

American

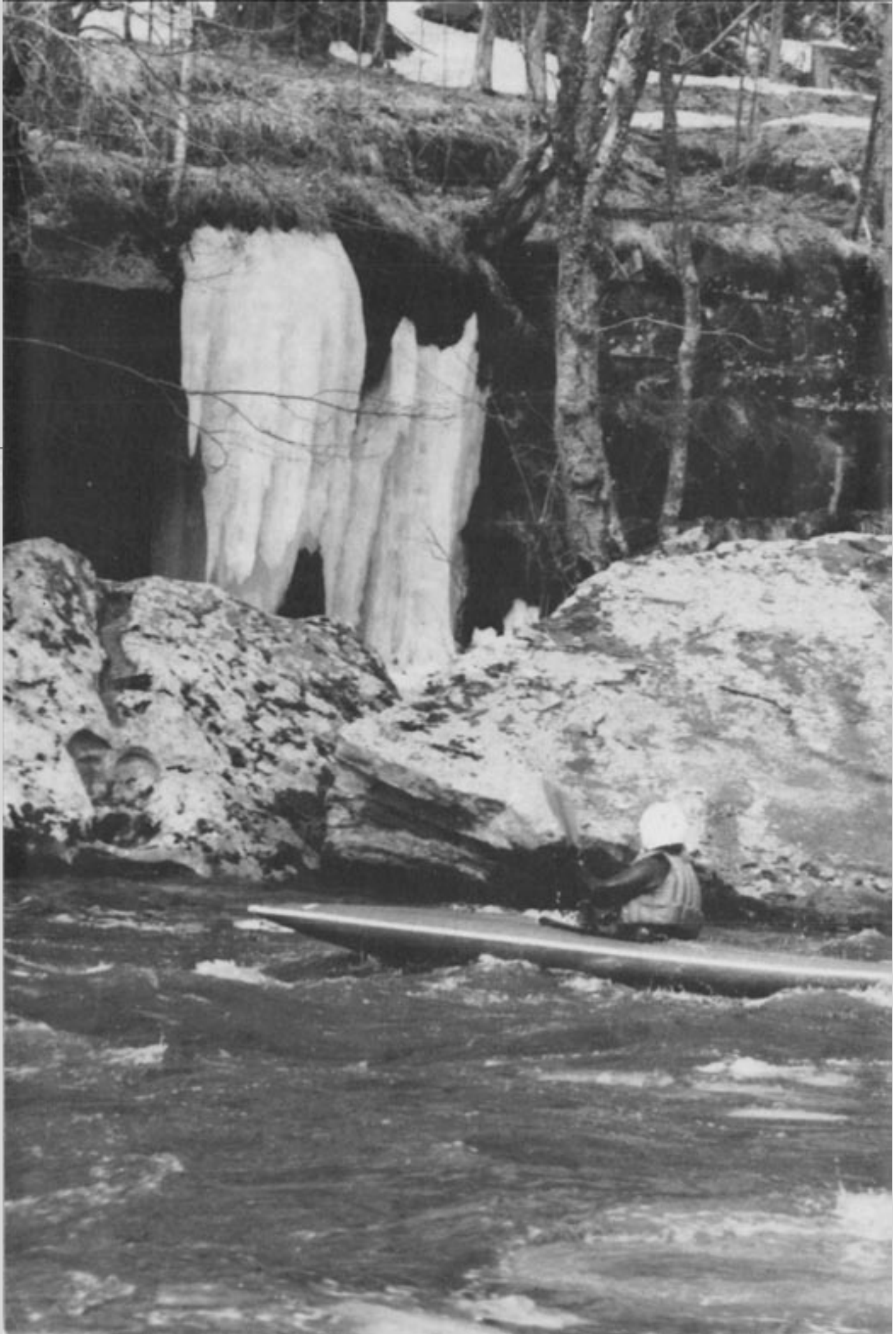
WHITEWATER

the Journal of the American Whitewater Affiliation



JUL/AUG 1977

Vol. XXII, No. 4



American WHITEWATER

Sponsored by The American Whitewater Affiliation

JUL/AUG 1977

Vol. XXII, No. 4



The American Whitewater Affiliation

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Editorial Chairman and Editor: Iris Sindelar. P.O. Box 321, Concord, NH 03301

Editorial Committee: Ed Alexander, O. K. Goodwin, Rose Mary Gabler, Geo. Larsen, Ray Gabler, Bob Lantz, Fred Dietz, Kerry Heidenis, Joel Freund, Joe Bauer

Business Manager: Rose Mary Gabler, 10 Boulder Rd., Lexington, MA 02173

Circulation Manager: Kerry Heidenis, P.O. Box 51, Wallingford, CT 06492

Membership Chairman: Geo. Larsen, Box 1584, San Bruno, CA 94066

Midwest Membership Chairman: Fred Dietz, 1590 Sleepy Hollow, Coshocton, OH 43812

Advertising Chairman: Joel Freund, 440 Mission Blvd, Fayetteville, AR 72701

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The Staff and committee members listed above are unpaid Whitewater enthusiasts who volunteer their time and efforts to bring affiliate/member subscribers this journal. Your contribution of articles, letters, race results and schedules, photos and drawings are essential for their continued efforts and the timely publication of the American Whitewater Journal.

