

American

WHITE WATER



WINTER, 1967-1968

Vol. XIII, No. 3

the Journal of the American White-Water Affiliation

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Sponsored by The American Whitewater Affiliation

WINTER 1967/68

Vol. XIII, No. 3



The American Whitewater Affiliation

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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 \$3.50 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, Bart Hauthaway, 640 Boston Post Rd., Weston, Mass. 02193.
Deadline for insertion of copy or advertising — first of month prior to month of issue.

Printed in the United States of America

Rick Rigg, Pacific Slalom, Feather River, Calif. Photo by Peter Whitney. Leica M2, 135 mm. Elmar.



Feb. 15, 1968

Dear Bart,

The Constitution and By-Laws Committee has done an excellent job in drawing up the new Constitution of the American Whitewater Affiliation and are to be commended on their efforts.

I wish that I could vote yes on the acceptance of the Constitution, but on careful reading of it I find that **all** the powers of the organization are vested in the Board of Directors, with no checks and balances from the membership. The individual members have only the power to approve of the decisions of the Board of Directors.

The powers of the Board of Directors lie in their ability to perpetuate themselves in office through their control of the Nominating Committee. Although an individual member may suggest a nomination, and even though an entire region, such as the Pacific area, could informally elect and propose a nominee to the Board of Directors, the Nominating Committee is under no obligation to accept such a nomination. Naturally I would presume that a benevolent Nominating Committee would react favorably to such pressures from an area, but there is no way that an area could oust an unsympathetic representative or force the nomination of a representative of their own choice.

Under such circumstances the obvious conclusion is that the proposed Constitution and By-Laws will set up a self-perpetuating oligarchy in which the grass-roots majority would have no power to unseat an undesirable "establishment."

I am sorry that is the way I read the new Constitution. It is the only flaw I can find, but as a believer in the democratic method of running an organization I cannot give it my support.

Presumably it is too late to suggest alternatives, however the provision for

the election of a write-in candidate, or the provision for an area to choose its nominee to the Board of Directors in a free election would seem to be a solution to this objection. The membership will have no further opportunity to amend the constitution except through the mercy of the Board of Directors. Therefore I sincerely regret the necessity of having to vote no on the proposed Constitution.

Very sincerely yours,
TED HOUK
6019 51st Ave. N. E.
Seattle, WA 98115

February 23, 1968

Dear Bart,

I am voting FOR the proposed Constitution and By-Laws. I have, however, one strong criticism: Article 10 of the Constitution ("Terms of Office"), states that the Directors may be elected to serve successive terms.

In any organization of this nature, owing to the lethargy of the members in these matters and also to the laudable desire not to hurt the feelings of any serving director, especially if he or she is performing his (her) duties excellently, the governing board tends to become self-perpetuating and it is very difficult to infuse new blood into the management.

I should, therefore, like to see this Article 10 amended to the effect that any Director who had served three successive terms* should automatically be required to resign and should be ineligible for re-election for two successive terms (that is, four years).

Only in this way, I believe, can we expect the management to reflect the possibly changing views of the membership and also give the younger members of the Affiliation a chance to serve.

With best wishes, and recognizing the

good, and time-consuming, work you and others have put into this,

PETER REILLY

High Meadow Farm

Center Sandwich, N. H. 03227

*It would, of course, be necessary to see that terms are staggered so that not more than 3 Directors would be ineligible at any one election.—P.R.

(Ed. note: The above two letters may reflect experience in other organizations but they are not highly relevant for AWA. Over the years, our main difficulty has been to find and recruit members willing to take responsibility, particularly for a long term.)

Dear Peter,

"White Water" must not make the mistake ACA made and slip to interest only in the most skilled competitive activities. WW should not forget that people like to have FUN. Only a few can make the grade in an Olympic paddling shell or an ICF Slalom shell, but hundreds or thousands can have fun in less sophisticated hulls and on water which they can handle. The ACA has ignored competition in cruising canoes and the potential of the hundreds can and do race in such unsophisticated hulls. In my youth most shell paddlers "graduated" from the cruising canoe races.

The slalom course which is challenging to a 13-foot kayak is impossible for an ordinary cruising canoe. We need slalom set on water an open canoe can navigate with gate spacing and width which the canoe can make to attract the novices with the craft which they own. Those who acquire ICF-type hulls should have races on water within their ability, something less than grade IV, intermediate competitors. Then the third class for those who have developed mature skill and endurance, the seniors of slalom, or championship class, demanding courses set on tough water.

People like to have fun and will support fun activities. A camping trip of several days carrying your gear in a canoe down a river with class II or a bit of III can be FUN for thousands! we should protect these rivers and promote this fun.

Howie La Brant
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An Eskimo Kayak Race

Competition Saves Some Ancient Skills

By Chris Hare

Reprinted from *Canoeing* (England)

Last year when in Greenland with the British Geological and Kayaking Expedition, Dr. Harold Drever, the expedition leader, and myself became concerned about the lack of long-distance paddling among the hunters. Nowadays the affluent hunter owns a motorboat. True, in many cases, little more than a dinghy with an outboard motor, but he is motorised. This has to a certain extent caused deterioration in the traditional kayaking skill of the Greenlander. Kayak rolling is dying out, but mostly the lack of paddling over long distances is having its effect upon the paddler in the development of skill.

The answer seemed to be ready-made in a long distance race, provided we could persuade the normally non-competitive Greenlander to have a go, and to this end on our return to Great Britain Dr. Drever approached the Greenland Ministry for permission and blessing to run a race. This was duly forthcoming, and when Dr. Drever returned this summer the projected race was held.

Eighty-seven kilometres from Umanaw to Igdlorssuit — through the ice fiords for about 20 kms. then into the open sea for the next 20 kms., then up Igdlorssuit Sund in the protection of the 1000-foot cliffs for the rest of the trip. Gruelling by any standards, but in the icy waters of Greenland when capsizes can be fatal, a true test of skill and courage.

The Danish administration circularized the whole area, and by the time the great day arrived everybody within a 150-mile radius of Umanaq knew of the race and the sports day which was to be held after it at Igdlorssuit. Eight competitors; it does not seem many, but for Greenland that is a good turnout; lined up on a fine still morning in Umanaq harbor waiting for the gun. Ludvig Quist, my hunting companion from 1966 defending the honor of Igdlorssuit, sits calmly in his kayak waiting for the off. Not for the Greenlander the histrionics of European style competition: if it cannot be done calmly it cannot be done.

The Great Day

Off they go, threading their way through the icebergs round the edge of the harbor and out of sight, while the people back in Igdlorssuit hang round the radio for news. The Administration has arranged for a commentary to be broadcast periodically on the radio from Gothaab so that all Greenland is following the race. Twelve hours drag past, then the first kayak slips round the towering headland into Igdlorssuit bay. There, finishing with a flourish, is Ludvig. The village goes mad, guns are discharged, and everyone runs down to the beach. Seven kilometers an hour for 12 hours non-stop with 4-inch-wide paddle blades! He has every right to swagger up the beach. Later he says his neck is stiff and hands blistered, but the muscles are still "ajungilaq"—O.K.



Ludvig Quist, winner of the Greenland L-D. Photos by Chris Hare

The second man is Richardi from Umanaq, so the rival villages have their revenge for a beating Igdlorssuit took at football in '66. The celebrations go on with an all night "dancemik"—dance, and "kaffemik"—coffee party. The village is thronged with people coming in from the whole area for the sports day on the morrow.

Enoch Lases Esquimautage

The following day the champion roller of Igdlorssuit, Enoch Neilsen, with 18 types of roll to his credit, steps out to defend the village honor, but loses in the contest to an Umanaq

hunter, so the competition between the villages is on again. Obstacle races, rifle shooting, harpoon throwing make up the day and bring an end to Igdlorssuit's first L.D. race and annual sports day.

Dr. Drever, the sponsor and driving force behind the encouragement of recreational kayaking in the area is on his way back to Great Britain and the villagers now have gone back to the toughest competition of all, wrestling a living from the land of ice and snow during the long black winter. But 1968 will bring the renewal of one of the toughest L.D. races in the world — Umanaq — Igdlorssuit L.D.



Ludvig and his kayak



Canoeing Crazy Horse Canyon

By Dean Norman

The Little White River in South Dakota is a gem of a canoeing stream. It is small, fast, clean and it flows through a beautiful wild landscape.

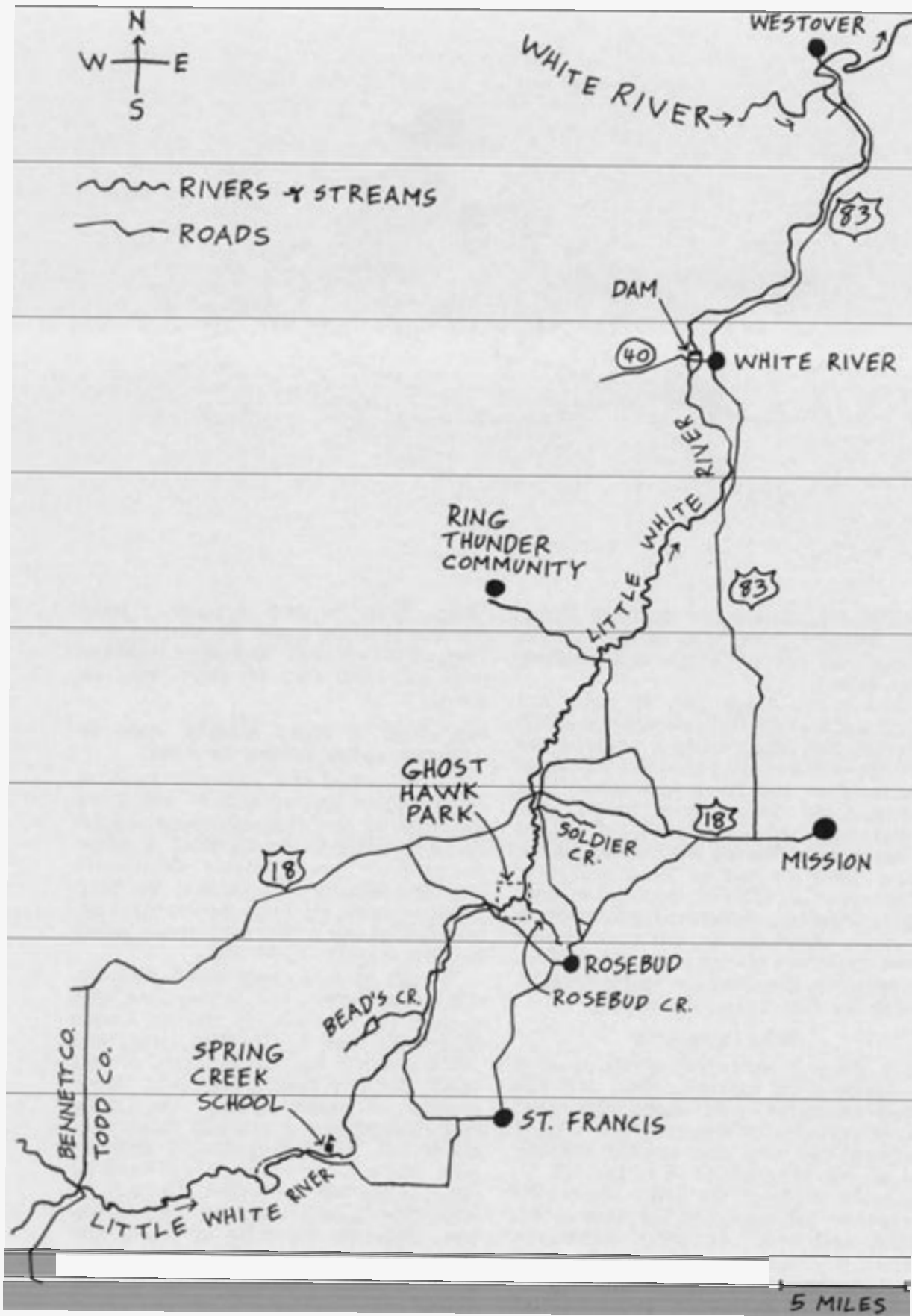
The Little White is located in the Rosebud Sioux Indian Reservation. The uplands are a treeless prairie, but the slopes of the river valley are decorated by groves of bur oak and ponderosa pine. At the river edge there are groves of cottonwood, green ash, American elm, box elder and juniper.

