

American

WHITE WATER



Winter, 1963/64

Vol. IX, No. 3

the Journal of the American White-Water Affiliation



If you are planning a wilderness outing for the winter or want you will appreciate what Mountain Sports offers. In contrast, we give you money with stability, some practical working images and right now needs. Looking at price – a minimum offer of only \$100 back for the Suburban camp. More on...

FOLD-CRAFT KAYAK COMPANY
Hawesville, Pa. • 800/696-3-2000, 3-4481

Our sale continues, \$185 for the Adventurer, a saving of \$40. Reserve your kayak for spring. Write us about any questions you have, and send for free literature.

FOLDCRAFT KAYAK COMPANY

Phoenixville, Pa.

Wellington 3-3097, 3-6587

A . WHITE WATER

Sponsored by The American Whitewater Affiliation
WINTER, 1963/64

Vol. IX, No. 3



The American Whitewater Affiliation

Executive Secretary
MARTIN VANDERVEEN
2853 Bellaire St.
Denver 7, Colo.

Advisory Committee Chrm.
ROLAND DAVIS
14 Norwood Ave.
Berkeley 7, Calif.

Editorial Chairman
PETER D. WHITNEY
1544 La Loma
Berkeley 8, California

Conservation Chairman
WILLIAM PRIME
300 East 71st St.
New York 21, N. Y.

Safety Chairman
JOHN BOMBAY
404 W. Outer Drive
Oak Ridge, Tenn.

Membership Chairman
HAROLD G. KIEHM
2019 Addison Street
Chicago 18, Illinois

Guidehook Chairman
WALTER KIRSCHRAUM
P. O. Box 113
River Falls, Wis.

Library Chairman
ROBERT MORSE
El Paso, Illinois

Trip Planning Chairman
OZ HAWKSLEY
Route 5
Warrenshurg, Missouri

Business Manager
CHARLES SMITH
1760 Walnut St.
Berkeley 9, Calif.



Contents

ARTICLES

- We Flee the Wild Wind **Jim McAlister** 3
World Championships, 1963 **Dave Kurtz, et al** 7
Little Big-Hearted River **Jay Pritchett** 27

DEPARTMENTS

- Racing Report 24
Books: A River Guide 26
Secretary's Soapbox **Martin Vanderveen** 28
Safety as We See It **John Bombay** 31
New Products 32
AWA Affiliates Inside Back Cover 32

Editor:

Peter D. Whitney, 1544 La Loma, Berkeley 8, California
Eastern Editor: Eliot DuBois, Sandy Pond Road, Lincoln, Mass.

Midwest Editor:
Nancy C. Jack, 805 Sandusky Ave., Kansas City 1, Kans.

Racing Editor: David A. Kurtz, 623 W. College Ave., State College, Pa.

Business Manager:
Charles Smith, 1760 Walnut St., Berkeley 9, Calif.

Circulation Manager:
Frank Cockerline, 2661 Oakmont Dr., San Bruno, Calif.

Eastern Advertising:
Mark Faacett, Chadds Ford, Pa.

Midwest Advertising:
Harry Kurshenbaum, 6719 N. Greenview Ave., Chicago 26, Illinois

~~Western Advertising:~~
Douglas Simpson, 1015 Keith, Berkeley 8, Calif.
American WHITE WATER is mailed to all members of the American
Whitewater Affiliation in June, September, December and March.
Membership is open to all who are interested in river sport for the
sum of \$2.50 per year.

The magazine welcomes contributions of articles, photographs and
drawings, but assumes no responsibility for them. Address all editorial
material to the Managing Editor or to the nearest Regional Editor.
Correspondence regarding the Affiliation or boating information should
be sent to the Executive Secretary, Martin Vanderveen, 2853 Bellaire,
Denver 7, Colo.

Deadline for insertion of copy or advertising—first of month prior to
month of issue.

Printed in the United States of America

Cover: Dave Guss, U.S. C-1 contender; 1963 World Championships at Spittal, Austria
Photo by Louise F. Davis

The American Whitewater Affiliation

We are many individuals who wish to promote river touring, and to keep informed about wilderness waterways and the ways of white water.

We are an affiliation of outdoor groups, outing associations, canoe clubs, ski clubs, hiking groups, all interested in river touring for our members. Our groups range from the Appalachian Mountain Club in Boston, to the Washington Fold-boat Club in Seattle. These groups have pioneered in developing river know-how. They are the local sources from which flow the currents tributary to our growing sport. Through group representatives, the knowledge of all is made available to all.

We are a non-profit organization. Our organizational simplicity permits all dues to go directly to the building of our magazine and services.

OUR PURPOSE

To encourage exploration and enjoyment of wilderness waterways; to foster research, development, and teaching of improved techniques and equipment designs for safely negotiating white water; to protect the wilderness character of our waterways for the growing number who are discovering the rewards awaiting the river tourist.

OUR PUBLICATION

All members receive our quarterly magazine "American WHITE WATER," which is a voice for all American boatmen. You are urged to contribute articles, pictures, cartoons, information and ideas (to increase the fun of our sport and ideas for improving our services to you). Subscriptions begin with Summer (June) issue.

MEMBERSHIP

Membership is on an annual basis with the new year **starting in March.**

Tell your friends who might enjoy canoeing or canyoneering about the AWA. Their **\$2.50** will help foster enjoyment of wilderness water and bring each into the boating fraternity through the pages of "American WHITE WATER" magazine.

COUNT ME IN

as a member of the American White-water Affiliation. As a member I will receive American WHITE WATER magazine issued in June, September, December and March. Here is my **\$2.50**.

Name: _____

Address: _____

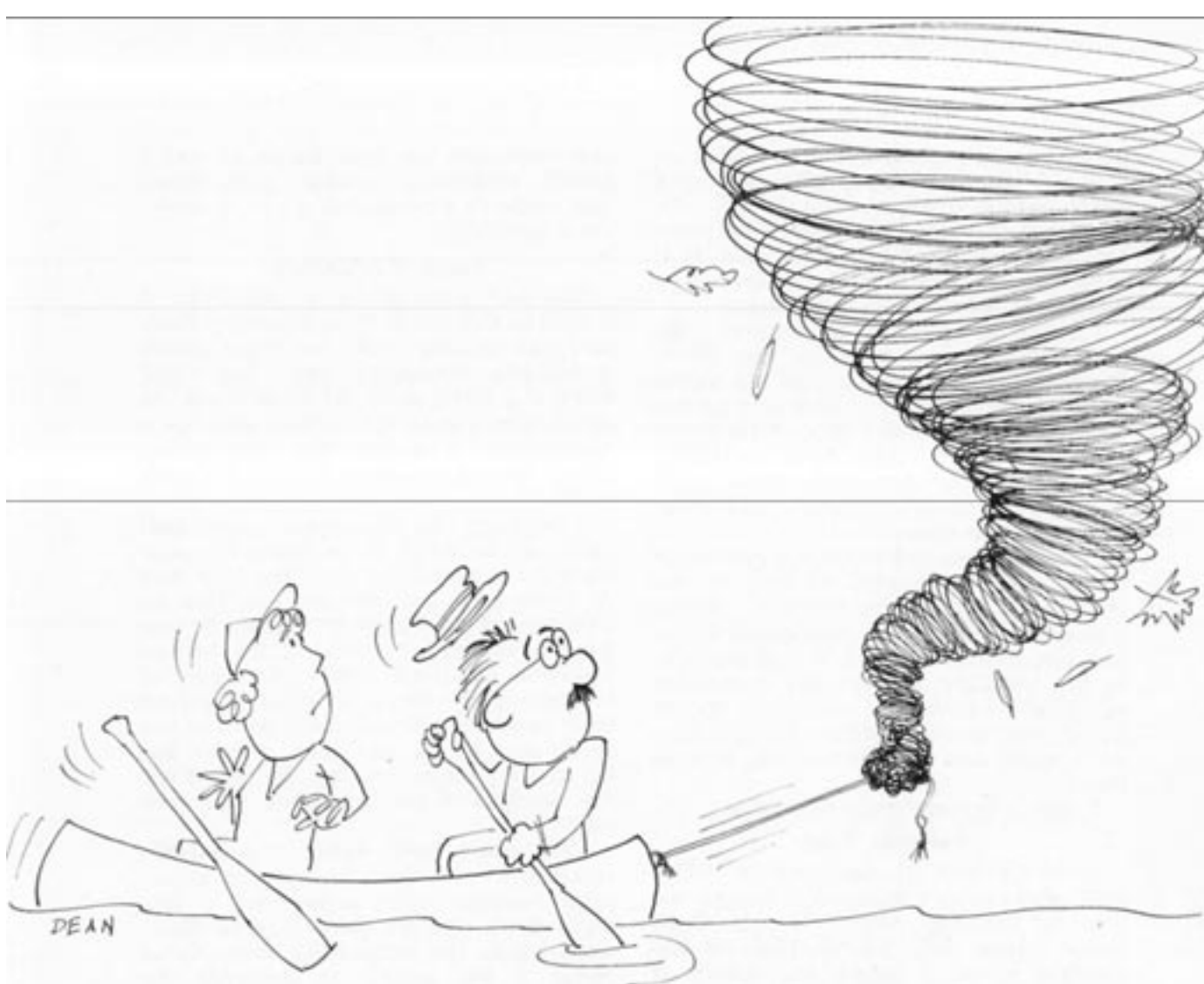
Occupation: _____ Type of Boat: _____ Club: _____

Committee I'd like to volunteer for: _____

Suggested articles: _____

Mail to: Amer. Whitewater Affil., 2661 Oakmont Drive, San Bruno, Calif.





The tornado finders

—cartoon by Dean Norman

We Flee the Wild Wind

By Jim McAlister

It has come to my attention that the Ozark Wilderness Waterways Club is getting a certain notoriety because we canoe in the winter. It is to laugh. Our weather is not worse in the winter; it is just different. For instance, Monday afternoon, April 22, 1963, the temperature was 94; Tuesday night it was 26. We have the Current, Eleven Point, North Fork, Niangua and White Rivers for all-year cruising. These rivers never freeze, just like we never portage—except in unusual weather. Note: Refer to Dean Norman's article, Spring 1963.

Our weather is always unusual.

River are different in winter. Great sycamores are shining white, river

birches are golden, the water is deep clear blue, ripples are dazzling white and the low winter sun will not only blind you and hide the rocks but it will give you a nasty glare headache. Many bold eagles winter along our spring-fed rivers. I was watching one during an ice storm and a sycamore limb caught our load and dumped up on the first day of a four-day float. It dropped to 13 below zero on that trip but the North Fork did not freeze because it rose to 20 degrees above in the daytime. We do not consider capsizing as noteworthy unless it is done in the winter.

A few minor discomforts such as cold feet and chapped hands lead to an ap-

preciation of a camp fire. Ruby tells me that cooking over a campfire during a north gale is difficult. She does it. We find that if a steak is slapped between two thick slices of bread as soon as it comes off the fire it can be eaten before it freezes. Stew stays hot longer.

Fishing is optional. December, 1961, Ruby and I were held on the White River for three days by an ice storm so we stood in the river with our parkas tied tight and caught lots of fine red-meated rainbows. Last May we fished the Buffalo four days and caught nothing. A safe rule is — if your reel freezes solid it is too cold.

I suppose some of the hesitancy about winter canoe cruising is due to the chance of being snowbound. White water may be dangerous in below freezing temperatures. So is a cottonmouth in hot weather. Besides the occasional pit viper which will probably try to avoid you, warm weather brings chiggers, ticks and flies who seek you as food.

Warm weather brings tornados.

Tornado Tips

Until we took up canoeing in 1957 I had never seen a tornado although we live in Tornado Alley. On our third canoe cruise, July fourth, 1957, on the Buffalo River, I asked our driver if tornadoes bothered the area. He said some passed over the mountains but did not dip down into the valleys. That night I heard a loud roar and got out of our tent just in time to see my first tornado come over the mountain. I was glad that tornadoes NEVER dipped into Ozark valleys and went back to the blankets. For some reason I could not sleep.