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COVER: Team of Centofanti and Rinaldi in "Cat's Paw" on the St. Francis River. Missouri Whitewater Championships. March, 1977. Photo by David Smallwood.

AT LEFT: Frozen waterfall on the Kettle River (Minn.) in March, 1977. Photo by Andy Westerhaus.

READER'S SOAPBOX

Confidential to Esopus Slalom Super Turkey:

You may have done pretty well on the race course, but you're more likely to be remembered for your spectacular display of skill, courage, and quick reflexes while driving home on the New York Thruway. You really put on quite a show.

Driving at 80 to 90 mph is pretty common, but your **swerving/terrorizing** technique added a bit of class to the act. Tailgating is also commonplace, but you seem to think that bumpers are similar to slalom gates: get as close as you can without touching and then cut under them as you make your turn! Wow! But by far your most brilliant move was pulling into the right hand acceleration lane to pass traffic, and then cutting off cars in not one but *two* lanes as you re-entered the highway! Such displays of skill and split-second timing are rarely observed by mere mortals! Fantastic!! With a little more showmanship like yours, the Demolition Derby would soon go out of business!

So what's the big deal, you say? Nobody drives at the stupid speed limit, right? And besides, everyone knows that racers have to go a long way to stay in the competition, and so have to drive fast to get home in time for some sleep before work on Monday, right? So what's the big deal?

The big deal, Dear Turkey, is that you were *not* observed and reported to me by other boaters who thought **you** were doing something wrong. You were observed and reported by unrelated friends and co-workers, people who had nothing to do with the race, but whose

paths you crossed just a little too closely and a lot too quickly. And they, the general public, recognized you as a whitewater boater.

And they weren't amused. They weren't even slightly annoyed. They were furious. They were irate. They wanted to do very nasty things to some very delicate parts of your body. They wanted to ensure that you were physically and emotionally incapable of ever driving again. In short, they were reacting to a very real threat on their lives by a reckless and irresponsible aggressor.

It wouldn't be so bad if you anonymously saw fit to drive yourself into a stone wall or off a cliff, but in your act of harassing, threatening, and generally terrorizing the public you represented a particular class of people (who must all surely be just like you) and that class is us—**ALL** whitewater boaters.

Surely you're aware that we whitewater boaters have a hard enough time convincing the rest of society that we're not nuts, that we do deserve the dam releases we request, and that our remaining streams should not be turned into flatwater lakes? And we're still supposed to convince them of our high ideals while displaying your brand of social responsibility and good will toward men? Now do you see what the big deal is?

Would it be too much to ask you to slow down to maybe only fifteen mph over the speed limit, like the rest of us? And maybe to remember that old bit about ten feet between cars for each ten

miles per hour of speed? (Hell! Ten feet at all would be a big improvement!)

The only other reasonable alternative I can think of is to ask you not to attend races that require your driving so far from home. That may sound like a drastic alternative, but you'd be doing us all a favor. After all, in just a few hours, you have single-handedly and firmly convinced several hundred New Yorkers, and God knows who else, that whitewater boaters are the armpits of society.

In case you're still not sure who you are, let's just say that your van is darker than tan, had more than four boats on top, and comes from further south than Maryland.

Ed Hanrahan
Publicity Chairman
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TRIPPING ON THE SAN JUAN

by David Smallwood, Box 1261, Jefferson City, MO 65101

Are you looking for a great one-week float that you can relax on and enjoy the spectacular canyon country instead of having a death grip on your paddle every mile? Would you like a fast-moving stream with good rapids that you can sneak if you don't feel you have the experience? How about a river that still has a wilderness character and has not yet been overrun? If these possibilities interest you I've got just the river, the San Juan in southern Utah.