The landscape is predominantly prairie where the Sioux used to hunt buffalo, but now the Indians are cowboys who graze Herefords on their land. On summer evenings they replace their wide-brim hats with feather head-dresses and attend a pow wow.

There is an excellent camp ground in Ghost Hawk park where you can base-camp and enjoy a variety of activities—horseback riding, fishing in small reservoirs, attending pow wows, and making one-day canoe trips on the river. You can arrange car shuttles with the campground manager, or with Mr. Harold Schunk, Superintendent of the Rosebud Indian Agency Office in Rosebud, South Dakota.

Base Camp

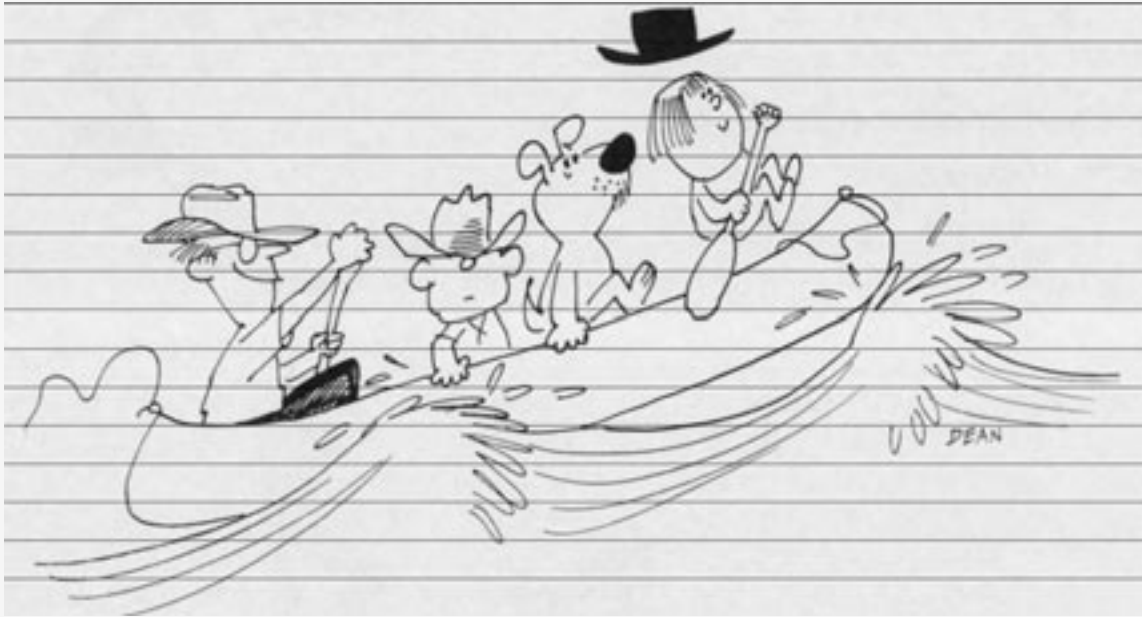
We met Mr. Schunk our first night in camp, and asked for information about canoeing the river. He recommended it highly, having done it himself many times. He told us that normally the river was low and clear, that a canoeist should go as light as possible



LITTLE WHITE RIVER

(MAP TRACED FROM U.S.G.S. MAP: MARTIN, SOUTH DAKOTA)

1:250,000



and plan to walk a few shallows. There is sufficient flow from springs that a canoe can get down the river during any season.

But in late June, 1967, the river was high and muddy from recent rains. Mr. Schunk had made a trip a week before we arrived, and his party had left some cameras in the river and some skin hanging on barbed wire fences. Another rise had broken all the fences since then, so during the two weeks we were there we had no fence problems. The river is shallow enough so that there would be no difficulty in walking a canoe under fences, but these fences sometimes are placed just around blind corners, in the shadows under bridges, or in the fast water of a rapids.

Wild Campsites

If there is sufficient water to load a canoe with camping gear you can find beautiful, wild campsites along most sections of the river. We made a three-day trip and several one-day trips, traveling about 68 of the 115 canoeable miles of the Little White. We were the only canoe on the river at this time, and a lot of white water ran down the valley unappreciated.

I will go a long way to find a place where I can paddle my canoe through wild country all day, and camp alone wherever I decide to camp. The Little

White River is such a place. I have summarized my notes on various sections of the river so that other paddlers who like this sort of place may be guided to it.

SECTION 1: Todd County Line to Spring Creek school. 20 miles.

We inspected the river by road at some points upstream from the Todd County line, and although there seemed to be enough water to float a canoe the scenery was relatively uninteresting. Mr. Schunk told us that the pine timber begins at about the county line, and that is the furthest upstream point to start a good canoe trip.

We put in on a ranch about 12 miles downstream from the county line, and canoed the 8 miles to Spring Creek School in four hours. The river was swift and we had good views of the valley for the first three miles. After passing a ranch house the river straightened out a bit and there was about one mile of rapids. A downed pine blocked the river at the head of one rapids, but it wasn't difficult to walk the canoe around one end of the tree. Through the mile of rapids the riverbanks were lined with shrubby growth that blocked views of the valley.

After this mile the river began twisting again, and the scenery was excel-

lent for the remaining four miles to the school. The river is 20 to 40 feet wide in this section, and it doesn't become significantly wider until you enter section five near Ring Thunder Community.

SECTION 2: Spring Creek School to Ghost Hawk Park. 20 miles.

The area known as Crazy Horse Canyon begins at Spring Creek and ends at highway 18. This includes sections 2 and 3 in this report. The canyon is about 300 feet deep and 3 to 10 miles wide. Crazy Horse Canyon is the most beautiful part of the river valley because of the ponderosa pine that grows on the sides of ravines. The pine timber ends abruptly near highway 18.

We put in at Bead's Creek and paddled the lower 10 miles of this section in five hours. The river was unbelievably winding in its course through the floodplain. We could often see the channel where we had just been on one side, and the channel where we would soon be on the other side. The river often flowed up-valley.

In spite of its meandering course the river was continuously swift. As soon as we were out of one turn we had to begin to paddle vigorously to negotiate the next turn. Fortunately, there were not many downed trees blocking the channel, so we usually just kept the canoe parallel to the current and let the cushion of water bouncing off of cutbanks keep us from ramming the banks.

At intervals the river course reached the side of the valley where it cut into high sand and shale banks instead of soft floodplain deposits. Then the river would be forced to run straight for a while over red shale bedrock, and it formed exciting runs through standing waves.

A road parallels the river through most of this section, and quite a few houses are near the banks. However, the river isn't littered as much as is usually the case where homes are located on riverbanks. I don't know if this is because Indians have more respect for the land, or whether they just can't afford to throw away as much trash as most people do.

There are a few cutbanks lined with

old car bodies where floodplain erosion is threatening someone's home.

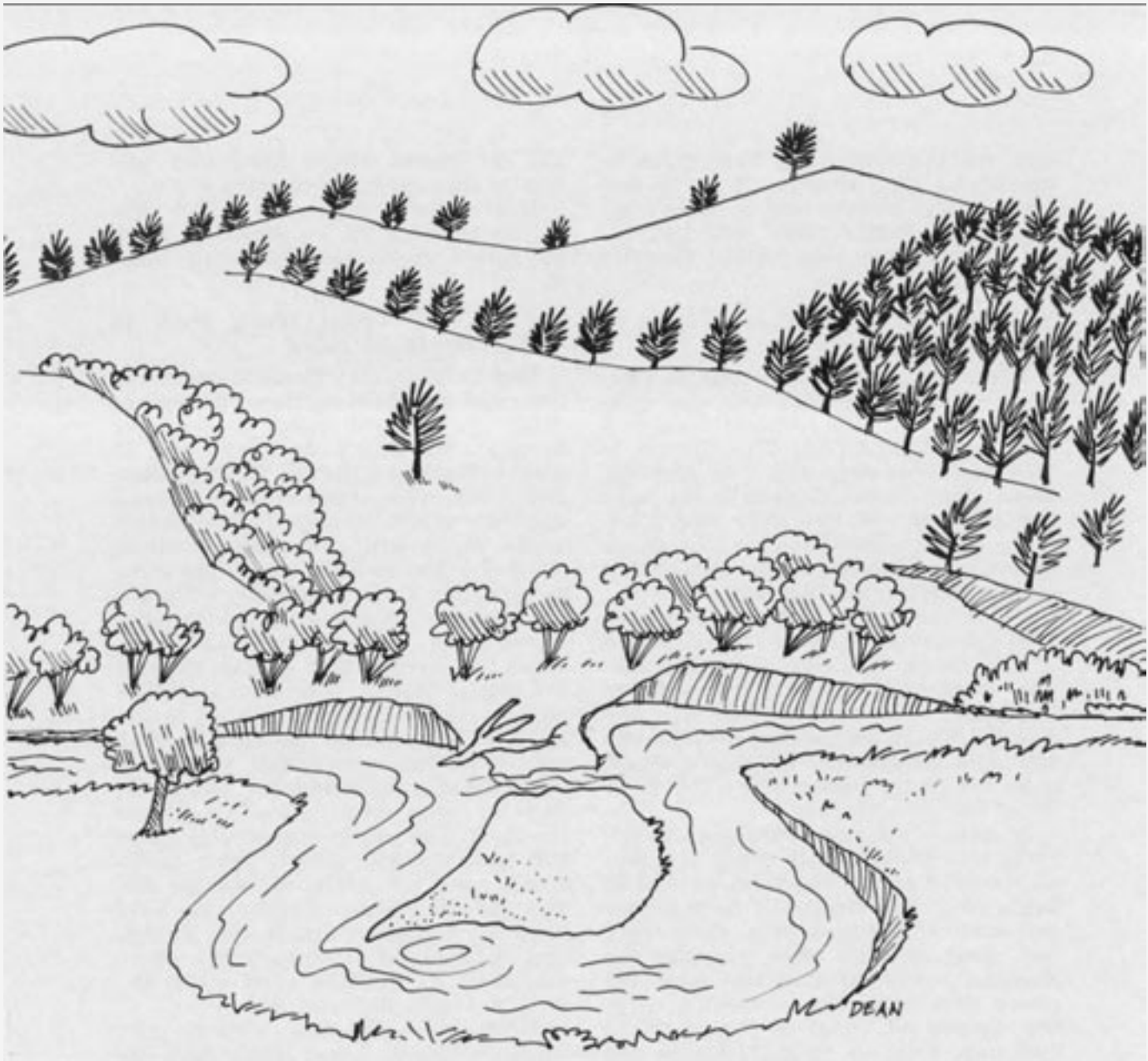
Most of the time there is a good view of the valley from a canoe, but there are places where shrubby growth hides it.

SECTION 3: Ghost Hawk Park to Highway 18. 10 miles.

This part of Crazy Horse Canyon was the most beautiful section that we canoed. We stopped often on sandbars to relax and enjoy the views and to pick through the gravel, finding petrified wood, odd-shaped concretions and gem-like quartz crystals. It took us five hours, about half of it spent paddling leisurely. The river is about the same as upstream from Ghost Hawk Park—generally fast and winding, with occasional runs through standing waves when the river bumps against the valley side. I believe it is more beautiful because there is no road close to the river during most of this section. With no road there are no homes, no need to line cutbanks with old car bodies, no need to fence cattle out of areas near the river. The cattle graze everywhere and keep shrubby growth from developing near the river to obscure the view of the valley. Beaver also help keep the floodplain woods open by cutting cottonwood. Unfortunately there are plans to build a road along the river through this section.

