos of Class V open canoeing  
and more.....



### Own the Best -- Be Your Best

Don't allow inferior equipment or lack of know-how limit your experience.

Call weekdays (404) 325-5330. Or write:  
Canoes by Whitesell, Ltd.

2362-C Dresden Dr, NE, Atlanta, GA. 30341

## FIND OUT WHAT WORLD CLASS STANDARDS ARE.

From White Water  
to ocean Touring

Entry  
Level  
to  
Expert



400<sup>00</sup>  
to  
1200<sup>00</sup>

**PHOENIX**  
Since 1973

For more information, give  
us a call.

**Toll free 1-800-354-0190.**

## SERIOUS EQUIPMENT FOR SERIOUS PADDLERS

A FULL LINE OF GEAR FOR  
CANOES • KAYAKS  
RAPIDS • LAKES • OCEANS



Featuring quality products from  
Perception, Aquaterra, Extrasport,  
Voyageurs, Pacific Water Sports, Blue  
Puma, Body Glove, Werner and more.

Write for our **FREE** Catalog of River Gear.  
Dealers: Ask about our Rescue Bags,  
Sprayskirts, and Pogies.

**WILDWATER DESIGNS**  
230 PENLYN PIKE, PENLYN, PA 19422  
215-646-5034

## letters to awa

### Drop the "affiliation"

Hi Chris,

Great job on the new format!  
Really glad you Easterners are so pro-  
lific with the boating articles. Hopefully  
us "laid back" "Norwesters" can get  
togetherto show you some of our white-  
water.

I wouldlike to buy a "Bold New  
Look" T-shirt and maybe a River cap if  
I knew what the "Bold New Look" was.  
Oh, I just found one in the July/August  
88 issue. Grumble!

Look you guys, change your  
name to "American Whitewater." Drop  
the "Affiliation" and get a decent logo  
so you can sell T-shirts and hats. Your  
name is too big for your ugly, too busy  
logos. I would love to give you money  
and wear your gear.

Thanks anyway,  
Michael Polzin  
Girdword, AK

*(editor's note: Now I know this is going  
to earn howls of indignation from long-  
time AWA members, Mike, but I agree  
with you. While once the AWA was an  
affiliation of various whitewater clubs,  
now many of our members are inde-  
pendents.*

*The first thing I did after as-  
suming the role of editor was design a  
new format for the front cover. I de-  
cided to simply display "American  
Whitewater" rather than our full name  
or our initials. The initials just didn't tell  
anyone who we were while "American  
Whitewater Affiliation" was too cum-  
bersome to be effective. Besides,  
"American Whitewater" had a nice ring  
to it and it summed up what we're all  
about,*

*Now, while I can exercise my  
editorial prerogative to decide how the  
cover will look, I'm not so presumptu-  
ous to proclaim the AWA should imme-  
diately change its name. That's for the  
rest of you to decide. What's the ver-  
dict?)*

### Leave the Gauley alone

*(The following is an open letter to  
Imre Sziagi, owner of Appalachian  
Whitewater, a major West Virginia  
commercial outfitter with headquar-  
ters in Aibright)*

Dear Imre,

Last night you asked me to  
explain my problems with the excava-  
tion your D-9 has been doing in the  
Gauley Canyon near Panther Creek  
and Sweets Falls. There may be little  
point in explaining this since I doubt you  
will agree with what I think. But since  
you inquired about my gripes, I won't be  
shy.

To be blunt, my view is this--  
bulldozing roads up and down the river  
(are you up to four new roads now?)  
and piling slash and mud into Panther  
Creek is akin to spray painting graffiti  
on a piece of art. This is not improving  
the Gauley. It is degrading the isolated  
beauty of a special area. I would be  
disappointed to see it happen even if it  
were not within the boundries of a na-  
tional recreation area.

You mentioned that multiple  
roads make rescue easier. But you als  
admitted that both the Panther Creek  
road and the new road to Sweets Falls  
were not needed for rescue. You men-  
tioned that the bulldozer had made a  
wrong turn and that, of course, you  
can't stop a D-9 once they get to dig-  
ging. I may be naive, but, even for me,  
this is a little hard to swallow. These  
roads have a business purpose. On  
one level that is legitimate. On the other  
hand, good business for your company  
may not always be best thing for private  
boaters, other outfitters, and everybody  
else who enjoys the Gauley.

If your D-9 had gouged out  
these roads on public lands it would be  
considered vandalism--plain and simple.  
But you own the area. If you comply  
with the Clean Water Act you have the  
legal right to make as much of a mess  
as you want. The only remedy I know of  
is for the National Park Service to buy

## letters

the land and try to repair the damage at taxpayer expense. I hope they do it.

As I said last night, you and I have a different vision of what the Gauley River has to offer. The principal reason people visit the Gauley year after year is because of what nature did before you and I were born. Nature carved a deep beautiful canyon and filled it with exciting whitewater. You can profit from it, but you can't improve on it. It would be best to leave the scenery alone.

In one respect this is just a question of different values. Some people value asphalt over grassy meadows. Some people prefer shopping malls to forests. And some people prefer rivers that are cut to pieces by roads and parking lots to those that are wild, natural, and inaccessible.

In writing you about this I am not writing for AWA, for other private boaters, for the park service, or for anyone else. This is my personal view. I will leave it to others to express their own views if they care to.

While I disapprove of what you are doing, I welcome a dialogue with you about it. You will be involved with the Gauley for a long time. So will I. Maybe you can convince me that I am wrong. Maybe I can convince you.

Sincerely,  
Pope Barrow  
Washington, D.C.

## AWA knuckleheads

Letter to the editor:

Are you crazy? What is the AWA doing, endorsing the altering of any river? I'm referring to the article on the race course in Manchester, NH.

We (the local boaters), have been strongly opposed to this project since day one! Not only has our favorite play area been ruined, but we've been stuck with ugly cement piers that were to be removed after construction was complete.

We've been boating this spot for 10+ years, year-round, and at night because of the lighting that has always been there. Before Mark C. and your own regional editor John Porterfield had the river bottom violated with large bulldozers, we had a great surfing hole, that at very high water, approached Phil's Hole size.

Those two knuckleheads were warned repeatedly that any changes in the river bottom would mean the demise of a great practice hole.

Now that the hole is gone, they are scurrying around telling everybody that silt and city work are what "changed the hole." AWA should stick with protecting rivers instead of endorsing river damage just because the project was labeled "race course!"

Paul Janas  
Weare, NH

## Custom boat help

Dear Chris,

Your article "Choosing a Custom Boat" is simply superb. I've read other helpful aids to boat selection but none have been so well written, so well researched or so clearly explained the principles and tradeoffs in boat design and still managed to make sense out of the overlapping array of performance specs. And like you, when I finished the article, I wanted one of each boat.

I would also like to compliment Gary Carlson for his very entertaining and clever metaphysical expositions.

At every opportunity I tell my fellow paddlers that the AWA journal is simply the best whitewater magazine available and urge them to join the AWA.

Regards,  
Norm Fairhurst  
Columbia, MD

P.S.--Occasionally there is no photo



Ultimate Rafting Adventures!  
China :Yangtze  
Russia :Katon & Bashkus  
Turkey :Coruh  
U-paddle option available.

Solek Expeditions  
Box 1089-15  
Angels Camp, CA 95222  
(709) 736-4524

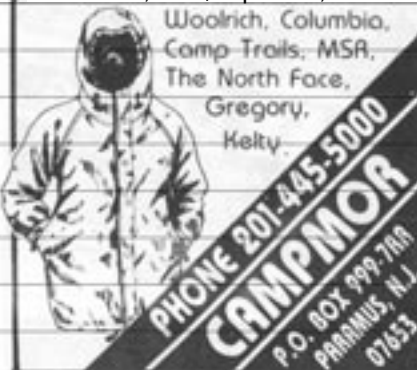


FREE  
CAMP MOR  
CAMPING CATALOG

CAMPING,  
CLIMBING,  
BACKPACKING,  
HIKING, BIKING,  
OUTDOOR CLOTHING

WRITE OR PHONE FOR OUR  
FREE DISCOUNT CATALOG

Eureka, Jansport, Sierra Designs,  
Slumberjack, Cannondale, Peak 1,  
Chouinard, Lifa, Optimus, Lowe,



Woolrich, Columbia,  
Camp Trails, MSR,  
The North Face,  
Gregory,  
Kelty

PHONE 201-445-5000  
CAMP MOR  
P.O. BOX 999 TRN  
PARAMUS, N.J.  
07653

## Take Whitewater Open Canoeing to your Limits!



No matter what our needs in whitewater play boats, we have a canoe for you.

- 8 Models in solo, tandem, 3 position (solo or tandem)
- Outfitted or do-it-yourself
- Mohawk, Dagger, and our own ash-trimmed Dart series

Write or call for an informative guide.

R.D.1, Box 93  
Summerhill, PA 15958  
**(814) 487-4164**

SPORTSMAN'S OUTFITTER SINCE 1911

# Ramsey

OUTDOOR

Mad River Canoe

## SAWYER

aquaterre

- AVON
- SEA NYMPH
- OARS & PADDLES
- LIFE VESTS
- ATLANTIS
- PATAGONIA
- HENRILOYD
- KOKATAT
- WATERPROOF STORAGE BAGS

## FREE CATALOG

CLOTHING-CAMPING-OUTDOOR

226 Rt. 17 Paramus, NJ 07652

SEND FOR CATALOG OR CALL (201) 261-5000

VISIT OUR 3 NJ STORES: YOUR COMPLETE WATERSPORT SOURCE

RT. 17, RAMSEY RT. 17, PARAMUS RT. 46, LEDGEWOOD  
P.O. Box 1000 P.O. Box 1000 P.O. Box 1000  
327-8141 261-5000 584-7799

## letters

credit or description of the rear cover photo (see Nov/Dec issue)

*(editor's note: Gee, Norm, I thought your praise was on the level until you called Carlson "metaphysical." When I showed Gary your letter, his reaction was "...physical exposition? Is this guy calling me a flasher?" As far as the coverphoto credit, more often than not when there is no photographer credited, I took the shot and don't want to be blamed.)*

## Free subscription

Chris,

This letter is in response to "Unfair to NRA", AWA March/April 1989.

If Anthony H. Ryan is considering dropping out of AWA because of its position stated in a conservation article, I will personally pay his membership dues for one year.

I like Tony's line where he says "I have been a member of AWA for well over 15 years and often supported its goals."

Well, Tony, often supporting its goals isn't good enough for me. Bill me, AWA, for two memberships. Tony, this next year's membership is on me.

Sincerely,  
Kent Iggulden  
Hamburg, NY

## Crazy gringos

Dear Sir,

I have just read a copy of the new book The Rivers of Costa Rica by Michael Mayfield and Rafael Gallo and it is an excellent resource for anyone planning to travel to Costa Rica to paddle. It gives accurate and detailed information on several of the major rivers in Costa Rica.

Throughout the book references are made to the professional

outfitters based in Costa Rica and in fact the book leads one to believe that a trip to Costa Rica would be very difficult without the services of one of these outfitters.

in 1985 and 1986 I organized two groups of kayakers from the south-east and contracted with Rafael Gallo's company, Rios Tropicales, to provide a guide, shuttles, food and some equipment for two week trips on several of the rivers which have been described in the book. On the whole we found the service to be of good quality although some of the equipment was well used.

However, it should be noted that when the going got tough our professional guide turned out to be no help.

During our 1985 trip we did the first descent of the Upper Sarapiquí and on our 1986 trip we planned to do first descents of Rio Sucio and Rio Toro Amarillo.

We completed the Toro Amarillo and made the short drive to the Sucio, but encountered a road construction crew four miles before the put-in. The crew would not allow us to pass so part of our group decided to walk to the put-in and the rest of us started to run shuttle. About a mile into the shuttle we encountered a huge landslide that completely obliterated about one hundred yards on a high mountain pass. It would take weeks to repair the road so our only way out was through the construction site. We were cut off from the rest of our group and hours away from the nearest town. Our professional guide had not seen fit to bring food or water and was unable to secure passage through the construction site even though the road was passable. We walked the shuttle both ways and had to make a very dangerous passage through the landslide where rocks were still falling.

Late that afternoon when work had stopped our guide was still unable to get permission to use the obviously open roadway back to civilization. After some discussion our frustrated and hungry group decided to drive around the construction site at which point the workers produced pistols and began firing at us. We fled at high speed and were able to escape without injury.



## letters

That night when we arrived back in San Jose, Mr. Gallo told us to take his bright yellow rented van with the kayaks on top back to the hotel instead of leaving it at his house as we had previously done. I became suspicious and decided to park the van inside a service station across the street from our hotel and it is a lucky thing I did. The workers had notified the police of our trespass and we had become fugitives on vacation.

Of course the police found Mr. Gallo and when they questioned him he blamed the whole incident on those "crazy gringos". We spent the last day and a half of our vacation hid out in our hotel waiting for a flight back to the U.S.

When I questioned Mr. Gallo as to why he had turned on us he told me he was from El Salvador and his Costa Rican visa had expired and he did not want trouble with the police. My group was not fluent in Spanish and we certainly did not want trouble with the police; and besides that we were the only victims.

I have not been back to Costa Rica since that incident, but I am looking forward to my next trip. Costa Rica is a beautiful country with many wonderful rivers and many friendly people. The moral of this story is that Costa Rica is a paddlers' paradise, but if you plan to go there beware of those so-called professional outfitters. Be prepared to take care of yourself; especially if there is any kind of emergency.

Sincerely,  
Bruce A. Hare  
Owner, Chattooga Whitewater Shop  
Long Creek, SC

## Submittal guidelines

American Whitewater welcomes submissions from its readers. Proposed articles should relate in some way to whitewater...river conservation...expeditionary boating...safety...interviews with river personalities...paddling techniques. Our readers are most interested in new rivers, not previously described in well-

known guidebooks. Most of our readers are intermediate to advanced boaters, they do not need instruction on how to brace or roll, but they are interested in innovative designs and styles. We try to be receptive to any and all ideas.

The readers of American Whitewater are interested in whitewater...we do not publish articles regarding flatwater canoeing or sea kayaking.

Submissions should be double spaced and neat. Correct spelling and grammar are appreciated.

Photos should be included when appropriate. Black and white prints or color slides are accepted. Photos with pronounced color contrasts reproduce best.

Stories must be edited as necessary to fit the format of American Whitewater. Remember that even the work of professional writers is usually heavily edited before publication. The editor of a major outdoor publication recently revealed that he rarely deals with amateur writers; not because their work is inferior, but because they are unwilling to accept appropriate editing. Expect to see some changes in your story.

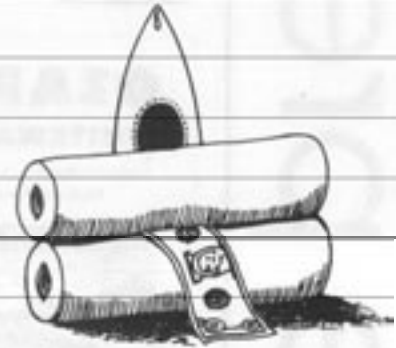
Story length should rarely exceed 3000 words...twelve typed pages...double spaced. The best stories have a distinct focus or slant. This aspect of the story should make it unique and should catch the readers' interest. The focus should be introduced in a clearway at the beginning of the article.

It is often better not to use chronological order in telling the story of a river exploration. Our readers rarely care about what kind of vehicle was driven to the put-in or which interstates were traversed. Avoid extraneous details and cliches. Open the story with an exciting anecdote that will catch the readers' interest, then fill in the details later.

Humorous stories and articles with a different point of view receive special consideration.

The editors and writers of American Whitewater do not receive financial compensation. Every effort will be made to return submitted materials but we can not guarantee their safety.

## Turn Your Old Boating Gear into \$!



### The Whitewater Trader

A nationally distributed listing of classified ads for used whitewater equipment.

- Recreational Boaters •
- Commercial Outfitters •
- Buy, Sell or Trade •

For advertising and subscription information, contact:

THE WHITEWATER TRADER  
Whitewater Service & Supply Co.  
20 Wesser Creek Road  
Bryson City, NC 28713  
704-488-6525

## Take the

## The C-1 Challenge

A new 25-minute video demonstrating outfitting and paddling the decked canoe.

"Not only are C-1's inherently harder to master than kayaks, but there is little written about the skills needed for success. The best overall guide I've seen yet is this new video"

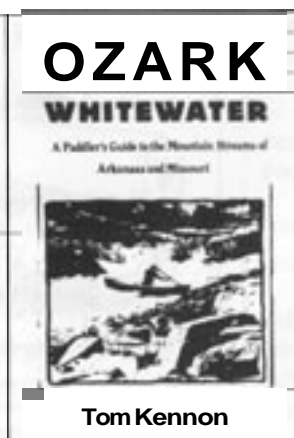
—Charlie Walbridge

Featuring Kent Ford, chief instructor at the Nantahala Outdoor Center. Produced and edited by John Davis.

Price: \$35 from NOC; Rt. 19 West, Box 41; Bryson City, NC 28713.



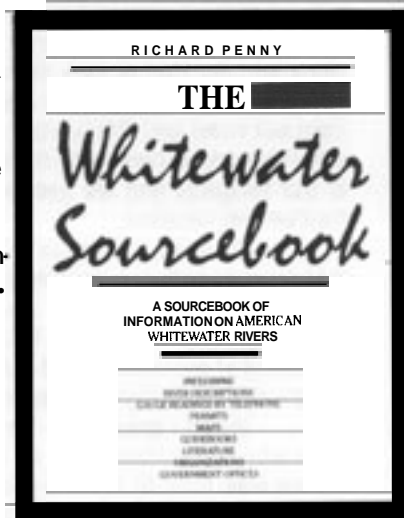
As America's foremost publisher of paddling guides and literature, we tell you where to go...



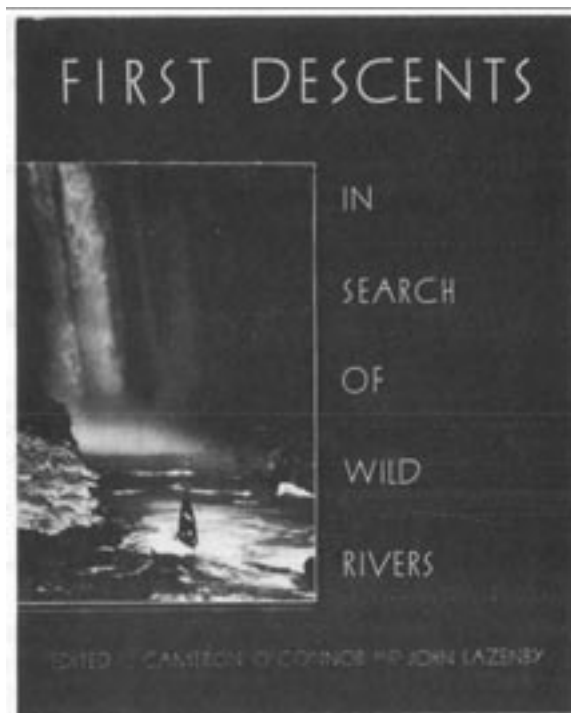
ISBN 0-89732-065-4 \$10.95

Situated astride the Missouri/Arkansas boarder, the Ozarks represent a canoeing and kayaking wonderland to paddlers from twelve states. Comprehensive, accurate, and eminently readable, *Ozark Whitewater* will become the definitive guidebook for Ozark river sport.

*The Whitewater Sourcebook* is a reference and planning tool that tells you how and where to obtain information on streams throughout the country. *The Whitewater Sourcebook* is the only whitewater directory needed from coast to coast.



ISBN 0-89732-078-6 \$14.95



ISBN 0-89732-079-4 \$13.95

*First Descents* is a chronicle of the adventures of some of America's most famous river explorers. Read about their successes and failures, in their own words, capturing all the yearning, excitement, fear, and elation of three decades of river exploration. Ranging the globe in solitary efforts and major expeditions, on rivers both famous and unknown, each adventurer has a story to tell.

...and where others have been.

Available at quality outdoor retailers and bookstores throughout the country or directly from Menasha Ridge Press 1-800-247-9437 • P.O. Box 59257 • Birmingham • Alabama • 35259

# Gra cks.

At HYSIDE, we've taken this fact of nature and put it to work for you.

With the innovative design of our Padillac, you'll have gravity pulling for you – not against you.