Norm Welker, Buddy Goldsticker and I, members of the Arnold Whitewater Association, joined Larry Gaudreau, Oz Hawksley and other Sierra Club members and floated the San Juan the second week of June, 1976. The San Juan begins its journey to join the Colorado River at Lake Powell near the continental divide in

south central Colorado. Flowing across northern New Mexico, the river picks up large amounts of sand and silt so by the time it reaches Bluff, Utah, the put-in, it could be more sand than water. Don't let that turbid water stop you, for the 83.6-mile float from Bluff to Clay Hills Crossing on Lake Powell takes you through two beautiful canyons, past archaeological and historic sites, over some interesting rapids and into the heart of the desert world of our great Southwest.

The river can be run in three days, if you're in a hurry, but take five or six; you will want to do some hiking up side canyons and go at a more leisurely pace.

Our party, which floated six days, consisted of one raft (for support), two C-2's, 4 decked canoes and 5 kayaks. The kayaks and canoes are the most fun on this river but the raft came in handy as it would go ahead of the group and scout the rapids. Since there is a 7-to 10-mile paddle on flat water (Lake Powell) you might want to take that into consideration before taking a raft.

The San Juan requires a flow of 1200 cfs to be runnable. Because May and early June are usually the time of optimal flow and the desert is not yet unbearably hot, we chose the second week of June. The San Juan is famous for its unique sand waves which occur at random intervals along the upper sections of the river. The bottom of the river will suddenly shift and move downstream creating 5 to 10 foot waves and, if you happen to be in the middle of this event, you're in for an exciting ride. Rapids are found in the canyons and are caused by boulder fans from side canyons or by the collapse of the main canyon wall. The ratings for the rapids run from sim-



THE SAN JUAN RIVER

1. Bluff
2. Mexican Hat



Buddy Goldsticker playing a hole on the upper San Juan.

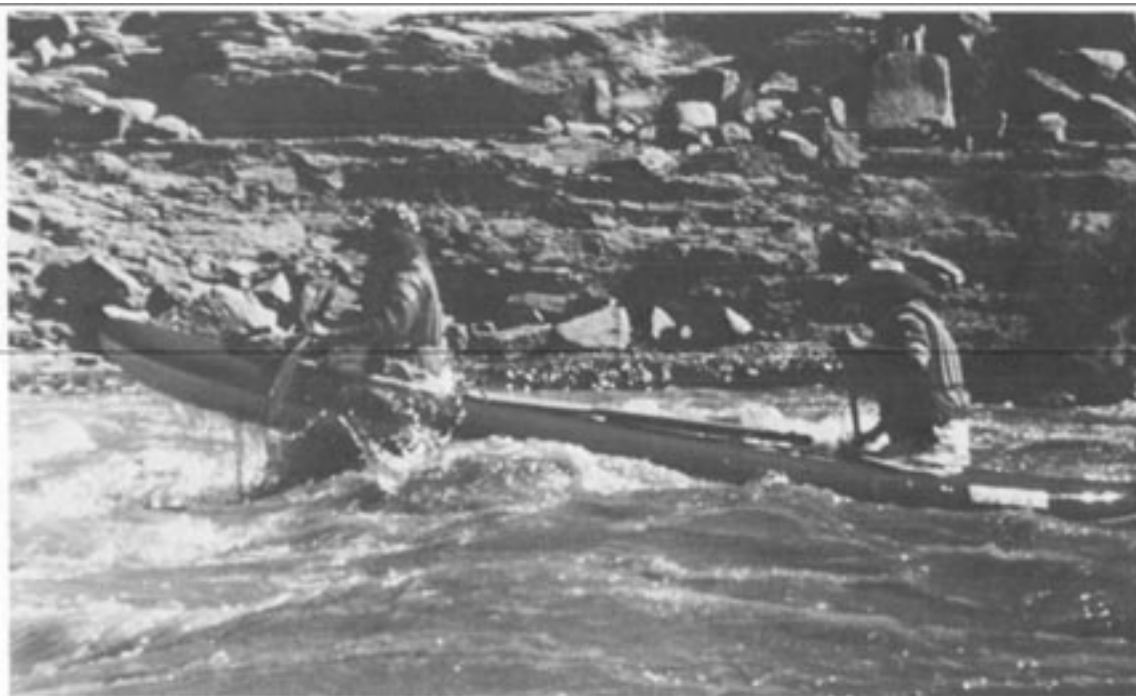
ple Class I to Class IV (AWA scale), the only true Class IV being Government Rapid. Rapids in the upper canyon: Ledge, 4-Foot Drop and 8-Foot Drop are relatively easy and all rapids on the river, with the exception of Government, can be sneaked. Our group really got a surprise at 8-Foot Drop, located at mile 17, because it was hidden from view by a blind right turn. We were in the rapid before we had time to stop and scout so everyone ran it, hell bent for leather style. The gradient for the San Juan varies from 6 to 11 feet per mile but the gradient is not the major factor here, it is the volume of water which creates the action. This was my first experience on a high volume river in my kayak and I soon learned to respect the rapids, whirlpools and those innocent-looking eddy lines.