After canoeing this section once while camped at Ghost Hawk Park, we packed our camp into the canoe and travelled it again as the first part of a 3-day trip to Highway 40 near the town of White River. When a thunderstorm threatened in the early afternoon, we stopped to pitch camp on the west bank opposite Soldier Creek. We had a beautiful spot on a grassy terrace in the shade of a green ash. If the prairie had been dry we could have built our cooking fire on a sandbar by the river. Since everything was green we dug a small fire pit and stoked it with dead limbs cut from bur oak and pine growing on the slopes behind our camp.

The next day I thanked that thunderstorm for stopping us before we passed under Highway 18, because the next section was the only disappointing part of this river.



The river was unbelievably winding. . .

SECTION 4: Highway 18 to bridge near Ring Thunder Community. 15 miles.

This section is not worth canoeing unless you are making a continuous trip and don't want to shuttle your canoe around it. As you pass under Highway 18 bridge you leave Crazy Horse Canyon and the pine timber. The valley may be reasonably beautiful even without the pines, but you can't see it from the river: a dense growth of trees and shrubs lines the banks most of the way and hides your view of the valley. The river remains fast and winding, but with few rapids. Because the tree growth is dense, there are many places where a downed tree

blocks the channel and we had to walk around it.

Our pace of travel was slowed so much I began to doubt that we could make it to Highway 40 without taking an extra day unless the nature of the river changed. This 15 miles took us seven hours with very little time spent relaxing on sand bars. I don't know why the nature of the river changes so abruptly in this section. The sand bars were nearly all sand with little gravel, and the river was cutting through clay instead of shale where it reached the sides of the valley.

There were a few nice views of badlands-type eroded clay bluffs, and we

found some interesting flowering plants growing on them, but it didn't seem worth the long day of paddling through a scrub jungle. When we passed under the bridge near Ring Thunder Community in the late afternoon we were thankful to have found a landmark at last, but discouraged to know how slowly we were progressing.

But in a few minutes the nature of the river changed again, and we joyfully screamed the Sioux war cry, "Hokiyi," as we plunged into rapids after rapids carrying us swiftly through beautiful scenery.

SECTION 5: Ring Thunder Community to Highway 40. 25 miles.

In this section the river is cutting through gray shale, and there are long runs of beautiful rapids. We traveled the distance in 6½ hours with a fair amount of time spent fooling around on the banks. Trees are sparse at the river edge, the banks are grassy, there are frequent bluffs 50 to 100 feet high, and you have a wide-open view of the valley most of the time. The river is wider now — 60 to 80 feet — and I don't remember being crowded by a downed tree at any time.

The river was perhaps a foot above its normal summer level when we ran this section, but it was not nearly as high as it had been recently after the early summer rains. We were loaded with camping gear and about 70 pounds of interesting rocks, 30 pounds of puppy and 225 pounds of people. We often bumped while dropping over shale ledges, but sometimes the water was channeled sufficiently so that we had no problem except taking water from standing waves. The rapids were wide open with no obstructions, but it was always necessary to find the channel. We hung up a few times when we missed it. I don't know if this section would be runnable even in a light canoe during normal summer low-water level. But at higher water it would be the most exciting white-water section of the river.

In the middle of this section the river cuts down into some hard, dark gray shale which keeps it from meandering very much. It bumps from one shale bank to another, and there are some stretches, several miles long, of almost

continuous rapids. Toward the end of this section the hard shale dips below the river bed and the pace slows down. But every now and then the river cuts down to a slab of the hard shale and forms another nice rapids.

There is a small power dam located about 100 yards downstream from Highway 40 bridge. When we saw it there was fast water all the way to the dam. Luckily we had stopped upstream from the bridge to look for a take-out, and didn't have to scramble to avoid going over the dam.

This is a terrible take-out. It took us an hour to carry our canoe and gear through a wood on the west bank upstream from the bridge. For a mile or two before you reach this bridge the river becomes about 100 feet wide and very shallow — perhaps this is the result of silt deposit behind the dam. You might walk all of this at low water level, so perhaps it would be better to take out where Highway 83 comes close to the river about 8 miles upstream.

SECTION 6: Highway 40 to White River. 25 miles.

We didn't canoe this stretch nor talk to anyone who has. The trouble of getting around the dam at Highway 40 has caused most parties to end their trips there. The U.S.G.S. topographic map, **Westover**, 1:24,400, shows the last 12 miles of the Little White before it junctions with the White River, and it looks very interesting. The Little White appears to have more water than the White River. The gradient of the Little White continues to be about 10 feet per mile, and if it cuts down into that hard shale again there ought to be some nice rapids in this section. It would be possible but strenuous to put in directly below the dam at Highway 40. You could probably find a better put-in downstream with a little exploration.

Dues for 1968: \$3.50!

CANOE & KAYAK PADDLES

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Nominations, 1968 Board of Directors

The ~~following~~ twelve AWA members have been nominated for the nine-man Board of Directors of the American Whitewater Affiliation for the current year under our ~~new~~ Constitution and By-Laws.

Please follow the voting instructions on the separate ballot enclosed with this copy of "American White Water."

The order in which the biographical sketches are printed below was drawn by lot by Henri F. Eblé, outgoing Circulation Manager; on the ballot, they are printed in reverse order.

~~Following~~ the provisions of our Constitution, at least one, but not more than two candidates are from each of six regions of the U. S. One, a Canadian, was selected "at large."

Your ballot must reach the Election Secretary before July 8, 1968.

Al Beletz, Maplewood, Mo.

President, Meramec Canoe Club and AWA rep.; member, AWA Editorial Council, 1966-67; Conservation Chairman, Western Div. ACA & U. S. Canoe Association; organizer Meramec Races, first U. S. Poling Championship; assisted launching St. Francis Slalom. Editor, Meramec Canoe Club Journal. Fought dams on Huzzah and Courtois and the Meramec basin; represented MCC on river legislation at State Legislature. Competitor in Slalom, downriver and slalom. Paddler since 1942.

Bart Hawthaway, Weston, Mass.

Executive Secretary AWA, 1967-68; Co-founder KCCB, Vice Commodore Cochituate Canoe Club (CCC); Member: KCCB, KCCNY, AWA, ACA, AMC, CCC. 1965 World Championship Team; Eastern Division Slalom Chairman; 1967 World Champ. Team Fund Chairman; Executive Committee, ACA. Photographer, boat and paddle maker.

Edgar Alexander, East Brunswick, N. J.

Guidebook Chairman, AWA. Charter member, Kayak & Canoe Club of N. Y.; Chairman KCCNY, 1961; Editor KCCNY Newsletter, 1961 to date. National Chief Gate Judge for several Nationals held in East, Race Secretary Esopus Slalom, five consecutive years. With wife Miriam, active boaters and administrators. Children Audrey and Robert have grown up with KCCNY and are strong junior competitors. Traffic manager, with emphasis on export-

import; has helped import AWA members' boats from Europe and to ship boats to Europe for U. S. team at World Championships.

Bob McNair, Swarthmore, Pa.

Exec. Secretary, AWA, 1956; co-founder of the Affiliation. First National Slalom Chairman, ACA, 1954. Bob turned to white-water C-2 with formation of Buck Ridge Ski Club, 1946. Now is increasingly interested in teaching techniques: principal author "Basic River Canoeing," the manual of the "Red Ridge College". through the "Paddlerama" has been teaching white-water skills to Boy Scouts on large scale. Engineer: fluid dynamics of turbomachinery, Westinghouse Corp. Married, four slalom-oriented children.

Andres Peekna, Madison, Wis.

Safety Chairman, Wisconsin Hoofers, 1962-63. Author, "Guide to White Water in the Wisconsin Area," which has been through 4 editions and still being expanded; instrumental in launching Wolf River Slalom and Downriver Races, 1964 (course-setter). Started white-water canoeing in 1960, switched to kayak and decked C-1 in 1964. Born Estonia, 1937; naturalized U. S., 1958. Mechanical engineer, candidate for Ph.D. in physics at U. of Wis.

Peter D. Whitney, Oakland, Calif.

Chairman AWA Editorial Committee and Editor "American White Water," 1961-66 and currently. Western Editor, 1959-60. Founding Chairman,

Kayak & Canoe Club of N. Y.; chairman, Sierra Club RTS 1964; slalom Chairman RTS and sponsor, Pacific Invitational and Nationals, 1963-66; Author "White-Water Sport," also articles and photographs in national magazines; member ACA Ex. Com., 1964; Paddler since 1948 in East, Europe, and Pacific. Executive Director, Scenic Roads Ass'n.; Life member, Sierra Club. Married, father of four at 52.

**Harold G. "Deacon" Kiehm,
Chicago, Ill.**

AWA Member since 1956; Executive Secretary 1957; Circulation Manager 1959 and 1960; Membership Chairman 1959-1968; Affiliate Rep. of Chicago's Prairie Club Paddlers 1967 and 1968; Member: Cook County Clean Streams Committee; Illinois Paddling Council; Kekionga Voyageurs Canoe Club; Minnesota Canoe Association; North American Family Campers Ass'n.; National Campers and Hikers Ass'n.; National Wildlife Federation; Nature Conservancy; Wilderness Society. Devotee of river cruising and camping.

Bob Harrigan, Washington, D. C.

Founding member Canoe Cruisers Association & West Virginia Highlands Conservancy; organizer Potomac River White Water Race. Former director Chesapeake & Ohio Canal Ass'n., officer of Citizens Council for a Clean Potomac. Pioneer C-2 slalomist & expert cruiser in difficult rapids. Has paddled stern for national notables, e.g., Secretary of Interior Udall; organizer of Robert F. Kennedy trip down upper Hudson. Zoologist; Vice President, Fisher Scientific Co.

**Oscar F. ("Oz") Hawksley,
Warrensburg, Mo.**

Member of original "Exec. Comm." from 1954 until formal organization. Served on Guidebook, Conservation (Chrmn. '56), Trip and Advisory committees. Charter member, OWWC affiliate. Exec. Sec. '58. Started AWA summer trips and led them '59-'64. Author of "Missouri Ozark Waterways" and contributor to AWW.

Chairman AWA constitutional revision committee. Prof. Zoology at Cent. Mo. State with teaching and research interests in environmental biology and conservation; sponsor College Outing Club. River experience ranges from home-made canoes on the Esopus as boy to first canoe runs on western streams such as Selway and lower Greys; many summers as professional river guide in Utah, Idaho, Montana and Wyoming. Married, with two sons; age 47.

**Roland W. ("Prof.") Davis,
Berkeley, Calif.**

Executive-Secretary, AWA, 1964-65; current Chairman Advisory Committee, AWA. Chairman, River Touring Committee, Sierra Club; Chairman, Major John Wesley Powell Centennial Committee, Sierra Club (celebrating the greatest river exploratory trip in history.) Past President, Trail Riders of the Canadian Rockies. Member of: AWA, Sierra Club, National Parks Assn., American Forestry Ass'n., Audubon Society, Wilderness Society, National Wildlife Federation, California Academy of Science and National Ass'n. for the Advancement of Science.

Vern Rupp, New Westminster, B. C.

Safety Chairman, AWA; organizer, B. C. Kayak & Canoe Club, 1968. Organizing chairman, B. C. Slalom & Downriver Races, 1959-61; Squamish River wildwater race, 1965. Participant (1960) Arkansas River slalom & downriver. First boated in Switzerland, 1943; joined Swiss Canoe Union; participated in junior & senior Swiss Slalom Championships. Immigrated to Canada, 1951. Father of two young boaters.