Padillac's revolutionary full-length grommeted floor displaces water, keeping you high and dry. The innovative design employs gravity to move the water out through the floor, not back in. Taking you to new heights in boating, Padillac is the champion on the river.

The stability and maneuverability of this self-bailing kayak make it a favorite of beginners and experts alike. Padillacs are made of a combination of an extremely abrasion resistant coating called Hypalon over a base fabric used to make bullet proof vests.

Built to last, your Padillac will be bringing you the best of boating... season after season. That's our guarantee and we back it up with a five-year warranty.

When you purchase a Padillac, you'll receive a free double-action pump, as well as a free carry bag and repair kit. Act today and start boating with the best!

For more information on our full line of standard and self bailing rafts, contact the HYSIDE dealer in your area, or call (619)376-3225.

Extra flotation in bow and stern allows greater capacity

Full length grommets create fastest bailing available and great tie down points

Rigid implants keep tips from twisting and make great carry handles

D-ring on bow and stern for bowline and transport tiedowns

**HYSIDE**  
Built to stand  
The test of time!

Expedition Model shown

P.O. Box Z, Kernville, CA 93238

## AUTHORIZED DEALERS

Alternative Energy, Silver City, NM  
Am. River Rec., Rancho Cordova, CA  
Appomattox River Co., Farmville, VA  
Aspen Sports, Flagstaff, AZ  
Big Sky Whitewater, Whitefish, MT  
Canyon W/W Supply, Idaho Falls, ID  
Coyote Co., Scottsdale, AZ

Down River Equipment, Denver, CO  
Four Corners Marine, Durango, CO  
G&M Sales, San Francisco, CA  
Larrys Sport Center, Oregon City, OR  
Long Beach Water Sports, L. B., CA  
Pacific River Supply, Richmond, CA  
Polzel Mfg., Portland, OR

Rutabaga, Madison, WI  
Sierra South, Kernville, CA  
Sierra Whitewater, Springfield, OR  
Sports Chalet, Huntington Beach, CA  
Swift Water, Seattle, WA  
The Boat People, San Jose, CA  
Wyoming River Raiders, Casper, WY

## BWA hosts film festival

Aqua Azul De La Jatate, a slide presentation portraying a **kayak-**ing expedition through the jungles of Mexico and Guatemala, won Amateur Best of Show and Best Recreational/Scenic awards at the sixth National Paddling Film Festival held February 24 and 25 in Lexington, Kentucky. The C-1 Challenge, a video featuring Kent Ford, won Best of Show in the Professional Category.

The Festival, sponsored by the Bluegrass Wildwater Association and Menasha Ridge Press, attracted more than three hundred whitewater devotees according to Barry Grimes and John Davis, BWA Film Festival Coordinators. Profits from the Festival are donated to American Rivers according

to Grimes, currently also serving as BWA president.

The Festival opened Friday night with a reception featuring favorites from previous years' showings. Rafting in Siberia, a ABC produced video portraying the expedition of project RAFT, Russians and Americans for Teamwork, was screened, as were perennial favorites, **Niagara: Scary Fun**, Whitewater Ethel and Heart of Dampness.

The competition started Saturday morning at ten and ran nearly eight hours. Aqua Azul De La Jatate, produced by Mike Weeks and Don Spangler, was as warmly received by the crowd as by the judges. Spectacular slides taken during a 1984 Mexican/Guatemalan River expedition were set to Latin rhythms, effectively recreating the feel of boating in a different physical and cultural environment.

First Blood: Part 54-The Final Chapter, a humorous video by Carole

Bryant, won the Hair Boating Category. Part 54 finds Rambo reduced to **servi-**tude as a shuttle bunny for the Women in Rubber. Rambo attacks his assignment with his usual bravado, facing incredible adversities, including rafters from Cleveland. The video seems destined to become a Festival Classic.

Best Racing Category was captured by **Fallin'** into Fun, Paul Marshall and Eric Lindbergs' video of the controversial downriver race over the Great Falls of the Potomac. Best Club Entry went to Ken Cooke of the Southern Kentucky Paddlers Society. Best Slide went to Don Spangler for a photo of new AWA Director Anita Adams on the river.

Season Suite, a collage of slides set to music by Pittsburgher Paul Kammer earned Honorable Mention in the Recreational/Scenic Category. Other popular entries included a film from Russia portraying primitive but radical rafting and The Colorado River: Raging

## The Best Boaters In The World Are Coming To The USA!

Colorful and functional paddling wear designed by Champions Richard Fox and Davey Hearn for **Wild-Water**.



Warm and flexible Avilastic and PVC drysuits from **DryFashion**



The best paddling gear is now available from **Northwest River Supplies**. See our complete line of equipment and accessories at your local specialty shop or call or write for free 1988

catalog.



**1-800-635-5202**

P.O. Box 9186 AWA Moscow, ID 83843

'89 WORLD'S  
SAVAGE RIVER USA



Rapids and Quiet Canyons, a slide presentation by Jamie Shumway, Betsy Pyle, Meg Wheesner and Paul Kammer.

This year's Festival featured a number of professional video entries, suggesting growing media interest and awareness of whitewater activities.

In The C-1 Challenge, produced by John Davis, perennial U.S. team member Kent Ford, articulately and athletically argued that C1 boating has distinct advantages over the more popular sport of kayaking. Proper C1 outfitting was demonstrated and the master offered a number of hot tips to aspiring single blade boaters.

Catacraft, a video by Bill Ward of Grand Junction, Colorado, won Honorable Mention in the Professional category. Catacraft inventor Kris Walker was profiled and dramatic footage of catacraft descents of some of the west's most difficult whitewater was featured...including a first raft descent of Idaho's South Fork of the Clearwa-

ter. Other popular professional entries included Takin' for Granite, a video by AWA Director John Porterfield and Ron Rathnow, featuring whitewater activities in New Hampshire, and, Great White Hunters (In Search of the Unrunnable), a video by Coloradoan Mike Hamilton, including footage from some of the best Class 5 whitewater in the west.

The program concluded on a serious note with the premiere showing of Rock Me on the Water, a slide presentation prepared by the Directors of the AWA to raise the consciousness of whitewater boaters to threats to American rivers. The presentation, which will be utilized to recruit new members to the AWA, was not entered in the competition.

Prizes were awarded at the Festival party later Saturday night. Winners received paddling gear donated by a number of outfitters and memberships to the AWA.

Organized by Mike Weeks, ringmaster of the BWA circus, the party

featured a rowdy dance contest and the raffle of a Perception kayak, which was won by Elsie Miller of Kentucky. The Festival party, a legendary event in whitewater circles, raged until the wee hours of the morning and it seemed unlikely that many of the participants were destined to see any whitewater action on Sunday.

No matter, thanks to the Bluegrass Wildwater Association, the White-water Film Festival has become the definitive way to kick off the boating season.

## AWA elects directors

Five new directors have assumed positions on the AWA Board of Directors and look to help lead the organization into the next decade.

The new directors are drawn from several different regions of the

### PRIJON KAYAKS

Program '89

HTP Polyethylene

T - Canyon	* Topolino
T - Slalom	* Gattino
Taifun	* Yukon
	* Play

- \* 89 Downriver
- \* 89 Slalom
- \* K2 Yukon Sport
- \* Yukon Eski
- \* Ocean One
- \* Yak Spraydecks
- \* Schlegel Paddles
- \* Prijon Accessories

Call or write:  
Wildwasser Sport USA, Inc.  
P. O. Box 4617  
Boulder, CO 80306  
(303) 444-2336

**W**E DIDN'T SET OUT TO create the ultimate kayak school. It just happened. Originally our intent was to create the ultimate wilderness lodge. Kayaking was something we did for fun. So much fun, in fact, we now offer the best instructional program available. Everything is first class.

Our physical plant consists of 40 acres completely surrounded by wilderness. Private ponds for instruction, private beaches and 1/4 of a mile of private river front on the emerald green California Salmon River are all located on the property.

Our instructors are well-known experts, our equipment the best (exclusively by Perception) and our lodge boasts numerous amenities including a spacious hot tub and Sauna and private decks off of each room. Our teaching technique stresses safety, the proper stroke and an easy-to-learn "roll" formula.

We are dedicated to making this one of the great vacation experiences of your life. Color brochure available. Personal size classes. *Beginning, Intermediate, Advanced.*



**OTTER BAR LODGE**  
KAYAK SCHOOL

FORKS OF SALMON, CALIFORNIA 96031  
(916) 462-4772

## briefs

country and will assist the AWA to continue to represent whitewater boating **concerns** on a **national** basis.

**Mac Thornton** of Washington, D.C. and **Tom McAndrew** of Philadelphia are drawn from the Mid Atlantic area while Anita Adams of Princeton, WV (near the New River Gorge) is located in the heart of the Appalachians.

Dan Givens of Boise, ID and Sarah Lawrence of Lotus, CA completes the list of new directors with members from the Rocky Mountain and West Coast regions.

## Releases scheduled on N. Br. Potomac

The Corps of Engineers intends to provide recreational water releases from the Bloomington Dam on the North Branch Potomac River in

Maryland during four separate weekends in April and May.

Releases are scheduled for the weekends of April 15-16, April 22-23, May 6-7 and May 20-21. If spring runoff into the reservoir is good, the river will flow at projected levels from 9:00 am Saturday through 4:30 pm Sunday. If water is tight, the period will shrink to seven hours each day, starting at 9:00 am. The levels will be as follows:

April 15, am flow: 450cfs  
pm flow: 600cfs  
April 16, am flow: 750cfs  
pm flow: 850cfs  
April 22, am flow: 600cfs  
pm flow: 750cfs  
April 23, am flow: 750cfs  
pm flow: 850cfs  
May 6, all day flow: 850cfs  
May 7, all day flow: 850cfs  
May 20, flow undetermined  
May 21, flow undetermined

The varied flow regime recognizes the emergence of the formerly

polluted North Branch into a prime trout fishery. Because the Corps must address all downstream river user's interests, the Corps, the American Canoe Association (ACA) and fisheries agencies of Maryland and West Virginia are trying to determine what flow can come closest to meeting the needs of both the whitewater boater and the wading angler.

The ACA and fishery agencies will be distributing questionnaires at the take-out to boaters and anglers to define their tastes. Boaters are encouraged to try several different levels and express their opinions.

Seven years of effort have resulted in the releases specifically for whitewater recreation. However, the program is still viewed as experimental and will be continued only if paddlers react positively. A strong paddling presence would also demonstrate to the local business community the economic **benefit** of scheduled whitewater releases. Please turn to page 54



QUALITY OUTDOOR EQUIPMENT

**SQUIRT BOATS, SEA KAYAKS,  
EXPEDITION K-1 & C-1's**

All boats vacuum bagged with the best materials available.  
Dealers call 919-883-7410 -- We deliver.

1310 Starr Dr., High Point, NC 27260. Designs by Wilderness Systems, Jess Whittamore, Wick Walker, Tom McEwan and John Abbenhouse.

### *Potomac release...*

The section of the North Branch to be watered is a delightful Class 2-3 run set in a beautiful canyon on the West Virginia-Maryland border. It has a 40 fpm gradient and a **boulder/ledgy** bed that makes a great downriver cruise for intermediates and even **well-coached** novices and a great playground for more advanced sorts.

The run is 6.5 miles long from the put-in at Barnum to the take-out at the mouth of the Savage River. If you do not know the river or the shuttle, do not worry. Plenty of others will. Just show up at the take-out at MD Route 135 and the Savage River (one mile west of Luke, MD)

### *Rules drafted for Great Falls*

Maryland State officials have unveiled first drafts of the new **regulations** which would require boaters to register with the state before attempting to run class **VI** rapids in Maryland, and would designate the Great Falls of the Potomac and the associated Fishladder at Great Falls as Class **VI** rapids. No other rapid in Maryland would have the class **VI** designation.

Specifically, what the state proposes to do is to have **boaters** fill out and sign a form stating that they understand the implication of running a "risk of life" whitewater segment and that they have read the rules concerning running whitewater rivers in Maryland. The rules themselves are simple: wear a life jacket and, if in a decked boat, a helmet, and equip your boat with grab loops or a safety line.

Once completed and **returned** to the state, the form would **be** kept on file at the Department of Natural Resources police radio room in Baltimore. Registered boaters would be encouraged, although not absolutely required, to call the police radio room and advise them of their intention to make a class **VI** run. (The telephone call would be free if made from Maryland but would

be a toll call from outside the state.)

Such prior notification would allow law enforcement officials to immediately determine that boaters in **Class VI** area were indeed registered with the state and therefore authorized to be where they were. Aside from helping **Maryland** officials, the principal benefit to boaters for making prior notification was to avoid being "hassled" by on-scene law enforcement officers.

State officials emphasized that the registration process was not a permit, and will not entitle anyone to do anything that they are not presently allowed to do. The purpose of the form would be to educate potential river runners of the risks and, **collaterally**, to provide the state evidence that the individual willingly assumed the risks involved.

Only two significant objections were raised to the proposal.

Bill Endicott, coach of the U.S. Whitewater team noted that the segment of the river to be classified as Class **VI** contained significant sections of class **III** whitewater, including segments in which the team occasionally trained. Endicott expressed concern that **while** the present regulation would not impinge on the team member's activities once they had registered themselves, the oversight might have serious adverse impact if the definition was used to draft possible future regulations.

John Byrne, supervisor of the Great Falls and Potowmack Canal National Park, located on the Virginia shore, urged the state to prohibit all boating in the **falls** and upstream area. He argued that the registration process would be seen as condoning the running of the falls and that it would entice unqualified persons to attempt the run with **fatal** results. No one attending the meeting, including other National Park Service officials, voiced support for Byrne's contentions.

If adopted, the new regulation would not change present rules in the **Virginia Great Falls** National Park which prohibit entry to the river via park property above Great Falls.

The Department of Natural Resources has the authority to enact

safety regulations on the **Potomac** without further reference to the state legislature, so it can be anticipated that the revised rules will be published, and after public commentary is received, considered and (if considered appropriate) acted upon, will become official regulations with the effect of law.

The address of the agency responsible for the regulations is: State of Maryland, Department of Natural Resources, Boating Administration, Tawes State Office Building, 580 Taylor Avenue--B-1, Annapolis, MD 21401.

### *Rahall honored in presentation*

The American Whitewater Affiliation and the Canoe Cruisers Association (CCA) have honored **West** Virginia Congressman Nick Rahall and Congressional staffer Jim Zoia for their recent triumphs benefiting whitewater. Mr. Rahall was the principal sponsor of the West Virginia National Interest Rivers Act, which placed the Gauley River and the lower Meadow in a new Gauley National Recreation Area, and **also** designated the lower Bluestone as West Virginia's first Wild and Scenic River.

Mr. Rahall also got **legislation** through which amends the list of authorized purposes of 13 Army Corps dams in the Middle Atlantic states to specifically include "downstream **white-**water recreation." Included are important dams on the Savage, Yough, North Branch Potomac, Gauley, New, Russell Fork and Lehigh.

These great victories were due in no small measure to the dedication and hard work of Jim Zoia, Staff Director of the Mining and Natural Resources subcommittee in the House of Reps.

Mr. Rahall was presented with a red framed, official "red line" copy of the Gauley bill (complete with the **Gip-**per's signature) in a ceremony on Capitol Hill on Jan. 30. Present were Ed Grove and Mac Thornton of the CCA, and Pope Barrow, Risa Callaway and Pete Skinner of the AWA.

## New law could doom small hydro

West Virginia's Nick Rahall, calling for a stop to "this hydropower madness," introduced legislation in the House of Representatives that would disqualify small hydro developers from the benefits offered under the Public Utility Regulatory Act of 1978.

PURPA, the law that launched a flood of small hydro developments through this decade, requires public utilities to buy power from private energy producers at rates that often result in massive wind-fall profits at the expense of consumers and outdoor recreationists.

Rahall, in conjunction with California's Rick Lehman, authored the legislation which amends the PURPA act to specifically eliminate from consideration all small hydro projects which have not been licensed by March 2, 1989. While projects "already in the pipeline" could still endanger whitewater rivers, approval would effectively end future small hydro



*West Virginia representative Nick Rahall receives presentation from AWA executive director Risa Callaway for his work in passing the West Virginia Rivers Bill.*

threats.

"We are, as such, faced with the prospect of consumers continuing to be made to pay for projects that are not only unneeded, but for power that is more expensive than what is already being generated

and planned for by the electric utility company," Rahall said.

"To further aggravate the situation, we are losing the recreational and scenic values of our rivers," Rahall said. "With the growing demand for

outdoor recreational opportunities, we can ill-afford the continued loss of the natural resources on which hydroelectric power is based.

"At this point, I think we should all just say no to hydro."

## AWA leads James River intervention

In applications for preliminary permits to FERC, three hydropower developers have proposed projects for the James River in Richmond which threaten to inundate or dewater all the major rapids in the City of Richmond. However, led by the AWA,

paddlers have filed for intervention and for dismissal of all three proposals. One of the proposals is dead already.

Two of the projects proposed modifications to the Hollywood-Belle Isle Dam, and construction of a hydro facility

(on Belle Isle itself), which would appear to dewater the area below the dam (including Hollywood Rapid) at most water levels. In early January, FERC dismissed one of the applicants and granted a preliminary permit for the other applicant, the City of

Richmond. The City was granted three years to study the area and apply for a formal license. The preliminary permit does not authorize construction of any kind.

The third project, proposed by Synergics, Inc. of Annapolis, Md.,



## Mongaup talks start after AWA intervention

live negotiation by Messrs. Humbach and Fischman, O & F has finally started to seriously talk settlement. Although concerns by the National Park Service and local fishing groups remain a hurdle, the future looks promising for a stretch of river Burmeister which "passes through the heart of a remote valley...[whose] current is so swift that its almost impossible to gain visual contact with the magnificent scenery without stopping."

KCCNY and AWA have intervened in the FEREC licensing proceeding for the Rio facility on the Mongaup River which joins the Delaware at Port Jervis. For a decade, this 5 mile stretch of Class III-IV whitewater has been reserved exclusively for fishing, but off-bounds to paddlers because NYS DEC in cahoots with the Rockland Utilities, patrolled the put in, threatening arrest. Thanks to effective intervention by Messrs. Humbach and Fischman, O & F has finally started to seriously talk settlement. Although concerns by the National Park Service and local fishing groups remain a hurdle, the future looks promising for a stretch of river Burmeister which "passes through the heart of a remote valley...[whose] current is so swift that its almost impossible to gain visual contact with the magnificent scenery without stopping."

James in the City of Richmond as an official state scenic river, in the alternative, the paddlers have asked FEREC to consolidate the proceedings and to impose various conditions on the preliminary permit applications. The James is a precious resource for Virginia paddlers. Recent estimates have placed private boater use at 100,000 commercial raft use at 4,000 trips per year. Fresh from his victory on Connecticut's Housatonic River, Washington attorney Paul Flynn is representing James paddling interests on a long basis.

would be constructed just downstream of the Hollywood - Belle Isle project at the Twelfth St. Dam. Water would be diverted into a canal and power plant on the north bank of the river, and would appear- ently dewater Pipeline Rapid. Led by the American Whitewater Affiliation, paddlers have formally intervened in the proceedings at FEREC involving both project sites. American Rivers, Inc. and the Coastal Canoeists are also parties to the Twelfth St. Dam project. The paddlers have asked FEREC to dismiss both projects on the grounds that the State of Virginia has designated the

## THE XL 13

MOHAWK'S NEW SOLO WHITEWATER OPEN PLAYBOAT

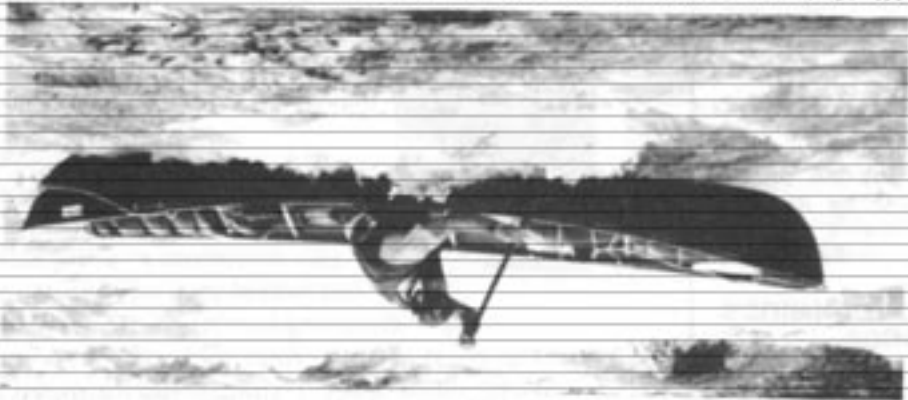


Photo courtesy of Perceps's Canoes, Summerhill, PA

XL 13 Length 13'3" Depth 15" Width 32 1/2" Weight 55 lbs. approx.