Just above the only bridge to cross this section of the river, at Mexican Hat (Mile 27), is Mexican Hat Rapid. At this point you leave the first canyon and enter the second and if you take the left

channel, you will hit the rooster tails head on as the water piles up against the left bank which is perpendicular to the water (be careful not to get **too close**, a spill here could be bad news). Mexican Hat is the last vestige of civilization until the take-out, so this is your last chance to refill water containers, purchase supplies or buy more of that great Colorado **Koolaid**. You can also split the float into two parts by taking out or putting in above the Mexican Hat bridge.

Campsites are not exceptionally difficult to locate on the river for small parties, but you should plan to stop by 3 o'clock in the afternoon so you don't get to the spot where you hope to camp and find it already occupied.

Below Mexican Hat, the canyon deepens and we entered the famous Goosenecks of the San Juan. The size of the canyon was overwhelming and the stark canyon walls contrasted markedly with the deep blue sky. Only one day of the six did we experience a sand storm,



Dorothy and Oz Hawksley.

which occurred on the desert above, giving the canyon a strange haunting beauty. At mile **44.3** we came to the Honaker Trail, one of the few trails out of the canyon in this section. Gold prospectors built the trail in **1904** and its **2½-mile** length climbs to the top of the north canyon wall, **1235** feet above the river. From Honaker to John's Canyon, mile 58.7, the canyon walls continue to rise and rapids become more numerous.

Stop at John's Canyon, a good place to camp, and explore the beautiful plunge basin created right in the river. If you hike downstream and start to climb you will notice a trail to the first ledge above the river. From the ledge you can see several miles up and down the river and marvel at the plunge pool located 150 feet above the river.

Mile **63.5** brought our party to Government Rapid, which we stopped to scout. Several raft parties were running the rapid and one group carried their raft back up to run it again. Government is the one rapid on the San

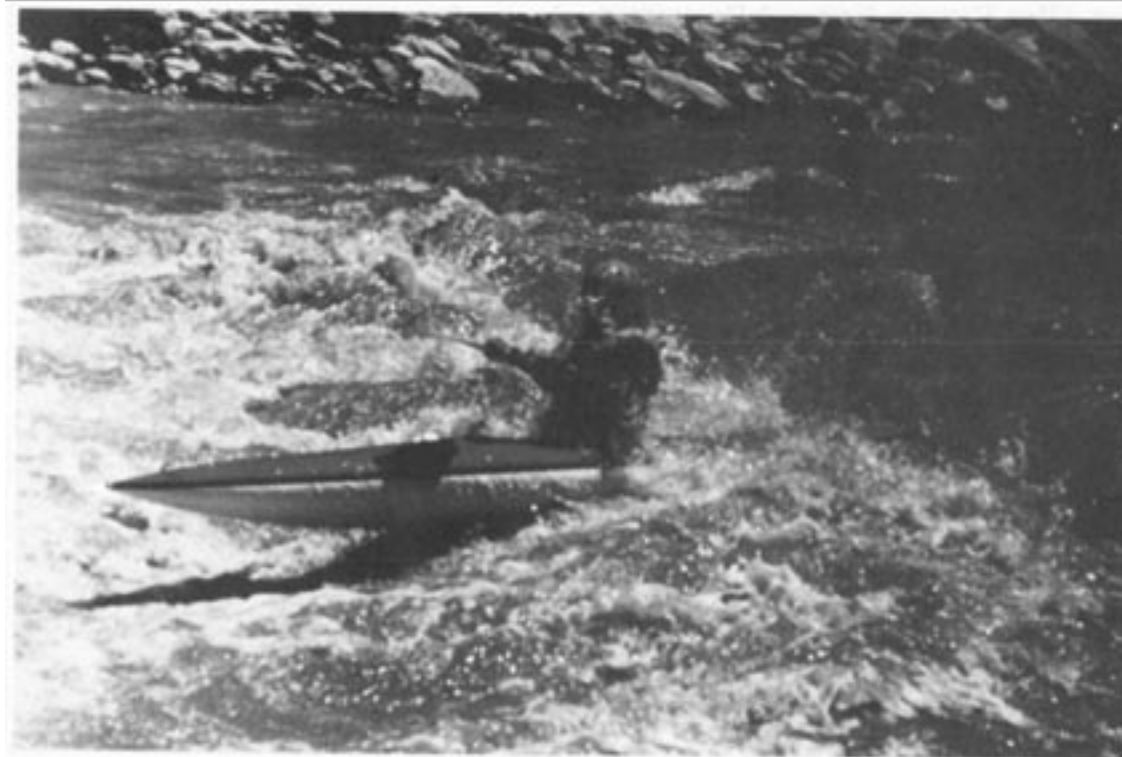
Juan which either has to be run or portaged, as there is no way to sneak this one. Government is a combination of holes, rocks and a sweeping left turn with standing back curlers. I was the first one of our group through and it wasn't as bad as it looked. After everyone ran it successfully, we felt pretty good and continued to our next camp site at Slickhorn Canyon (Mile **66.3**). Before you camp you have to pay the price and run Slickhorn Rapid, a Class **III** that the majority of our party thought was worse than Government. With the current barreling against the left bank, the river turns to the north and creates a series of standing stoppers with holes on both sides. Our boaters ran the more sane route to the right of the main channel but, as usual, Buddy got right in there and hit everything head on.