Bob Burleson, Temple, Texas

President, Texas Explorers Club. Member, AWA Constitution & By-Laws Revision Committee. Author of "Running the Rio Grande" (AWW, Winter and Spring, 1966). Member, Texas Committee for a Balanced Water Plan, and member most of major conservation groups in state. Attorney, married, age 30.

Dues for 1968: \$3.50!



Peaceful the river was not. Photos by Scott Schulte

River-Touring with the Peace Corps

By Scott Schulte and John Griesser

After travelling 65 miles from the West Coast of Malaya to the interior region of the State of Perak, our truck stopped at a small bridge which crossed a jungle-choked stream. We unloaded eight foldboats and enough provisions to sustain 10 people for a week's stay in the jungle and started looking for a campsite. After using our parangs (machetes) to hack away a clearing near the stream, we strung up our hammocks, prepared a meal, and were lulled to sleep by the jungle noises. The next morning we were to depart on a 70-mile trip through the treacherous waters of the Sungei Dui and the Sungei Perak rivers which snake their way through the heartland of the Malayan Peninsula.

These rivers have been navigated but probably never before by a party such as ours. There were four Peace Corps volunteers—Scott Schulte, John Gries-

ser, Mark Brandow, and John West-nedge—who all are teaching Industrial Arts in the Malaysian Secondary Schools. Also there were four Malaysian teachers—Tang Seo Hoe, S. Kandasamy, Jeffery Kock, and Choo Ewe Keat and three Malaysian students from St. Mark's Secondary School in Butterworth—Soon Tet Kong, Ooi Keat Eng and Ong Yew Toon.

Scott, the leader of the group, had considerable boating experience in the United States. Most of the group, however, had never paddled in the type of currents and rapids we were soon to encounter.

The Start: High Hopes

Monday morning, July 31, we started our journey. The whole trip was 65 miles in length and we planned to average about 18 miles per day. With a one-day stop for exploration and rest, this would make our journey about five



After the first day, assessing boat damage.

days in length. Little did we know that first morning as we anxiously slipped our kayaks into the muddy waters of the Sungei Rui that we would travel only 4% miles that day—miles of rock- and wood-choked river whose currents tossed our wood and canvas boats around like match-sticks.

One by one we stepped into our kayaks and slipped off silently downriver. Our first hazard was just around the bend. After going only one-tenth of a mile we reached two logs that crossed the river. We managed to move them, giving us a small space to squeeze the canoes through. The first two canoeists slid easily by. The third, John West-nedge, smashed straight into the log, wedged against it and had to be fished out of the water. After helping him right his canoe we continued.

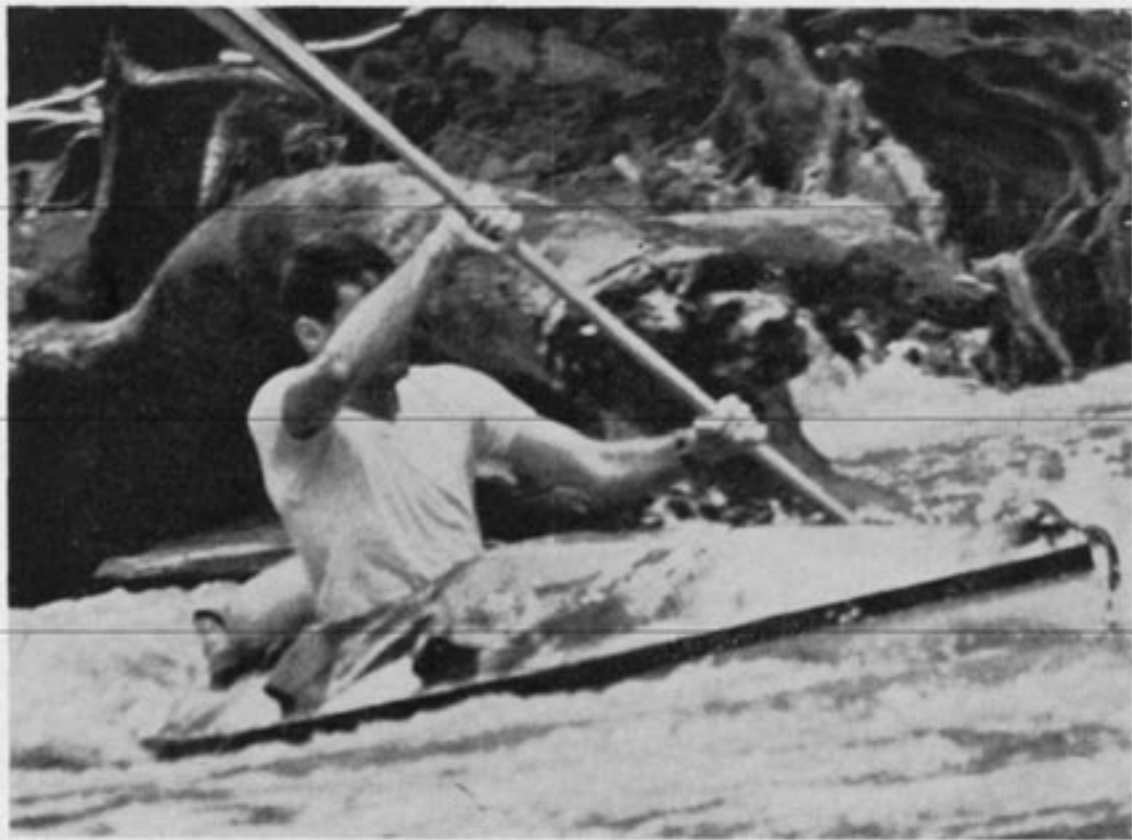
A little farther, we came to another tree which completely blocked the river. It took us a half-hour to lift the kayak over. All the while we were

standing chest deep in muddy leech-infested water. We were to become used to carrying our boats over fallen trees and rocks before the trip was over.

An hour after our portage, one of the two-seaters ran up on a sharp stick which ripped a two-foot hole in the canvas. This took another hour to patch with fast-drying glue and canvas. It was now about five o'clock and it took us only a short time to reach Kampong Lalang—a small Malay village. We were welcomed by the people with bananas and were told that we could sleep in the Dewan—a sort of all-purpose community hall.

Reconsideration

We were all tired and hungry. We quickly unloaded, took our supplies to the Dewan, and cooked a large dinner. After eating our fill we settled back with a cup of coffee to discuss the events of the day. Our discussion took on a serious tone. We had travelled only 4% miles and had badly dam-



John Westnedge just missed a log — end of long rapid

aged two of our craft. We fell asleep with hopes for better luck on the second day of our journey. As it was the next day held more tragedy for our group.

By the end of the second day the river had taken its toll of five of the eight foldboats. One had been pulled under a log which had fallen across the river. Jeffery, who had been in it, had managed to fall free before it was sucked under the log. The strong pull of the current held no mercy for our friend. We braced for action when we saw Jeffery being swept under the log but relaxed when he came up again safely on the other side.

Later on in the day the river struck again. One of the younger members of our group, Keat Eng, was badly cut on the bottom of his feet by sharp rocks and had to be sent to the hospital in the nearby town of Grik and then home. Yew Toon was sent to accompany him, and Ewe Keat left our party because of previous commitments.

In the third day there were eight of us. We managed to make six miles and two boats were again badly damaged by the river. By this time four of them were in no shape to continue the journey, and on the night of the third day it was decided to send four boats back. Four of the original eleven people were to continue on to complete the remaining 50 miles. The others were reluctantly to return home. The damage to the boats was too severe to permit them to continue on into the heavy waters of the Sungei Perak. The remaining four said "goodbye" to the others and started making plans for the remainder of the journey. We went into Grik to purchase more materials for repairing the kayaks and other supplies.

Some Progress

The next day the river finally seemed to be helping us on our way. There were few obstructions in the river and our spirits rose when we slid easily from the muddy waters of the Sungei

Rui into the comparatively clear waters of the Sungei Perak.

After an easy eight miles on the Perak River we came to the first of a series of rapids we were to encounter until the end of our trip. The first rapids had the ominous sounding name of Jeram Rimau or Tiger Rapids. The name was deceiving. Jeram Rimau was not so difficult to run as we had thought. We continued to navigate successfully other rapids which followed. These had such colorful names as Jeram Jambu (a local fruit), Jeram Gajah (Elephant Rapids), Jeram Mati Anak (Dead Child Rapids), Jeram Mati Nagaraja (King Dragon Rapids).

We finally reached our destination for the day at the head of Jeram Kewa. We were exhausted but happy. We had travelled a total of 24 miles that day, with no serious damage to the boats. Here we were to set up camp and rest for the next full day.

We awoke early the next morning. It was only then that we could survey the area which surrounded us. We were camped about 30 yards from the bank

of the river on a sandy hill. In the back of us stood a wall of solid jungle which we found out later could not be penetrated. Across the river there was a small stream with clear and cold water. After breakfast we crossed the Perak River to the other side to explore the stream and surrounding area. At the mouth of the stream we saw several bamboo rafts which were used by the Orang Asli—or Aborigines. After a long bath in the cool waters we started to walk up the stream. We had not gone far when we noticed elephant tracks. The tracks were huge holes pressed in the soft mud of the river bank.

The Real White Water

The next morning we left our campsite about 9.00. Ahead of us was the roughest water of the trip. Our destination by the end of the day was Leng-gong—28 miles away. The banks of the river narrowed and the river quickened its pace. We noticed more rocks than before, bigger, and more ominous by far, than the ones at the beginning of the trip. We successfully ran several rapids—Jeram Bambang (Large Rap-

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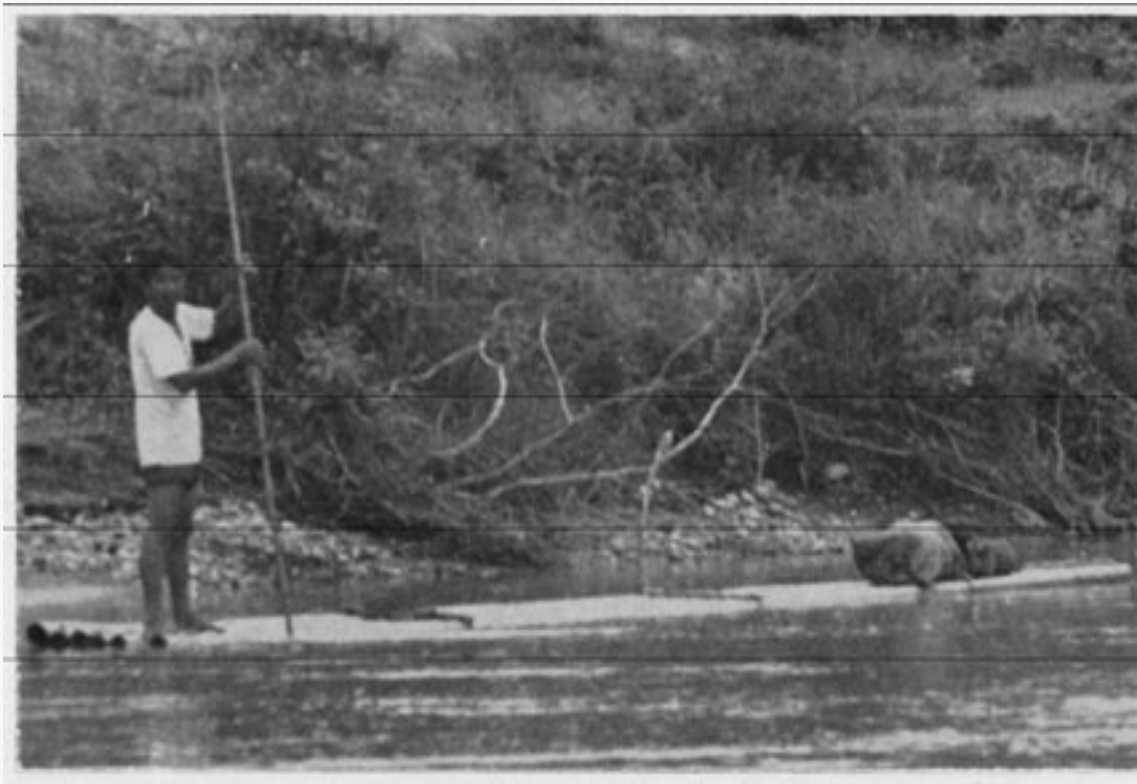
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A Malay and his bamboo raft

ids), Jeram Relang (Glittering Rapids), Jeram Chorong (Funnel Rapids). Then we came to Jeram Panjang Batu Lapang—the Rapids of the Long Rock Gardens. This was the most treacherous run of the entire trip, continuing for $1\frac{1}{2}$ miles of boiling water which clutched mercilessly at our foldboats.