List Price  
\$675.00  
Plus Freight

The XL 13's unique high-volume flared ends above the waterline create a boat that is extremely dry. The sleek entry at and below the waterline results in a boat that is easy to paddle and quick to accelerate. The short length (13'3") and round bilges blend in to flared sides forward and aft resulting in a boat that can turn on a dime, is stable side-surfing and easy to roll. Like all of our Royalex® boats, the XL 13 has extra reinforcement in the ends, stiff bottoms, plastic decks and PVC gunwale with aluminum inserts. This canoe is whitewater durable.

MOHAWK CANOES • 963 N. Highway 427 • Longwood, FL 32750 • (407) 834-3233

# The Youghs: No cure in sight

By Pope Barrow

When it comes to the Youghiogheny River in Western Pennsylvania and its **upstream** segment in Western Maryland--the byword is "popularity". Few (if any) rivers anywhere in the world are more popular.

But popularity means crowds and both segments of the **Yough** are now having problems with their waistline. What used to be diagnosed as a beer belly of crowding has progressed into a full-fledged case of terminal obesity. The Youghiogheny

is bloated with boaters. The bottom line is that there just ain't enough river to go around. What to do? Both Maryland and Pennsylvania are now wondering.

There has been a gradual but persistent growth in the number of private boaters running the Lower **Yough** over the past several years. Both commercial and private use is strictly limited and the private use limit is now predicted to be met frequently on summer weekends. During the last two



years a **large** number of private boaters were turned away after making long trips to the river.

The Three Rivers Paddling Club, supported by the American Whitewater Affiliation, has petitioned Pennsylvania State

Officials to allow special private kayak and canoe use on the river at off-peak times. Under the **Three-Rivers** proposal, private **hardboat** put-ins before 9 AM or after 2:30 PM would **not** count against normal daily limits on private use.

## PADDLERS!

## Free Issue

**T**o add to your paddling enjoyment, *CANOE* would like to send you a **FREE** issue of *CANOE* magazine. *CANOE* is North America's #1 Resource for Canoeing and Kayaking — the magazine that takes you to the wild places, the quiet places, the symphony of mountain and river, the heat of competition...plus reviews of latest equipment, accessories, techniques, fitness...and much more!

☐ **YES**, please send me my **FREE** issue of *CANOE*, and enter my trial subscription — a total of 6 issues for \$14.97, for which I will be billed. If I am not completely satisfied I may simply write "cancel" on the invoice and pass my sample issue on to a friend with no obligation.



Name

M89C

Address

City/State/Zip

Please allow 4-6 weeks for delivery of first issue. Add \$3 per year for Canadian subscriptions. Other foreign subscriptions are \$48 per year (airmail), cash payment in U.S. currency



Call 1-800-MY-CANOE or send coupon to: *CANOE* magazine, PO Box 10748, Des Moines, IA 50347.

## WATAUGA Laminates

### JOIN THE SQUIRT BOAT REVOLUTION

We specialize in squirt boat construction. Each squirt boat is custom-built for the individual's size and weight. Wild and crazy graphics are available at no extra charge. Boats come complete with mini-cell walls and inside and outside seams.

Among the designs available are the Extra Jet, Prodigy, Jet, Surge and Rage.

**n Vacuum Bagged Epoxy/Kevlar Squirt Boats \$700.00.**

**n Factory direct sales available if we don't have a dealer in your area.**

**n Quick delivery**

**n Call or write for a free brochure**

**Dealer Inquiries Invited**

### WATAUGA LAMINATES

Rt. 4, Box 74  
Banner Elk, NC 28604  
704/963-4093

Additional hardboats running during these times would not be likely to be on the river at the times when it is the most crowded.

If you support this idea, send a letter to Larry Adams, Superintendent, Ohiopyle State Park, PO Box 105, Ohiopyle, PA 15427 or call him at 412-329-8591.

Unlike the Lower Yough, the Upper section in Maryland has been free of regulation in the past. But river use has been growing at an explosive rate. Finally after years of neglect and delay, and at least one false start, the State of Maryland Department of Natural Resources has decided to regulate commercial rafting on the Upper. Their rules may be

in effect as early as this spring.

The proposed rules have safety requirements and a commercial use cap of 72 customers per day. This limit is up from the suggestion the State made last year of 54. It is double the Advisory Board's recommendation of 36. So far no explanation of where the number came from been provided.

Private boater regulation is not yet proposed. Private use will be limited by the amount of water and the number of rafts. 72 customers is 26 rafts per day. On the usual 2-hour summer release, hydrology provides only about 15-20 minutes of navigable water at the lower end of the river.

Simple arithmetic suggests that private boaters will be squeezing between one raft almost every 30 seconds on those crucial 2-hour releases.

Until this year State officials have focused exclusively on their problems with the growing number of unregulated competing outfitters converging on the Upper Yough. New outfitters appear every year. Meanwhile almost no private boaters have contacted the State to voice their views about how the river should be managed. But Maryland officials say they will consider any ideas or comments private boaters have--if they can only find out what private boaters think. You can write to

Derek Richardson, MD State DNR, 2012 Industrial Drive, Annapolis, MD 21401.

Meanwhile in the never-ending Upper Yough soap opera other events have been moving on. As described in the last issue of the Journal, the Natural Lands Trust has bailed out and is no longer acquiring land in the Upper Yough corridor. Their put-in at Sang Run may be sold to the State. Now Maryland's Governor is pushing a bill in the State legislature to allow the State to purchase property in the Upper Yough corridor from any landowner desiring to sell. This could pass before summer.

Only time will tell where these developments



## RIVERSPORT

213 Yough Street  
Confluence, PA 15424  
(814) 395-5744

One of the top whitewater schools in the country, **Riversport** offers a safe yet challenging experience for first-time beginners, as well as experts.

Friendly instructors, small classes, excellent equipment, and a beautiful riverfront camp combine to provide the perfect setting for learning whitewater skills. Students are carefully placed in small classes according to skill level, paddling interest and age. We guarantee your satisfaction. Ask about our special clinics and group rates.



**NORSE PADDLE COMPANY**

**WHITEWATER**

**CANOE & KAYAK PADDLES**

with proven

- performance you demand
- durability you want
- value that makes \$ sense

Call or write for information & outfitters in your area;  
RD1, Spring Mills, PA 16875 814-422-8844

**FREE! WHITEWATER EQUIPMENT CATALOG**

**CASCADE OUTFITTERS**  
A Tradition of Quality River Gear  
PO Box 209 • Springfield, OR 97477  
503 (747-2272)  
Toll-Free Order Line 1-800-223-7238

**Specializing in Squirt Boats**

**THE SOURCE FOR CUSTOM BUILT BOATS**

**NEW! WAVE KAYAK PRODUCTS**

7780 Chamber Hill Rd.  
Harrisburg, PA 17111

717-944-6320

**Dealer Inquiries Invited**

will lead—are we headed for an enlightened river management program at the Upper Yough which protects the river and provides an enjoyable experience for everyone—or are we headed for another circus like the Lower Yough? Your guess is as good as ours.

*(late update: the state of Maryland recently ruled that a daily quota of 72 people would be allowed to commercially raft the Upper Yough. However, the state made no decision how those available slots would be divided between the existing outfitters. One wag suggested the outfitters fight it out man to man in the streets of Friendsville.)*

## Chattooga airport stopped

It looks like there will be no airport built at the Chattooga River near Woodall Shoals, thanks to an extremely effective show of opposition, headed by Bruce Hare of the Chattooga Whitewater Shop and David Carr from the Southern Environmental Law Center.

On March 15, Associated Consultants of Atlanta, GA, announced four potential sites for the construction of an airport to service Rabun County, Georgia. The presentation took place at a public meeting in the county courthouse in Clayton, and was attended by 160 individuals opposed to one of

anticipated proposed sites, next to the Chattooga River. Five airport supporters were present.

The four sites announced included:

- private land south of Clayton, along Highway 441
- private land, also along 441, in Dillard, Georgia
- Forest Service land near Tiger Mountain
- Forest Service land adjacent to the Wild and Scenic Chattooga River corridor

Carr presented the views of the project's opponents, generally challenging the need for an airport and specifically criticizing the Chattooga site (the plan at this location included a 5000 ft. runway ending

one-quarter mile from the river, requiring planes to fly over the river for takeoff and landing). He was followed by representatives of nearly every southeastern paddling club and conservation organization, speaking out against the airport.

Mr. Reggie Kurlen of Associated Consultants admitted during the meeting that currently there are only eleven registered planes in Rabun County, and their projection for ownership by Year 2000 is twenty (there are two airports within a half hour of Clayton that are available for current owners).



**MADAWASKA KANU CAMP**  
Located on the Madawaska River, Canada's first and finest adult white-water school offers all the comforts of a vacation resort as well as personal instruction for all levels in kayak and open canoe. For further information:  
2 Tuna Court, Don Mills, Ontario  
M3A 3L1 Tel: (416) 447-8845

Not because you want to be different...

# Because you want to be BETTER!

**Caper and Encore.** Two new solo playboats designed to encourage, not prohibit, proper paddling technique. Whitewater canoes for paddlers, not floaters. Call or write for free catalog featuring all five Dagger models.



**Dagger**  
CANOE COMPANY, INC.

P.O. Box 1500 • Harriman, Tennessee 37748 • 615/882-0404



During television interviews conducted after the meeting (coverage was provided by WLOS Asheville and WFF Greenville), two of the three county commissioners stated they were in support of withdrawing the Chattooga site from consideration. They were clearly impressed by the strong presentation of the opposition by individuals present and the constituencies they represented.

In a subsequent discussion, the chairman of the county commission told Bruce Hare that a majority of their group was in favor of withdrawing the Chattooga site, and that an official statement would be released at their next meeting.

## Wild and Scenic for CA rivers?

A consulting firm under contract to the California Resources Agency has recommended State Wild and Scenic status for portions of the McCloud, East Carson and West Walker Rivers. The recommendation is the result of a two-year study mandated by the State Legislature.

The reports recommended designation of 33 miles of the McCloud River out of the 43 miles studied. A 10 mile stretch of the East Carson was recommended as were 33 miles of the West Walker. In addition, a 10 mile stretch of Squaw Valley Creek, a major tributary to

the McCloud, and a 1 mile stretch of Leavitt Creek, a West Walker tributary, were recommended for Wild and Scenic status.

All three rivers were found to have "extraordinary" water resource, scenic and recreational values deserving of protection in the Wild and Scenic Rivers system. The McCloud River is one of the premier trout streams in California. The East Carson offers a unique high desert whitewater experience and excellent trout fishing as well. The West Walker provides a wide variety of wilderness and highway-accessible recreational opportunities.

Water development interests in Nevada are expected to fight designation of the East Carson. They hope to build a large dam and reservoir on the river to supply water for speculative urban development in the Carson Valley. Private landowners who operate exclusive fishing clubs on the McCloud may also oppose Wild and Scenic status. The landowners are concerned about public access to private land. It will require strong public pressure to overcome this opposition.

More updates in  
Conservation back  
pages



**SEDA**



1969 - 1989

**20 Years of Canoeing  
&  
Kayaking Excitement**

**CANOES**

**WHITEWATER KAYAKS**

**OCEAN KAYAKS**

**Plus a complete accessory line**

*SEDA is the one with experience!*

Write or call for free catalog

**SEDA PRODUCTS, P.O. Box 997  
Chula Vista, CA, 92012  
Tel: 619/425-3223**



Aluminum rowing frames, camp  
kitchens, dry boxes and tables.  
Achilles & SOTAR inflatable boats and  
FishRite aluminum boats & sleds.

**(503) 773-5582**

5179-C Crater Lake Hwy.  
Central Point, OR 97502

Call or Write for our  
Free River Equipment Catalog



**Kirk Baker  
Director**

**P.O. Box 1520  
Aspen, Co.  
81612**

Res. (303) 925-6248

Bus. (303) 925-4433

THE BEST IN BOATING SINCE 1971

# Safety Chair a vital position

Many canoe clubs have followed the lead of the American Whitewater Affiliation in designating an individual as the "Safety Chairman". In other clubs, the job is handled by the training chairman or cruise chairman. Everyone wants to be safe on the river, but the first thing that this newly anointed officer usually asks after accepting the post is "What do I do?" This article is designed to answer that question by outlining the possibilities. Some of these



By Charlie Walbridge  
AWA Safety Chairman

ideas are easy to implement; others demand considerable time and help from others. Your approach will vary according to the amount of time you can spare and the interest, strength and support of your membership.

## Building safety awareness

Whitewater paddlers, especially members of organized clubs, are aware that there are risks connected with their sport. They are ready to stay out of trouble if they know what to look for, so educating your membership is a primary function of most safety chairs. You can increase the group's safety awareness by developing programs which highlight the knowledge and skills they need to avoid problems on the river. Some potential approaches include:

**1) TRIP PROGRAM SUPPORT:** Try to get safety matters discussed when trips are planned. Policy issues like group size, necessary skills and needed equipment should be discussed openly so that the membership as a whole is aware of the trade-offs involved. When using the common adventurer format recommended by

AWA, the process of signing waivers and organizing trips can be used to highlight the individual's responsibility to make sound decisions about participation. The safety chair usually becomes involved in developing the waivers and the explanatory material which goes with them.

**2) GROUP EQUIPMENT MAINTENANCE:** Many clubs attempt to have group safety gear such as first aid kits and throw ropes available for use. Keeping track of this stuff can be a frustrating job which is often delegated to the safety chair. I've found this to be a losing battle against loss and wear, and prefer that individuals buy and keep track of their own rescue gear.

**3) INSTRUCTION PROGRAM:** Instructing the beginner is a serious responsibility. First, there is the need to teach basic safety skills to newcomers, such as how to paddle in groups, choosing the right gear, recognizing common river dangers, swimming safely in whitewater, recovering unmanned boats and handling throw lines. All of this is outlined in the AWA Safety Code, and the safety chair should be chosen because of his or her knowledge and skill in this area. You can also act as a resource to outline the necessary precautions taken by experienced paddlers when training beginners. If there is a separate training committee, the safety chair should participate.

**4) NEWSLETTER SAFETY COLUMNS:** The safety chair is in a unique position to communicate an ongoing safety message. This can take the form of accident and near-miss reports, explanations of rescue techniques and general discussions of ongoing issues. It helps to have writing skills, but it's really not necessary. Many articles from club newsletters and publications can be published with little more than a credit line for the author and publication. All the safety chair needs to do is start a newsletter exchange with clubs around the country,

then contact the authors for permission.

With the exception of copyrighted publications like CANOE or River Runner, this authorization is usually automatic. **Any** articles by me in American Whitewater can be published without formal permission in club newsletters if credit is given to the author and American Whitewater.

If there is a fatal accident or near miss among your membership, you should gather the facts and write it up. Copies should be sent to area clubs and to the American Canoe Association so that others can learn from what happened.

5) SAFETY CLINICS: Many clubs have an ongoing need for training in advanced techniques of swiftwater rescue. **This** can take several forms. You can announce a day when a group is going to meet at the river with ropes, pulleys and copies of River Rescue by Bechdel and Ray to **try** and figure out

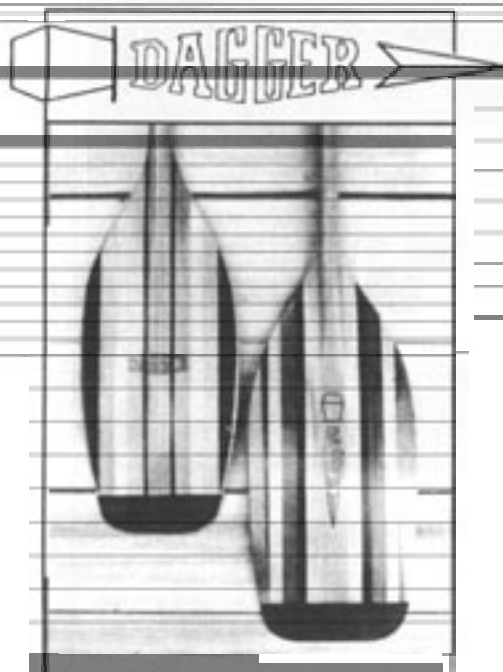
some of these techniques. You can pay an expert to come **in** from out of town to train your people; often commercial outfitters have someone who is the company "expert" and can arrange to work with you. Or you can send a few members to training such as the programs given by Nantahala Outdoor Center, the Ohio DNR and Rescue III. Some clubs pay for this training so that their people can pass this expertise on to their general membership.

Don't get bogged down with esoteric skills; complex techniques are seldom used. Practice the basics! Learn to use a throw bag; to work together while rescuing boats; and to swim and wade effectively in whitewater. This will put you far ahead of most other river runners. An informal clinic for skilled intermediate paddlers is a great way to pass a warm afternoon in late summer when the water is low. You, as safety chair, can make it happen.

#### Community Outreach

As if the above duties weren't time-consuming enough for most people, there are other things you can do if you have the energy. One way to promote river safety is to carry the message to the local community. Only a handful of people are committed enough to participate in a basic canoe and kayak course. Your knowledge of the river can help keep others out of trouble, preventing accidents which lead to river closures.

Most clubs are near a local **run** or a dangerous dam which gets in the news every few years when it reaches out to claim inexperienced paddlers. Typically it is a warm spring day when the river is running high, fast and cold. You can meet with the officials managing the river and see about posting warning signs or making other **kinds** of information available. It's a good way to make contact with local officials, who will usually welcome your input.



## Dagger Paddles

#1 Dagger Rd, P.O. Box 132  
Long Creek, S.C. 29658

**803-647-6958**

# RIVER RUNNER WORKOUT

45 min Videotape

### CHALLENGING:

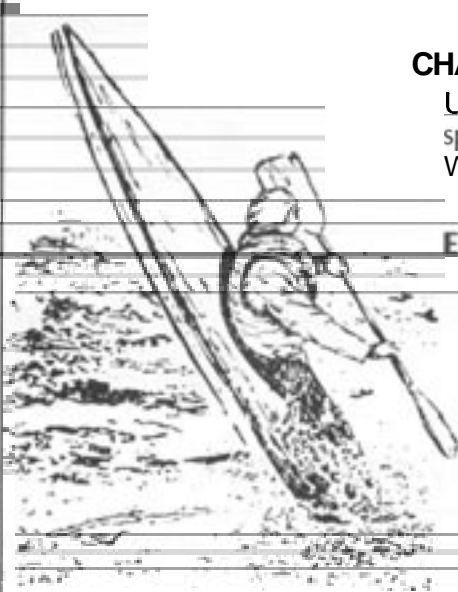
Upper Body exercise routine specifically designed for White Water Paddlers.

### EXCITING:

National Wildwater Championship and North American Whitewater Rodeo footage featuring members of the U.S. Wildwater Team.

### MOTIVATING:

Comments from World Champion Paddlers such as Jon Lugbill, Cathy Hearn, David Hearn and Leslie Klein.



5% of the sale price of this tape will be donated to the U.S. Whitewater Team!

Write to - **River Runner Workout**  
327 Old East Vine St., Lexington, KY 40507  
(606) 255-9049

You can take the safety message further by contacting local **news-papers**, TV and radio. **Find** out who the "outdoor editor" is and make contact. See if you can get them to run a feature article **on** river safety and **on** small-craft safety in general. If you're successful, your ideals will impact on thousands of people.

Keep the message simple. The major causes of death among recreational boaters are: refusal to wear a life jacket, excessive alcohol consumption and ignorance of cold-water dangers. Dams, strainers and entrapment are significant to experienced whitewater paddlers, but are only a tiny part of the total picture. Well over half of all canoe and kayak fatalities could have been prevented if the victim was wearing a life preserver!