March 1958, Ruby and I were running down Beaver Creek when we came to a place where half a dozen huge sycamore trees had been broken off, wadded up like a ball and thrown into the forest on the hill across the creek. We assumed the tornado must have been lost. However the creek was high, clear and cold so we had better things to think about. We still do.

June first, 1959, we were camped on Beaver Creek across from a big spring that cascades twenty feet down the rocks into a fast chute. Ruby caught a pair of smallmouth while I put up our

new tent that she had made. It was a pretty wilderness model, pale green and made so well that it went up without a wrinkle.

Came the Deluge

The tent went down at midnight. I looked at my watch by a lightning flash as I was pulling Ruby out from under it. Shortly thereafter our camp went down the creek with the flash flood. At seven a.m. a friendly farmer gave us a magnificent breakfast. The interval between midnight and seven had not been restful.

I salvaged our new tarp, which had been tied to a tree for a shade fly; also the food box and ice box. The tarp had 26 holes in it and the ice box had an iron tent stake inside it. The stake had gone in through the side of the icebox followed by flood water that sort of messed up the interior. When the first crest lowered a bit we went back to the scene and found one shoe, a cook pot lid and my swim trunks. We could see the remains of an air pillow in a tree top.

This must have been a relatively small storm as these things are measured because there were only a few trees down and we could find no damage outside the immediate area of our camp. I am unable to describe the storm because at the time I was confused.

Another Flight from Storm

Eleven months later we were camped at the same spot with Harold and Margaret Hedges. It was raining and warm for early May. Approximately 10:30 Ruby got up and started dressing. I decided she might possibly know something and crawled out of my sack. The tornado passed us at eleven a.m. and as soon as the violence had subsided some we started breaking camp. I pulled my last tent stake out of the rising creek. We made it out of the valley after dragging some trees and logs off the road without any loss except sleep and some blood — I managed to cut my hand.

This tornado twisted cedar trees off at the ground and tore up a number of large oak trees, besides destroying several houses. If it had made a direct hit on our camp we might have lost some

gear. The same night a tornado flattened the camp of some friends of ours on the Kings River in Arkansas.

March 10, 1961, we were having a fine white-water ride down Beaver Creek and as the weather was warm and wet we decided to camp at Corn Bluff where we would be safe from vagrant breezes. This bluff towers almost sheer for 250 feet on the west and north of camp. A hill slopes sharply up to the east, providing an escape from floods if one wakes in time. A wide deep blue pool under the north cliff with a white sand beach and a deep rocky run below the west cliff directly in front of camp make this an attractive place after we have picked up the trash left by indigenous fishermen.

This trip the storms started after we had finished our steak but before coffee. It rained and the wind stopped. The rain stopped and the wind started. We thought we heard a tornado to the west. Later we thought we heard one

east of the hill. For most of the night the air played with the tent in a manner not conducive to relaxation. The tent would slowly press in on all sides as if it were inside an air pump; then with a bang the side would puff out as it tried to make like a balloon. All night the tent alternately tried to implode and explode while we listened to storms roaring about outside our protected camp. As floods may come as a roaring wall of water or as a whispering rush, we did not wish to sleep too soundly.

The next day we pushed the nine miles to Kissee Mills against a wind strong enough to roll whitecaps up the creek. This was rough enough on Ruby and me, but Mike Naughton, who was solo, had difficulties. With rare presence of mind he rammed a rock in Washboard Chute. This made a hole in the bottom of his canoe, lowering it so the force of the current could overcome the wind. Mike is resourceful.

On our way home we crossed the path

QUALITY in ACTION...

GRUMMAN *Aluminum Canoes!*



White water action demands quality! Only Grumman matches identical die-formed, heat-treated hull halves . . . rivets them close-spaced to an extruded keel . . . adds extra rigidity by bracing with wrought aluminum ribs, thwarts, and extruded gunwales. Plastic foam, fore and aft, provides positive flotation.

Models from 13 ft. to 20 ft. . . wide line of engineered accessories for paddling, rowing, sailing, outboarding . . . reasonably priced. Colors and exclusive salt water protection available extras.

Request New Canoe Bulletin . . . or see your Grumman dealer today!



GRUMMAN BOATS

DIVISION OF
PEARSON CORPORATION

Subsidiary of Grumman Aircraft Engineering Corporation

DEPT. W-3

BRISTOL, RHODE ISLAND

Marathon, N. Y.

Sausalito, Calif.



of a tornado that had wrecked the town of **Rockaway Beach**. Next day we read newspaper reports about tornados over much of the Ozarks.

We No Longer Assume

In April while running the Mulberry River we found that a tornado had crossed the river at Milton Ford. All that was left of the three magnificent burr oaks which had spread over our camp by the cold spring were two twisted stumps and a ten-foot root wad. As the hills beside the Mulberry rise well over a thousand feet above the river we had assumed that it would be relatively safe from tornadoes. We have stopped assuming about tornadoes. Now we hope, just as we hoped the one that chased us down the Illinois River would miss us. It did, so it skipped over a hundred miles and tore up the ford on Crooked Creek where the club usually takes out. That was six weeks before Crooked Creek ripped half the business district out of Harrison, Arkansas.

In early May 1961, we were crossing the flooded Gasconade on a high bridge when we met a tornado on its way to Salem, Missouri. We were impressed.

In May 1962, we were camped above Akers Ferry on the Current River and a little storm came by. It was all over in fifteen minutes and our tent was still standing. We were protected by a nice bluff so went on back to sleep after I retied the ten ropes that had whipped loose. Next morning two oak trees had been snapped off about a half mile below camp and where the valley opened up there were several big sycamores freshly toppled into the river. They provide food and lodging for the beavers.

That was the only one we heard until July. It was a dry summer. This July afternoon we were cruising along between Akers Ferry and Cave Spring when the air suddenly filled with green leaves. Trees over the river broke into a dance more impressive than any ballet I have seen. It seemed advisable to take shelter under a bluff. This twister passed with a roar high over the bluff and did no damage on the river. On our way home we saw where it had stripped some trees and unroofed a building near Salem. The people along the Current say they are still glad to

see us because we bring rain. Our friends on Beaver Creek said we could come back but asked us to leave our tornado at home.

Not Funny in Fact

The belief of some Club members that floating with us is living dangerously would be amusing if I could find anything funny about a tornado. I am thoroughly fed up with tornadoes.

According to the weather bureau, Tornado Alley is an area including North-East Oklahoma, North-West Arkansas, Western Missouri and Eastern Kansas. This section is their home and breeding ground. They do not stay home. Neither do I. It is when I am away from home that I become involved.

It is as the advertisement says, "We have no mosquitoes in the Ozarks," a statement only mildly untruthful. I understand that mosquitoes are nocturnal. Our bugs work around the clock and pay damn little attention to insect repellent.

A number of people have asked me why we do not carry a transistor radio so we will know if a tornado is in the area. We do not need a radio if a tornado is in the area. We need a **CAVE**.

Leave us face it. I'm chicken: that is why I like **winter** canoeing.

OFFICIAL

AWWA DECALS AT LAST!

Attractive 4-color jobs—3% " in diameter

Designed for applying on:

Car windows • Boats of any material • Paddle blades, etc.

Three-for-a-buck; 6 for \$2. Mail one or two dollar-bills to "Deacon" Kiehm, 2019 Addison St., Chicago 18, Illinois. **OR TACK ON** an extra dollar or two to your 1964 AWA DUES check. Either way is OK . . . **BUT DO IT NOW!!**



Dave Kurtz at Tacen Slalom, Yugoslavia

World Championship, 1963

By David Kurtz aided by Tom Southworth, Barbara Wright, Bill Prime

The summer of 1963 found 10 paddlers in Europe representing the United States in the World Championships and other slaloms. Selected by the ACA from results of five slaloms held in 1961 and 1962, these paddlers were dedicated to doing their best for Uncle Sam. Here is the story of their experiences at the World Championships in Spittal and of their training held before this event at various European sites.

Yugoslavia: Training

Tom Southworth writes: "Talking with the many people Dave Guss and I met en route from England to Yugoslavia (via Norway) we found that the average European knows little more about white-water slalom canoeing than the average American, which is to say not much at all. It was quite apparent, however, from those who

were familiar with white-water boating, that it is considered a dangerous and exciting sport requiring great skill. Numerous people told us of slaloms they had seen on television and a few had seen actual races as spectators. So it became more and more evident that there were not great masses of white-water enthusiasts, but rather there were small groups of very skilled paddlers scattered around Europe much as our numerous clubs are scattered around the U.S.A. Nowhere in Europe did we meet any slalom canoeists by accident.

"On arrival in Ljubljana, Yugoslavia, with two black slalom canoes atop our black VW sedan, we were met with the same stares of astonishment that we are so accustomed to in the **U.S.** We had friends in Ljubljana who had

invited us to train with their Yugoslavian team (all but two from the national team were from their club) and they lost no time in putting us to work.

At first their training schedule was restricted to flat water. 'Training' consisted of paddling 10 100-meter sprints; practice also included paddling through stillwater gates in every conceivable manner. It was immediately apparent that they paddled much more rapidly using short, quick strokes with short, narrow (6.5-7 inches wide) paddles. We also learned that it was not at all easy to imitate this style; thus it became increasingly apparent that their paddling skills were not the result of week-end excursions but of long hours of hard practice and many competitions.

Tacen Exhibition

"After the first week of hard practice we were invited to make exhibition runs at their Yugoslavia National Championships at Tacen, the site of the 1955 World Championships. Although we had seen the course before (and even helped to paint, to set gates,

and to build weirs), we had not seen it with high water. The day before the slalom they opened the dam at the top of the course to allow practice runs and make final settings of the gates. We were horrified at the sight of so much water smashing over what we had seen before as a jagged pile of rocks! Had they not set a slalom there, we would certainly have considered it too dangerous to run.

Indeed it was dangerous. We figured about 40 per cent of the 70 Yugoslav kayaks entered upset; these were all good paddlers. About half of those who did upset were scraped up on the rocks just below the surface. One man was 'rasped' so badly he had to be carried out in their handy-dandy stretcher. We couldn't see any reason why we should run something like that, but we did and had reasonably good runs, being the only C-1's to successfully run the course without upsetting. Nonetheless this slalom was so much more difficult than anything we had encountered in the U.S. or Canada that we felt as if it were a completely different sport.

"The next day we ran (unofficially)

CLASSIC RIVER TRIPS

PARTIAL LIST FOR 1964

Middle Fork Salmon: June 28, July 5, 11, 19—6 days.

Main Salmon: ~~June 30~~, ~~July 7~~ 14, 21, 28, August 4, 11—5 days.

Dinosaur National Monument (Yampa-Green rivers): Every Thursday—June, July, August; also private trips—4 days.

Cataract Canyon: May 4, 11, 25, June 8, 15.

Grand Canyon: (Pending water releases by Glen Canyon Dam).