Above the rapids the river was perhaps 100 yards wide. Throughout the $1\frac{1}{2}$ -mile stretch it narrowed to no more than 10 yards of rushing white water. The single-seaters went first. We each felt our hearts drop as the water carried us over the first huge rock and dropped us six feet into the white waves below. We felt water pound against our chests as we plunged through the heavy turbulence. One of our party was not so lucky as the rest: Jeffery capsized as he came through the first bad rapid. The river dragged him and his boat downriver. Finally he managed to swim to a near bank, but his kayak swept on. We found it a quarter mile downriver full of water but undamaged. After a short rest we were able to continue on.

The worst rapids were past and we

continued on a little more confident that we would reach Lenggong after all. After another five miles the river started to broaden. We noticed small patches of cultivation and then people on the banks. We were back in civilization.

From this point on the river was fairly gentle. The only challenge now was for all of us in spite of our exhaustion to paddle the remaining ten miles to Lenggong. We wished now that we had some fast water. We finally glided into Kampong Temelong, left our boats there, and took a taxi three miles to Lenggong. It was strange, after 68 miles in a kayak, to be riding in a car. The next morning we arranged for the PWD (Public Work Department) to take our boats to Kuala Kangsar, from where we would take them by train to Sungei Patani. We took a last look at the Sungei Perak as we finished loading them into the truck. It looked peaceful as it glided past the Kampong. We knew and felt how treacherous it could be.

Reprinted from The Meramec C.C. Mews.

RACING REPORT

By Jay Evans
Racing Editor

The Swiss magazine "Touring" recently released the official International Canoe Federation statistical survey assessing previous and present international standards in white-water canoe and kayak racing. On the basis of the results of the World White-water Championships held in Lipno, Czechoslovakia last summer, the magazine reports that the United States team ranked fifth in white-water slalom behind the German Democratic Republic (East Germany), Czechoslovakia, Federal German Republic (West Germany) and Switzerland. The United States for the first time moved ahead of perennial powers Austria and France. A total of twelve countries were ranked.

A quantitative point system was used to derive the over-all rankings by which the winner of a race received a number of points equal to the number of boats entered in the race. For example in the K-1 class, with 48 boats entered, the winner received 48 points and the last one to cross the finish line received one point. Each country is limited to four boats per class in world competition.

The ICF noted that East Germany, Czechoslovakia and West Germany continued to hold their lead by a wide margin, and that in this group Czechoslovakia and in particular the West Germans have gained ground. The American Canoe Association observed that after the 1965 World Championships the U. S. was ranked seventh but this year edged out both Yugoslavia and Austria for an unprecedented 5th place.

In the World Wildwater Racing Championships the United States, heretofore unranked, rose to 9th place in 1967 ahead of Belgium, Italy and Yugoslavia. In the International Slalom and Wildwater combined rankings the United States was ranked 8th, ahead of Poland, Yugoslavia, Belgium, and Italy. Noteworthy is the fact that the United

States has never had a medal winner in either slalom or wildwater racing. Italy and Belgium are the only other two countries that have never brought home a medal since the start of the World Championship races in 1949. By way of contrast East Germany can boast a total of 85 gold, silver and bronze medals in slalom since 1949, and 41 gold, silver and bronze medals in wildwater racing since the inception of those races in 1959.

The National Slalom Committee of the American Canoe Association is very encouraged by the relatively rapid progress our country has made since 1961 in both slalom and wildwater racing. The United States goal in 1967 was to place someone in the top ten in world competition and we did when Dr. Barbara Wright of Boston placed 9th in the K-1W class in slalom. Much work still needs to be done, however, in wildwater racing which is still relatively unknown in this country.

Our most rapid progress, however, has been in the kayak class where, in 1967, three members of Dartmouth College's Ledyard Canoe Club surpassed all previous American efforts in that class by placing 23rd, 24th and 25th out of a field of 50 boats. The American Canoe Association is already at work with plans and a fund-raising effort to send a team to Europe to compete in the 1969 World Championships.

I am pleased to report that five out of the seven recommendations for white-water racing as reported in the 1967 U. S. Team questionnaire results have already been carried out. We have

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broadened our off-season training programs by creating National Slalom Training Centers throughout the United States; eight training camps have been tentatively established for this year; the U. S. Team Selection Method for 1969 has been revised and approved; Bill Riley has been appointed Public Relations Chief for 1969, and Dave Kurtz Fund Raising Chairman.

In charge of the training centers in the various regions are: 1. Northern New England, Jay Evans, 201 McNutt Hall, Hanover, N. H.; 2. Southern New England, Guy Newhall, 99 Dudley Rd., Cochituate, Mass.; 3. California, Tom Johnson, Box 675, Kernville, California; 4. Midwest, Eric Olsen, Limnology Lab, Univ. **Wisc.**, Madison, Wisconsin; 5. Northwest, Al Zob, 9050 East Shorewood Drive, Mercer Island, Washington; 6. Mid-Atlantic States, Dan Sullivan, 3545 Yuma St. N.W., Washington, D. C.; 7. Rocky Mountains, Dave Morrissey, 1200 Vine St., Denver, Colorado.

The 1967 U. S. Team Selection Method has been revised by a committee headed by Tom Southworth (C-1), and including Mark Fawcett (C-2M), Dick Church (C-2), and Bill Clayton (K-1). Copies of the Selection Method are in the hands of each A.C.A. divisional slalom chairman as well as with each National Slalom Training Center Director. This will be the system that the National Slalom Committee will use to select the team for Europe in 1969.

N.B. All those who aspire to become members of the 1969 U. S. Team should make every effort to attend as many regional and national championships this year as they possibly can.

This year's Nationals:

May 11-12: National Canoe Slalom Championships, Jamaica, Vermont.

June 1-2: National Kayak and Canoe Wildwater Championships, **Esopus**, Creek, N. Y.

July 13-14: National Kayak Slalom Championships, Buena Vista, Colorado.

The following training camps have been tentatively scheduled for 1968:

March 20-30: **Ledyard** Training Camp on the **Yough** River, Wick Walker.

June 22-23: **Ledyard** Training Camp for **K-1, K1W**, Androscoggin River, Jay Evans.

June 29-30: **Ledyard** Training Camp on the Androscoggin, Part **II**.

June (?): Midwest Training Camp, Eric Olsen.

April 29-May 1: World's End Park Training Camp, Dave Kurtz.

July 24-30: Rapid River Training Camp for Canoes, Bill **Heinzerling**.

August 10-11: Lehigh River Camp, Mark Fawcett.

October 12-13: Lehigh River Camp, Part **II**, Mark Fawcett.

John Sweet, 118 South Buckout St., State College, Pa. has put out a fine new race program which is adaptable for all races. For details check with John. Also, Holyoke Whitney, 28 Forest St., Sherborn, Mass., has organized a race entry form service which will be a great boon to all race organizers. Check with Whit for details. Finally, all race organizers should check with your divisional slalom chairman to get copies of the A.C.A. Gate Judges' exam. Have your gate judges "certified" for consistency in gate judging.

Dues for 1968: \$3.50!

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1968 Racing Schedule

International Slalom and Wild-Water Calendar — 1968

- April 27-28—Slalom/Wild-Water, Monschau, W. Germany
 April 27-28—Ski/Wild-Water Combination, Rex-Schwarza, Austria
 April 27-28—Slalom/Wild-Water, Loyalsock River, USA
 May 4-5—slalom, Zwickau, E. Ger.
 May 11-12—Slalom/Wild-Water, West River, USA
 May 25-26—River Race, Erft, W. Ger.
 May 25-26—Slalom/Wild-Water, Vir, Czecho.
 June 15-16—Slalom/Wild-Water, Merano, Italy
 June 22-23—Slalom/Wild-Water, Muota Valley, Switzerland
 June 29-30—Slalom, Tacen, Yugoslavia
 July 6-7—Slalom/Wild-Water, Spittal, Austria
 July 13-14—Slalom/Wild-Water, Lipno, Czecho.
 July 27-28—Wild-Water, Moll, Austria
 August 3-6—Slalom/Wild-Water, Bourg St. Maurice, France
 August 17-18—Slalom/Wild-Water, Innsbruck, Austria

U. S. — Spring and Summer

May	Organizer
4	Seneca Slalom Rosemary Bridge, 8-A Ridge Rd., Greenbelt, Md.
5	Potomac River Wildwater Race
4-5	Hudson River Derby Sterling Goodspeed, Johnsburg, N. Y.
12	Rio Grande Wildwater Race Stretch Fretwell, Los Alamos, New Mexico
11-12	NATIONAL CANOE SLALOM CHAMPIONSHIPS (Expert) and EASTERN KAYAK SLALOM CHAMPIONSHIPS; West River, Jamaica, Vt. Guy Newhall, 99 Dudley Rd., Cochituate, Mass.
19-20	WESTERN DIVISION WILDWATER CHAMPIONSHIPS (expert) Wolf River Herb Buettner, White Lake, Wisconsin
18	Crystal River Slalom and Wildwater Race Roger Paris, Carbondale, Colorado
25-26	WESTERN DIVISION SLALOM CHAMPIONSHIPS (expert) Wolf River Eric Olsen, Limnology Lab., U. of Wis., Madison, Wis.
25-26	Yough River Wildwater Race (expert) Rosemary Bridge, 8-A Ridge Rd., Greenbelt, Md.
25-26	U.N.H. Slalom, Androscoggin River Jack Pare, 1 Main St., Durham, N. H.
25-26	Washington Kayak Club Slalom Al Zob's Apt. 279 Shorewood Apts., 9050 E. Shorewood Dr., Mercer Island, Wash.
June	Organizer
1-2	Kings River Slalom Tom Johnson, Box 675, Kerneville, Calif.
1-2	Poudre River Slalom Tom Cooper, 400 Garfield St., Denver, Colo.
1-2	NATIONAL KAYAK AND CANOE WILDWATER CHAMPIONSHIPS; Esopus Slalom; Esopus River, N. Y. Mike Stanley, Black River Rd., Far Hills, N. J.

- 8-- Salmon Lasac Slalom and Wildwater Race
Ken McKenny, c/o Bohlender, Box 99193, Seattle, Wash.
 14-16—Arkansas River Slalom and Wildwater Race
FiBark, Salida, Colo.
 6-7 Klamath River Slalom
Scott Fleming, 3750 Shasta Rd., Berkeley, Calif.
 13-14—NATIONAL KAYAK SLALOM CHAMPIONSHIPS (expert) Buena Vista, Colorado
Tom Cooper, 400 Garfield St., Denver, Colo.
 12-13—South Fork Slalom and Wildwater Race (Intermediate)
John Woll, 186 E. Hamlin St., Seattle, Wash.
 20-21—Androscoggin Canoe Weekend
John Wilson, Lancaster, N. H.
 August
 3-4—PACIFIC DIVISION SLALOM CHAMPIONSHIPS; Feather River, Calif.
Harry Seal, 15246 Via Lomita, Los Gatos, Calif.
 13-14 NORTHWEST DIVISION SLALOM CHAMPIONSHIPS, Stillaguamish R.
Al Zob, Shorewood Apa., 9050 E. Shorewood, Dr., Mercer Island, Wash.
 17-18—MERAMEC SLALOM, NATIONAL POLING CHAMPIONSHIPS
Iion Kloeppe, 4071 Gravois St., St. Louis, Mo.
 24-25—Truckee River Slalom
Walter Harvest, 3976 East Ave., Hayward, Calif.
 24-25—Peterborough Slalom
Erich Proehl, 54 Caledon, Peel Village, Bramton, Ontario
 24-25 Cohasset Slalom
John Pennell, Poor Farm Rd., Harvard, Mass.