This is a good time to let people know about the responsible side of paddling. Many people feel that paddlers are nothing more than **adrenal-**

**ine-crazed** thrill-seekers; you can set them right! Emphasize that although easy rapids can be deadly to inexperienced paddlers, **knowledge** and skill keeps experts safe in drops of extreme difficulty.

One of the best times to make media contacts is after a **well-publi-**cized fatality. Call and ask if they want to do a follow-up story; your position makes you an expert and you'll be surprised how much interest you will encounter. But it's equally important to show respect for the victim's tragedy, and to concentrate on the safety message without maligning those who died. Remember that the press often has its own agenda. They often don't understand you and may try to manipulate you. **Think** before you speak, make certain that you are understood, and have the reporter read back any quotes they intend to use.

## Government interaction

It is one thing to believe, as I do, that skilled paddlers have the right to run any rapid or falls which, in their judgement, they can handle safely. It is another thing to protect that right, and a club safety chairman can learn to lobby local **government** agencies effectively. This means seeking out officials responsible for the rivers we use and combining our knowledge of the sport with their management expertise. Such contact can lead to an exchange of information between the groups and head off unwise and restrictive legislation.

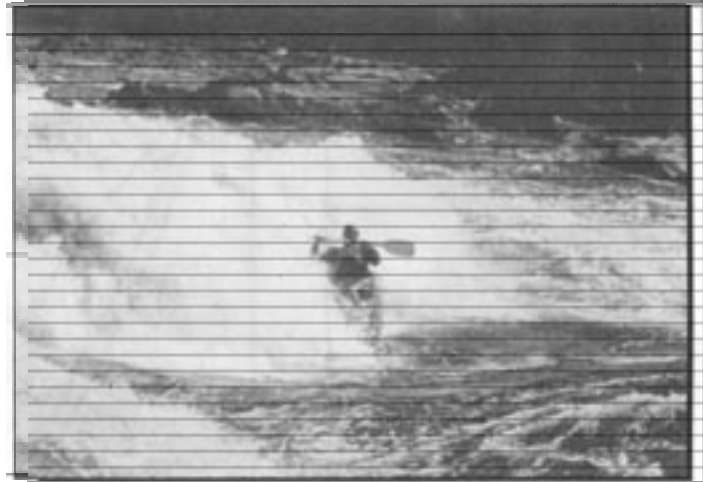
There is no substitute for a private, face-to-face meeting with the appropriate officials on their own turf. The reaction is almost always positive when they realize that you don't want a handout. Where safety is concerned our interests are the same, and we can both look good working together to

*please turn to page 55*

## Don't be sticky...

Let \$15 find a **hole** in your pocket

*The AWA is fighting to save our whitewater resources. You can help. Your \$15 membership fee is funneled directly into our effective river conservation actions. Plus--every member receives a subscription to **American Whitewater**...the best semi-professional white-water magazine in the world!*



Join the AWA today and receive *American Whitewater* at home

*Yes, I want to join the AWA and receive a subscription to **American Whitewater**. I've enclosed my tax-deductable contribution of \$15 (\$18 Canada, \$25 overseas) to help conserve our whitewater resources and promote river safety.*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Mail to AWA, 146 N. Brockway, Palatine, IL 60067



# Getting to the river can be hazardous

By Stanley B. Burbank

The day was gray but dry. The river wasn't at an exciting level but after weeks of scratchy paddling it looked pretty good. And the put-in was a easy class I, easily accessible from the road, down a small incline over solid dry rock.

As is our custom, as soon as we stopped at the put-in we walked down to look at the river. We carried nothing, except what we had worn for the ride.

The last member of our group was probably preoccupied by the view of the whitewater ahead and in that split second when her eyes left the ground, so did her feet. She went down in slow motion. The kind of fall that seldom hurts more than your pride. But this time we had something special.

She yelled, she couldn't get up, she couldn't straighten her leg.

She was wearing loose fitting slacks and shoes.

During my primary assessment she complained that it felt like there was a hole in her knee. Indeed, it looked as though there was a hole where her knee cap should be. Through the slacks, a protrusion above the knee was clearly visible. My first fear was the possibility of a broken femur, right above the knee. But, it just didn't look right and her pain would have been more severe.

I supported her knee, which was upright and bent at a 90 degree angle, while someone got my ski patrol belt from the trunk of the car. Just as they returned my patient winced and a show' of blood became visible through the slacks at the knee.

I immediately cut open her

slacks to expose the wound. Fortunately, the blood was from a minor abrasion.

Now with the injury exposed it was easier to see what we had. When she had fallen she had evidently landed with all her weight on the knee cap. The patella had literally broken in half with the top half pulling up about an inch and the bottom half pulling down about an inch, leaving a two inch hole in the middle.

With injuries at or near a joint, the limb should not be straightened unless there is evidence of restricted circulation or nerve function distal to the injury. The woman's distal pulse was strong, her feet were warm and she had movement and sensation.

. Our job was clear; stop the bleeding, splint the joint in place, stabi-

*Please turn to page 55*

## The '89 LAZER



### NEW FOR YOU IN '89

Now molded in Colorado with crosslinked high density polyethylene for greater strength & durability.

New lower adjustable seat for comfort & stability.

New lower cockpit rim for increased flexibility.

New knee & thigh brace for better fit & grip.

New velcro™ adjustable padded backstrap.

## WAVE Sports, Inc.

P.O. Box 5207

Steamboat Springs, CO 80477

Write or call for your nearest dealer (303)879-4371

## WYOMING RIVER RAIDERS

*"World's friendliest  
river supply company."*

*Clothing, camping, and  
river expedition equipment.*

**FOR FREE CATALOG:**

**601 Wyoming Blvd.**

**Casper, WY 82609**

**1-800-247-6068**

1989 World Championships

# Who is hot

(and who is not)

# at the 1989 Worlds



photo by James Swedberg

---

*Jed Prentice is pictured during a training run at last year's Pre-Worlds. Prentice is part of the U.S. C-1 delegation that hopes to dominate the World Championships. For a report of who else to watch for at the races on the Savage—read on.*

---

By Kent Ford

Perhaps you thought you'd catch an early release on the Upper **Yough** sometime in the middle of June, blow down the river quickly, and swing over to the nearby Savage in time to take in a few runs of the 1989 World Championships.

**Or** perhaps you have a business trip scheduled between June 11th and 25th in Pittsburgh or Morgantown. West **Virginia or** Cumberland, Maryland--all **within** 90 minutes of the Savage--and you hoped to **knock** off early one day and catch some of the races.

In either case, you had better rethink your agenda.

At the 1985 World Championships in Augsburg, Germany, my Mom stood in line at the entry gate for over an hour. She finally did get a chance to see my race--on a television in a storefront display.

And at some Worlds, even an early arrival didn't guarantee the best view. On one **run** during the 1981 competition, I pulled deep into an upstream gate and had to snake the bow of my boat **around** the legs of spectators watching the race from **knee-deep** water. Those **folks** had wedged in front of the earlybirds with riverside seats.

The American paddling community, with its casual appreciation of whitewater racing, is about to be introduced to the reality of world class competition when the best boaters on the planet congregate on the Savage during the **middle** two weeks of **June--** the **first** time the World Championships have been hosted by the **United States**.

If you are planning to attend, you had better schedule an early arrival. A typical World Championship attracts daily between 10,000 and 20,000 spectators, and the riverbank along the Savage resembles virgin jungle **better** than it serves as an arena.

But if you are willing to brave the crowds and **establish** a seat with a view, you will be well rewarded. The 1989 Worlds promises dynamic competition within the **K-1** event and the

## 1989 World Championships Slalom and Wildwater Racing Savage River, Maryland

### Saturday, June 10

Registration for athletes, volunteers  
U.S. Marathon Canoe/Kayak Trials (Savage Lake)

### Sunday, June 11

Registration for athletes, volunteers  
ACA Middle States Marathon Championships (Savage Lake)

### Monday, June 12

Wildwater training

### Tuesday, June 13

Wildwater training

### Wednesday, June 14

Wildwater training

Slalom training (gates)

### Thursday, June 15

Slalom training (gates)

Wildwater training

### Friday, June 16

Wildwater official training

### Saturday, June 17

Wildwater Individual Competition  
Awards

### Sunday, June 18

Wildwater Team Competition

Slalom training (gates)

Awards

### Monday, June 19

Slalom training (gates)

### Tuesday, June 20

Slalom training (gates)

### Wednesday, June 21

Slalom training (no gates)

Course construction

### Thursday, June 22

Demonstration runs

Open canoe slalom racing (above main slalom site)

Slalom non-stop training runs

### Friday, June 23

Slalom Individual Competition (C-2, K-1W)  
Awards

### Saturday, June 24

Slalom Individual Competition (C-1, K-1)  
Awards

### Sunday, June 25

Slalom Team Competition  
Awards

9:00-19:00  
9:00-19:00

9:00-19:00  
9:00-19:00

10:00-16:00

10:00-16:00

9:00-13:00  
13:00-16:00

9:00-13:00  
13:00-16:00

13:00-16:00

12:30-15:30  
16:30

12:30-15:30  
15:30-18:30  
16:30

13:00-17:00

13:00-17:00

9:00-13:00  
13:00-20:00

12:30

14:00-17:00

14:30-17:30

12:30-17:00  
17:30

12:30-18:00  
18:30

12:30-17:00  
17:30

## 1989 World Championships

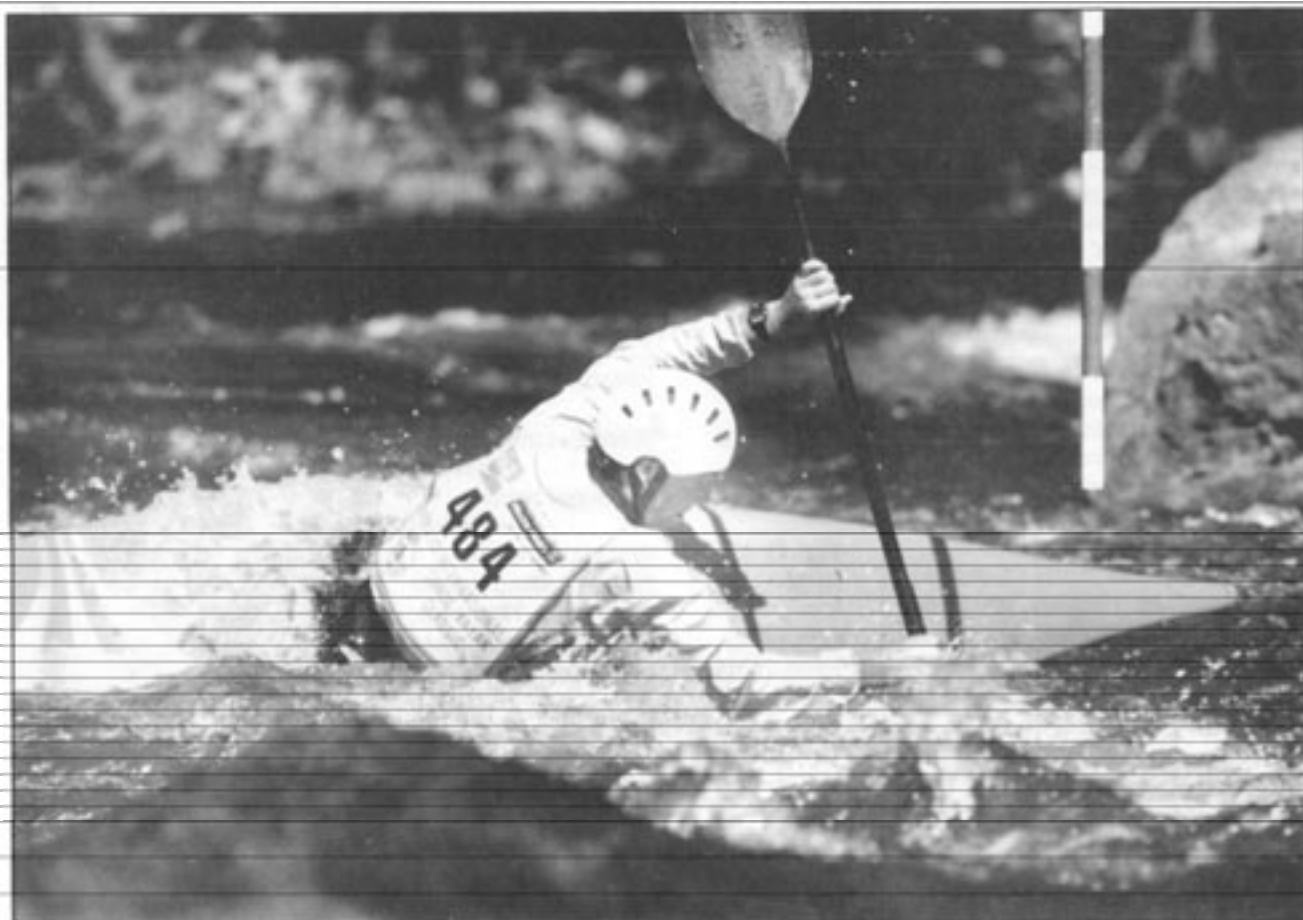


photo by James Swendberg

*Richard Fox of Great Britain stands as the man to beat in the men's K-1 class. During the past five world championships, Fox has collected three firsts, a third and a fourth place finishes. Fox is pictured above during the team kayak competition at last year's Pre-Worlds.*

chance of top American finishes in the C-1 and C-2 classes.

If not, you can always wait for the NBC coverage on July 2nd. Here's a look at what to expect.

### Slalom K-1 The Premiere Event

At the last World Championships (held in Bourg St Moritz, France), 22 boats in the kayak class finished within ten seconds of the winner. An equally tight field at the 1989 Worlds promises to make the K-1 event the most competitive class of the championships.

You'll suffer a little waiting to see the best boats, as the K-1 class features nearly 80 entries. The bottom two-thirds are fast, but it's tough to distin-

guish significant differences from the last paddler. Fortunately, the race is seeded, so excitement builds as you reach the best third of the class and the times steadily come down.

Somehow, one paddler seems to rise above the fray: Richard Fox of Great Britain. Fox has finished first three times, third once and fourth once in the last five Worlds. He is exceptionally strong, but races at the Worlds with such a precise, tactical manner that you have to watch his boat to appreciate his speed.

Of course, if he hits a pole and picks up a five second penalty, like he did in Bourg, you'll be treated with a look at his ability to paddle with a furiously fast stroke rate. Even on practice runs Fox will create quite a stir as spectators realize he is paddling a Per-

ception boat--a fiberglass version of the Reflex they are introducing this year.

Ask Fox, and he'll happily rattle off a list of others equally capable of winning. Probably on the top of his list are the Yugoslavs, young, fast and brash. Abramic, Strukelj, Skok, Cizman form a team that has trained each other to 2nd, 3rd, and 12th placing at the last Worlds, a competitive comraderie reminiscent of the early U.S. C-1 days. The big unknown is how they will fare racing internationally. They bombed (no medals) at the Pre Worlds held on the Savage last year.

All the Europeans will be treated to the same discomforts the U.S. team has grown accustomed to while racing in Europe: food-related sickness, hassles getting boats on the plane and over-crowded practice gates. But the

## Savage River, Maryland

Yugos **are** all great friends with the Americans, and so you've got to root for them.

With the **final** few boats, and the final few minutes of the kayak class, the excitement will build to a peak as everyone waits to see who the next world champion will be. All of these **top fifteen** boats look like they **are** racing for their lives--for mere **survival**.

Americans will **turn** their attention to Rich Weiss, originally from Steamboat Springs, Colorado, more recently training in Washington, D.C. under U.S. coach Bill **Endicott**. Weiss would certainly be on anyone's list as a likely medalist. Rich placed 6th in **1987**, 3.2--yes, 3.2--seconds out of first. Expect a roar of cheering to follow him down the river in whitewater's version of the "wave."

In January this year, I joined many U.S. team hopefuls for a training camp in the warmth of Costa **Rica**. The warm water, cheap lifestyle and excellent whitewater attracted **15** Americans, 6 Canadian team members and **10** Italians. Rich was down there training and demonstrating poise and experience on the tough practice gates. Joining him were five other American **K-1** hopefuls: Brian Brown, Eric Martin, Brian **Holmberg** and Brian Parsons.

American Eric Jackson was at



photo by Don Cochran

**Canadian Don Eldon slides over a ledge during the men's K-1 event at last year's Pre-Worlds on the Savage.**

a similar training camp in Brazil. Mike and Marty **McCormick**, Chris Doughty and Scott **Shipley** (reigning Junior World champion) were all training at their homes in the states. This long list of contenders should remind you that to reach the Worlds, paddlers have to get past the **U.S.** Team Trials (April **28-29** at the West River, Jamaica, **Vermont**). Each

country is allowed to enter only **four** boats at the Worlds, so the Trials become a sudden-death playoff for each paddler.

So, just as the top **20** in the world race by on the Savage, remember that in April most of them were racing for a spot on their national team. And for every person on the team, there are probably more than a few pounding beers, wishing--sometimes bitterly, sometimes sadly--for the chance that slipped by.

### Slalom C-2 The McEwan Story

It's funny how the lives of many of the **U.S.'s** top paddlers are intertwined--and how the name of Jamie McEwan helped influence their fortunes.

In the summer of **1972**, 14-year old Cathy **Hearn** (and her little brother David) were in the family van in Montana when they heard the radio news announce **McEwan's** upset Bronze Medal in the Olympics. Cathy and Davey spent the rest of the summer, and much of their lives, dreaming of their role model, and of similar personal successes.

Cathy has competed in every



photo by Don Cochran

**U.S. C-2 team of Steve Thomas and Mike Larimer placed 8th overall at last year's Pre-Worlds.**



## 1989 World Championships

Worlds since 1977, a career highlighted by an unequaled three Golds in 1979. Davey has 18 national titles, and 10 World medals to his name.

In the late **70's**, brothers Fritz and Leck Haller joined the large racing community in the Washington, D.C. area. The region has developed the largest concentration of **U.S.** team members since McEwan discovered the excellent training of his hometown. McEwan pioneered training on **D.C.'s** excellent whitewater and in the winter in the 1/2 mile long naval testing tank. Fritz and Leck took advantage of these facilities and went on to win the 1981 Worlds, before Fritz's retirement from the sport.

Now Cathy **Hearn** and Leck **Haller** are married, living just down the street from McEwan. Their neighborhood in Falls Village, Connecticut has turned into a paddling mecca, surpassed only by Washington, D.C. for placement onto the national team.

Even the local postman seems

to know the history of this paddling clan: recently he delivered a postcard from Europe simply addressed "the River House, Falls Village, CT, **USA.**"

Leck and Jamie are racing C-2 now, and solid favorites to win. They were second in last year's **Pre** Worlds recording the two fastest times, but 10 seconds of penalties on each run pushed them back into second place. A victory would add icing to **McEwan's** career--a history that helped shape the sport in this country and one that most would have settled for ending 17 years earlier.

Other boats to watch in the **C-2?** The French, Czechs and Germans are traditionally the strongest. This is a small class, and by nature of tandem paddling on whitewater, the potential for witnessing spectacular flips, blown moves and "the agony of defeat" is excellent.

### Wildwater

Early in the World Champi-

onship venue are the wildwater races, an individual's sport without the complexities of gates, judges or penalties. The competition is cleaner--simple time separates the top boats.

This year's Worlds is a toss-up in many classes since the river is unknown to many of the competitors. This is more of a factor in Wildwater where knowing the line is paramount to a good **performance--learning** five miles of a wildwater race is more difficult than learning 25 gates in 1/4 mile of whitewater.

The Savage Reservoir is quite small, so practice time will be scarce. Because of drought patterns, gold medalist fishing and water purity demands on the dam, even the Americans have very little time on the river. Therefore, I expect paddlers from last year's race to be tops this year.

The French and Germans have taken **turns** dominating the wildwater races, and will probably battle to win most classes this year.

## Savage River... naturally a great race site

After nearly 20 years on the whitewater racing circuit, Jamie McEwan has competed at nearly every venue in the world.

But despite McEwan's exposure to all the great race sites in Europe, Maryland's Savage River remains one of his favorite locations to compete.

"The Savage is one of my favorites because of the good whitewater with no flat sections and because of the beauty of the river and surroundings," McEwan said. "I prefer, in general, natural courses."

"Natural" is the key word when describing the Savage--the site of the 1989 World Championships. Located in the panhandle of Maryland, the Savage flows the flank of the Eastern Continental Divide. It is a raw and rugged country of isolated hollows, rocky peaks and tangles of rhododendron.