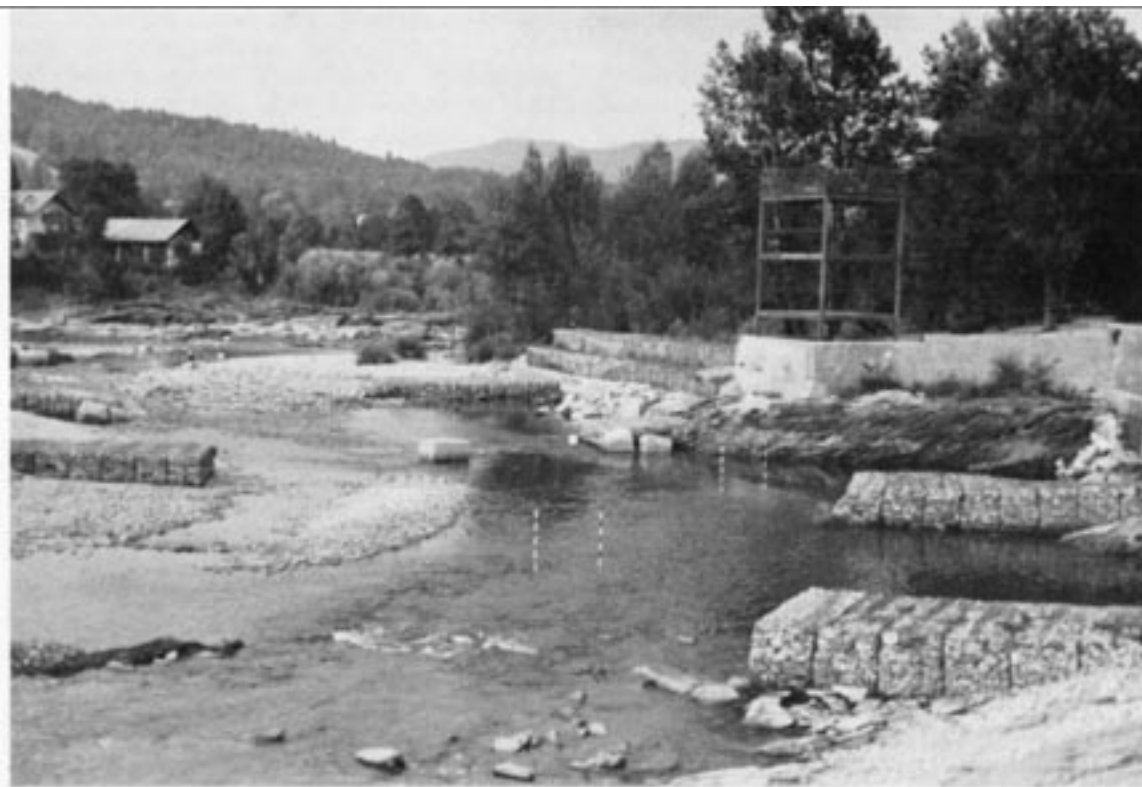
British Columbia: Columbia River—small group to choose date in August.

Don't Travel Second Class — Join

HATCH RIVER EXPEDITIONS

411 E. 2nd North

Vernal, Utah



The Tacen course looked like this before they opened the water gates

their 'Spustu' (downriver) race. Again we were the only C-1's to complete the race as there was a 10-foot mill chute that upset the other C-1 paddlers. I must say that the Yugoslavian C-1's in no way represented the true ability of the rest of the Yugoslavian team. Their C-2's and C-2M are among the best in the world while the C-1 class is almost nonexistent. We felt this was a very good introduction to European canoeing, for later when we went to other, bigger slaloms we weren't shocked when we saw numerous seemingly impossible gate settings."

An International Slalom

To Tom Southworth and Dave Guss the International Slalom held at Tacen, Yugoslavia, was old stuff, but to Dave Kurtz, Hank Yeagley and Les Bechdel it was a new experience, even more terrifying than for Tom and Dave. The three arrived in Yugoslavia the afternoon before the race. The course was nearly the same as that of the week before, but this time with higher water it was a bit less dangerous. The officials had opened two control gates instead of one. Gates 2, 3 and 4 were set in much

the same manner as gates 1, 2, and 3 at the West River this year, only there was much more water. The remainder of gates were set in lower but rapid water made rougher by the placing of rock-filled wire baskets called gabions in the stream. These gabions are placed in a line extending from shore into the current. Thirteen gates of the 22-gate course were affected by them.

The day turned out rainy and cold. Tea was served to the eager contestants by the organizers. Its rum flavor made it especially tasty! Results were posted rather quickly after runs so that one could follow the progress of the race. A three-story tower overlooked much of the course and served as a central judging area. Though not yet completed, the upper two stories were effectively used. Each gate judge was equipped with a complete set of discs that were raised to signal the penalties. This visible sign was read by central judging posts, and the crowd, to follow each run more closely.

The Czechs took the first four places in F-1, F-1W, C-1, and C-2 classes! They were nosed out by the Austrians in the

F-1 team race though they captured the C-1 and C-2 team races. The Yugoslavians did very well in the C-2 taking 5, 6, 7, and 9. The American C-1 team, however, did make history by taking second place and winning the first and only medal hitherto won by Americans in slalom competition in Europe. Other countries entering were Italy and Poland.

The whole slalom was brought to a wonderful conclusion when the hosts gave a banquet for all competitors and team officials. Official awards were presented at this time. Later many of the clubs involved presented their club pennants to other clubs. The Americans received one from a club in Prague, Czechoslovakia, which was presented to Explorer Post 32, the home club of all five of the American paddlers.

The results of this slalom of the first five places plus the American paddlers is given in the table below.

Our Trainers

Two personalities were dominant in the training of American paddlers while in Europe, Natan Bernot and Vaclav Nic.

Natan Bernot, engineer, paddler, and head of canoeing in Yugoslavia, was probably completely responsible for the presence of U.S. canoeists in Europe. Bernot was a special graduate student at the Penn State University in 1961, and met both the Penn State Outing Club and Explorer Post 32 groups. Because of the enthusiasm exhibited and the potential, Natan encouraged Post 32 boys to work for the World Championships. He designed a new C-1 slalom boat and helped them make the model and mold. He also gave the group his 1961 plans for a C-2 slalom boat. Naturally, once in Europe the State College group went immediately to Yugoslavia to renew friendships and learn as much about paddling and equipment as possible.

The Yugoslavs welcomed first Guss and Southworth and two weeks later Kurtz, Bechdel, and Yeagley. We all became part of their group, helping to put up the slalom site at Tacen, to carry paddlers about town, and to assist the club in other ways. In return the Yugoslavs made us almost members of their club, the LBD of Ljubljana (Ljubljana-

THE CHICAGOLAND CANOE BASE

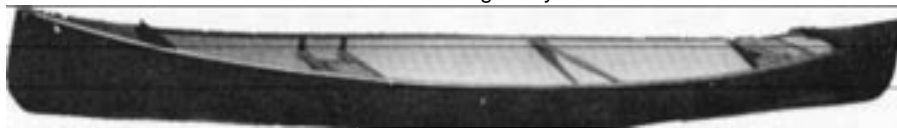
NEW! The Canadien 16'

(Described in the Autumn 1962 AWA Article on Canoe Design)

Beam 33" Depth 12" Weight 66 lbs.

Fiberglass C-M-Cloth construction. Ash Gunwales. No Ribs.

All Stainless Steel Fastenings. Nylon Cord Seats.



Also available in 17'3" and 18'6" lengths

NORTHWAY Fiberglass Canoes

13 1/2' to 20'

From \$171.25

CANOE RENTAL

Chicago Area Canoeing Information

THE CHICAGOLAND CANOE BASE

RALPH C. FRESE

4019 N. Narragansett Ave.

Chicago 34, Illinois

sko Brodarsko Drustvo). They always met us at their clubhouse area at the edge of town. They allowed us unrestricted use of these facilities which included an outside shower for both cars and people. Finally, they helped us make some laminated paddles of their design.

Secondly, there was Nic. Fifty-year-old Vaclav Nic told us the most important thing is "Technik und trainieren." Nic is an old master in the sport who now trains the youth in Czechoslovakia. He served as an invited coach for the Yugoslav canoe team members from July 28 through the World Championships until August 14. As some of the Americans were a part of the Yugoslav training effort, they also benefited from his training. This he gave willingly and earnestly. We were gainers by his presence.

Practice in Austria

Nic joined both groups while we were in the midst of training on the Lieser. He would sit on the wooden platform overlooking the future gates 14-16 while canoe after canoe went through the Yugoslav-set practice gates. For each there would be a suggestion; he helped everyone from the best of the Yugoslavs to the least experienced of the Americans, to any who sought his advice. One did have some difficulty learning as he spoke only in Czech or German—no English. However, with gestures and translations from either the Yugoslav-speaking or the German-speaking segments, one could learn. In the C-1 class at the 1951 and 1953 World Championships he had taken second place. In this class he taught the style of using a short, vertical paddle held close to the boat. The smooth and nearly flawless Yugoslav doubles teams also benefited from Nic's services. In 1953 he was a second-place champion with Jan Sulc at the World Championships. His latest triumph was a third place in C-2M in 1961 (at 48 years old). Nic held rigorous practice sessions at Tacen on the water intake canal. At this point the water was swift but not wavy. Gates were set in pairs down the stream, with paddling paths varying from run to run. Later Nic accompanied the Yugoslavs and Americans to the slaloms at



Dave Kurtz

—Photo by Dick Brown

Kranj and Spittal.

Nic was more than a coach to the Yugoslavs and Americans. He was a close friend. His experience and foresight served us more than in an athletic way. It served also as a morale builder.

A Feminine Insight

Barb Wright has this to say about the rigorous training of the Americans in Europe with the Yugoslavs under the direction of Natan Bernot and Vaclav Nic:

"European boaters compete in white-water slalom with amazing speed and exacting precision. During the recent (August 1963) World Championships on the Lieser River at Spittal, Austria, the frothing turbulence of the heavy white water made it difficult for the viewer to analyze the techniques responsible for their impressive performance.

"Prior to this main event, however, we were privileged to study these methods at close hand during extensive training sessions in Yugoslavia. This rare opportunity permitted not only close observation of their slalom styles,

but enabled us to receive the benefit of their personal instruction as well.

"It seems safe to say that no American white-water competitors train as strenuously or as seriously as do the European boaters . . . most particularly those from East Germany, Czechoslovakia, and Yugoslavia, where the teams receive varying degrees of state support. In the first place, white-water boating is a major sport throughout most of Europe and therefore attracts great numbers of enthusiastic young athletes in peak physical condition. Those in the Communist-bloc countries are often permitted to leave their jobs (or the army) in order to train during the racing season. Well organized clubs, with state assistance, supply boats, equipment, and instruction. In East Germany (see Bob Harrigan's report on the 1961 Championships, AWW Fall, 1961) these highly subsidized athletes receive preferential treatment in their own country, and as team members enjoy a certain privileged status. Naturally, they will work very hard to maintain it. We were told that first-

place winners there receive promotions in their state jobs.

Repetitive Training

"Our training regime with the Yugoslavs under Nic consisted of practice in a series of gates negotiated in special sequences as directed by the coach, who held a stop-watch on each run. Trainees made run after run until gradually the techniques required for this series were learned and seconds shaved from the initial running time. Practice was so intense that even their superbly conditioned paddlers lay inert and exhausted, heads resting on boat decks between runs.

"Of the three boat types . . . kayak, C-1, and C-2 . . . the writer was most impressed by the coordination and skill shown among the double canoe paddlers. This impression may stem, in part, from the fact that our American canoeists have been less exposed to European influence in boat design and in personal instruction than have our kayakists. It may also be that the teamwork displayed between bow and stern simply offers more potentialities in

COME RUN THE RIVERS WITH US

Special Arrangements for Canoeists and Kayakists

IDAHO: Main Salmon, Middle Fork of Salmon, Selway

UTAH: Glen Canyon of the Colorado River

BRITISH COLUMBIA: Canoe - Columbia rivers, Bowron - Spectacle lakes

ONTARIO: Quetico country

MAINE: Allagash River

Many more to be scheduled. Write for complete details or phone for up-to-date schedule. All trips include meals. Ask about special group rates for clubs.

ADVENTURE RIVER TOURS, INC.

2855 Telegraph Avenue • Berkeley 5, California

849-1962

variety of strokes, leans, and points of control. In any case, the spectacle of their C-2's in action made a convincing demonstration for the need to advance American techniques in this class.