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Have you ever, in the depths of pessimism at the pollution and impoundment of our waters, come to the conclusion that white-water boaters should get together and buy some rapids of their own? One of our enterprising affiliates in a high-population area has actually taken steps in that direction.

Some of the members of KCCNY have made arrangements to purchase about six acres of land on the Neversink River at Oakland Valley, New York. For the purchase, a corporation,

"The Neversink White Water Club," has been formed. The group hopes to have campsites available for KCCNY members, possibly on a reserved basis since space is somewhat limited. However, plans for utilization of the campsites will need to be worked out after the transaction is completed and by-laws for the corporation determined.

Renew Now for 1968-69
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Race Results

Eastern Wild Water
Canoe Championships
Petersburg. W. Va.
April 6, 1968

C-1

John Sweet	45:54.7
Bill Bickham	46:27.0
Al Chase	46:53.0

C-2

Bryson-Hummel	45:10.1
Hager-Woodward	46:20.3
Berry-Hearn	46:24.1

C-2M

Fawcett-Gruss	44:47.8
Raleigh-Raleigh	46:54.7
Sweet-Shuster	46:55.2

Middle State Wild Water
Kayak Championships
Petersburg. W. Va.
April 6, 1968

K-1

N. Smith	43:43.2
J. Stuart	44:23.0
D. Sullivan	45:27.0

Eastern Kayak Wildwater
Championships
April 20, 1968

Mascoma River

K-1 (Wildwater Boats)

Dave Nutt	22:10.0
Jo Knight	22:24.0
Les Bechdel	22:33.0
Bart Hawthaway	23:50.0

K-1 (Slalom Boats)

Put Blodgett	23:21.2
Charlie Richardson	23:58.5
Tom McEvan	25:16.0

K-1W

Nancy Southworth	24:45.0
Jan Binger	25:15.0
Peggy Nutt	26:21.9
Kathy Albert	29:21.0
Kathy Dugan	31:20.0

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C-1

John Burton	23:38.0
Mac Rubel	25:03.0
Howard Wildman	27:10.0
Jamie McEwan	27:24.0

C-2

Ransberg-Olsen	25:37.0
----------------------	---------

Loyalsock Wildwater Race

March 24, 1968

K-1

H. Kereckhoff	35:57
J. Wright	42:09
A. Zalay	42:28

C-1

J. Sweet	40:30
W. Bickham	41:08
N. Holcombe	45:52

C-2

Poenn-Leinweber	40:31
Bryson-Hummel	41:59
Brown-Kurtz	43:19

C-2M

Fawcett-Gruss	41:02
Wright-Liebman	42:49
Shirey-Williams	47:36

Mascoma Slalom

April 21, 1968

K-1 Expert

E. Evans	250.7
L. Bechdel	311.0
Dave Nutt	358.4

K-1 Intermediate

J. Wright	260.6
J. Davidson	314.6
C. Bent	396.9

K-1W

N. Southworth	573.3
P. Coleman	800.1
R. Vedder	953.8

C-1

J. Burton	328.5
W. Walker	481.8
R. Osborne	519.4

c-2

Heinzerling-Osborne	515.4
Olsen-Ransberg	895.4

C-2M Exp.

Olsen-Woodside	1226.0
----------------------	--------

C-2M Int.

Ransberg-Vedder	748.3
-----------------------	-------

Team

J. Evans-Hawthaway-Stanley	766.0
Bechdel-Nutt-Burton	804.6
Ragsdale-Beebe-McKibben	1650.0

WKC Slalom
N. Fork, Snoqualmie, Wash.
March 23, 1968

	K-1	T.	P.	Tot.
Al Zob	104.0	0		104.0
Tom Johnson	104.0	0		108.4
Lynn Gaylor	108.8	0		108.8

K-1W

Gail Minnick	137.0	0		137.4
Jo. Yount	163.8	40		203.8
Yvonne Derrer	160	60		220

C-1

Rick Rigg	130.6	0		130.6
Tom Johnson	144.0	10		154.0
Lynn Gaylor	154.6	10		164.6

C-2

Johnson-Gaylor	133.0	10		143.0
Yount-Burlingame	162.2	60		222.2
Ganz-Rigg	159.0	70		229.0

C-2M

Zob-Zob	133.0	0		133.0
Gaylor-Minnick	142.0	10		152.0

A.M.C. Farmington River Slalom
April 6-7, 1968

K-1

Dave Nutt	123.4
Eric Evans	127.0
John Burton	141.8

K-1W

Nancy Southworth	185.8
Jan Binger	228.2
Peggie Coleman	233.2

C-1

Tom Southworth	128.4
Wick Walker	145.4
John Burton	194.2

C-2

Walker-Southworth	142.0
Burton-Bracquemond	203.2
Faldman-Smith	368.8

C-2M

Southworth-Southworth	177.6
Moreham-Feldman	319.0
Walker-Coleman	344.0

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Dartmouth Training Camp Slalom
Yough River, March 30, 31
K-1

1. Eric Evans	155.5
2. John Burton	174.2
3. Dwight Campbell	207.2

C-1

1. John Burton	251.2
2. John Sweet	264.0
3. Wick Walker	266.3

Note by Jay Evans: "Held in the most difficult water ever attempted here in the East."

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EDITORIAL SECRETARY'S SOAP BOX

By **BART HAUTHAWAY**
AWA Secretary

The past year has been a difficult one for AWA. For the year previous, editing AMERICAN WHITE WATER was accomplished in Missouri, but was subsequently returned to the Executive Secretary. The resulting disruption in communications has now, we hope, ended. Peter Whitney has allowed himself to be drafted out of retirement to publish a limited number of issues in the format and tradition of past years in order to keep the machinery running.

Some may not realize that the AWA began fourteen years ago as an informal correspondence among interested members of about five outdoor clubs that were developing white-water sport in the United States; its extremely loose constitutional structure and its title as an "affiliation" stem from this fact.

During the years individual memberships increased to some sixteen hundred, affiliated clubs to more than seventy. With this growth, changes in the original constitution became necessary. A constitutional committee, under the chairmanship of Oz Hawksley (one of the original founders of the Affiliation) produced the new constitution and by-laws proposed and published with a ballot vote in the last issue.

Apologies are due here concerning the deadline on the voting (for an explanation, see "From Your Editor," page 30). Many members did not even receive their ballots until well beyond the deadline. As much

as even a four-week spread separated receipt of the mailing between east and west coasts — even a three-week spread between New York and New Jersey. This was a most unfortunate and unexpected development, which cost the Exec. Sec. much correspondence. However, all votes received to date have been counted, regardless of the deadline. The results: **335** in favor, **10** opposed.

But with the new constitution and by-laws approved, this is no time for complacency. All members must realize that AWA's officers, editor and editorial staff are unpaid volunteers, and all members should feel a responsibility to contribute something — sign a new member, contribute material for publication, at least to vote.

Under the new constitution, the next step is to elect a nine-member board of directors, and the board's first action must be to find a suitable, long-term editor for the journal. We all owe a vote of thanks to Peter Whitney for his fine work in publishing AWW for five and a half years, and who has now returned for a limited tour of duty to keep us from sinking. Perhaps the best way of offering thanks would be to produce a replacement who can maintain the tradition of high journalistic skill he brought us.

A further step must be to consider our future. As mentioned above, membership has grown; it has grown to the extent that few people can effectively carry the burden im-



posed upon the AMERICAN WHITE WATER editor as an unpaid volunteer. Yet our numbers include only a fraction of our potential. If we are to continue to grow, if we are to reach the ever-growing potential of interested paddlers, I feel we require the services of a full-time, salaried editor and/or publicist.

One interesting expedient would be to combine the publications of AWA and ACA (American Canoe Association). Both the past and present Commodores of ACA have shown interest in such a move, recognizing that it would necessitate reorganizing the ACA structure more on the line of our Affiliation. There would obviously be some overlapping of memberships, but such a merger would reduce duplication of material, and might produce enough extra revenue from advertisements and combined memberships to afford a salaried editor. Furthermore, now that white water is on the agenda as an Olympic sport, AWA must inevitably be drawn closer to ACA, since the latter is recognized as the official governing body for paddlers in the United States.

*

The Executive Secretary favors consideration of any move to consolidate all paddlers in the U. S. into a single organization. Therefore it is with regret that we note the formation of another, separate group. It is our information that the United States Canoe Association has been formed specifically to serve the interests of "canoe cruise racers", but we feel such interests could be better served under a single organization representing all paddling interests.

We also note some Canadian clubs are leaving AWA for their own Canadian White Water Affiliation. In the early

years of white water sport on this continent, it was expedient to have both countries join in a single effort, and we have enjoyed a close association with our northern neighbors. However, with the growth of paddling interest in both countries, with increased participation in World Championships, and future Olympic competition, we agree that Canada should have its own white-water association. Best of luck to C. W. W. A.

* *

Book Review

KAYAKS TO THE ARCTIC by Elinor B. Nickerson (Howell-North, Berkeley, \$4.95).

Mrs. Nickerson and her engineer husband celebrated the summer of their silver wedding anniversary in a way that most AWA members would admire and many would envy. They left the bland suburban comforts of their San Francisco Bay Area home, flew with foldboats, freeze-dried foods, and lightweight camping gear to Great Slave Lake, and paddled down the mighty Mackenzie to within the Arctic Circle.

With them were three of their boys. A doughtier family, or one more able to meet the challenges they met, would be hard to imagine. Even the inevitable outbreak of temperament and momentary mutiny, during the passage of the one really dangerous rapid of the trip, was quickly checkreined by the remarkable Mrs. Nickerson. A physical education teacher, she says she could almost hear herself "blowing the whistle" to stop an insensate confrontation between son and husband.

This book would make a fine gift for an outdoor lover, whether a boater or not. It is a minor saga of adventure with a minimum of theatrics, and is full of insights into the realities of life in the cold part of our continent. —P. D. W.



Conservation Comment

The active Tennessee Citizens for Wilderness Planning have some promising news about recent activities that will interest AWA members. Declaring that "the means for getting our scenic rivers preserved are tantalizingly within reach," they appeal for a letter campaign to the Tennessee State Legislature. As their campaign could serve as a model to many AWA affiliates, we'll give their account at length:

"At our February 1 meeting on 'Needed State Legislation to Preserve the Esthetic Assets of Tennessee's Lands and Waters,' a detailed proposal for a State scenic rivers system was presented by Robert A. Miller, President of the Tennessee Scenic Rivers Association. Rep. J. William Pope, Jr., author of last year's successful Strip-Mine Control Act, thereupon promised that if the proposal could be drafted into a bill, he would introduce it into this session of the legislature. During the following three weeks, TCWP and TSRA officials worked very hard in cooperation with Mr. Pope on getting a bill written; and the Tennessee Scenic Rivers Bill was introduced into the House on February 21, and into the Senate the following day.