It's an appropriate site for the first World Championships hosted by the United States. The atmosphere around the Savage is as down-home American as an episode of "The Waltons."

"What's probably most unique about the

Savage, in terms of recent major competitions, is that it's a *natural course*," McEwan said. "The last Worlds, in Bourg St. Maurice, France, was on a real river, but the course was extensively modified by pushing boulders around with a giant back-hoe, and the river banks were two big parking lots.

"Before that, the 1985 Worlds was held on an entirely artificial course that was built for the Olympics in Augsburg," McEwan said. "The Savage is relatively unspoiled; the slalom does start with a small dam, but the rest of the course is untouched. Great efforts have been made to maintain the surrounding woodland setting."

While the wild Appalachian setting of Western Maryland provides a distinctly American flavor to the 1989, the Savage itself remains a world-class river for whitewater racing.

McEwan explained the main characteristic that makes an average piece of whitewater appropriate for slalom is the frequency and nature of eddies: the rapid must possess eddies large enough to contain a boat, eddies with sufficient water for pad-

## Savage River, Maryland



photo by Don Cochran

*Women's K-1 favorite Elizabeth Sharman of Great Britain.*

Paddlers with the best chance to interrupt European domination are two Americans: Jon Fishburn in Kayak

and Andy Bridge in C-1. Jon was 4th in the 1987 Worlds, and joined Andy as a silver medalist at the Savage Pre Worlds.

As you watch the wildwater race, keep your own splits—that is a system of calculating the leader as they pass one spot in the river. Armed with a start list and a stopwatch, you can evaluate the race so far based upon the intervals between the boats. For real excitement, sit near the coaches of one of the teams and watch them take splits, yell times to their paddlers, and babble the good, or bad, word on down the river via walkie talkie.

### Slalom K-1W

(W for women, affectionately called "dubs")

Again, I am a little wary of writing about the U.S. Team makeup or potential before the Trials. We have at least five or six exceptional women paddlers including former medalist Cathy Hearn, several-time team member Jenny Stone, newcomers Eileen Kennedy and Kara Rupple, and Seattle's Maylon Hanold who despite

diers to take a full stroke, and eddies in appropriate numbers for course designers with alternatives for gate placement.

Beyond that, the better slalom rapids will have well-defined waves and a complexity of river formations.

It all those respects, the Savage qualifies as an excellent site for whitewater racing.

"The Savage is such a complex, deep, continuous river that there are probably 20 or 30 possible slalom sites along that stretch of river," McEwan said. "The reason that the slalom is held at the present site is mainly for the convenience of race organizers and spectators; some of the other possible sites are as good or better than the one used."



"That's why the Savage is even more outstanding as a downriver site than as a slalom site," McEwan said. "It's so continuously good that just racing slalom seems a waste of good whitewater. I can't think of another downriver site which is that

## 1989 World Championships

excellent training, blew up and missed the last team.

The likely candidate for top boat is Dana Chladek. Dana won the World Cup last year, and has beautiful style and race savvy.

Dana is a good example of the flexibility of the U.S. "system" of training racers. Rather than follow a national training plan as dictated in many other countries, Dana designs her training with fiancée **Theirry Humeau**, a top French C-1 paddler. Much of her spring will be spent in France, training with some of the top French women who are sure to be in medalist contention at the Savage. In many national sport bureaucracies, this would be frowned upon or forbidden.

Root for Dana, but also be wary of the French women, and Liz Sharmin, several-time winner from Britain.

### C-1

#### The U.S. Favorite

Closing out the World competition will be the U.S. favorite: C-1 class. This chart tell you why:

year	individual finishes	team contestants
'77	4th 6th 7th 15th 4th	Robison, R. Lugbill, Ford, McEwan
'79	1st 2nd 3rd 5th 1st	J. Lugbill, Hearn, Robison, R. Lugbill
'81	1st 2nd 6th 7th 1st	J. Lugbill, Hearn, R. Lugbill, Robison
'83	1st 2nd 5th 23rd 1st	J. Lugbill, Hearn, Ford, Robison
'85	1st 2nd 6th 7th 1st	Hearn, Lugbill, Ford, McEwan
'87	1st 2nd 3rd 6th 1st	J. Lugbill, Hearn, Lessels, Prentice

I don't have any idea who is going to win this one. But I would guarantee a great race. In the last five Worlds, a combined total of 2.3 seconds has separated Lugbill and Hearn (4.0, .8, .9, -12.7, 9.8).

The competition between the pair has developed into one of the greatest rivalries in sport: Lugbill the power paddler vs. Hearn the technician; Lugbill the brash vs. Hearn with his nick-

name "Mr. Clean".

Living two blocks apart, just a stone's throw away from their training site on the Potomac River in Washington, D.C., over the years the two have assumed some of each other's traits. Now they are both powerful, both technicians. Both are nearly always "clean"--without penalties--yet aggressive in their paddling.

The battle lines are drawn more



precision paddler might prefer a more complex river while a power paddler might favor a less-technical stream. And in that respect, the Savage is complex enough to favor the racer with precision moves

rather than outright speed.

However, the exact placement of the gates probably has more to do with who is favored rather than the nature of the whitewater. The slalom course is set by a three-person committee from different countries and the lines

continuous."

Even though the Savage is an American river, the site location doesn't necessarily provide a home advantage to U.S. paddlers. Every racer possesses individual strengths and weaknesses: a

are not known until the day before the practice runs.

Familiarity with the river is far more critical for the downriver racers whose success hinges on choosing the right lines down five miles of whitewater. On the surface, American downriver competitors would appear

distinctly this year. Jon has sacrificed his paddling to further his career in watershed management. His downtown D.C. "real job" sometimes forces him to start his workouts in the darkness after everyone else has gone home. However, **Lugbill** says that his schedule has added discipline to his training.

Davey is on the other path, starting his own whitewater business, "**Maximum** Whitewater Performance." He will face a tough decision between following Lugbill's "no pre-race interviews" policy or going for exposure for his new company.

Even the likely 3rd and 4th boats for the U.S. Team are picking sides in preparation for the Savage. Jed **Prentice** (6th in the 1987 Worlds and 1986 Jr. World Champion) is loudly announcing his intention to "be tough and train in the cold of Washington all winter, to avoid the chance of getting international diseases from warmer foreign rivers." This logic was stated

first, albeit more quietly, by **Lugbill** when he announced his winter plans.

Meanwhile, Lessels (3rd in the 1987 Worlds) followed **Hearn** to the warm whitewater of Brazil.

I can't predict who will be the third and fourth American boats. But if the U.S. is to pull off an unprecedented 1-2-3-4 finish at the Worlds, this would be the most likely year.

Even though the Europeans are closing the gap, the Americans should be able to hold them off. Even when **Lugbill** and **Hearn** retire in the unforeseen future, we have the 21-year old **Prentice** and the 16-year old **Adam Clawson** waiting to carry on. **Clawson** was 3rd in the Junior Worlds last year and you will probably see him forerunning at the Worlds this year. The future looks bright for the U.S. Whitewater Team.

Pack your bags and come cheer the U.S. on to victory. This is a rare

opportunity to see the excitement of a World Championships, and some truly superb whitewater racing.

*Kent Ford was a member of the U.S. Team from 1977-86 and part of the World Champion C-1 team in 1983-85. Currently he is manager of the Nantahala Outdoor Center Instruction Program and will serve as announcer for the 1989 World Championships.*

to enjoy an overwhelming advantage having the Savage in their own backyard.

However, since last year's Pre Worlds held on the Savage, the river has run close to race levels only on two different days. Most U.S. paddlers missed at least one of those days because they did not know enough in advance to make plans to get there.

There will probably be about five more days with sufficient levels this spring—but again, it will be difficult to be there at the right times because no one can predict when those days will come, if they come at all.

While familiarity with the Savage may not prove an overwhelming advantage to the Americans, the U.S. racers will still be happy to be staying at home. For the first time in history, Americans will be competing without having to adjust to a foreign culture, language and food.

"One of the biggest factors in our advantage, in my opinion, is that there will be no time change," McEwan said. "It takes at least a week to adjust fully to the time change between the U.S. and Europe when you're racing over there. That's a week

of training, at a critical time, that is interfered with. In fact, recent studies indicate that even after that week, the body is not fully adjusted."

There remains one possible negative aspect to the Americans racing in front of their countrymen. After recent U.S. successes in international whitewater competition, particularly after a fine showing in last year's Pre Worlds, will the Americans succumb to the added pressure of expectations of a dominating performance on their own turf?

"There will be added pressure," McEwan said. "I've always thought that the West Germans did poorly in 1972 because of this home-course disadvantage. But overall, the advantages of racing at home will outweigh the disadvantages."

Which is only appropriate. What could be more natural than racing in a setting as purely American as the Savage River.

*The atmosphere around the Savage is as down-home American as an episode of "The Waltons."*

---

---

**This river doesn't exist...**



**...yet.**

**But relicensing can  
make the Beaver flow  
for paddlers again.**



---

---

***The AWA Relicensing Program is kind of like a whitewater lost and found department—there are some valuable resources there waiting to be claimed. But first you've got to look.***

---

---

*By Peter Skinner*

It is October and the phone rings yet another time--it's Steve Mas-saro **again**--AWA's own hydro site explorer--calling from a phone booth near **Watertown**, New York. He's not making much sense, though. Babbling about some whitewater Nirvana in the north country....

"Now, what's that, you've found a fabulous new whitewater river?" I reply, exasperated. "Come on now, every river in New York has already been thoroughly explored and characterized and paddled. There's just no way a heretofore never paddled major river could materialize like that."

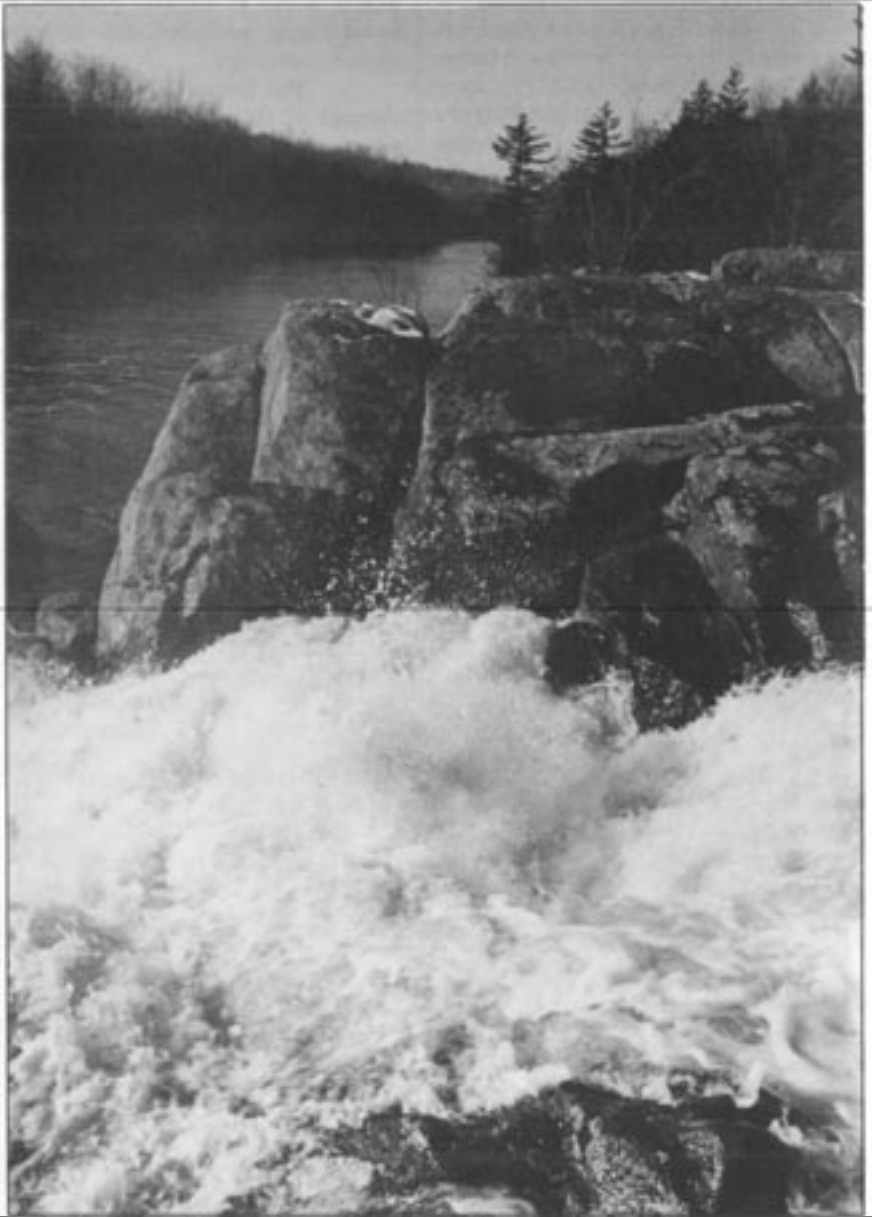
Well, I was wrong. Steve was right. He had uncovered a whitewater mother lode right here in New York.

Apparently, the giant utility, Niagara Mohawk, (the private utility which boasts the largest number of hydro plants in world) has been hiding away a whitewater treasure trove no one **knew** about--until Steve hiked its length and documented its unparalleled drops and rapids.

It's name is the Beaver River. With headwaters on the heavy snow packed western slopes of the **Adiron-dacks**, it flows into the Black River just south of **Carthage**, New York. From Stillwater Lake, its highest impoundment, the Beaver drops 960 feet over **27** miles.

The Beaver's unimpressive gradient of 35 feet per mile would not, by itself, excite expert paddlers. But like the nearby Bottom Moose, most of that gradient occurs in scattered jumps resulting in steep and challenging rapids and waterfalls. If they gave the Beaver a look see, they would find picturesque pools separating **extraor-dinary** whitewater--all in a wilderness setting characteristic of the "forever wild" doctrine of the **Adirondacks**.

Despite this wilderness milieu, a small road, keeping a discreet distance from the river, provides access at



***Two views of Effiey Falls: this 350-yard rapid is typical of the Beaver's steep, technical drops. Relicensing could guarantee suitable water level for paddlers.***

numerous locations. Put-ins and take-outs are frequent. Camping is not a problem.

So, given the obvious attractions of the Beaver's whitewater, why haven't paddlers made the river their weekend rendezvous? The answer is relatively simple.

The Beaver is off the beaten track and the 25 or so miles of whitewater is interrupted by a dozen different power projects which often dry up the bypassed sections where the gradient manifests itself. Regardless, when the Beaver is up, spillage occurs and the river becomes a paddler's paradise.

---

---

The Beaver is the quintessential "forgotten river." Off in the boonies, and understood to be dammed up from top to bottom, paddlers discounted its potential. That is, until Steve returned with a very different description.

Spurred by Steve's work, AWA in conjunction with the Kayak and Canoe Club of New York (KCCNY) have teamed up to fully explore the Beaver's extraordinary whitewater. This exploration is of key importance because the information gathered will become part of the presentation AWA will be making to NIMO and state and federal agencies in the hydro relicensing process that many of NIMO's dams face in

the next few years. This presentation will describe in detail just what flows are optimum and exactly what amenities (like access points, shelters, scenic enhancements, etc.) this segment of the Beaver needs to recreate paddling resources long precluded due to hydro project operation.

The Beaver River is a prime example of the window of opportunity presented to paddlers by relicensing. Projects such as those on the Beaver must undergo relicensing every 40 years. As part of the relicensing process, utilities are now required to recognize recreational uses of a river and propose mitigation to meet those needs. For

instance, on the Beaver, recreational releases from the massive Stillwater Reservoir guaranteeing scheduled summer flows could be written into the new license.

How many other "forgotten rivers" are there in America? Probably dozens just waiting to be revitalized, thanks to relicensing! In New York State alone, AWA has found other extraordinary whitewater segments on the Raquette, St. Regis, and others. In other states, paddlers are finding hidden gems relicensing can polish.

AWA realizes that this opportunity will knock but once during the next two generations and has therefore



*An overview of Moshier Falls, a series of cascades stretching over 400 yards.*

***The Beaver is just one example of a whitewater river locked out to recreation that can be reopened through relicensing.***



*Moshier Falls ends in a 60 degree sluice with water speed nearing 30 mph.*

***The AWA has prepared a program to help paddlers reclaim rivers in their region.***

Launched its most ambitious conservation program effort to focus paddler's attention on it.

To assist paddlers from across the nation reclaim whitewater resources long lost to hydro power, the AWA in conjunction with the NYS Audubon Society and American Rivers has implemented the American Whitewater Relicensing Project. For a number of reasons, most federal hydro licenses for existing dams expire in 1993 or 1995. The Federal Energy Regulatory Commission has asked that each owner complete and submit their new license documents two years ahead of time--i.e. 1991 and 1993. Consultation with natural resource agencies, state and federal, has to be completed at least one year before that. Therefore, 1989-90 is the time for the public to be heard by these dam owners so that the license documents will reflect the public's priorities.

#### **AWA-Audubon efforts to date**

Thanks to a substantial grant by Patagonia, AWA and other groups have been able to prepare much of the material needed to help river activists "hit the dirt running" around the country. This is what we accomplished so far:

1. Sponsored public relicensing workshops.
2. Increased paddler awareness about relicensing through meetings, phone-calls, brochures, etc.
3. Opened dialogue with numerous state agencies concerning relicensing opportunities.
4. Testified about impacts of hydro facilities on river resources.
5. Became conversant in and developed spreadsheet analyses of hydropower buyback and avoided cost rates which determine the cost of providing water releases.
6. Visited, photographed and characterized existing hydro facilities from the East Coast to California.
7. Prepared and distributed brochures and articles to increase public awareness about relicensing.
8. Attended gatherings where we focussed attention on the need for citizen participation in relicensing.
9. Successfully sought involvement of



*Taylorville Falls drops 25 vertical feet over a 100-yard slide as the Beaver's current reaches express train velocity.*

legislators in reforming FERC relicensing procedures.

10. Began face to face negotiations with Niagara Mohawk--the utility with the largest number of hydro sites in the nation.

### **1989-90 Hydro Relicensing Plan**

This is what we want to do in 1989-90:

1. Make a major effort to distribute brochures to everyone who cares about rivers and excite them to get involved with relicensing of local hydro project sites.
2. Create action teams of qualified participants for each key relicensing site.
3. Finalize and print up the "citizens action packet" to help each team do a good job for their site.
4. Make sure that FERC opens up the relicensing process to the public.
5. Make sure that state agencies balance

their advocacy for fish with support for other river uses such as scenic appreciation and whitewater sports.

6. Work hard to energize and to direct the work of other groups across the country to join us in this important fight.

7. Seek out and convince effective lawyers and firms to represent our teams in their efforts to obtain the improvements appropriate for each site.

8. Establish and pay the costs of an 800 river information number.

9. Consider filing interventions for non-power uses of selected sites.

10. Develop and implement an effective fund raising method.

### **Whitewater Inventory and Activist Network**

One of the key aspects of identifying potential whitewater sections possibly effected by relicensing has been **completed--AWA** just published the first ever nationwide whitewater inventory

available for \$15 from Pope Barrow. Intended as a compilation of all the nation's class 3 or better whitewater, this inventory will be refined during the next few years as paddlers notice errors and omissions.

Once finalized, AWA hopes to convince Congress to designate the list as a National Registry, thereby ascribing national significance to whitewater resources so often sacrificed without consideration of their importance.

But the second part of the job--identifying the relicensing sites which affect whitewater and other important natural resources--has turned out to be much harder. This is because so many of the facilities extinguished whitewater resources entirely that it has been forgotten--no one even thinks of the river as paddleable or beautiful. Hence, the segment was never reported for the inventory.

In New York State, for instance, our on-site relicensing inventory turned

up three huge river segments: on the Beaver, **Raquette** and St. Regis. Dozens of miles of superb whitewater paddling could become available if water releases **are** mandated as part of the license.

The American public has scores of facilities to evaluate for their **white-**water and other resource revitalization potential. We obtained a complete computer database describing these facilities and will circulate it across the **country** to river activists paddlers to guide their site evaluation efforts this Spring as they check out the bypassed and downstream reaches. With those data in hand, we will be able to create a special database and identify the most important sites deserving our intervention.