"The laminated, lightweight slalom paddles used by the Europeans are short (about up to the mouth), rigid, and have a relatively small, flat blade area. This flatness permits feathered blade, in-water recoveries, and, in fact, any underwater paddle motion, with a minimum chance for twisting, and with least water resistance. The small blade area allows for greater rapidity in actual paddle strokes per minute. It would seem, in fact, that the Europeans take about three paddle strokes to just one of ours during gate negotiation and probably twice as many between gates. Such endurance, of course, demands practice and conditioning. Their mastery of and complete reliance upon the pry-away at each boat end, plus their combination power/direction strokes, is highly evolved as contrasted with American slalom paddlers.

No Follow-Through

"Forward momentum is attained and maintained with these short, choppy strokes which end at the body. There is practically no follow-through. Paddling speed toward, through, and out of gates is so fast and so vigorous, that gate judges must be alert to determine whether the movement of a pole is caused by an actual touch or by the canoe's wake thrust outward by the sheer power of its propulsion. Once a C-2 enters a gate, the bow paddler immediately strokes in a straight line for the next set of poles, leaving the stern with his own problems . . . calling, in many cases, for a backbreaking pry! There is never any careful deliberation in 'lining-up' for the next gate. The approach is consistently on a direct-line basis, and with confident disregard for the angle of difficulty involved.

"To minimize the effects of unpredictable waves and other current turbulence on the boat, European canoeists use continuous combination strokes even when centered in a gate. By keeping the paddle in constant motion, slight corrections are more quickly and surely accomplished. The unceasing blade activity assures balance and

control at all times, as attested by their skill among the curlers on the Lieser River.

"Although the American team did not do well in the later events, we did turn in respectable scores, particularly considering our truly amateur status. We have returned with the latest in boat design and technique and should do much better in 1965. The one thing we can do as well or better than they, as we later found out, is roll our canoes . . . a fortunate skill considering the number of times we put it to use!"

Slalom at Kranj, Yugoslavia

One week before the World's Championships the Yugoslavs and Americans went to Kranj, Yugoslavia, for a one-day little slalom. This slalom was set just below a power station . . . so close that we often hit the cement structure while running the course. Gates 1-5 were set in the turbulent, Class II water next to the building. Gates 6-9 were in very easy water, but gates 10-12 were in Class II water further down.

Tom Southworth outclassed a very closely bunched C-1 field with Dave Guss taking second. Dave Kurtz was nosed out of third by the technically brilliant Borut Justin. In doubles the Yugoslavs outpointed the Americans easily by taking the first six places. Seventh was taken surprisingly by the team of Nic-Kurtz. Nic proved he was still in good shape, especially considering his third place world championship C-2M run in 1961. Bickham was nursing a rib injury of the week before and found it tough going. This injury persisted through the World Championships causing scratching of their C-2M entry in the wildwater race.

Bill Prime writes:

"I arrived in Spittal, Austria, on August 3, five days before the World Championships were due to begin. Some vague plans had been made in the States, but I really didn't know where to find my team, my boats, or a place to stay.

"After getting some directions, I began hoofing it out of town. Before I had gone a mile I came upon the Lieser, a wild, glacier-fed river running through a narrow gorge before emptying into the Drau (a tributary of the



Paul Bruhin

Danube) near Spittal. At this point the river, which was fully 200 feet wide, was spanned by a large banner upon which the word ZIEL proclaimed the end of both the slalom and the downriver races. For the next half-mile, which was to be the scene of the slalom, the river grew steadily narrower while increasing sharply in both pitch and velocity. I was particularly intrigued with one sharp bend where the river funnelled between two rocks less than 30 feet apart, creating a mighty roller five feet in height.

"I continued upward on the road which follows the Lieser and gives an excellent view of the entire course. The river maintained its fury for another mile above the start of the slalom where a bridge gave a vantage point to view the bloodthirsty sharp S-curve in the river. At this point a nasty pile of rocks in mid-stream and a series of ledges with sharp drops called for adroit maneuvering and brought grief to a number of paddlers in the downriver race. This was the scene of tragedy two years ago when one of Austria's best kayak paddlers lost his life by ignoring normal safety precautions of helmet and life jacket. Having flipped in the roller and failing to re-

cover with an eskimo-roll, he emerged only to be bashed on the head by his boat—his body was found two days later on the Drau. My innocent inquiry as to how they could fail to find his body for so long was answered by Paul Bruhin later with the remark that, "He must have gone down and hidden behind a rock." Such is the power of the Lieser. The downriver race itself started five miles of grade III and IV water further upstream.

Tents of the Nations

"The large camping area for competitors was just above the bridge, and it was fascinating to see the hundreds of multi-colored tents spread out across the field. Precise Germans camped in neat rows, while the more casual French and Italians were scattered about with no apparent order. They all camped in great comfort as one could stand up in the smallest tents while the largest were the size of a small living room. No one knew where the Americans were (it turned out later that they were in Yugoslavia at the time and were to stay at the World Council of Churches School dormitory), but it was here that I found the Klepper Co. They had the two folding kayaks that I was to use in the race. They were two beautiful rule-beaters built especially for the World Championships, on loan to me for the race but not for sale. Their skin-covered fiberglass construction proved to be very fragile, but they handled magnificently. The Klepper people were there in force to make all repairs free of charge, and they earned the deepest gratitude of the American team.

"My next task was to find the Swiss camp and my old friend Paul Bruhin. Paul was the young Swiss watchmaker who came to the U.S. for two years in 1959-60 and is the father of kayak paddling in the East. One mile upstream a Swiss flag led me to their camp in a dense pine forest on the bank of the Lieser. There I settled for 10 days in as cool and comfortable a campsite, with as congenial a group, as one could possibly ask for. Even their outdoor john was a marvel of comfort and efficiency, with a little Swiss flag that one ran up a tiny flagpole to signify occupancy.

The Eve of Battle

"I devoted the following four days to intense training on the course with the Swiss team, especially Paul Bruhin and Milo Duffek. The river, although low, proved to be quite powerful enough, and all of the Americans were impressed with the skill of the European paddlers who happily threw themselves backwards down drops we scarcely dared try forwards. But by the evening of the fourth day I felt strong and confident of my ability to at least complete the course.

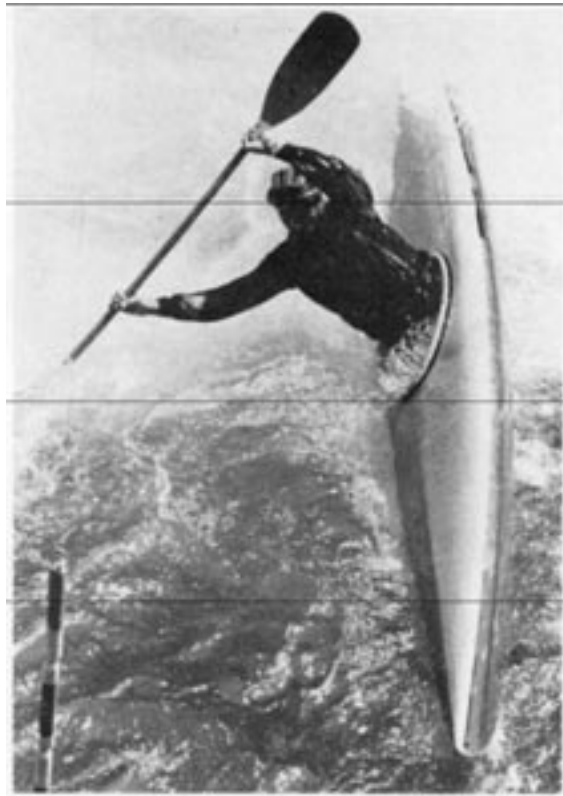
"The night before the championships after completing boat repairs, we had a good steak dinner around the campfire. That night before retiring I told Paul that I hoped to finish in the first 40 out of the 50 paddlers from 14 nations to start in our event the next day.

"On the following morning our training week of up at 9 and on the river by 11 gave away to the race week schedule of up at 6 and on the river by 7. We had our usual European breakfast and headed for the river. We wanted to look over the course before the huge crowds blocked all view of the river."

The World Championships

On August 8, 1963, the various groups of Americans arrived and settled down in Spittal for the events some had been looking forward to for as much as two years. The bulk of the U.S. team bedded down in the World Council of Churches school dormitory which was one of the officially provided places for the various competitors and team officials (\$3 a day for room and board). We were also joined by Stewart and Barbara Krebs who served as translators for us. Louise Davis and Ruth Walker from New York and Tony Kolbeck and his family from Salida also showed up to act as the cheering section.

That evening at 7:30 all the competitors and team officials gathered by country for the opening march. The Austrian hosts provided each group with its country's flag and a team of young boys and girls dressed in native costume to hold the sign indicating the country. The parade began at the World Council of Churches school and ended at the Castle Porcia where all



Milo Duffek

the official proceedings took place. Here we were welcomed with speeches by Charles de Coqueraumont, president of ICF, and Austrian local officials. Entertainment was provided in the form of Austrian singing and dancing, including **schuhplattling**. The evening closed with a reception of free food.

Friday, August 9, was reserved for final training on the slalom course. Each nation (some were grouped together) was given an hour on the course. At this point the gates were hung, but pushed to the shore. One pretty well knew their eventual placement, however. It was raining at this time and quite miserable. However, the Red Cross was there with hot chocolate served, to the competitors' gratitude. The practice was marred by an upset by Kurtz at gate 9 which eventually took him swimming all the way through the Class V rapids to gate 14. Though banged up with minor cuts and bruises he was able, with the help of the Czech trainers, to compete the following day.

Boats Disqualified—Almost

Immediately following the training



ABOVE: Margitta Krueger and Werner Lempert of East Germany, who placed second in C2-Mixed in the World Championships. **OPPOSITE PAGE, ABOVE:** Bill Prime between Gates 14 and 15. **BELOW:** Manfred Schubert, East Germany, C-1 champion, in the same spot.

(Photos by Ruth Walker and Louise Davis)

sessions came the official boat measuring. Everyone gathered in the light drizzle as the boats were madly shoved in towards the measurement point. The

Moreover, it became apparent that most of the boats were measuring too short! Our C-1's, so carefully made, were found to be a whole centimeter



the certifying went on, only those having the proper length being certified. Numerous end-lengthening stations appeared all over the area. Jirasek (Czech champ) was found helping Tom Southworth; Bill and Barb spread around their resin and glass to Kurtz and Guss. For all these cases a two-inch wide strip of glass cloth was rolled around a little stick and merely stuck on the end of the boat. Primus stoves were used to set the resin on that cold, rainy day.

We all felt that the rain-soaked wooden measuring ruler had somehow expanded by one centimeter.

Saturday and Sunday, August 10-11, 1963, were the days for the slalom. Because the Lieser was an unpredictable river the order of events was juggled out of the ordinary. Both runs of each class were run on the same day. On Saturday the single events for C-1, F-1W, and C-2M and the team events for C-2 and F-1 were held. On Sunday the remaining events were held. Boats were sent down on time every three minutes; they were even ahead of schedule by a half hour at lunch time. Scoring was so fast that after finishing one had merely to walk up to the scoring building and find out his score. Boat carrying aid was greatly appreciated by the paddlers. The sponsoring groups, Austrian Paddlesport Association and the Sporting Group of Spittal/Drau, provided men to lift the boats from the water and carry them to a waiting truck which drove to the start. At this point other men lifted them when desired, down to the water.

Kayaks

The description of the course is aptly given by **Bill Prime**:

"The first day was the team race for the kayak paddlers. I took approximately 300 penalties on my first run and 200 on the second—my daily workouts on the East River had not prepared me for anything like this. The next day started off even worse with a hole in my boat, an eskimo roll and 430 penalties. Now the pressure was on, for my time stood last among the finishers.