"The bill designates 12 Tennessee rivers or segments of rivers and allows for the addition of others later. In the case of five, the entire river, or its entire Tennessee portion, would be included. These are the Buffalo, Harpeth, Matchie, Obed (with major tributaries), and South Fork of the Cumberland (with Clear Fork). Segments would be included of the following seven rivers: Clinch, Collins, Duck, French Broad, Hiwassee, Nolichucky, and Roaring (with tributaries).

"There are three classifications of river areas — natural, pastoral, and partially developed. Degree of protection depends on class. For instance, natural rivers would be administered in accordance with the concepts of the national Wilderness Act of 1964; but along pastoral rivers, continuation of



usual farming practices would be allowed. We hope, in this way, to avoid opposition from the farmers — an opposition that has killed scenic rivers bills in other States.

"The system would be administered by the Tennessee Department of Conservation, in cooperation with the Game and Fish Commission. Control over land uses would be by zoning, by State purchase of scenic easements, and, in a few spots, by acquisition in fee. Width of the strip would depend on river classification.

"It is very important that the bill should pass in this session (apart from the obvious reason that the longer we wait, the more of our rivers we lose). If the bill becomes law now, we would be the first State with a State scenic rivers system, and should be in a good position to receive some federal funds. It would also help the cause of Tennessee rivers on a national bill, for which hearings are coming up very soon (see below). Finally, present acquisition costs are certain to be lower than future costs.

"There are some potential hazards, one of which is that some legislators are under pressure from a few local special-interest pro-dam groups."



Lew Hurxthall below the existing Pontook Dam

How the Androscoggin Was Saved

By John P. Wilson

The Androscoggin is one of the great rivers of New England; at least the **Appalachian Mountain Club Canoeing Guide** says so. Its greatness for white water, however, lies in the first thirty-mile section in New Hampshire from its source at Lake Umbagog, the last of the Rangeley Lakes, to Berlin. Below Berlin its main function is to feed and wash out five large paper mills in New Hampshire and Maine.

The best part of the upper Androscoggin is the Thirteen Mile Woods section in the town of Errol, N. H. In 1922 the landowners, the Cole and Penree Woodland Corp., agreed to leave a strip of trees along the bank of the river and to keep the area undeveloped. Now the trees are in some cases one hundred years old and a well-maintained state highway parallels the river.

The Androscoggin is probably the best regulated river in America. Usually, the flow of the river in April is about the same level as in September. This regulation is a result of the pooling together of the five paper companies on the river into the creation of a Union Waterpower Company which built dams for stream flow regulation and augmentation in the ten Rangeley Lakes in northwestern Maine.

A few years ago the Army Corps of Engineers, in order to keep their mighty staff busy and their pencils sharp, proposed a sixty million dollar dam along the Thirteen Mile Woods section. The dam would create a lake 20 miles long, flooding out all the rapids. The main purpose of the impoundment would be a peaking power plant with unlimited recreation benefits—for water skiers. The generators would run

in full capacity about two hours a day to develop peak load power, between four and six in the afternoon.

\$60,000,000 Temptation

First, the Army Corps' proposal seemed like too good an opportunity to miss and the local development groups climbed on board. Sixty million dollars is a lot of cabbage in a not too prosperous section of the country.

But there were complications: the land at the proposed dam site was owned by the Public Service Company, a large **private** New Hampshire enterprise—though the name suggests otherwise. This company promptly filed a petition with the Federal Power Commission to delay any decision on the Corps' proposition until it had made its own feasibility study. The Public Service Company stated they were interested in building a dam there if it were economically feasible. The issue then appeared to be whether the dam should be private or public. Those who wanted the river in a forever wild state seemed hopelessly outnumbered by the commercial interests.

There were, however, a few groups fighting to preserve the river. In the forefront was a small private conservation group called the Society for the Protection of New Hampshire Forests, under the leadership of a young aggressive forester, Paul Bofinger. Other groups included the White Mountains Region Association, New Hampshire Fish and Game Department, Federated Sportsmen's Club of N. H. and the U. S. Fish and Wildlife Service.

Enlightened Self-Interest

However, enlightened self-interest was the decisive factor in defeating the dam. First, the Brown Company, the large paper producer in Berlin, N. H., opposed the proposition. They felt the new dam would not improve the stream flow regulation of an already well-regulated river and did not want to lose pulp production from the woodland flooded out.

However, to the surprise of everyone, the decisive blow came from the N. H. Public Service Company. This company arranged a carefully timed public hearing in Berlin to announce the decision of their \$150,000 engineer-



Rosa D'Entrement, Richard Shaffer, Clam Shell Slalom, 1967

ing and economic study of the project. Previous to that time nobody knew how the Public Service Company would go. At the hearing the company announced with gusto that the project was not feasible. They also used the hearing to announce that they planned to build an atomic energy plant on the New Hampshire seacoast.

At the hearing, Public Service emphasized the many engineering problems which would be involved with a peaking power system. The main problem was that the peak load would create a surge of water one and one-half times greater than the highest flood recorded on the river and would require an extensive **regulating reservoir** below the main dam to prevent flooding downriver. The re-regulating reservoir would flood out some good farmland, would create serious problems of soil erosion and would have an almost impossible problem of ice jams in the winter.

Public Service also made a very specific study of costs in comparison with other types of power plants. The generation as against other methods was



Ted Ragsdale, Clam Shell Slalom

reported as follows. (**\$/KW**): **Androscoggin Project \$225; Pumped Hydro \$75; Gas Turbines \$75; Base Nuclear \$125.**

The arguments were decisive enough so that the Army Corps dropped the project as they had not completed the final studies at that time. The Public Service Company then turned around and donated the land it owned at the Pontook Dam site to the State of New Hampshire so that it could be developed as a state park.

In a victory celebration for saving a wild river, the Society for the Protection of New Hampshire Forests, together with the White Mountains Region Association and the Berlin-Gorham Chamber of Commerce, organized the first annual Androscoggin White-water Weekend. This included a conservation conference at the Balsams Hotel, field trips in the area showing lumbering operations of the Brown Company, and a five and one-half mile downriver race from the Thirteen Mile Woods on Saturday, September 24.

There were 65 boats in the race all on the river at the same time. On Saturday it happened that the Annual Clam Shell Slalom, scheduled for the West River in Vermont, was moved to the Androscoggin at the Pontook Rapids. The reason was lack of water in the West River due to the repairing of a dam. Residents of northern New Hampshire turned out by the thousands to watch the two-day races.

Interest is now running high for development of the land at the Pontook Rapids, now state-owned, as a white-water park, which would have improved facilities for racing such as telephone communication, parking areas, eddy improvements, poles for slalom wires, a camping area, etc. This is one of the few rivers in New England which throughout the dry seasons has dependable and interesting white water.

New England has been one of the last places in the country to accept the economic benefits of Federal power. Maybe it is just because New Englanders don't want to get-rich-too-quick.

From Your Editor

It seems that some time last year the Post Office removed the rail post office cars from passenger trains, and instead attached mail cars to freights, or relied on highway trucking. The operation of sorting by clerks en route was discontinued.

The result for publications has been catastrophic—and particularly for small publications like ours that rely on third-class bulk mailing.

Thus the spread on delivery dates for the last issue of **American White**

Water was over a month. Mailed on February 5 in Oakland, Calif., the magazine reached some Rhode Island readers March 15. The delays were not consistent: New Jersey apparently got magazines 3 weeks ahead of New York.

The deadline set for return of ballots on the Constitution was calculated on the basis of our former delivery experience, which would have seen complete delivery within 10 days or two weeks. The deadline had to be ignored by Bart Hawthaway, and it's fortunate the result was not close, since the voting could legitimately have been objected to if it had.

However, it's obvious that all issues that involve voting will have to be calculated for at least a 6-week "lead time." In the present case, ballots for the new Board of Directors are enclosed. It's hoped that official results can be published in the next (Spring) issue of the magazine. Therefore you are urgently asked to vote as quickly as possible! * * *

Here is the place and time to welcome aboard our new Circulation Manager, George Larsen, whose address is: 456 Hawthorne, San Bruno, Calif. 94066. George, a department store executive, has been a member of the Sierra Club R.T.S. for some years and has both the skills and the patience needed for the exacting circulation job.

Hank Eble, who has served with great industry and distinction, steps down and will undoubtedly serve the Journal in another capacity. Like his predecessors, Red and Ruth Cockerline and Bob Hawley, Hank has made contributions to the Affiliation and to the cause of American white-water paddling which only the Editor can fully appreciate. Thank you, Hank!

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Maximum Flotation for Safety

By Andres Peekna

It used to be said that the greatest danger in white-water boating was getting crushed against a rock by the water-filled boat after an upset. The force of the current acting upon a sunken boat pinned to a rock is largest in the case of an open canoe pinned with the open face upstream, but is nevertheless great enough in the case of well-rounded decked boats of white-water design to damage them severely, if not actually break them in half.

An appreciation of the magnitude of the forces involved may be gained from considering the approximate weights of a water-filled kayak (900 lbs.), one-man rapids canoe (1200 lbs.), and two-man rapids canoe (1800 lbs.). Anyone who has ever struggled to dislodge water-filled boats stuck in rapids will agree that sometimes the forces required do approach that sort of magnitude.

Experience has shown that the minimal flotation carried over from quiet water practice and designed to keep an upset boat just barely floating at or near the surface is almost completely ineffective in preventing this kind of situation in boulder-strewn rapids; about all it does is keep the boat in sight. In obstructed rapids it has all the practical value of a good-luck charm. For flotation to be effective in preventing boat damage or loss, and in eliminating the possibility of the boat pinning the dunker with crushing force, it must be **maximal**, i.e., designed to displace from the boat as much water as possible. This means that the flotation must fill all of the boat's volume, except for the cockpit (~).

The "Sit Sack"

The concept and use of maximal flotation in canoes and kayaks is by no means new. "Sit sacks" have been around for at least a decade. These are bags of waterproof cloth in which the boater sits; they fasten around the

cockpit rim. In the event of an upset they stay with the boat and seal off the rest of it. They combine maximal flotation with duffle-carrying capacity, but—perhaps because of their relative awkwardness in use, and the clammy feel of their material on the boater's legs—they have not attained widespread popularity.

Automobile inner tubes have also been tried, but they give very little flotation for the amount of weight they add to the boat. It seems to be generally true that unless a safety device is both effective and convenient to use, it does not get used.

A few recent developments have made maximal flotation light in weight, convenient to use, and relatively easy to install. As a result, its use has become nearly 100 per cent in some parts of the country where the boaters are familiar with it. Apparently it has not yet caught on in other areas. Perhaps an explanation of the various methods of attaining maximal flotation can help further the cause of safety and wider participation in our exciting sport.

Air Bags

Large form-fitting air-bags have become quite popular since becoming available about two years ago. The kind made by Harvest add only about three pounds to the weight of a kayak, and about four pounds to the weight of a one-man rapids canoe (C-1), while filling essentially all of the boat except for the cockpit. They are made slightly oversized in girth, so that inflation forces the bag material snugly against the inside surface of the boat, thus fastening them securely.

Flotation that is **not** securely fastened is of much diminished effectiveness, since it will float to the top within the boat, and admit much water below it.

Figure 1 shows how high a kayak equipped with this kind of air-bags floats. Part of the stern air-bag is vis-

ible in the picture, and the bow air-bag fills all the volume in front of the foot-brace.

Figure 2 shows a floating C-1 equipped with the same kind of air-bag; in this case the bow air-bag extends almost to the cockpit rim, and the stern one up to the foot-brace, about one foot back from the cockpit rim.

Bulkheads

Waterproof bulkheads are another obvious way of attaining maximal flotation. Rigid bulkheads, however, weaken a polyester-fiberblass hull by adding an excessive amount of rigidity to a small area. Terry Spennetta tried using two-inch-thick "Ethafoam," a flexible expanded-polyethylene foam made by the Dow Chemical Company, for bulkhead material. He found it very successful, and bulk-heads have become very popular with people in our club (Wisconsin Hoofers). The Ethafoam is cut to a tight fit and glued in with polyester resin.