In New York, AWA has already completed photographing most of the projects undergoing relicensing and **Audubon** has established a nearly complete hydro project information library. These photos and other research have identified the candidates for priority treatment.

During March, **AWA** will be circulating across the United States a provocative brochure announcing to all paddlers and river lovers the pendency of relicensing. We will be taking out advertisements in major magazines to remind everyone that the time for major efforts is upon us all.

Part and parcel with these inventory activities will be the effort to network with other concerned groups such as fishermen groups, American Rivers and other organizations. We will also identify regional activists and key groups who will facilitate the data collection, information presentation, governmental and utility negotiation and litigation efforts where appropriate through a process pioneered by Ron Dodson in Kentucky, known as "Water Watch." We will organize, educate and guide these local activists and groups to assure that their efforts **are** effective and their agreements meet **minimum** standards.

Most important, we will be directly contacting all paddling clubs and river activists to secure their participation in the initial site inventory efforts. Copies of the printouts for states **surrounding** the club's location will be submitted to them to help guide their efforts.

Already, Ron Dodson has met with numerous people from Wisconsin, one of the states with the most sites undergoing relicensing. Similarly, he has been **working** with activists from Maine and other states in their efforts to gear up.

Investment in this project will result in a great expansion in the ability of these activists to apply their **skills** beyond these few projects. Although the particulars of each project are different, the same basic kind of activities must be undertaken in each case to force state and federal agencies to obey the laws under which they are chartered. Our project will assure that the appropriate papers are filed in each case and that concerned citizens and paddlers are recruited to follow-up on the cases.

We have prepared generic papers to help groups participate fully in the process. We prepared a program for study of heretofore never paddled river stretches for utilities willing to cooperate in the evaluation of the whitewater resources. We have also prepared a generic agreement form to help paddlers nail down any agreements they negotiate. All of this information is currently available from the AWA.

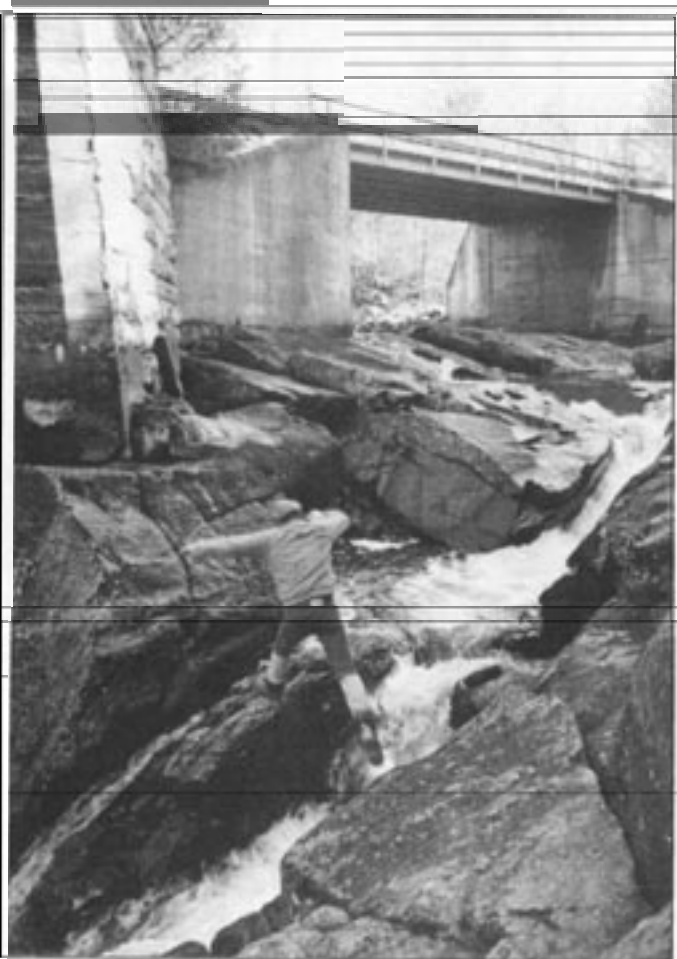
River regments like the Beaver's, which have never been added to any **great** extent, **pose** a big problem for **decision-**makers. Without a well understood flow/paddleability understanding and quantifiable user-day recreational figures, justifying **re-es-**tablishment of whitewater may

be troubling. Consequently, AWA developed a special study program cooperative utilities, in conjunction with paddlers, can base resource redevelopment decisions on. Paddlers looking to study the viability of a specific river section should contact the Relicensing Project for guidelines.

New York paddlers will be completing that study on the Beaver during the spring of 1989 when natural flow spills over the Beaver's dams. It will be tough work--charting first descents at varying flows on one of New York's premier hair rivers--but someone's got to do it.

Boaters across the country are invited to write for guidelines and contribute to the Relicensing Project by rediscovering their own whitewater gems.

For further information or to receive AWA study guidelines, please contact Peter Skinner, Box 272, Snyder Road, West Sand Lake, NY.



*Cabot Stone reaps over a dewatered chute at Moshier's Falls. Relicensing could help this drop flow again.*





# I'd walk a mile for... *the Blackwater*

Is it really worth stumbling down of mile  
of an abandoned railbed and steep  
mountain slope with a broken foot just to  
boat one of West Virginia's ~~top~~ rivers...

**YES!**

*by Chris Koll*



If I had been 6-foot-4, maybe I would have used my kayak paddle as a crutch, **tucking** the **wooden** blade under an armpit to hobble down the abandoned railroad grade.

But at 5-10 (three inches taller, my 5-7 father often notes, than a normal American male), I was still too short to use the stick for assistance. So, balancing my boat on my head, I walked the tracks in clipped half-steps, taking care to land my injured right foot squarely on each tie.

Nine days earlier, as he cut the cast from my foot, I asked the **orthopod** when I could resume normal activities.

"Oh, you probably won't want to put all your weight on it for a week or so," he said.

"I'm planning on going boating next weekend."

"Boating?...," the doctor pursed his lips in a professional manner, "well, that shouldn't be too bad."

Of course, what I didn't tell the doctor was that I was going **white-water** boating on West Virginia's Blackwater River--a run which requires a mile-long hike along the rails followed by a treacherous scramble down 600 feet of steep mountainside just to get to the put-in.

Had he known my actual intention, he might have recommended a more reasonable alternate activity: **rock-climbing**, **telly-skiing** or perhaps **kick-boxing**.

Far ahead I watched my three companions pull away down the tracks. Periodically, they'd stop to shift their boats or catch their breath and I'd regain lost ground. "Turtle and hare...turtle and hare," I'd puff to myself. But just when I'd catch them, sweat wicking to the top of my polypro, they'd hoist their boats and sprint back into the lead. **Bastards!**

On my right, down a little embankment, gurgled the North Fork of the Blackwater. Little more than a boat-length wide, the North Branch originates up above Thomas, WV and snakes into the forgotten hamlet of



*At the top of Rock n' Roll, Gedekoh lines up for the final drop into the tongue.*

Douglas where we had parked our cars.

As I huffed along, I fantasized how lovely it would be to slip my boat into the little brook and schelp my way over the rocks and ledges to its confluence with the main stem of the Blackwater, where our primary run begins.

Seven years ago, when I made my first Blackwater descent, one of my companions that day voiced a similar suggestion.

The three of us were all Blackwater initiates. We had spent over an hour, poring over a guidebook, figuring where to turn off route 32 in Tho-

mas and back into Douglas. After parking the car, I commenced hiking down the tracks, as per the book's instructions.

"Why not slide down this crick?" called one of my buddies from behind me. But slave to authority that I am, I heeded the book's advice and trudged forward.

Fortunately, around a bend in the tracks, I needed to satisfy one of nature's basic demands. Squatting by the railbed, I noticed the clamor of the creek had increased several decibels. Parting the foliage, I was horrified to

*Above left: Bob Gedekoh cruises down the tongue at the bottom of Rock n' Roll. Below left: Dean Smith prepares to "boof" off the edge of The Ledge.*



*To get to the Blackwater put-in, paddlers must first carry their boats down the tracks for a mile before scaling down a steep mountain side.*

observe the North Branch drop off the face of the Earth in a series of 20-foot waterfalls. With my wetsuit still flapping below my knees, I hopped back around the curve, shouting a warning just as my friend pushed off.

"I didn't know what to think when you came running down the tracks half nekkid," he said later. "I thought maybe some mountaineer was asking you to squeal like a pig."

But his tone changed when he joined me down the tracks. The North Branch drops 600 feet in the mile from Douglas to the confluence. It has never been run. Even when a recently broken foot makes walking particularly difficult.

Bob Gedekoh, Dean Smith and John Bolger waited for me at a culvert where the trek down the 60-degree incline commences. Common technique for descending the hill to the river calls for the paddler to tie a throw rope to the loop of his boat, lower the boat as far as the rope allows, then follow the craft down using small trees to arrest your plunge.

The trip down the hill has earned a reputation as nasty as the river. During a trip four years ago, Phil Coleman and a group of Friendsville,



Maryland boaters rested at the bottom of the hill when they heard a screech from above followed by a series of ungodly crashes.

Suddenly, a plastic projectile flashed toward them as an unleashed kayak rocketed down the mountain. Striking a boulder, the boat was launched airborne above their heads--an unguided missile that flew over the river before landing in an eddy on the opposite shore.

The owner of the kayak will go nameless here--but the story was oft-repeated among West-by-God Virginia boating circles with much jocularity. But as I learned a year later, the

situation was not necessarily an isolated incident.

I was boating with Gedekoh on that particular day, too. He was just recovering from a serious auto accident--he still had a pin in his leg--and he was slowly descending before me when the carabiner holding my rope to the loop snapped open releasing my boat.

My kayak careened 50 feet downhill toward Bob. I shouted a warning but he could only watch the boat slide straight toward him--like a deer caught in the glare of approaching headlights. The nose of the boat slammed right into his injured leg.

Bob was not seriously damaged--though he bore a bruise for three months. But this season with my in-

jured foot, the irony of our reversed roles was obvious. So when he elected to scale down a rockslide to the river--I chose a path 30 feet down the tracks.

Not that I thought Bob to be a vindictive sort. But I did become somewhat suspicious when he asked to go fist...and wear a target on my back.

Every experienced Blackwater paddler possesses his own arcane method of determining the river's level. There is no official gauge and the spray-painted marks once on the takeout bridge at Hendricks and the upstream bridge at Davis have vanished.

Still, it's **damned** important to

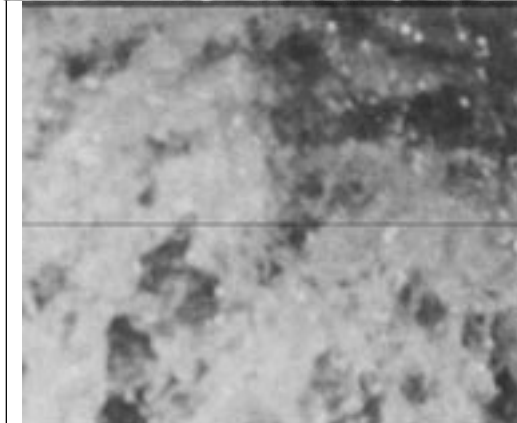


has reason to be wary of generalized judgments of the Blackwater's level.

Four years ago, Bob was with a party that took a quick look at the Davis bridge footer, figured there was plenty of water in the stream, and hiked up the tracks and down the river.

Upon reaching the bottom, they found the river brimming **bankful** with the water lapping into the trees on the shore. Paddlers being paddlers, they elected to go down the river instead back up the slick slope. What followed was a three-hour horror show. Gedekoh still shudders at the memory.

But what compounds the difficulty of selecting an appropriate level for the **Blackwater** is that there are two distinct portions of the run. The first half of the river--down to just below Slide Rapid--is a steep 100-foot-a-mile descent over sharp ledges and through huge boulder fields. The canyon walls compress the river into a narrow trough where



*In the series of pictures, Dean Smith drops through the middle of Rock n' Roll. Concealed by the waves above, Dean must make a move over the ski-jump rock at the right to enter the final tongue.*

know if there's too little or too much water in the river **before** you scale down the hill. Once at the bottom of the mountain, no one wants to grunt a boat back up the hill.

Earlier in the day, we had eye-balled the river at **Hendricks**. The water at the bridge looked to be several inches above one of the bridge's concrete footers, which we knew equated into a adequate level.

"Looks to be about five or six inches," Gedekoh confirmed, referring to the **since**-vanished paddlers' gauge. On the old scale, anything from four inches to about a foot was judged appropriate, with water in excess of a foot considered do-able but high.

I trusted Gedekoh's evaluation. He



low levels are adequate and higher flows are pushy and continuous.

But after the **first** five miles, the gradient slackens somewhat, the canyon opens a little, and the riverbed is shallow and rocky.

"The problem with the Blackwater," Bob said, "is that you're always wishing for less water in the top part, but after the Slide you always wish you had more."

We cooled off at the bottom of the hill before climbing into our boats.

"I'm going to have to buy a new drysuit," I said. "I just wore out the butt sliding down that damn hill."

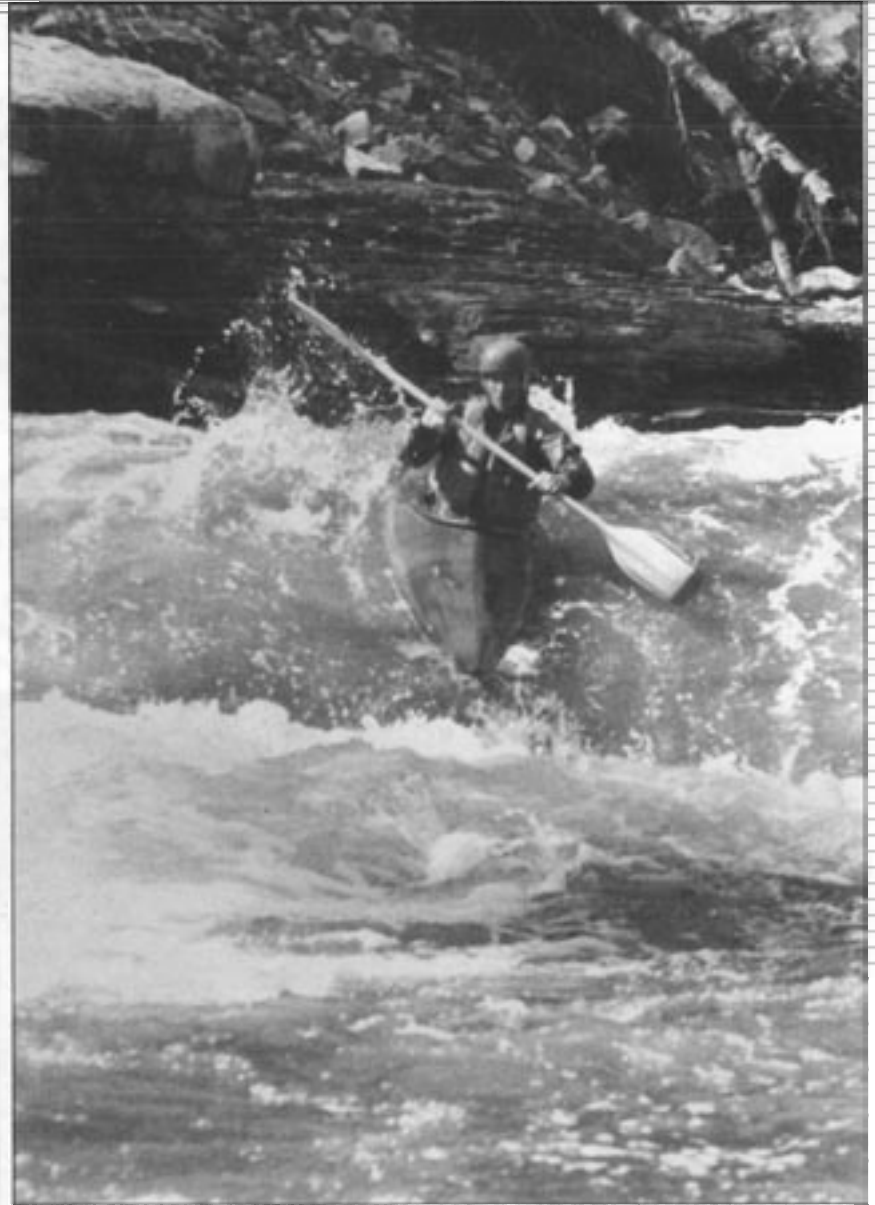
I poured a helmet of cold water over my head, scraped the dirt, leaves and bark off my body, and glanced upstream at the storied Upper Blackwater.

The Upper Blackwater has received considerable press lately--and deservedly so. Starting where the river tumbles over a 100-foot waterfall at Blackwater Falls State Park, the upper section drops at around 200 **feet-per-mile** until the end of the run at the confluence. The section is tackled by teams of experts four or five times a year who often spend all day scouting and running its three miles before wearily climbing out and heading home up the tracks.

But the notoriety of the Upper Blackwater has detracted from the **attention** due the lower section. While not a "hair" **run**, the Blackwater remains a serious class 4 stretch of water. Individually, few of the drops **approach** a class 5 level, but the rapids are so continuous--one after **another**--that paddlers find difficulty maintaining concentration.

Just the day before our run, a tragic fatality occurred below Slide Rapid. A paddler flipped, struck his head on a rock, and was washed downstream before his companions could come to his assistance.

While the Upper Blackwater stands as one of the nation's toughest streams--the regular Blackwater remains one of the nation's best. **Challenging...sometimes dangerous...beautiful...even if it is a real bitch to get to.**



*John Bolger slides safely to the left of the hole at Krackatoa-Krackatoa.*

We finally pushed off down the river. This was my second Blackwater trip since the flood of 1986 that ripped through the tributaries of the Cheat. Before the flood, the Blackwater opened with a pair of difficult rapids that were often portaged.

The rapids have changed--although they are still often carried at certain levels. Bob was right. Even at five inches, we had plenty of water to run Krackatoa-Krackatoa and The Ledge. Any more of a flow would have invited serious repercussions in the hydraulics at their base.

Just downstream followed a new rapid formed by the debris of the flood. Dubbed Rock n' Roll, the water sluices down to a width of 10 feet, tumbling over a blind drop of 20 feet.

Like the two rapids upstream, we took a quick look at Rock n' Roll before running the drop. Once down, we hooted once and turned downstream. I was particularly happy to finish with the scouting. Bob, Dean and John scampered over the rocky shore like billy goats. They were already turning back to their boats by the time I gimped up to a vantage point.



After the first three major drops, few of the Blackwater rapids possess names. What would be the use. With a class 3 or 4 drop every 50 feet, who could remember all of the titles?

Typically, a Blackwater rapid starts with a ledge, followed by a maze of boulders and often ending with a narrow sluice or slide. At normal levels, the water is not so pushy that a boater can't memly eddy-hop his kayak down the river. Except at the major drops, there are no established lines down the river. If you were to run the Blackwater 1,000 times, you could run the river 1,000 different ways.

While certainly not the most difficult rapid, the Slide is perhaps the most heralded feature of the run. Over a 60-yard stretch, the river flows from left to right across a smooth, rock bed. The water shallows to four inches while the current accelerates the speed of a fast sprint.

At the bottom, a large hole curls on the left. The hydraulic appears particularly sticky, and many paddlers opt to scrape down the left side rather than risk a surf. I know that I did, four years before, during a descent at higher water.

We had paused above the Slide and walked down to inspect the bottom hole. Backed by a rock ledge, the hydraulic looked like it would be difficult to escape. Just then, another boater appeared upstream and to our consternation, floated blissfully straight into the maw of the hole.

We had already started to scramble for throw bags when we noticed the paddler had settled into a comfortable surf. Then, holding his paddle above his head, he used one hand to rock the boat back and forth in the hole, catching his nose and tail on the outwash of the sides in order to perform several smooth 360s. Finally, with a single strong pull of his paddle, he extracted himself and floated casually downriver.

Humbled, we trudged back to our boats. But that day, we still scraped down the far left.

The Slide was far less imposing at five inches and we shot down the middle of the flow, half floating--half bouncing, past the left hole, through a pair of innocuous wash-out hydrau-

lics, and into the eddy below. There was still the matter of a broken 12-foot waterfall and a subsequent five-foot ledge, but for the most part, the Blackwater's biggies were behind us. All we would have no was six miles of continual class 3 drops.