A trail leads from the river up Slickhorn Canyon and eventually extends 14 miles to a dirt road. This is an excellent hike to see the plunge pools and get that bath you might be needing.



Norm Welker enjoys the waves in lower Government Rapid.

Buddy Goldsticker gets his face washed in Slickhorn.



The last major rapid, Grand Gulch, is located at mile **70.1** to **70.9** and was also scouted by our party but it is a relatively **easy straight** shot down the **middle. Grand Gulch** is the last major side canyon and offers a small camp site. This is also the point to which Lake Powell will back up in high water. On our trip we encountered the lake at approximately mile **77** but the current continued until mile **79**. From here to the take-out you can expect to encounter motor boats, strong head winds and shallow water with hidden sand bars, not ideal conditions for the raft.

The shuttle from Bluff to Clay Hills Crossing is approximately **100** miles one way, all on paved roads with the exception of the last **11** miles, which is a rutted, dusty, two-tracked trail but is passable to passenger cars.

Permits are required to run both sections of the San Juan. Between Bluff and Mexican Hat write the Bureau of Land Management, Monticello, UT **84535**; for Mexican Hat to Clay Hills Crossing write the National Park Service, Glen Canyon National Recreation Area, Page, AZ **86040**. A great guide to the river is available from the Four Corners Geological Society, Box **1501**, Durango, CO **81301**, and has a **mile-by-mile description** of the geological and historical features of the river as well as listing the rapids. All mileages in this article were taken from the guide. For information on water levels, shuttles, or just about anything else dealing with the San Juan, contact the wonderful people at the Recapture Lodge, Bluff, UT **84512**. Gene & Mary Foushee offer outstanding accommodations and Mr. Foushee presents slide shows in the evenings on the western rivers he has run.

For that one week trip early next summer, I can heartily recommend the San Juan. If you don't already love the desert, you will after this trip.

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SPREADING THE NEWS OF OUR ENDANGERED WILD RIVERS

by Steve LaPrade, 1903-B S. Woodland, Amarillo, TX 79103

From the time a dam or canal project threatens your favorite whitewater or scenic river until the waterway is saved or lost, a lot depends on publicity.

The more people who know of a valuable threatened river, the greater the chance of saving it.

The Chattooga in Georgia-South Carolina and the New River in Virginia-North Carolina, both recently added to the national Wild and Scenic Rivers System are proof of this.

But suppose your river is not filmed in the movie, "Deliverance" (as was the Chattooga). Suppose the dam project in your area doesn't threaten small farmers with loss of their land (as was the case with the New River project). Then what do you do?

Everything you can to save that local, free-flowing river.

My own canoeing experience is confined to the Salt and Verde rivers of Arizona. But with eight years of experience as a newspaper reporter, I will try to suggest some methods that conservationists might try to publicize the plight of a threatened wild river.

The ideas given will concentrate on obtaining publicity without newspaper help. Because usually, your local newspaper publisher will fight every effort to save your river.

For him, supporting that dam will be a matter of economic necessity. Newspapers, contrary to popular understanding, do not survive on their

paid subscriptions. It is the amount of business advertising that determines whether a paper lives or dies. In most cases, businessmen have supported dam and canal projects. Is a newspaper, itself a business, normally apt to oppose these whose advertising appears in the paper? Not hardly. In fact, a newspaper often is not above twisting, distorting or omitting environmental news.

In 1970, Stanford University students published a study of the businesses putting industrial wastes into San Francisco Bay. The Wall Street Journal reported that while both San Francisco papers had stories about the study, the publications did not name the polluting companies cited in the report.