"As they lowered my kayak over the wall to the water below, I saw about 10 kayaks were there ahead of me,

skimming back and forth across the river like water bugs as the paddlers warmed up. Funny, how my throat was so dry with all this water about. There goes the Frenchman ahead of me . . . watch how he takes the first gate . . . he is good . . . and now they are waving me closer to the starting line . . . closer . . . closer . . . 'los!' the starter yells over the roar of the water as his flag comes down. I am off, paddling hard to cross the stream, just 30 feet wide and very fast here. The first gate is 20 yards away, upstream, and must be approached from the far side. Up and up I go and then out into the stream on a left brace, hold the stern in the eddy; one hard stroke with the right paddle and I am through clean. Drive hard right through 2 and left through 3 into a big hole, bracing hard to avoid capsizing. Then into the eddy, up through 4 and out into the hole again to cross the river and down through 5. Turn and reverse through 6, then turn early through 7, the wiggle gate . . . clean so far. The hard part yet to come.

"Gate 8 is another tricky wiggle gate with one pole directly upstream from the other and a rocky approach . . . I hit the rock and both poles for a 20-second penalty and then throw myself to the right in a desperate attempt to reverse in the heavy water before 9. I still can't make it and take a 50-second penalty as I slide sideways into the narrow tongue of water and the tremendous haystacks below. Reaching far back over my right shoulder, I manage to 'catch' the smooth water and turn just in time for number 10. A moment's indecision causes a crash on the rocks at 11 and a 10-second penalty, but 12 I make clean and take an intentional 10 on 13 to set up my approach into the big roller. My previous upset here makes me too cautious and I lose time by sliding far below 14. Then, I summon courage for the drive up through 14 [*See cover and Fig. IV*] into the mighty roller which must be crossed to reach the reverse into 15. I make it, just, with a 20-second penalty and manage to pull my stern into the far eddy for the quick turn into 16. A sloppy turn out of 17 upstream costs me 10 but 18 goes by clean and I

successfully make the difficult ferry above 19, the last wiggle gate, where I take another intentional 10 because I know I can't make it clean. I negotiate 20 and 21 easily and turn early in heavy water for the reverse into 22. Then quickly around for 23 and paddle like mad across the relatively flat water through 24 and 25 and bang into the eddy below 26. Summoning up my last strength, I drive upstream until finally a friendly voice cries 'clear,' and I literally fall back through the finish line . . . in 40th place.

Time: 345 seconds, penalties: 130, total score: 475. The winner: 266 seconds, no penalties, East German. Only three men finished with no penalties and one of them was 16th. Milo Duffek with the fourth fastest time and a former runner-up in the World Championships, was 28th. Paul Bruhin, former U. S. Champion, was 36th. This was competition!"

Canoes

In the C-1 competition Dave Kurtz bested his teammates by taking a surprising 17th place. Tom Southworth amazed the crowd in his first run by successfully rolling four times before finishing, earning the Americans the eskimo-roll title, if nothing else. Dave Guss's second run earned him 19th place while Tom finished 21st.

In C-2M Barb Wright and Bill Bickham took eighth. We were pleased, however, that the team of Bernotova-Justin, the wonderful Yugoslav team, captured first place. Alenka Bernotova, Natan's wife (-ova in Slavic means "wife of"), earned the responsibility of "Mama Nena" to Southworth and Guss.

In C-2 the East Germans Merkel and Merkel repeated their first place but were closely threatened by Bernot and Bernot who had a magnificent run to finish in second place. Yeagley and Bechdel were 21st.

Downriver Race

Tuesday, August 13, was the day for the World Championships in Wildwater Running. The entire field was put down the 5-mile course at one minute intervals over a period of two and a half hours. Bill Prime bested the Makris brothers but was way back with 19th place in F-1 competition. The remain-

der of our paddlers finished at the end of their respective groups having the disadvantage of little practice or competition in the U. S. and no special downriver boats.

That evening the American canoeists met with the Yugoslavs for the last time, at which time gifts were presented to Natan Bernot and others. In turn the Yugoslavs presented gifts to us.

Wednesday, August 15, was the day for the running of the relatively new team race in wildwater running. This event is run by having three boats start one after the other and paddle the indicated length of the course. Time starts at the start of the first and ends at the finish of the last boat. Team members may help each other extensively. Our C-1 team finished in fifth place ahead of two other teams, the West Germans and the Austrians. Our F-1 team did not finish.

The Future

The future of this sport for Americans is bright indeed. Those who went overseas this year are enthusiastic about returning in 1965. We therefore have a number of recommendations:

Funds. Complete traveling funds must be obtained, and obtained now. We should know long in advance that money is available so that prospective team members can make the proper plans. Round-trip flight will cost \$600 alone. Then there are expenses for uniforms (\$36 this year) and sending boats (\$105 each, round trip, this year for canoes). It is important that the paddler's own boat accompany him to Europe as he will be able to perform to his best only in the boat he knows well. Some boats of the same design could be obtained in Europe but that would cost money anyhow. Perhaps professional fund raisers should be utilized. (See AWW, Summer, 1963, "How to Finance U. S. Slalom Team.") This year a total of \$2900 was obtained

PLANS KAYAKS CANOES

13 Designs. Racing, Cruising, Slalom and Eskimo.
Easy chine construction. \$3.00 each postpaid.
Write for list.

W. SCHALLE (Kayak Plans)

151-20 17th Avenue, Whitestone 57, New York



Quality Canoeing and
Camping Equipment.

Only Tested and approved
equipment offered.

RUBBER WATERPROOF PACKS
WITH STRAPS

7 1/2" x 7 1/2" x 12" deep....\$3.00 Postpaid

20 1/2" x 16 1/2" x 11" deep \$8.00 Postpaid



Drip Rings**40c** Pair Postpaid

Rigging Knife\$5.00 Postpaid

Swiss Knife\$7.00 Postpaid



Wine Bag. 1 pt.\$3.00 Postpaid

Wine Bag, 1 qt.\$3.50 Postpaid

Wine Bag. 2 qt.\$4.00 Postpaid



Canoeing Textbook\$1.75 Postpaid

Canoeing White Water in
N. Va. & **N.E.** W. Va. Also
the Great Smoky **Mt.** \$3.50 Postpaid

Write for Sleeping Bag **Bulletin**

3430 Lee Highway
FAIRFAX, VIRGINIA



from various sources, with \$1900 coming from a special State College, Penna. Fund-raising appeal.

Selection Process. Selection of candidates will of course be continued and will get tougher. We must have a broader method of selection that is still mathematical yet more sensitive than the one presently in use. The present system, adequate in 1963, will not be so in the future: It utilizes only the first three places in the 4-5 officially recognized slaloms held in the U. S.

Amateurism. The rules on amateurism in the U.S. should be reviewed and made more realistic. A person hardly knows where to turn for fear he will be then taken as a professional. The question "What is an amateur?" was never really answered until after the World Championships when Tom Southworth and Dave Guss discussed the area carefully with Natan Bernot. It appears that there are two basic amateurism rules followed all over Europe: 1., A canoeist cannot race for money, and 2., He cannot lend his name for profit. Aside from this anything goes.

The governments of the various countries get into the act in various ways. The East Germans are the most professional (by our standards), the Americans the most amateur. Between there are all sorts of grades. In East Germany the paddlers are in substance professionals as canoeing is part of their work. They get time out from work to practice. Most seem to be a part of the military (they came to Spittal in army trucks), and we understood that they get advances in rank and pay for successes.

The Czechs and Yugoslavs are supported somewhat less by their governments. In these cases the government provides equipment in the form of boats and slalom site preparation. It also provides travel expenses to slaloms outside their country. The entire West German team, including trainers and managers and uniforms, is supported by the government. In all practical purposes it appeared that the very large West German team required much funds. The French receive living expenses while at the World Championship site, and the British receive travel expenses. The Americans get only a

cordial farewell and that only from close friends.

Team Manager. The U.S. team needs a manager and maybe others to take care of certain details while preparing here and abroad. The manager will be the team captain who can attend meetings held during the slalom. He should be capable of acting as an interpreter for perhaps both Italian and German. He will take care of representing our team at meetings and on juries.

Uniform. The uniform is an essential part of the team. Uniform is needed for formal affairs, for informal affairs, and for keeping warm on the course. This year the uniform consisted of cotton warmup pants and shirt, swim trunks, competition socks, and competition shirt. From our experience it was felt we should continue the sweat warmups, but they should be of a higher quality. The only competition clothing provided should be a paddle jacket as this item is the only one that shows while paddling. Clothing for formal wear should be considered.

In conclusion Tom Southworth has this to say:

"Although we were far removed from the winners in international competition our final impressions concerning the United States' future in world competition were quite favorable. Europeans are quite human too. It is true that they are ahead of us, but they are not out of reach. It is important to remember that slalom canoeing is essentially a brand-new sport in Europe. Every year there are considerable changes made in paddles, techniques, boat designs, and even rules. Many Europeans told us that by 1965 we could easily have a team equal to the non-Communist European teams. Our Czechoslovakian coach, Vaclav Nic, told us that we should not expect to be world champions in 1965, but that we should expect to be in the race among the top half of the competitors. There is no doubt in my mind that everything they say is true. We want to go back (to Merano, Italy) in 1965. This year we had many complications that we must overcome by 1965 in order to put forth the best possible effort from the U. S. We did not have a full team. We did not even have all the

best people on the team. Our competitors in canoes had no experience (or qualification) for the Spustu (downriver race).

"I believe that most of these problems stem from lack of financial support. For example, we can't expect all out best competitors to go if they have to pay their own way. Likewise, we can have no real team unity if competitors come as individuals on their own money. The ACA as the official representative of ICF in the U.S. has the responsibility of choosing, coordinating, and financing our national team. It should be up to previous world championship team members, the national slalom chairmen, and future team captains to work through the ACA toward this end."

World Championships—Slalom August 10-11, 1963

C-1

1. Schubert, E. Ger.	361.1
2. Kleinert, E. Ger.	378.1
3. Tochon, Switz.	382.4
17. Kurtz, U.S.A.	589.5
19. Guss, U.S.A.	620.1
21. Southworth, U.S.A.	778.4

C-1 Team

1. E. Ger.	443.5
2. W. Ger.	580.7
3. Switz.	613.3
4. Czech.	662.3
5. France	1024.6
6. USA	1066.7

F-1

1. Bremer, E. Ger.	266.7
2. Luber, E. Ger.	274.5
3. Cerny, Czech.	299.4
40. Prime, USA	475.4
45. Makris, T. USA	656.1
47. Makris, D. USA	1182.7

F-1 Team

1. E. Ger.	419.4
2. Poland	421.4
3. Great Britain	473.5

C-2

1. Merkel-Merkel, E. Ger.	336.2
2. Bernot-Bernot, Yugo.	342.3
3. Noack-Lueck, E. Ger.	343.8
21. Yeagley-Bechdel, USA	770.9

C-2M

1. Bernatova-Justin, Yugo.	372.1
2. Krueger-Lempert, E. Ger.	411.2
3. Novak-Novakova, Czech.	422.7
8. Wright-Bickham, USA	637.9

World Championships—Downriver August 13-14, 1963

F-1

1. Preslmayer, Austria	31:39.5
2. Lettman, W. Ger.	31:59.5
3. Gunzenberger, W. Ger.	32:15.8
19. Prime, USA	35:57.1
21. Makris, T. USA	36:59.2
28. Makris, D. USA	0

F-1

1. W. Ger.	31:49.2
2. E. Ger.	31:52.2
3. Austria	31:53.1
7. USA	47:05.5

C-1

1. Grobat, Switz.	35:20.2
2. Schubert, E. Ger.	35:21.3
3. Pospichal, Czech.	35:23.2
21. Southworth, USA	39:50.3
22. Guss, USA	40:11.6
24. Kurtz, USA	42:57.8

C-1

1. Czech.	35:29.9
2. E. Ger.	35:34.1
3. Switz.	35:46.7
5. USA	40:12.5

C-2

1. Valenta-Stach, Czech.	32:50.7
2. Merkel-Merkel, E. Ger.	33:25.1
3. Kny-Horina, Czech.	33:32.1
18. Yeagley-Bechdel, USA	38:56.5