What a drag.

Once in the middle of the Blackwater Canyon, you are as remote as a human can be east of the Mississippi River. Sure, the abandoned railroad still follows the river, but the track curves along high up the mountain side. You'd kink your neck looking up trying to find it.

Climbing out of the gorge at that point would be possible, but hardly recommended. Steep mountain walls plummet straight down to the water on both sides of the riverbank--just an easy stone's throw apart.

One of the legends of the Blackwater canyon is that the U.S. Army used the area to train troops to operate in particularly difficult terrain during the dark days of World War II. The story was related to me by a Mr. Godzinski, a long-time native of Douglas--the unofficial "mayor" as a matter of fact--who owned a house by the tracks at the point of embarkation for the carry.

Sadly, Mr. Godzinski passed away several years ago, but on my first Blackwater trip he graciously agreed to drive shuttle for us. He refused to take any money--just glad to help out he said--although I'd have paid dear money just for listening to his stories.

"Those boys were back in the canyon during the war," he said in the patient way of speaking typical of old men who relish a story. "They had them practicing building bridges over the river, you see, even in the winter when the water was high and in the cold. I remember three of them died on time. Fell into the river and were drowned or just beat up so bad they died. They were washed way downstream. The river is real rough down there, you know, and full of rocks. Those boys were beat up pretty bad..."

I don't think anyone interrupted Mr. Godzinski all the way from Hendricks back up Route 50 over the mountain to Thomas and then Douglas. He told us of riding the train down the

river to Parsons and of the old days when the little communities of Douglas and Thomas were more than sleepy little ghost towns, alive with mining, lumbering and small industry along the raging rivers.

It was difficult to conceive of civilization having ever touched an area so isolate as the Blackwater canyon. But like so much of the East, there's hardly a square foot of land that man hasn't influenced.

Thank God for the healing nature of time. For in the Blackwater canyon, it seems that every passage could have been the fit.

I've always judged the success of a Blackwater run by the number or absence thereof of additional nicks, scratches and dents in my paddle and boat. I have always been tempted to paddle one of my custom fiberglass boats down the river (or should I say, I have always been tempted to carry my 10-pound kevlar boat down the tracks). But I've always chickened out and paddled plastic.

Usually, I'm glad I did. On the technical, boulder-strewn Blackwater, a few collisions with rocks are inevitable. Especially late in the day when the sun in your face makes reading water difficult.

This day, I had special motivation to avoid that sickening thud andolt that accompanies the impact of boat on stone. My foot, already a tad stiff from the walking and scouting, rebelled with any further irritation.

I needn't have worried. The takeout appeared around the corner. My boat, paddle and paddle--already carried enough--remained in one piece.

*At various times, the author has attributed his injury to a parachuting mishap, an avalanche during telly-skiing and the aftermath of stopping an armed robbery. He has not admitted to something as mundane as an auto accident.*

---

# Where have Alabama paddlers gone...



**Sand Mountain  
whitewater!**

---

*by Michael Abernathy*

---



*Left: John Reynolds runs Double Bridges Rapid at the bottom of Whippowill Creek. Below: Hank Sikes runs a short falls in the steepest section of Scarham Creek.*

## Alabama

whitewater--it just doesn't receive the respect it deserves. In their book on North Georgia rivers, Sehlinger and Otey venture into Alabama with the statement "...the term 'Alabama whitewater' may seem to present a ludicrous contradiction" as an introduction to Little River Canyon.

And most Southeastern boaters still believe the Little River to be the state's only challenging whitewater. The truth of the matter is that Little River arguably isn't even the state's best whitewater.

Years ago, when few people outside of Alabama knew of Little River, the stream was the favorite rendezvous for the state's best hair boaters. They could be found when the spring rains came (ancient history for many of today's SE paddlers--remember when it rained in the spring?) on top of Lookout Mountain, paddling various sections of the Little River Canyon.

Although the Georgia canoeing book only covers the lower six of the twelve miles of the canyon, beginning at Eberhart's Point, several alternate put-ins exist upstream. As a rule,

the farther upstream one goes, the more difficult the rapids encountered.

Gradually, other boaters in the region learned of the canyon, thanks in part to the book, and its popularity increased. The "discovery" of Little River culminated with the inclusion of the upper section in **American Whitewater's** list of the top ten hair runs in the East.

But after my second high-water trip in as many months to paddle in northeast Alabama, I was struck by the

number of out-of-state license plates at the put-in and take-out. There were boaters from neighboring Georgia, Tennessee and other states who had traveled to paddle Little River--but where were the vehicles of Alabama's top boaters?

If Little River was the state's only challenging whitewater--where were the locals...?

No reason to worry. They were...very quietly...paddling various rivers on Sand Mountain.





*Don Stringfellow in a class IV rapid just below the Double Bridges.*

Sand Mountain begins in the extreme northeast corner of Alabama (and northwest Georgia) and stretches for about 100 miles to Blount County in the northcentral part of the state. It is a flat-topped mountain as much as 18 miles wide and lies roughly parallel to the west of Lookout Mountain.

Several excellent rivers drain the mountain and drop off its west side, ending in Lake Guntersville of the Tennessee River. Town Creek, class 3-4(6); Scarham Creek, class 4(5); Short Creek, class 4-5; and South Sauty, class 5 head the list. There are several others which, to me at least, are still names on the topo map (Blackoak Creek, Jones Creek, Shoal Creek, etc.). All of these rivers are dependent upon good rainfall in their watershed, and even then they are normally considered steep, tight, technical runs. To catch any of these rivers with high volume is rare indeed.

Many of these Sand Mountain runs are just now being explored by the majority of Alabama paddlers, although most, if not all of them, have been paddled for years by a select group of area boaters.

Reasons why these runs haven't been made sooner aren't clear to me, but the severe five-year drought in North Alabama coupled with the significant advances in whitewater technique in the past five years is probably a factor.

But more likely, Sand Mountain whitewater's lack of fame can be attributed to the natural reticence of Alabama paddlers. As we sit around campfires in eastern Tennessee, northern Georgia or West Virginia and listen to the local paddlers say, "Oh, you're from Alabama, there's no whitewater down there."--we just smile contentedly to ourselves and allow the myth to promulgate.

I must admit that I have mixed emotions about this article. I selfishly hope that it doesn't do for Sand Mountain runs what the Georgia canoeing book has done for Little River.

But in all honesty, Sand Mountain whitewater has a couple drawbacks that will help keep them in the domain of a fortunate few. First, paddlers on all of the runs but one must contend with a gruelling stretch of still water at the conclusion where the creeks

empty into Lake Guntersville. And second, the unpredictability of natural flows favors the local paddler well-acquainted with weather and run-off patterns.

These observations concerning this geographical shift in Alabama boating took place after a trip last November. And like any trip to Sand Mountain during times of good water--the motives behind the Alabamaboaters' shift in routine was self-evident.

Rain during the week prompted four of us in OC-1 and a token C-1 to drive up to the mountain and look for water. We were surprised to

find an abundance of the wet stuff.

We checked Short Creek Falls (20 feet and runnable) and were quite intimidated by the volume. The flow in Scarham (appropriately pronounced Scare 'em) Creek was equally impressive but since the Scarham watershed was smaller, we decided to paddle it.

None of our party had run this river before. In fact, we estimated that only one or two dozen people had ever paddled it under similar high flow conditions. All the information knew about the Scarham was from topo maps--70+ ft/mile average gradient, 180 ft/mile maximum gradient--and the fact that we knew the river had been run successfully before. A descent into whitewater, stretching out unabated as far as we could see.

It was time for a strategy session. The distance and time remaining for the run were unknown to us (as it turned out, it was just over two miles from Double Bridges to the confluence with Short Creek), so we knew we had to boat scout as much as possible. We established lead, sweep, and pecking order for the rest of the trip and planned

how to attack the river. We also reviewed basic safety signals.

The class 4 rapids were long and frequent, and there were few pools to speak of. Only an occasional **three-**boat eddy provided a respite from the intensity of the **run**. There were also several blind drops which required scouting from shore.

About one mile down the **Scarham**, we looked out from our boats at a distinctly uncomfortable rapid. The entire river narrowed to about 25 feet in width and plunged over a steep slide, culminating in a deep, river-wide hole. Although we all felt the hole was a flush, we agreed the rapid was a marginal class 5 with the high volume, and since no one wanted to provide lunch for the hungry hole, everyone carried.

Several more challenging riveted out attention to the **water**. **But** as the rapids yielded to swift current, I suddenly realized we were in a small canyon. Sheer 200-foot cliffs plunged straight into the water and periodically, side streams tumbled off the rocky flanks of the canyon in beautiful waterfalls.

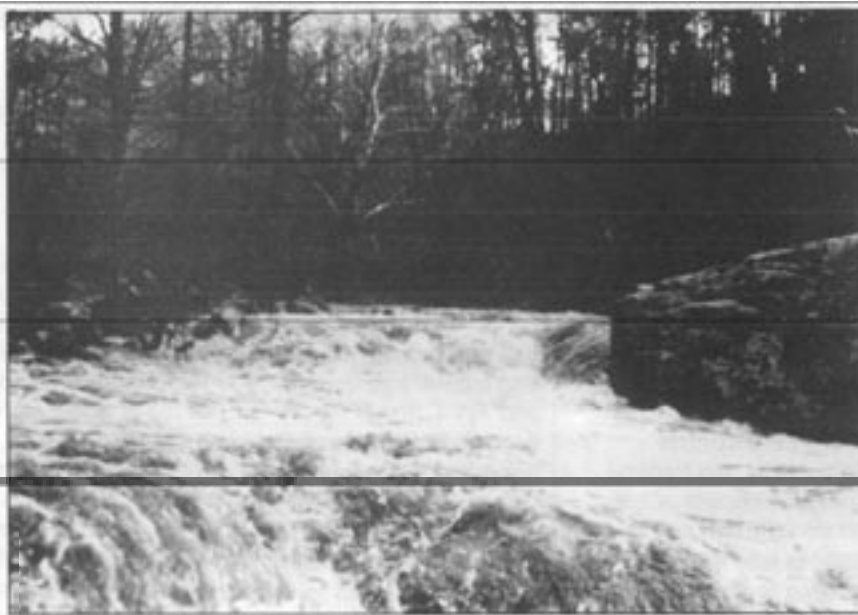
But the river did not allow us to enjoy the superb scenery for long. In the final quarter mile before **Scarham** joins Short Creek, the river attains its maximum gradient.

As we scouted the class 4 rapid at the top of this stretch, the river downstream disappeared before our eyes. On closer inspection, we found the river intensified to a class 5 torrent before easing up a class as it completed its rush to the confluence with Short Creek.

Again, we yielded to better judgement, portaging the top half of the final stretch before riding out the class 4 finish.

We were astounded by the volume of water in Short Creek. While this section below the confluence is not the most difficult section of Short Creek (only **30 ft/mile**), the high water level provided an exhilarating mile of true big-water paddling. Only the Gauley and Grand Canyon veterans among us had ever seen bigger waves and stronger eddy fences.

For a joyous mile the action was non-stop with huge holes and **roller-**coaster wave trains. Then the water



*Scouting the "Munch Hole" from the vantage point of a rock on river*

was suddenly still. It was time to bear down for the three miles of Lake Gunterville that remained between us and the takeout.

Sand Mountain whitewater! It's full of adventure. If you're ever lucky enough to catch one of these Alabama gems, you'll be in for a first-class adrenalin fix.

Meanwhile, the next time you paddle Little River Canyon and you find yourself wondering why the Alabama gang isn't there, find a ridge and look to the west.

Bet you the last beer they're somewhere on top of that distant mountain you see.



*Big water can be found at the end of the run on a swollen Short Creek.*



## AWA combats small hydro projects across state of New York

### Sissonville Project Update

In spite of high pressure tactics by hydro developers, Adirondack Hydro Development Corporation, the Federal Energy Regulatory Commission (FERC) has refused to fully issue their pending license for the Sissonville Project on the Raquette River near Potsdam, New York.

Way back in August of 1988, AWA, KCCNY, ACA, American Rivers, and several other concerned groups petitioned FERC to order the company to move the dam upriver and spare the short set of rapids heavily used three seasons each year for training and recreational purposes.

Maybe FERC is trying to tell AHDC something - like get busy and negotiate fairly with paddlers....

### Lower Saranac Case

February 23, 1989  
FERC ruled in favor of AWA, KCCNY, the NY Audubon Society and others by permitting their intervention in the license transfer proceeding. Long Lake Energy is modifying their ownership to a partnership. The interveners plan to seek an agreement for water releases on the mile long stretch of the Saranac River near Plattsburgh.

### Fine Project Update

After a year and a half of wrangling with state and federal agency staff and AWA, Power Resources Development has failed to convince everyone (except the local townspeople who got all riled up) that their design for the small hydro project on the Oswegatchie in the Adirondack Park is satisfactory. Although Barry Robinson of AWA has proffered several redesign plans, replete with alignment diagrams and construction cost spreadsheets, the company has refused to sit down and negotiate a reasonable settlement. Their attitude appears to have paralyzed the whole process.

The raft operation of Adirondack River Outfitters have announced that they plan to run this section of the Oswegatchie commercially in the 1989 season. This action should provide additional support for the recreational importance of this stretch of the mighty Oswegatchie.

### Sullivans Island Status

PRDC added fuel to the disputes about the Oswegatchie by seeking a license from FERC for a two dam hydro project at Sullivans Island, several miles downstream from the Fine Project. Among others, AWA, the NY Audubon Society and the Adirondack Mountain Club

sought intervention in this proceeding February 21.

PRDC has offered a canoe slide as mitigation for the rapids lost because of the project. AWA argued that the Oswegatchie is already dammed too much (at least 19 power and 9 non-power dams) and that PRDC has an unsatisfactory track record in its other projects - the Fine, Hollow Dam and Talcville projects.

The NYS DEC to its credit has yet to issue the \$401 water quality certificate and has ordered PRDC to submit a complete environmental impact statement.

### FERC Gets Tough?????

February 3, 1989, FERC issued a compliance order to Trafalger Power to shut down February 18 th. its small, but visually intrusive Forestport Project on the Black River because the company repeatedly failed to maintain a minimum flow in the by-passed reach of the river. Local citizens, outraged at the sloppy operations have carefully watched the operations of this facility and pressed FERC to take strong action.

After threatening to shut down the project, FERC then notified the company February 23 that they planned to fine the operation \$20,000 for failing to live up to their license restrictions on at

least 40 days in 1988 alone. So, paddlers, report things you think might be violations to J. Mark Robinson, Compliance Director, at FERC in Washington.

## AWA intervenes on Ontonagon

AWA, in concert with American Rivers, have filed a motion to intervene with FERC opposing Michigan's Upper Peninsula Power Company's proposals for the relicensing of the Bond Falls project on the Ontonagon River.

The Ontonagon includes a significant portion of the limited whitewater boating stretches available in Michigan. For the past 35 years, the Upper Peninsula Power Company has managed the flow in the Ontonagon system almost exclusively to maximize power revenues, to the detriment of whitewater boating.

Under the Federal Power Act, owners of non-federal hydroelectric projects must apply to FERC every 30 to 50 years for new licenses to continue their projects. Furthermore, the Electric Consumers Protection Act of 1986 directs the FERC, in acting on relicensing applications, to give "equal consideration"

to power generation and to other river values, including fishing and other forms of recreation.

The motion to intervene urges the commission to establish suitable requirements for water flows below the project facilities on the Middle, South and West branches of the Ontonagon to maintain fish habitat and provide sufficient water for whitewater boating.

The Bonds Falls project is one of approximately 275 projects across the country that will undergo relicensing prior to the end of the next decade. The AWA, as part of its Whitewater Relicensing Project, will continue to monitor and intervene on appropriate stretches of potential recreational water.

## NY DEC admits screw-up: Will rebuild Moose rapid

In late 1988, AWA, KCCNY, ACA and the NY Audubon Society filed their first lawsuit against NYS DEC for allowing the Burrows Paper Corporation to blast away an entire rapid in the famed Bottom Moose River. We argued that the permit modification required an environmental impact assessment and public notification - neither of which occurred. We are seeking replacement of the rapid, better river access and minimum flow over the nearby waterfalls.

On January 26,

NYS DEC caved in and signed a stipulation admitting they screwed up. They further agreed to negotiate with the parties to arrive at an appropriate resolution. Chief negotiator, Ron Dodson, has made replacement of the rapid his top priority, with aesthetic releases for the nearby falls and better access a close second.

We are also demanding that DEC inaugurate new stream

alteration notification procedures and information about similar errors in the past. The stipulation requires that unless resolution is reached by April 27, the Court will hear arguments on this aspect of the case.

Lawyering by John Stockli under the guidance of Phil Gitlen of Whiteman, Osterman & Hanna on a pro bono **publico** basis has been outstanding.

## Savage fish study held

Fishery advocates in state agencies have long been arguing pulse flow whitewater releases can ruin fishing opportunities because fish get stranded when the water falls and natural fish food such as caddisfly larvae etc. get washed away each time. They cite studies on the Kennebec and western rivers to support their case. For this reason, the US Whitewater Team was banned from the Union Falls section of the Saranac River in NYS last summer.

That view is now balanced by a study just released by the Maryland Department of Natural Resources done on the Savage River where the 1988 Maryland International Canoe/kayak Classic

was held. Because this cold water stream supports a popular trout fishery, state officials commissioned a study to determine if the short term high flows would cause damage.

After months of data collection and study, the conclusions were clear - authors Stinefelt, Rivers and Davis stated that "loss of trout to stranding is minimal..." and "kick samples of macroinvertebrates revealed no variance greater than fluctuations caused by flooding..." They found the optimal flow regime for this site is a minimum flow of 50 cfs, upramping to 1000 cfs over a period of about 90 minutes, down ramping of 200 cfs every 30 minutes (about 2.5 hours).

## Roads penetrate Gauley corridor

Last summer and fall, paddlers and their allies in Congress worked feverishly to pass a bill establishing the Gauley River National Recreation Area. The whole purpose of the bill was to preserve the wilderness grandeur of the Gauley canyon. But two well-known West Virginia outfitters were at work too - bulldozing two new roads from the rim of the Gauley canyon down to the edge of the river.

The new roads are on the right side of the river in the Sweet's Falls - Panther Creek area. The first of the roads to be put in starts uphill from the river at the site commonly referred to by paddlers as the Panther Creek take-out. This road is known as the "Mason Branch Road,"

and was the joint project of Imre Szilagyi of USA Whitewater (formerly Appalachian Wildwaters) and Jeff Proctor and Dave Arnold of Class VI River Runners. When originally bulldozed last year, the road was extended by Szilagyi about 1.5 miles up the shore (about 100 feet back from the bank) of the Gauley to Sweet's Falls.

The second road was solely the work of Szilagyi. Known as the "Meadow Creek Road," it was bulldozed from Sweet's Falls directly up to the rim. This road now joins with Mason Branch Road at Sweet's Falls. Szilagyi is also the owner of the road constructed five years ago just above Koontz Flume, known as the "Buck Lick Road."

# '89 World's Collection



- A. White Puff Print Crew Sweat Shirt (front, back)
- B. Blue Sweatpants
- C. Blue Hooded Sweatshirt
- D. 100% Short or Long Sleeve "T", w/ logo (Colors: Red, White and Blue)
- E. White Embroidered Cotton Gap
- F. White 100% Short Sleeve "T" (Kayak Poster Graphic)
- G. 3 1/2" Embroidered Patch
- H. 1 Enamel Logo Pin
- I. Ceramic Mug With Gold Trim/Logo
- J. Bumper Sticker
- K. Bronze Key Chain
- L. Round Vinyl Decal Sticker
- M. 50' x 60" Biederlack Blanket (Canoe Poster Graphic)
- N. Kayak Poster (24" X 30")
- O. Canoe Poster (17" x 24 1/2")

Service, New River George National River, Fayetteville, W. Va. Kennedy is now responsible for the Gauley River National Recreation Area. Paddlers may also write to Imre Szilagyi, USA Whitewater, Rowlesburg, W. Va.