Recently, the Columbia Journalism Review (the nation's most respected watchdog of news media performance)

Steve LaPrade, a graduate of the University of New Mexico, has been a reporter since 1969 with the Amarillo Globe-News. His article on improving the Pulitzer Prize has been accepted by the St. Louis Journalism Review.

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reported finding only two newspapers in the Southeast that had sought to question the desirability of a planned nuclear plant in the area under the operation of the Tennessee Valley Authority.

A woman headline writer was working for a Southwestern newspaper when a wire service story came in quoting a scientist as saying that people who lived near nuclear power plants were more likely to have cancer.

The headline writer, knowing such a plant was being considered near her town, suggested the paper do a local followup investigative article to see if there were possible health hazards from the proposed plant.

All she got for her timely suggestion was icy stares.

Or consider the case of the *Chatanooga Times* concerning a proposed Tellico Dam project on the Little Tennessee River—a popular canoeing area.

In an editorial on Dec. 24, 1976, supporting the project, the paper stated the Tennessee Valley Authority (TVA) reported the dam, if in operation, would have prevented \$23 million in Chattanooga flood damage in 1973.

The Tennessee Scenic Rivers Association had to point out that while TVA estimated damage at \$23 million, it never said the proposed dam would have prevented the flooding. In fact, six other dams above the site of the proposed one had failed to halt the flooding.

But if you can't count on a newspaper publisher or official to help, what can you do?

There are several possibilities.

(1) Look to your television stations. Usually one will have a good lead in news program ratings. In some cities, a local station may engage in investigative reporting. And there is seldom great love between a newspaper and a television news team.

From the standpoint of television, a whitewater river has all the perfect elements of a television news story. The scenery grabs the eye, the rushing water swirls in front of the news camera and the roar of the rapids feeds excitement into the announcer's microphone.

(2) Hold free, conducted tours down your endangered waterway. Be sure to offer invitations to rich and poor, black and white. Then, all social and economic groups may feel they have a stake in saving the river. Such tours can win new friends for the stream while offering possible film stories for television newsmen.

(3) Take home movies of runs down your local river. Then show them free in front of civic groups, youth gatherings, and everywhere else. Remember, just the film, "Deliverance," caused a swarm of people to come Southeast and try the Chattooga River.

If any group refuses to let you show your film, be sure you notify all local news media, but out-of-town papers, even if miles away, might also like the story. In the 1950s, when an American Legion Post denied use of a hall to a legal rights group, the story was picked up on national television.

(4) Have talented persons write magazine stories in an effort to attract canoeists to try your local whitewater run. If the river becomes a lure for tourists, the powers that be might decide they would benefit more by not having a dam.

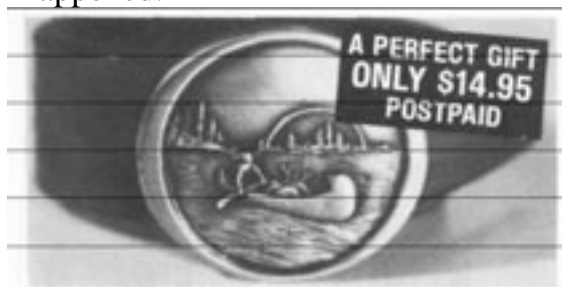
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of American river conservation developments in the monthly ARCC newsletter and support national conservation efforts at the same time. Send \$10 or more to:

American Rivers Conservation Council
324C St. S. E. •
Washington, DC 20003

(5) If the rapids on your river are not too dangerous, organize a race, inviting youth groups, senior citizens, families and college students to compete. Local conservationists could station safety lookouts along the route and give rides to television newsmen trying to film the race. Such a race could win hoardes of new backers for the river.

(6) Try sending notices of your planned activities to a newspaper sports or outdoor writer or to a friendly reporter. He may be able to slip a story in before his hostile publisher knows what has happened.



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California Wild Rivers System Threatened

California's Wild Rivers System was created in 1970 by former Governor Reagan, preventing the damming of the Eel, Smith, Klamath, Trinity, Lower American and Van **Duzen** rivers in Northern California. Now a coalition of Central Valley and Southern California legislators threaten to destroy his "Scenic and Wild Rivers" protection, opening these rivers to extensive damming.

Senator Ruben Ayala of San **Bernardino** heads the influential State Senate Committee on Agriculture and water. He claims that damming these North Coast rivers would avoid drought problems now facing Californians. He has proposed bills to repeal the Rivers Act, remove need for environmental reports on proposed dams, and begin work on a canal around the San Francisco Bay Delta. Strong Senate support is predicted for Ayala's proposals.