International Slalom Results at Tacen, Yugoslavia July 14, 1963

C-1

1. Jirasek, Czech.	237.8
2. Janovsky, Czech.	240.6
3. Pospichal, Czech.	266.5
4. Benes, Czech.	290.2
5. Southworth, USA	444.0
7. Guss, USA	679.4
8. Kurtz, USA	790.0

C-2

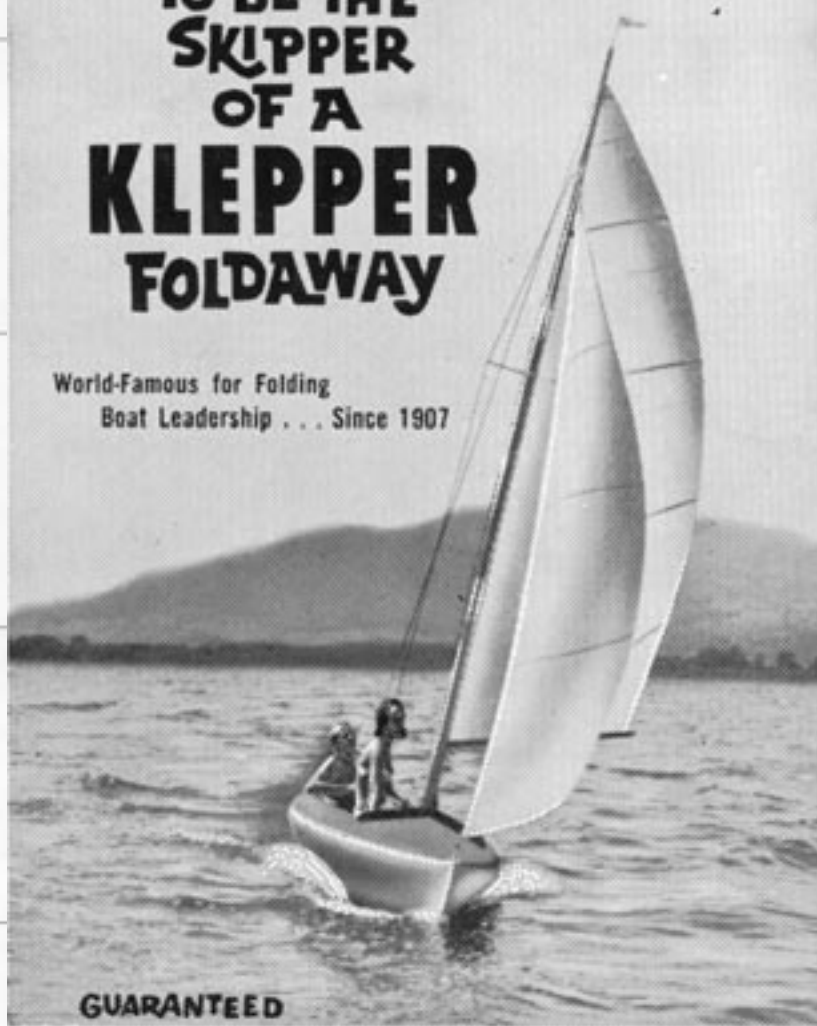
1. Valenta-Stach, Czech.	211.2
2. Poliert-Poliert, Czech.	211.2
3. Horina-Kny, Czech.	235.0
4. Kansky-Henrich, Czech.	237.6
5. Zitnik-Zitnik, Yugo.	237.9
16. Yeagley-Bechdel, USA	1032.0

C-1

1. Czech. (Benes, Janovsky, Pospichal)	491.2
2. USA (Southworth, Guss, Kurtz)	1586.5
3. Czech.-Austria (Jirasek, Prachner, Bleithreu)	1774.3

IT'S GREAT TO BE THE SKIPPER OF A KLEPPER FOLDAWAY

World-Famous for Folding
Boat Leadership . . . Since 1907



GUARANTEED

UNSINKABLE

Sail/Motor/Paddle

Check these Exclusive Klepper Features:

- Carried like luggage . . . smallest storage space
- Patented Snap-Lock Fittings . . . for easy assembling; accurate to 1/32"

Built-in Air Tubes guarantee maximum safety at all times

- Economical . . . No dockage; no trailer; lowest maintenance



You'll marvel at the quality and performance of a Klepper Foldaway . . . at its amazing compactness (folds to fit any car) . . . at the ease and speed of its assembly (without tools or strain) . . . You'll like its swift maneuverability—its constant stability and safety—its excellence as a family boat . . . Kleppers are sold and serviced 'round the globe; used by more people than any other folding boats made . . . 4 world championships—2 Atlantic crossings.

*Klepper Foldaways are Nationally distributed:
Write for name of nearest dealer; Send coupon*

**HANS KLEPPER
CORPORATION**

Foldaway Boats and Tents
820 Greenwich Street New York, N. Y.

AW3

Free catalog

HANS KLEPPER, 820 Greenwich St. New York 14, N. Y.

Send FREE catalog Boats ☐ Tents ☐

Name

Address

City Zone State

RACING REPORT

By Dave Kurtz
AWA Racing Editor



Father and daughter: Roger Parsons and his 9-year-old Kathy finished second in C-2 Mixed. Peterborough Slalom — Photo by Al Zob

Fourth Ontario Championships

August 24-25

Peterborough, Ontario, Canada

The race this year, again sponsored by the Ontario Voyageurs Kayak Club, was the most interesting ever. The thrill of starting the course through the chute in the dam as always captured the interest of the boaters and spectators alike. However, this year an additional section of very difficult gates was added that challenged all. Gates 8-9-10-11 involved some rigorous ferrying across solid current. The 17-gate course was run on two days, this for the first time. A total of 71 boats entered.

Results:

K-1

Al Zob, OVKC	369.0
Brad Dewey, KCCB	424.6

Heinz Poenn, OVKC	441.2
M. Baur, OVKC	473.2
E. Rapin, OVKC	477.0

C-1

Bill Bickham, PSOC	419.0
Bill Heinzerling, KCCNY	545.6
Dave Kurtz, EP-32	555.0
Roger Parsons, Mohawk	575.2
Les Bechdel, EP-32	576.4

C-2

Bickham-Heinzerling, PSOC-KCCNY	422.8
Kaufman-R. Bridge, PSOC-CCA	516.0
Bechdel-Yeagley, EP-32	614.4
Moecking-Grell, Mohawk	624.0
C. Bridge-J. Bridge, CCA	694.4

C-2M

Peggy Eliot-J. Bridge, CCA	674.4
Parsons-Parsons, Mohawk	686.6
Wright-Holbrg, KCCB-KCCNY	757.2

K-1W

Barbara Wright, KCCB	449.4
----------------------	-------



Barbara Wright in the Cohasset tidal chute

—Photo by Bart Hawthaway

Jean Simmonds, OOC (Oneonta) 1035.0
Ursula Nickel, OVKC 1186.2

C-2W

Thomas-Elliott,
Ship 1800-Mariners 1053.6
Modine-Franz, S-1800 1213.0
Snyder-Abrams, CCA 1426.6

C-2 Jr.

Brigley-Jack, 4th-West. 738.4
Ratcliff-Daniels, 4th-West. 1006.6
Anderson-Chettle, 4th-West. 1118.4

K-1 Jr.

J. Bean, Iowa 409.4
P. Riley, NFSA 821.7
Hans Yeagley, EP-32 830.0

Team

OVKC-Baur, Poenn, Zob 550.0
KCCB-Dewey, Hawthaway,
Wright 636.8
OVKC-Daniel, Ford, Rapin 948.2

Cohasset Slalom (Tidal)

Cohasset, Mass.

September, 1963

(In this race, the **sum** of the best three heats out of four was the decisive score for regular competitors; for juniors and novices, the sum of **two** heats.)

Juniors

Loftfield 554
Kalckar 698
Hoagland 797

Novice

Berens 646
Everitt 764
A. Dodge 780

C-1

Kurtz 1047
Southworth 1128
Bickham 1157

Guss	1301
Heinzerling	1519

K-1

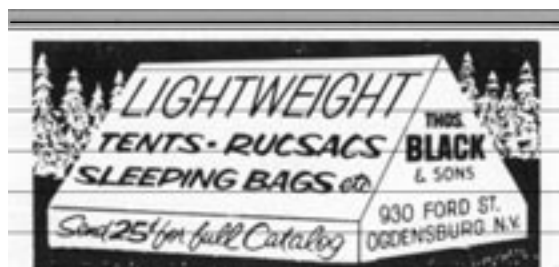
Prime	1000
Dewey	1193
Sullivan	1196
Asher	1246
Hauthaway	1360

Eastern Races 1964

- March 21-22—Seneca Creek, near Franklin, W. Va. (CCA)
 April 4-5—Credit River, Toronto, Canada (OVKC)
 April 11-12—Kishacoquillas, Reedsville, Pa. (PSOC, EP-32) or Red Moshannon, Pa.
 April 18-19—Brandywine Slalom, Wilmington, Del. (BRSC, CCA)
 April 25-26—Icebreaker Slalom, Ontario, N. Y. (SCOC)
 May 2-3—Loyalsock Slalom, World's End Park, Pa. (WBC, EP-32)
 May 9-10—Hudson Giant Slalom, North Creek, N. Y. (NCRGC)
 May 16-17—National Championships, West River, Jamaica, N. Y. (all clubs)
 June—Esopus Giant Slalom, Phoenicia, N. Y. (KCCNY)
 July--Cheat River, Rowlesburg, W. Va. (CCA)
 August--ohasset Slalom, Boston, Mass. (KCCB)
 August—Peterborough Slalom, Peterborough, Ont. (OVKC)

Correction

Correction: Last month's cover depicted Ekhart Rapin of the Ontario Voyageurs at the head of that fine chute in the Peterborough Slalom. Apologies to both him and Manfred Bauer, whom we mistakenly named!



A River Guide

The Wisconsin Conservation Department sends along the following good news:

Canoeists and float-trippers can now obtain the revised edition of "Wisconsin Water Trails," the popular Wisconsin Conservation Department booklet describing 48 trips on 36 Wisconsin rivers.

"Water Trails" had been out of print for a number of years, but requests for copies continued to reach the Department. Many of the letters mentioned old worn-out copies, booklets which had been loaned and never returned, or copies owned by friends who guarded them jealously.

Rivers covered in the booklet include the famous Flambeau, Brule, Peshtigo and Namekagon, as well as smaller streams such as the Yellow, Clam, Bear and Totogatic. The Wisconsin, which offers a wide variety of canoeing experiences and scenery in its course from north to south, is broken up into five sections. Lesser known streams, such as the Lemonweir, Kickapoo, Elk and Trout Rivers, are also described.

In addition to the rivers, several chains of lakes which offer fine canoe trips are included in "Water Trails." The Manitowish, Eagle-Three Lakes, and Waupaca chains are among them. These are especially popular with canoe parties from youth and Scout camps.

Each trip is described in a short text with a map showing campsites, launching points, and rapids. Pointers on planning a canoe trip are also included.

Single copies of "Wisconsin Water Trails" may be obtained free of charge from the Recreational Publicity Section, Wisconsin Conservation Department, Box 450, Madison 53701. Additional copies are for sale at 25 cents each.

KLEPPER FOLDING BOATS OLD TOWN CANOES

Write for catalogs
 CLYDE R. SEELINGER

2111 Erie North Kansas City 16, Missouri

Little Big-Hearted River

By Jay Pritchett

Ozark Wilderness Waterways Club

As rivers go the Provo isn't much. It heads among the 11,000-ft. peaks of the Uinta Mountains in northeast Utah and ends its journey in the central part of the same state. It's not much over 100 miles long, and rarely over 50 ft. wide. During the fall and winter it's just a frozen trickle, and in the summer even the trickle may be missing.

It looks dead—but it isn't—it's just sleeping.