Figure 3 shows a floating two-man rapids canoe (C-2) equipped with bulkheads between the cockpits, and a "blind" bulkhead (with drain hole) in the bow as well. The bulkhead between the bow and center cockpits is a few inches in front of the center cockpit rim, and the one between the center and stern cockpits is a few inches in front of the stern cockpit rim; this placing leaves ample room for feet in the cockpits.

Figure 4 shows the same C-2 floating with the center cockpit open and the end ones covered, as is the case when there is an upset during use as a one-man boat. Bulkheads in a three-cockpit C-2 combine effective flotation with duffle-carrying capacity, and allow convenient switching of the boat between its two-man and one-man roles.

The Cloth Cylinder

To solve the problem of combining maximal flotation and duffle-carrying capacity in a kayak, Steve Ransburg made a waterproof-cloth cylinder of the same girth as his kayak. He glued one hem around the inside of his kayak, just behind the cockpit. When the other hem is gathered together and tied up like the mouth of a sack,

this becomes, in effect, a cloth bulk-head that seals off the stern. This has proven both effective and reasonably convenient to use.

I am convinced that, next to a life-jacket and helmet, maximal boat flotation is the most important safety device. Nevertheless, the small weight penalty that it does impose may act as a deterrent to its use in races. Perhaps the best solution is to make maximal flotation a requirement in white-water racing. This would impose the same kind of weight penalty on everyone, and the race organizers would no longer have to worry about the possibility of sunken boats littering the course.

I would like to close with an interesting observation. All of us know that non-participants tend to regard white-water boaters as somewhat lacking in sanity if not intelligence. Efforts to dispel this attitude by talking about the safety value of technique and experience do not seem to make much of an impression. Yet upon being shown the boats and having the maximal flotation explained to them, a change in attitude is easily detected, to the effect that "maybe they are not so crazy after all."

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Fig. 1 Kayak with air bags



Fig. 2 Single canoe with air bags

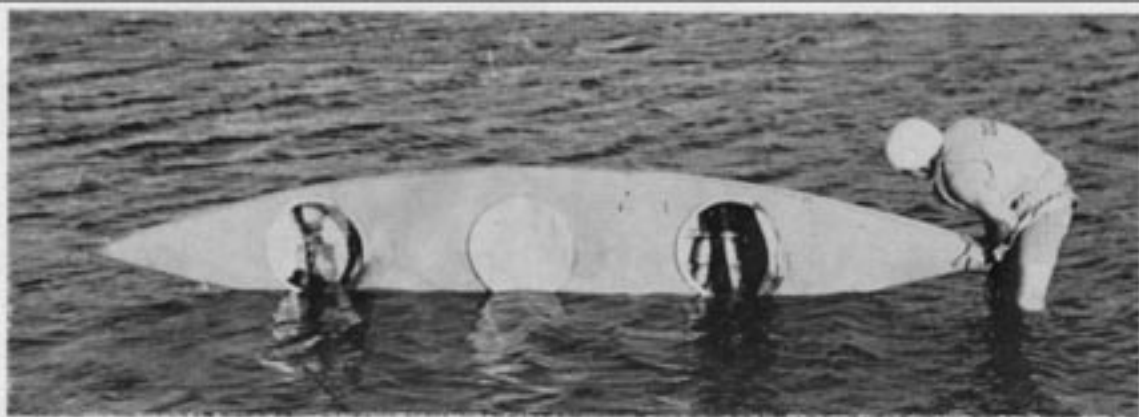


Fig. 3 Three-cockpit C-2 with bulkheads between positions

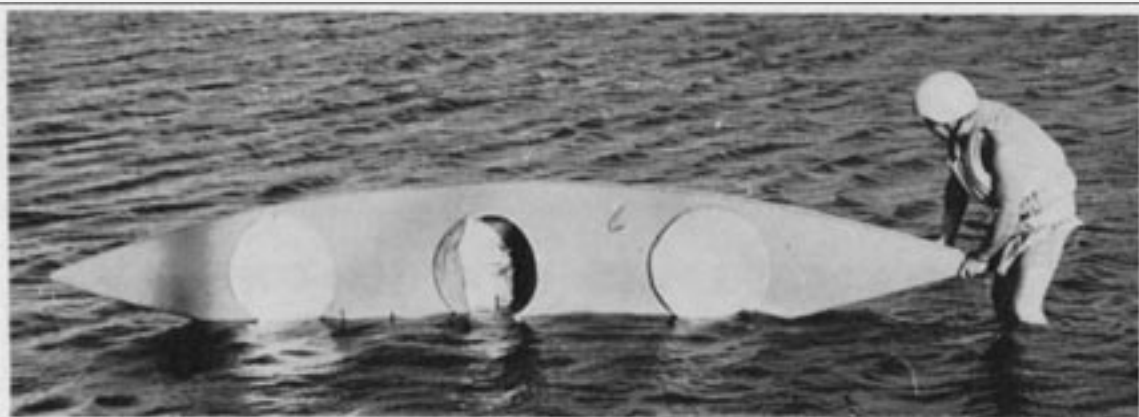


Fig. 4 Same C-2 with center cockpit in use. Photos by Paul Kromholz

New Products

Rubber Products Co. (6262 Cochran Rd., Cleveland (Solon) Ohio 44139) has a system that should appeal to car-toppers, as well as those who anchor miscellaneous gear to sports-car racks, trailers, campers, and pickups. It is a kit including a coil of stretchline and a set of hooks that really can grip the DuPont-produced rubber line without yielding or cutting, and that permits the owner to cut his line to the needed length.

* * *

Stewart Coffin announces that he has begun "pilot production" of an entirely new series of paddles. Blades are no longer fiberglass, but a high-impact thermoplastic which makes a more durable tip. The aluminum shafts are now covered with a synthetic sleeving that reportedly has better abrasion resistance.

Prices range from \$13-\$15 for canoe paddles, \$16-\$18 for kayak paddles, and as in the past, Stewart offers a left-hand feathered version in his spooned kayak model.



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Safety as We See It

By **Vern Rupp**
AWA Safety Chairman

Since the AWA became an organization some twelve years ago a lot has been accomplished in promoting the sport, teaching advanced paddle techniques and safety. A fine safety record confirms the fact that few accidents have occurred during this period within the AWA and its affiliated clubs.

The sport is growing more rapidly now than ever, attracting people to the adventures of river touring and shooting rapids, not only with kayaks and canoes, but with anything else that floats.

There is a tendency today in outdoor sport to do as many things as possible; whether one does them well or not matters little; if he has run a rapid or two, he is "an expert" and the experience provides him a conversation piece.

Organization for Safety

Those who are serious about the sport will in time join an organization to learn more about boat-handling and safety. The others will not spare the time or thought to inquire before they undertake a "thrill cruise."

About the latter sort, we can do little though they are increasing the fatalities on rivers, and giving bad publicity to the rest of us. I am sick and tires as I'm sure you are too, of reading headlines: "Canoeist Drowned"; "Man Swept off Rubber Raft"; "University Students Drowned"; etc. Often phone calls follow with inquiries about the persons' possible membership in any local clubs.

Fortunately no organized paddler in British Columbia has yet been involved in any fatal boating accident. The accident record among thrill seekers with no previous experience, however, is considerable. Rating the highest in risk are the rubber rafters (see below).

Clubs Try Help

Now you will ask, "why don't clubs offer training classes and publicize their services?" This is being done each year. For instance our clubs have long

been publicized at the University of B. C. Yet few from their outdoors club have become members, and within seven years they have lost five lives in river accidents, and had several close calls. Another new club just formed this year and active in rubber raft trips through the Fraser Canyon (and Hell's Gate), charging a trip fee of \$100 for guests, lost a life this summer on their first canyon trip! Committee members and organizers of that club are aware of the local kayak and canoe clubs that could have supplied information on river touring safety.

If, due to the increased popularity of white-water boating, accidents have not yet happened in other parts of the U. S. A. or Canada as they did in B. C., an attempt to prevent any should be made!

Riverbank Signs?

The International Commission for Nautical Tourism of the IAT has established the well-known river difficulty classifications I-VI; also has set up a code of international river guide symbols and has sponsored international river sign posting. Such riverside signs could be a means of warning non-affiliated individual boaters, to prevent accidents and at the same time publicize the AWA. (See Back Cover for the IAT signs. Note that the "safe" informational **signs** are blue.)

I don't suggest that river shores be cluttered with signs like highways. But at least they might be installed wherever a boater's life was actually endangered by artificial or natural obstructions or changes. Signs should bear the name and address of the local club (or the Affiliation). Their installation should be made public through the press, stating the dangers involved in ignoring the warning.

The AWA and its affiliated clubs depend on good publicity to facilitate their progress and growth. An attempt must be made to minimize accidents

among "wild" (unorganized) boaters, extending our interest in boating safety beyond our own ranks. I suggest that RIVER SIGNALIZATION be used in such a campaign, with the symbols, size and colors specified by the IAT.

Let's promote the sport through safety!

(Signs are most useful when keyed to river hazards such as are being printed in many U. S. States. — Ed.)

Safety Notes

A gruesome object lesson in the power of the river and the improvidence of using inadequate equipment was given on California's Eel River last February. Two Humboldt State College students were riding on a home-made raft of two large truck inner tubes and some lashed-up boards; with them were two others on a conventional rubber raft.

This is flat water, well below the rapids the Sierra Club runs. They had had a pleasant float starting in the morning, but in the afternoon reached a low diversion dam which serves a lumber company with water in summer conditions, but in winter is completely overflowed. The boiling reflex eddy below caught the home-made raft and remorselessly tumbled it. The boys stayed alive and fighting while their friends ran off and got two men, one 61 and one 38, with a small aluminum outboard-powered boat.

The Humboldt Times-Standard report:

"The two men maneuvered their small craft to within 15 yards before the back tow capsized them. The small motor was ripped from its mountings and their oars were splintered into bits.

"All four persons were stranded for long moments before the suction began pulling them under in about 12 to 15 feet of water. One of the students was still alive and three attempts to rescue him failed as lines thrown to him slipped out of his grasp . . ."

Finally he and his three companions were pulled under.

Next day, a 26-foot Coast Guard rescue boat was brought to the scene to help search for bodies. It too capsized, throwing six men into the river. They

were rescued with great difficulty, and the lifeboat kept rolling and spinning in the reflex eddy for hours. It had to be pulled out by a shore-based bulldozer.

White-water education is penetrating into the general public's consciousness, it appears. Local columnist Ray Peart commented in the same journal that "white-water books have one tip on such obstacles as dams or ledges . . . to try to dive down to the bottom and then swim downstream as far as possible before surfacing."

And the students were apparently wet-suited and lifejacketed.

Earlier Tragedy

The truck-tube-and-board type of raft has a bad reputation in California. Bryce Whitmore once spotted a group of young men and their adult counselors preparing to put several such craft into the Stanislaus during the spring run-off, when that river stretch classifies as a rugged Class IV.

Despite Bryce's earnest admonitions—he blocked the convoy of station wagons with his truck and argued for more than a quarter of an hour—the feckless expedition got launched. One father thought it would be a good idea to lash his boy to the raft. The rafts **all** bucked off their paddlers in the first rapid.

It was Bryce who had to find the boy's body and help the Sheriff's men hoist it up the cliffs. Which was a little difficult as he was running one of his weekend commercial raft trips right down that same stretch, and had to let his guests run past the disaster scene without seeing the cadaver.

P. D. W.

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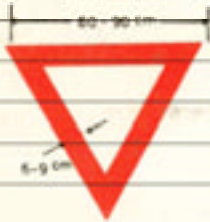
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Wehr, *unbefahrbar*
Weir, unshootable



Travaux
Bauarbeiten
Work going on



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