"It's a real threat. The pressures are very great," says John Zierold, chief lobbyist in Sacramento for the Sierra Club. (From the *Sierra Club Paddlers' News Bulletin*, May 1977)

The National Weather Service predicts that much of California will have less than 25% of normal water supplies available this summer.

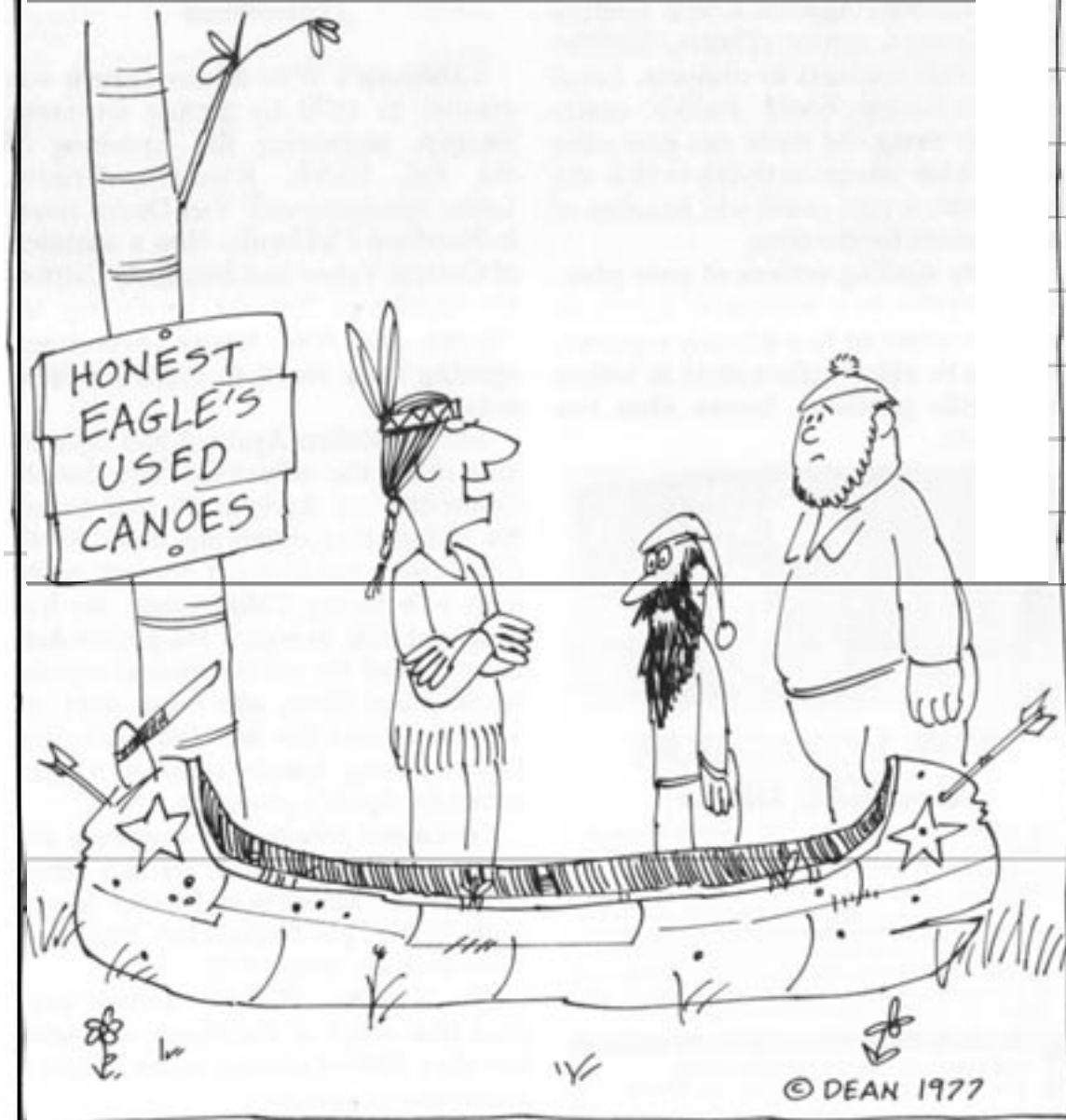
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RACE RESULTS

Missouri Whitewater Championships

March 19-20, 1977
St. Francis River

Slalom

K-1

1. S. Kolb	322
2. D. Haubein	332
3. K. Haubein	415

C-1

1. S. Kolb	594
2. R. Taylor	680
3. T. Neal	729

C-2

1. S. Kolb/J. Held	865
2. J. Hiscox/T. Hamilton	927
3. T. Evans/W. Banton	951

C-2M

1. R. Bryant/B. Rinaldi	767
2. M. McNalley/J. Held	7a4
3. J. Palmer/B. Muhlack	1082

K-1 Nov.