The same natural laws which cause 10 ft. of snow to pile up in the high country also dictate a radiant June sun, and a river comes to life. Slowly the trickle becomes a stream, a stream becomes a river, and then about the first of June the river turns into a hundred miles of sprawling, brawling rapids, falls and cataracts.

For the hardy and perhaps the fool-hardy, this also is the time to come to life.

* * *

It was Sunday and I was standing as I had stood so many times before on the flat rock jutting out over the first falls. It was the same as I had remembered it, the way I knew it had to be—and yet not the same at all.

This time I had the canoe along.

I had seen the maps and counted contour lines and tried to pick the trouble spots, but paper rivers like paper moons never tell their story well. A drop of 75 feet a mile, they said, from north of Heber to Deer Creek Reservoir 8 or 9 miles below.

But the mute and sterile maps didn't know or couldn't tell of the water's frenzied speed or jagged rocks, or boiling cataracts, and most of all they couldn't feel the call of ice-cold fear that every paddler knows.

I've been on the Provo twice to date and haven't shipped a drop, but I've seen the bowman and canoe entirely

buried in the stacks below the falls. I've felt the spray deck tear and touch my bloody knees and seen the roily waters pile five feet high on deadheads in the middle of the stream.

But that was long ago, last year, and the mind forgets both good and bad. Perhaps as the years go by, I too, will add my voice to those who say—

"As rivers go, the Provo isn't much."

Jay Pritchett, OWWC

Classified

PLANS CANOE, KAYAK — Folding, rigid, plywood. **COMPLETE FOLD-BOATS**, top British craftsmanship. Free details. Bruce Clark, 115 McGavock Pike, Nashville, Tenn. 37214

FIBERGLASS BOATS

Boston Kayak\$185

C-1 Banana Boat..\$185

C-2 Banana Boat..\$195

Spray Skirts\$9

•

Glass-epoxy Kayak Paddles \$15

Glass-epoxy Canoe Paddles \$9

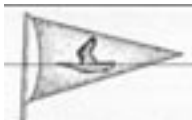
•

For more information, write to:

STEWART COFFIN

103 Hillside Ave.

Arlington, Massachusetts



SECRETARY'S SOAP BOX

By Martin Vanderveen
AWA Secretary

There have been many comments, practically all favorable, regarding my remarks in the last issue on the AWA and ACA. Curiously enough, all the comments that reached me directly approved of my remarks, while the one or two derogatory comments reached me only indirectly.

Perhaps it might be well to go into a little more detail on the AWA-ACA situation. The ACA has as its undisputed province the government of racing, the rules of amateurism, and the representation of the United States in international competition. We recognize this jurisdiction and do not challenge it. If, on occasion, we disagree with specific actions or rulings we will try to express our disagreement in a constructive manner. The ACA has other functions which are equally legitimate.

The AWA is interested in all phases of white-water sport. Racing is a part of the sport—and without infringing on ACA prerogatives, we will encourage it, we will publish race schedules and results in our journal, and we will give our members and affiliates advice and encouragement.

Among other things, the AWA has devoted considerable effort to encouraging the compilation of river guides. ACA has published some river

guides; to this we say, "Bravo!" The more work done along these lines by any and all sources, the more the entire sport will benefit. There are many such fields in which both organizations have a sincere and legitimate interest; and all work done by both organizations furthers the sport.

AWA and ACA are both dedicated to the development and betterment of the sport. While we may approach this goal through different channels, in the last analysis our interests are the same and there is no reason for any but a friendly feeling between the two organizations.



Progress Reports

A number of projects have been in the works during the current year. A progress report seems to be in order at this point.

Milo Duffek. It's definite! Milo has confirmed his plans to be in the U. S. and Canada during July and August. A questionnaire has gone out to the affiliate clubs for data on which to base a firm schedule. Individuals who wish to train with Milo and who don't belong to a participating club are invited to write me; we may

be able to fit you into one of the schedules.

Data Books. Early this year it was voted to produce a series of topical booklets on various aspects of the white-water sport. Work has been in progress and one or two of the manuscripts are near completion. The first of these books should be in print within the next few months.

Training Movie. John Bombay has made excellent progress with his AWA training movie, but he still needs money and/or film and/or assistance. If your club hasn't yet taken part in this project, get in touch with John.

Shoulder Patches. No design has yet been selected. The vote on the suggested designs was split to the point where it is necessary to have a run-off vote. It will probably be the early part of next year before the patches are available.



New Affiliates

Our affiliate list gets constantly more imposing. A couple of clubs that had dropped out have come back in the fold, and three new clubs have joined. Perhaps the most exclusive white-water club in the AWA is the **Kayak and Canoe Club of Boston**. There are only a few members since a prerequisite for joining (and for maintaining membership) is to have competed in at least three slaloms and to have cruised three wild rivers during the year! The **Genesee Downriver Paddlers**, we hear, owes its existence to the dedicated efforts of one man. For several decades LeRoy Dodson has been teaching boys to build and paddle kayaks, and

eventually he developed a small coterie of confirmed water bugs among the older generation. A couple of years ago, some of the bunch journeyed to a slalom event and returned confirmed white-water addicts, and the club was in existence. Another new affiliate, the **Calgary Canoe Club** swells the list of AWA clubs north of the border. The club had been nearly dormant for a time, due to the membership being so tied up with individual activities that they had insufficient time for club functions. The club has been revitalized recently, and is now going strong. They have already scheduled four competitions for 1964.

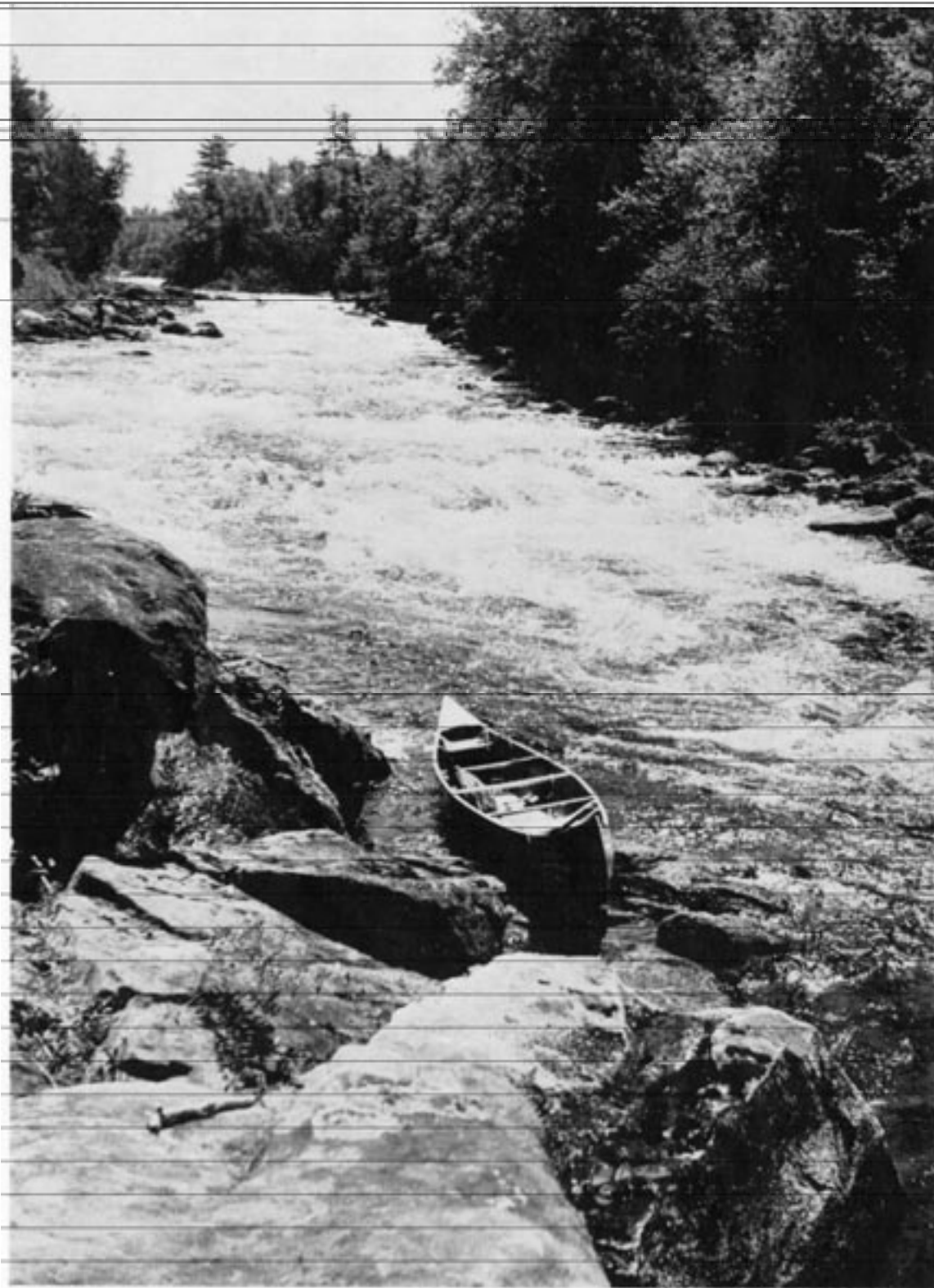
I had hoped to present regular news of club activities in this column, but there has been so much AWA business to report that to add the club news would have expanded the column to an unreasonable length. I hope you will make up for this lapse by sending more feature stories about your clubs to our editor, who is always on the lookout for material to publish.



Membership

The AWA has grown considerably, but there is always need for a larger membership. The bigger we are the more effective we can be in our various functions for the benefit of all boaters. How about talking to those boaters you know who should be in the AWA and asking them to sign up?





The Rapid River in Maine, where the first U.S. National White-Water Race was held over a decade ago.
(Photo by Stew Coffin)

Safety as We See It

By John Bombay
AWA Safety Chairman

It has long puzzled me why the AWA, unlike other nationwide sport organizations, has no training film. Last January I proposed to all our affiliates that they undertake one or more 4-minute sections of the movie outline I sent to them, or that they help us financially. So few of these clubs answered that I now understand why we did not already have such a movie!

My trouble is that I am Dutch by birth and consequently very stubborn. I will keep pestering you until the AWA has a movie worthy of our fine organization, I promise you!

Replies that were received indicated that the majority wish a 16 mm. movie for the logical reasons that only a 16 mm. can be copied properly, that a 16 mm. will be clearer in detail, that a 16 mm. can be shown for large audiences, that it rules out bad amateur work, and that the final product is worth the great effort involved.

The movie is to follow Peter Whitney's book, "White-Water Sport" (Ronald Press, N.Y., 1960) which can be used as a textbook for instruction classes that may be given with the film. The movie will be split up into two half-hour kayak sections and two half-hour canoe sections. The original 16 mm. film will be duplicated into 16 mm. and 8 mm. color films for rental. Clubs participating in this project can use the film free and may eventually be reimbursed from the rental profits.

Following is a brief summary of the replies received on the movie program up to October 15, 1963:

Mohawk Rod & Gun Club—Will do two sections.

Sierra Club, S.F. **R.T.S.**—Sent \$15.00.

C.C.A. Washington, D.C.—Sent \$23.00.

A.Y.H. Pittsburgh—Undecided, 16 mm.

Boy Scouts of America, Mendham — Offered their 16 mm. for copying.

Explorer Post 32—Offered their 16 mm. for copying and gave 100' of film.

Penn. State Outing Club—Gave \$22.00.

Buck Ridge Ski Club—Gave 400' and made 500' on canoeing.

Ozark W.W.C. — Declined because of lack of equipment and rivers.

Matacia—Offered help, prefers 16 mm.

ETWWC—Gave \$20; will do filming.

Prairie Club Paddlers—Offered help and 100' of film.

A.Y.H. Columbus, Ohio—Offered their 8 mm. for copying.

B.C. Kayak & Canoe Club--Will do two sections 16 mm.

KCCNY—Gave \$30.00.

Explorer Post 20, N.M.—Declined, no equipment.