## Never sink to reopen?

Paddlere turned out in force at a public hearing in January of 1989 to support a proposal of the NYS Department of Environmental Conservation to condemn thousands of acres of land along the Neversink River in the Southern Catskills. The crusty property owner, Ben Wechsler, was rumored to have threatened paddlere	let run on the Neversink
with arrest and worse if they set foot onshore within his "preserve."	Thanks to their testimony and other support, NYS DEC has decided to move forward expeditiously with the condemnation process so that the whole area will be open for public enjoyment - including the fabled whitewater run on the Neversink

the roads, but felt it was necessary for his business plans.

Some Gauley paddlers have been outraged by the new roads. Concern focuses on the damage to the canyon by the roads themselves, as well as the buses, trucks, etc. the roads will bring in. One paddler reported the outfitters to the Army Corps of Engineers for allegedly filling wetland areas (creek beds) without a permit. The Army Corps is actively investigating the matter.

It should be added that the outfitters are planning a shuttle service for private paddlers during Gauley fall releases. The shuttle would ferry paddlers from the Panther Creek take-out to the parking area.

Szilagyi admits that he was in a hurry to get the two new roads built before the legislation passed. He plans to construct a large "outdoor center" near the firm on a 100-acre parcel he has acquired, to become the "ducky center of the world," as he puts it. (The ducky business would operate during summer low flows.) He claims to have wanted the Meadow Creek Road at Sweet's Falls in order to evacuate people who may be hurt running the Falls. His plan now is to let the 1.5 mile connector road up the shore "return to seed," and he pledges not to construct any permanent facilities anywhere down from the rim. He says he regrets having to construct

AWA member order form for official  
1989 Whitewater Worlds merchandise

Telephone	[days]	[evening]
Shipping address		
Name		

[illegible]

*The complete reference of America's whitewater runs*

# AWA National Whitewater River Inventory

- lists each whitewater river nationwide!
- includes river name, state, county
- mileage, access points, and whitewater rating
- compiled by paddlers for paddlers!

*Printed copies available for \$15 from AWA Whitewater Inventory,  
136-13th St., SE, Washington, D.C. 20003.*

*Single state list for \$2.00.*

*Also available for \$7 on 5 1/4 inch floppy disc  
(requires IBM or IBM compatible computer with a hard drive and dbase III software)  
\$1 rebate for any correction or addition*

Please send me \_\_\_\_\_ printed copies of the AWA Nationwide Whitewater Inventory at \$15 each.

Total of \$ \_\_\_\_\_

Please send me \_\_\_\_\_ copies of the AWA Nationwide Whitewater Inventory on floppy discs in dbase III at \$7 each.

Total of \$ \_\_\_\_\_

Enclosed is \$ \_\_\_\_\_

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_

State and Zip: \_\_\_\_\_

**All proceeds to benefit the AWA River Defense Fund**



**KAYAK, PADDLE, OR RAFT  
THE GRAND CANYON**

*(or other rivers)*

**SAVE THE COLORADO**  
AND HELP write:  
**FOR-Colorado Plateau  
P.O.Box 1115**

**Flagstaff, Arizona 86002**

Commercially-operated and licensed  
raft/paddle trip and Kayak support  
on Grand Canyon, Cataract, Green,  
San Juan, Dolores, AT SPECIAL  
LOW PRICES. AS BENEFIT to  
**FRIENDS OF THE RIVER,**  
in its effort to protect the Colorado.  
from "peaking power" and other  
energy development. **602-774-0130**

## KEEL-HAULERS OUTFITTERS

-PERCEPTION-HYDRA-PRIJON-HARMONY-MOHAWK-

-YAKIMA-BODY GLOVE-BERMEDES-HELLY HANSEN-

-KOKATAT-SILVER CREEK-EXTRASPORT-SEDA-

**-DISCOUNT PRICES - FAST MAIL ORDER SERVICE-**

**-CALL OR WRITE FOR A FREE CATALOG-**

**30940 LORAIN RD. NORTH OLMSTEAD, OH 44070**

**(216) 779-4545**



## Safety Chairs fill important role...continued

educate the public.

It is also an opportunity to demonstrate the difference between responsible club boaters and the inexperienced independents who cause much of the trouble. Later on when problems arise and political pressure builds to "do something", they may call on you rather than formulate well-meaning but unwise restrictions on paddlers. Either way, you won't be starting "cold."

The officials you contact will depend on the issues involved. Each state has a boating law administrator; you can get his name through the American Canoe Association and make contact. But often you will deal with local officials.

In the Philadelphia, Pennsylvania area I work mostly with state park officials responsible for paddling on **Tohickon** Creek. In Richmond, Virginia the Coastal Canoeists dealt with the City Council in their efforts to keep the James River open. In Washington, D.C., the Potomac River serves as a boundary between two states, and comes under jurisdiction of local, state and

federal authorities. The Park Service is responsible for a number of National Scenic Rivers, but others are managed by local agencies. In the West, clubs work with the local sheriff, state boating agencies, and federal landowners like the Forest Service and Bureau of Land Management. Each is different, and works for one group may not influence another. **Learn** how each thinks, and find out what can work for our mutual benefit.

Teaching these officials about our sport makes them more knowledgeable, and easier to deal with when conflicts arise. They are also a fine group of people who can teach you a lot and who can be rewarding to work with once initial credibility problems have been overcome. The time you take now will benefit future boaters in the same way that contacts made in the 50's and 60's are still helping us today.

Often you will find that the "education message" of these agencies is extremely simple. "Wear Your Life Vest." "Don't Drink." "Beware of Cold Water." If you want to specialize in

advanced rescue, working on public education will drive you nuts. Yet this message has the potential to save thousands of lives. The basics should be emphasized when addressing local groups like elementary school classes, Boy Scouts, Girl Scouts...even police officers and firefighters who have never had specialized water safety training. The simplest aspects of river running are new to them, and are far more useful than a dazzling display of skill that they can't understand.

One of the best ways to interact with public officials is with a joint rescue clinic. You can be the catalyst. Bring in specialists from the river running community and mix them with doctors, rescue squad leaders, park rangers and **firefighters** on the same program. Get the endorsement of groups like the Red Cross, local outfitters, the local park and fire company. Scrounge mailing lists and services; you know how to reach paddlers and they have ways to contact **government**. **Pool resources** and invite outside experts. And keep the program simple. I've put on a number of these and will be happy to talk with anyone who wants to try this.

Rescue professionals must deal with many problems, and often have very limited swift water skills. They can be authoritarian and abrasive to outsiders. But don't patronize them! Each is a professional with skills in area which you know nothing about. Treat them as you would any solid, competent folks and share your knowledge. Be patient. If you have something to offer, they'll figure it out quickly.

Getting involved in safety training at any level is time consuming, and no one can do it all. But it is rewarding. Give it a try if you're so inclined; it's a great way to "pay back" the sport which has given you so much pleasure.

## Injuries can also occur off the river...continued

lize the leg for transportation, and treat for shock.

The bleeding had stopped by itself but a **4x4** dressing held on lightly with a cling bandage protected it from further infection.

While I worked on the injury site, a blanket was wrapped around the injured person to help maintain body warmth. As the injured person was in a sitting position, one of the others sat behind her to give her support.

Our next step was to **splint** the leg and stabilize it for transportation. We folded another blanket length wise

and placed it between her legs, a jacket was folded up and placed in the hollow of her bent leg. With this padding in place, the injured leg was bandaged to the good leg at the ankle and thigh using the good leg as the splint.

The patient was safe from further injury, reasonably comfortable, vitals strong and stable and ready for transportation.

From now on, she stays in the car while we check out the put-in.

See you on the river.

AWA T-Shirts...AWA river hats...Embroidered patches...waterproof decals

## Be a slave to fashion

*AWA river gear identifies you as a member of the bizarre subculture known as a white-water addict. Buy a shirt or hat today. See how quickly friends and family shun you.*



### Order your gear here

		size	total
T-shirts, AWA logo: short sleeve (S,M) long sleeve (M,L,XL)	8.00/12.00		
T-shirts, Bold New Look: short sleeve (M,L,XL) long sleeve (M,L,XL)	8.00/12.00		
AWA River Caps	8.00		
AWA Embroidered Patches	1.00		
AWA Waterproof Decals	.50		
<b>total order</b>			

mail order with check to AWA, PO Box 375, Denver, NC 28037--NC residents add 5% sales tax

## CONTRIBUTORS TO THE 1988 AWA RIVER RESCUE PROJECT APPEAL

Dan Youness  
John and Ann McClester  
David Waalewyn  
Gerhar Mueller  
William Hulbert  
Charles F. Martin  
Joe and Karen Maskasky  
Bert Minerley II  
Frank and Nancy Valente  
Bob and Nancy Ellsworth  
Lewis Bowers  
Mark Sonder  
Alfred Stamm  
John S. Dubel  
Roger S. Belson  
Carol and Ralph Leibforth  
Joan Hildreth  
Roger Marshall  
Mike and Nanci Bockelee  
Dan Krupka

D. Church  
Dennis Van Kerkhoue  
Walter Christie  
Frank Yulling  
Joh and Eva Humbach  
Richard J. Scheuer  
Bob and Linda Cooley  
Mac Thornfon  
Kenneth A. Pittman  
Paul Montner  
Henry Kessin  
Bill Ascari  
Barry Robinson  
Tom and Maria Daniel  
Lisa Brady  
B. & R. McKee  
Curt Gellerman  
Mike McCarty  
David Glickerman  
Nancy Albritton

Charles Jacob  
Paul Schneider  
Michael Feldman  
Steven Tuckerman  
Carol Stores  
Bobbie Reynolds  
Thomas Gustainis  
James Brundidge  
Thomas Tremblay  
Nancy Green  
Anthony Ryan  
L.C. Bohler  
Don and Kathy Mason  
James L Swedberg  
Harlow Fischman  
Monte Smith  
Wm. B. Hoyt  
Keith Wold

## Nantahala Outdoor Center



### NOC Outfitters Catalog free

Everything you need for  
Whitewater Paddling

Call Toll Free 800-367-3521

In N.C. Call 704-488-2175

US 19 West — Box 41

Bryson City, North Carolina 28713

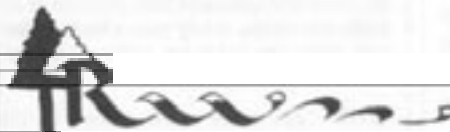
## GET READY FOR THE CANOE SEASON WITH ADK CANOE GUIDES

- **Adirondack Canoe Waters - North Flow**  
*More than 700 miles of canoe routes in the St. Lawrence/  
Lake Champlain drainage basins, and more than 30 rivers  
in the north and central Adirondack Park.*
- a **Adirondack Canoe Waters - South & West Flow**  
*Covering the Black River, Mohawk River, and Upper  
Hudson River basins. A must for whitewater paddlers.*



To order, call the Adirondack Mountain Club (518) 793-7737

VISA/MASTERCARD ACCEPTED



**ROGUE WILDERNESS, INC.**

### GROUP KAYAK SUPPORT TRIPS

on the permit section of the  
"Wild & Scenic" Rogue River.

A Complete Line of  
River Running Rental Equipment available at

Write or Call for  
Information:

P.O. Box 1647

Grants Pass, OR 97526

(503) 479-9554



# Kayaking

— Exhilaration on Whitewater —

YOU'LL learn the basics in our beginner clinics or fine tune your skills in our intermediate clinics. All clinics are taught by ACA certified instructors. One or two day clinics with classroom sessions, video tapes, and on river instruction.

We also offer canoe clinics for the canoeing enthusiast!

CALL US TODAY!

(717) 443-9532

CLINIC INFO:  
Send to: Whitewater Challengers  
P.O. Box 8  
White Haven, PA 18661

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State/Zip \_\_\_\_\_  
Phone \_\_\_\_\_

## end notes

# Love and the single kayaker

"Oh, won't you marry me, Bi-illl, I've got the wedding bell blu-ooz..."

**Whap!** I punched another button on the radio console, sending the Fifth Dimension into the Forbidden Zone.

"Girl...I heard your getting married..."

Plouink! I buried my finger on the console again, cutting Gary Puckett off in mid-warble.

"**Goin'** to the chapel and we're, **goin'** to get mare-hair-harried..."

Shazam! Enough is enough! I **yinked** the radio out of the dash, (**crumpling** the Dixie Bells maudlin rhapsody of nuptial bliss in mid note) and pitched the offending appliance out the window.

**Then** I remembered: I was driving my mother's car...and it was June.

Like most moms, my mother has always been a tad solicitous about my relationships with the opposite sex. At first, when I was in my early twenties, she was concerned if I saw one girl too often—"I know she's the cutest pom-pom girl, dear, but why don't you date her teammates?"

Later, when I entered my late twenties, she was concerned that I didn't see the right girl enough—"I'm sure it takes remarkable talent to **dance** on that little stage, dear, but is it really a serious career?"

And now that I've entered my mid-thirties, she is concerned that all of my relationships with women, regardless how sickeningly domestic they seem during the winter months, never seem to last through the spring and summer.

And she **thinks** she knows why: it's because of whitewater boating.

Many mothers dream of their daughters becoming a June bride. My mother envisions me as a June groom. She **recognizes** June as the critical month. If I haven't trapped a girl by **June**—she'll never last a summer of boating.

It's an annual cycle. I usually find a lady friend by **Thanksgiving**—

**SWM**--If you like pina colodas, getting lost on the cape, moonlit walks and dancing to Frank Sinatra, one of the last romantics is looking for you.

**SWM**--Mid thirties, too much sun on face and shoulders but white legs, scarred knuckles and calloused feet, promise of arthritic shoulders, mildly masochistic, interests limited to outdoors, watery subjects. Seeks outdoors Amazon.

**SWF**--Tired of bar scene, looking for sincere, sweet man for candlelight dinners, romance and much more.

certainly in time to scam a holiday dinner. The relationship blooms under Christmas mistletoe and with New Year's kisses. Valentine's Day passes in a romantic stupor.

Even the spring boating season usually fails to derail the relationship. I say: "No problem, babe, I have friends with the raft company—you can ride for free." And she says: "How nice—this whitewater thing is something we can share."

But by June it's a different story: "We can stay at a motel, you know. We don't have to sleep in the car." Or, "You mean we're going to the river again? It's been 10 straight weekends." And finally, the kiss of death, "I think you love your boat more than you love me."

My mother once thought she could get to the root of the problem. She'd simply cut out this whitewater cancer.

So without my knowledge, she placed a classified in the newspaper: For sale—total whitewater equipment package, dirt cheap, must go."

Not surprisingly, that ad inspired a lot of typical paddlers to show up at the house. Only one factor saved my gear: my mother was afraid to let anyone who looked like a typical paddler through her door.

So instead, she tried to simply throw my stuff away. Into a dumpster

**SWF**--Take me to the moon and let us dance among the stars...let me be your Venus and you can be my Mars. Lonely lady seeks heavenly love.

**BIM**--This door swings both ways...and I'm not talking about Herman's Hermits.

**DWF**--Gray-haired but active lady seeks senior partner for fun, fun, fun. Join me for sitting before a fire listening to the radio—to Dr. Ruth!

**SWM**--If you'd answer this ad, you're not the kind of person I'd like, anyway.

went my **drysuit** and all my polypro. Fortunately, the EPA returned them promptly. She wasn't certified to **dispose** of toxic waste.

Finally, in desperation, she took my kayaks out back and tried to burn them. But the flames didn't effect my glass boats. And as for my Sabre, well, well, the damn thing melted down just enough so that it finally qualifies as a squirt boat.

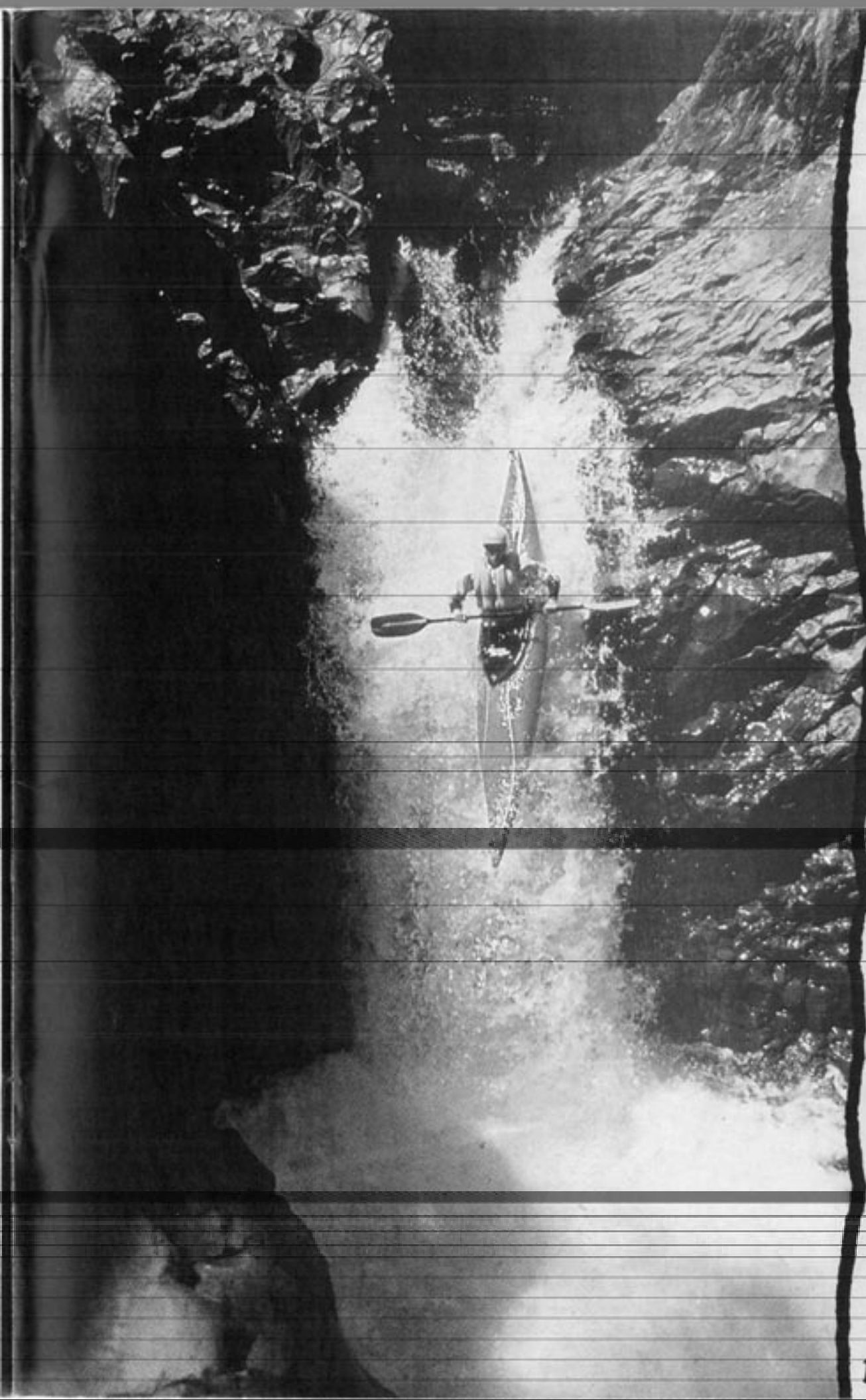
To her credit, my mother never gives in. Failing to dislodge me from the sport, she figured she'd have to take an active role in finding a woman who would simply fit my lifestyle.

So she placed a personal ad in the classified section of the newspaper: "SWM—mid thirties, too much sun on face and shoulders but white legs, **scarred** knuckles and calloused feet, promise of arthritic shoulders, mildly masochistic, interests limited to outdoor, watery subjects. Seeks outdoors Amazon."

Surprisingly, she had a reply. Great looking, tall, blonde who was dynamite in a kayak. We dated through an entire summer.

She dumped me around December. I couldn't ski good enough for her.

By Gary Carlson, a paddler who genuinely loves women, especially when they **don't** need a map to drive shuttle and who **don't** get upset when he piles his **wet gear** on top of her sleeping bag.



Take  
me  
to  
the  
river...

drop  
me  
in  
the  
water...

Phil DeRiemer, Siete  
Tazas, Rio Claro, Chile.  
Photo by Lars Holbek.  
Kayak by Perception

1110 Powdersville Road,  
Easley, South Carolina 29640.  
(803) 859-7518



perception





# AMERICAN WHITEWATER

AWA Journal  
146 N. Brockway  
Palatine, IL 60067

*Address Correction Requested*

NON-PROFIT  
BULK RATE  
Permit No. 8  
West Sand Lake  
NY 12196