C.M.S.C., Missouri—Gave \$22.00.

Dick Bridge, CCA—Gave 200' of film.

Prof. Tucker, U.T. Knoxville—Made his professional equipment and time available for the filming and sound.

Martin Vanderveen, Denver—Will do 100'.

Up till now approximately 1000 ft. have been taken and developed on the Kayak and Canoe sections; approximately 2000 ft. have yet to be taken. All this film has to be reviewed, spliced, rearranged, titled, copied and sound track applied. The film will cover technique only on class II to III water.

All above clubs (except the missing 30) were very enthusiastic. But we still need money and more film before we can complete our project. We need that money—\$800 more—or film just as badly as a white-water boater needs fast rushing water. We have willing and eager people to film and act, and get wet and tired, but these eager beavers don't like to be let down because all don't share their enthusiasm.

Will all clubs that have not yet answered, or made their decision to do so, take action soon? I need to make my decisions soon, too. Any one, club or individual, who wishes to follow the donors' example (with money) please do not hesitate; the duplication of the film does cost. Those clubs which my January 1963 letter never reached, please write me immediately!

New Products

The following announcement comes from Rudy Walter of the Hans Klepper Co.:

"Towards the end of the boat season of 1963, an important change in the kayak market has taken place. Herbert Baschin in Stuttgart, West Germany, a producer of kayaks, has completely ceased the production of boats.

"Part of Baschin's production program will be continued by Klepper Werke, West Germany. A number of experienced craftsmen from Baschin will be employed in this Klepper production.

"Klepper expects to be able to start production of the most popular Baschin kayaks within the next month.

"In order to warrant speedy delivery of fiberglass kayaks, despite the expected heavy demand, Klepper has purchased a new plant, thereby considerably increasing production capacity."

News from Grumman: The famous canoe manufacturer is adding a series of high quality canoe paddles to its line. They will be available in white ash or sitka spruce—each bearing the well known Grumman Bird insigne.

"We have recently completed an extensive search for a really good canoe paddle," said Fred L. Hall, Sales Man-

ager for Grumman, "and now we have one.

"Canoeists can be assured that the paddles are manufactured to rigid specifications as to shape, grain, and finish, and that they meet the same high standards as Grumman canoes."

Four sizes are offered in white ash with lacquered hand grip, or in wide-blade sitka spruce: 4'6", 5', 5'6", 6'.

RED-RIDGE COLLEGE CONVENES MAY 1

The 7th biennial "Red Ridge College of River Canoeing," will be held May 1-3, 1964, on the Nescopeck River near Hazelton, Pa. Conducted by the Buck Ridge Ski Club and the American Red Cross, the purpose of this week-end instruction course is to maintain and expand interest in safe white-water canoeing.

The student body is expected to consist of 60 enthusiastic potential instructors who are skilled lake canoeists and know the fundamentals of river canoeing. The latest techniques for interpreting the river and "canoeing-in-control" in white-water will be taught in two evening lecture sessions and two days on the Nescopeck. The Buck Ridge concept of river adventure through the use of safety skills will be stressed.

For further details and application forms write to—

R. L. RUSHER
415 Goodley Road
Wilmington, Del. 19803



Classified

FOLDING KAYAKS \$125 COMPLETE
with paddle, spray shield and carrying bag. Top quality British made 11' single, room for a six-footer with minimum camping gear, ideal for children. Free details. Bruce Clark, 115 McGavock Pike, Nashville, Tenn. 37214

Klepper Folding Boats

Enjoy Western rivers,
lakes and waterways.
Many models to choose from!
Write for free catalog.
THE SKI HUT
1615 University Ave.,
Berkeley 3, California

Classified

WANTED—Two back issues of the American White Water Journal—Vol. One, Numbers Two and Three. Will pay \$5.00 for both. Write Raymond J. Allen, Genesee Downriver Paddlers, 29 W. State, Wellsville, New York.

AWA Affiliates

Adventure Unlimited
Homer Hicks, Rep.
Box 186
Belvidere, N. J.

Albuquerque Whitewater Club
Jim Brathoyde, Rep.
3515 Monte Vista N.E.
Albuquerque, N. M.

American Youth Hostels, Inc.
Columbus, Ohio, Council
Paul Suttner, Rep.
1335 Acton Road
Columbus 24, Ohio

American Youth Hostels, Inc.
Pittsburgh Council
John Phillbrick, Rep.
5727 Woodmont St.
Pittsburgh 17, Penna.

American Youth Hostels, Inc.
Greater St. Louis Council
Earl C. Biffle, Rep.
12 Lake Road,
Fenton, Mo.

Andover Outing Club
John B. Reid, Jr., Rep.
Science Dept.
Phillips Academy
Andover, Mass.

Appalachian Mountain **Club**
Boston Chapter
John Foster, Rep.
361 Central Ave.
Needham, 92, Mass.

Appalachian Mountain Club
Connecticut Chapter
R. Oliver Wiley, Rep.
50 Pondview Ave.
Trumbull, Conn.

Appalachian Mountain Club
Narragansett Chapter
Arthur N. Cooley, Rep.
78 Indian Road
Riverside 15, R. I.

Appalachian Mountain Club
New York Chapter
Willard L. Hedden, Rep.
66 Reservoir Road
Dover, N. J.

Blue Ridge Voyageurs
Art Cochel, Rep.
12606 Dalewood Drive
Wheaton, Maryland

Boy Scouts of America
National Council
Schiff Scout Reservation
Ernie Schmidt, Rep.
Mendham, N. J.

B. C. Kayak & Canoe Club
Vancouver Chapter
Vern Rupp, Rep.
So. 3, 103 Ashlar Ave.
Nanaimo, B. C.

Buck Ridge Ski Club
Mark S. Fawcett, Rep.
Chadds Ford, Pa.

Canoe Cruisers Association
Robert R. Belton, M.D., Rep.
2332 King Pl. N.W.
Washington 7, D. C.

Central Missouri State College
Outing Club

Miss Ann Uhr, Rep.
c/o O. Hawksley
Central Missouri State College
Warrensburg, Mo.

Colorado White Water Association
Allen Bennett, Rep.
465 Allison
Denver, Colo.

Cornell Outing Club
Tom Southworth, Rep.
Willard Straight Hall
Cornell University
Ithaca, N. Y.

Delaware Canoe Club
Ed Ott, Rep.
729 Cattel St.
Easton, Pa.

East Tennessee White Water Club
Richard E. Reed, Rep.
100 W. Newcome Rd.
Oak Ridge, Tenn.

Explorer Post 32
David A. Kurtz, Rep.
331 W. College Ave.
State College, Pa.

Explorer Post 20
J. H. Fretwell, Rep.
4091 Trinity Drive
Los Alamos, N. M.

FibArk
Salida, Colo.

Fourth **Weston** Scout Troop
Roger Parsons, Rep.
15 Langside Avenue
Weston, Ontario

Gahonga's Elite
Howard Bass, Rep.
St. Anthony Hall
Williamstown, Mass.

Genesee Downriver Paddlers
Raymond J. Allen, Rep.
29 West State Street
Wellsville, N. Y.

Indooroopilly Small Craft &
Canoe Club
Garry Gardner, Rep.
Flat 4, 460 Oxtan St.
Indooroopilly, Brisbane
Australia

Kayak & Canoe Club of Boston
Barbara Wright, Rep.
Massachusetts General Hospital
Boston 14, Massachusetts

Kayak and Canoe Club
of New York
William Prime, Rep.
300 E. 71st St.
New York 21, N. Y.

Kayak Club of Southern Calif.
George Siposs, Rep.
1309 South Helberta
Redondo Beach, California

Mohawk Rod & Gun Club
Hugh Stark, Rep.
115 Wesley Avenue
Toronto 18, Ontario

Murray Hill Canoe Club
Leon D. Hoffacker, Rep.
285 Glen Ave.
Short Hills, N. J.

Niagara Frontier Sons of Arab
Austin Hoyt, Rep.
99 Highland Avenue
Buffalo 22, N. Y.

Oneonta State **College** Outing Club
Bob Simmonds, Rep.
RFD No. 2
Oneonta, N. Y.

Ontario Voyageurs Kayak Club
Sandy Burke, Rep.
19 Chelwood Road
Toronto, Ont.

Ozark Wilderness
Waterways Club
Mrs. Margaret Hedges, Rep.
Rt. 2, Lake Quivira
Kansas City 6, Kansas

Penn State Outing Club
William W. Bickham, Jr.
107 South Allen St.
State College, Pa.

Prairie Club Canoeists
Leo Krusack, Rep.
606 N. Brainard
La Grange Park, Ill

Sierra Club
Mother Lode Chapter
Ben Glasing, Rep.
1413 El Tejon Way
Sacramento 25, Calif.

Sault Ste. Marie Kayak
and Canoe Club
Duane L. Buchanan, Rep.
431 Chambers St.
Sault Ste. Marie, Ont.

Sierra Club
Great Lakes Chapter
Mrs. Jean Leever, Rep.
Bemidji State college
Bemidji, Minn.

Sierra Club
River **Touring** Committee
Rolf Godon, Rep.
20855 Wardell Rd.
Saratoga, Calif.

Sierra Club
San Francisco Chap.
River Touring Section
Peter Whitney, Rep.
1544 LaLoma Ave.
Berkeley 8, Calif.

Viking Ski Club
Robert Weiler, Rep.
357 Thompson Street
Ville St. Laurent, P. Q.

Washington Foldboat Club
Wol Bauer, Rep.
5622 Seaview Avenue
Seattle 7, Washington

Winnipeg Canoe Club
Harry G. Nicholson, Rep.
Box 37, St. Vital,
Manitoba, Canada

Wisconsin Hoofers
Richard Snellgrove, Rep.
925 Haywood Drive
Madison, Wis.



"COMPETITION" single-seater. For downriver races in white water. Maximum speed.

(1st Places, 1959 Hudson River Derby & Champlain Centennial Giant Slalom.)



**"HAUTE RIVIERE" SLALOM single-seater. The ideal kayak for competitors.
Also an excellent white-water cruiser.**

(1st Place, Men's F-1, Eastern Slalom Championships, 1961; 1st Place, Women's F-1, and 3rd Place, Men's F-1, U.S. National Slalom, Feather River, 1962.)

END-OF-SEASON SALE

Now you can own a genuine, rugged Chauveau folding boat for little more than a plastic! For a short time we are offering 10% off on stocks of boats already in this country (no special orders). Included are the speedy Competition — both the regular and the super-lightweight model; and the famous Chauveau "Haute Riviere" Slalom . . . This in addition to our normal 5% Club discount to AWA members . . . as you know, Chauveau boats are never discounted otherwise. Act now, while limited supplies last! Offer expires February 29.

Why Not Have the Best?

Competitors in European kayak championships have long known that the Chauveau foldboat excels in the qualities that white-water sport demands. These superbly Paris-made boats are now available on the American market, at very moderate prices.

Why Chauveau Boats are Better:

1. Hull form through long research has been perfected for each type of boat, combining the optimum in maneuverability, stability, speed.

2. Specialization. There are singles for slalom, touring, downriver racing; doubles; runabouts and prams. Nine main types, many accessories.

3. Superlative materials. Cockpit cross-frames, bow and stern pieces are of bent laminated ash, like a tennis racquet. Best five-ply rubber; heavy duty canvas; brass hardware.

4. Utmost rigidity. Single-keel construction, instead of the usual ladder,

makes for positive latching. It also makes Chauveau boats steer truer.

5. Comfort. Foam-rubber or hammock seats provided in all boats, as are back-rests. Thigh and foot-braces fitted as extras.

6. Ruggedness. Chauveau boats stand up to rocky rivers. French rivers, like American ones, require durability.

7. Speed in erection. The touring single-seaters can be put together in seven minutes with practice.



For Information Send Postcard to:

Jean Chauveau Kayaks

**1544 La Loma,
Berkeley 8, California**