1. J. Edgar	387
2. D. Wilson	440
3. J. Thomas	448

ABOVE: The team of Centofarti/Rinaldi head into the slalom course at the Missouri Whitewater Championships on the St. Francis River. Photo by David Smallwood.

Downriver

K-1

1. S. Kolb	59:22
2. D. White	59:50
3. S. Schaeffer	61:15

C-2

1. I. Ruprecht/H. Smith	76:32
2. W. Muscoph/S. Barker	78:08

The 11th Annual Missouri Whitewater Championships will be held March 18-19, 1978. Contact David Smallwood, Arnold Whitewater Assoc., Box 1261, Jefferson City, MO 65101.

**MOVING?
LET US KNOW!**



Nantahala Spring Races

March 26, 1977

SLALOM

K-1 (42 boats)

1. D. Davidson
2. K. Cooper
3. K. Feick
4. J. Holland
5. C. Martin

Time	Pen	Score
250.0	0	250.0
251.2	0	251.2
241.5	10	251.5
234.5	20	254.5
256.0	0	256.0

C-1 (16 boats)

1. A. Morrison
2. I. Burton
3. I. Evans
4. S. Holmes
5. D. Dauphine

256.3	0	256.3
274.0	0	274.0
285.0	20	305.0
285.8	20	305.8
287.8	20	307.8

C-2 (7 boats)

1. ~~I. Burton~~/G. Grant
2. D. Eustis/D. Dauphine
3. L. Bechdel/T. Bolen

272.1	10	282.1
279.5	40	319.5
282.2	40	322.2

C-2M (2 boats)

1. J. Kennedy/L. Aponte
2. H. Eager/M. Eager

312.5	40	352.5
365.5	230	585.5

K-1W (10 boats)

1. L. Harrison
2. C. Hearn
3. J. Campbell

246.9	20	266.9
265.0	10	275.0
267.0	10	277.0

K-1 Jr. (5 boats)

1. M. Terry
2. V. Jones
3. B. Whitmill

261.8	0	261.8
305.5	90	395.5
318.0	140	458.0

ABOVE: Paddler Bryant in Missouri White-water Slalom Championships. Photo by David Smallwood.

Wildwater

March 27, 1977
Ocoee River

K-1 (12 boats)	Time
1. I. Holland	19:17.5
2. K. Strickland	19:41.0
3. D. Johnson	20:09.1

K-1W (3 boats)

1. L. Klein
2. J. Campbell
3. C. Fisher

21:32.4
21:41.2
22:00.7

C-1 (5 boats)

1. T. Doyle
2. J. Evans
3. M. Hall

23:00.2
23:20.8
23:44.7

C2M

1. K. Bolyn/G. Lhota

22:19.4

*Tell your Friends
about
AMERICAN
WHITEWATER*

Downtown Denver Slalom
April 17, 1977
South Platte R., Denver, CO

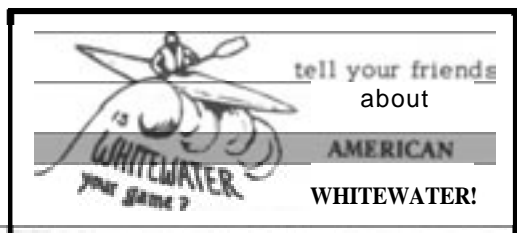
K-1 (8 boats)	Time	Pen	Score
1. R. Mason	117.2	0	117.2
2. R. Cromer	117.8	0	117.8
3. D. Orlicky	131.5	10	141.5

C-1 (4 boats)			
1. E. Thorp	141.0	10	151.0
2. M. Stucker	162.4	30	193.4
3. D. Hupp	195.3	110	305.3

K-1W			
1. B. Lacouture	160.1	110	270.1

C-2 (2 boats)			
1. B. Harding/E. Thorp	201.4	80	281.4
2. D. Henderson/D. Hupp	197.5	250	447.5

K-1 Jr. (7 boats)			
1. R. Hunker	136.2	40	176.2
2. W. Okerman	154.5	40	194.5
3. R. Mueller	163.5	50	213.5



Cheat River Narrows
Wildwater Race
April 24, 1977
(Middle States Championships)

K-1 (16 boats)	Time
1. T. McEwan*	21:09.7
2. K. Cooper	21:27.9
3. D. Jones	21:46.6
4. D. Isbister	21:49.0
5. B. Collins	22:03.2

C-1 (6 boats)	
1. A. Morrison	24:09.6
2. D. Benner	24:46.3
3. T. Irwin*	24:52.5

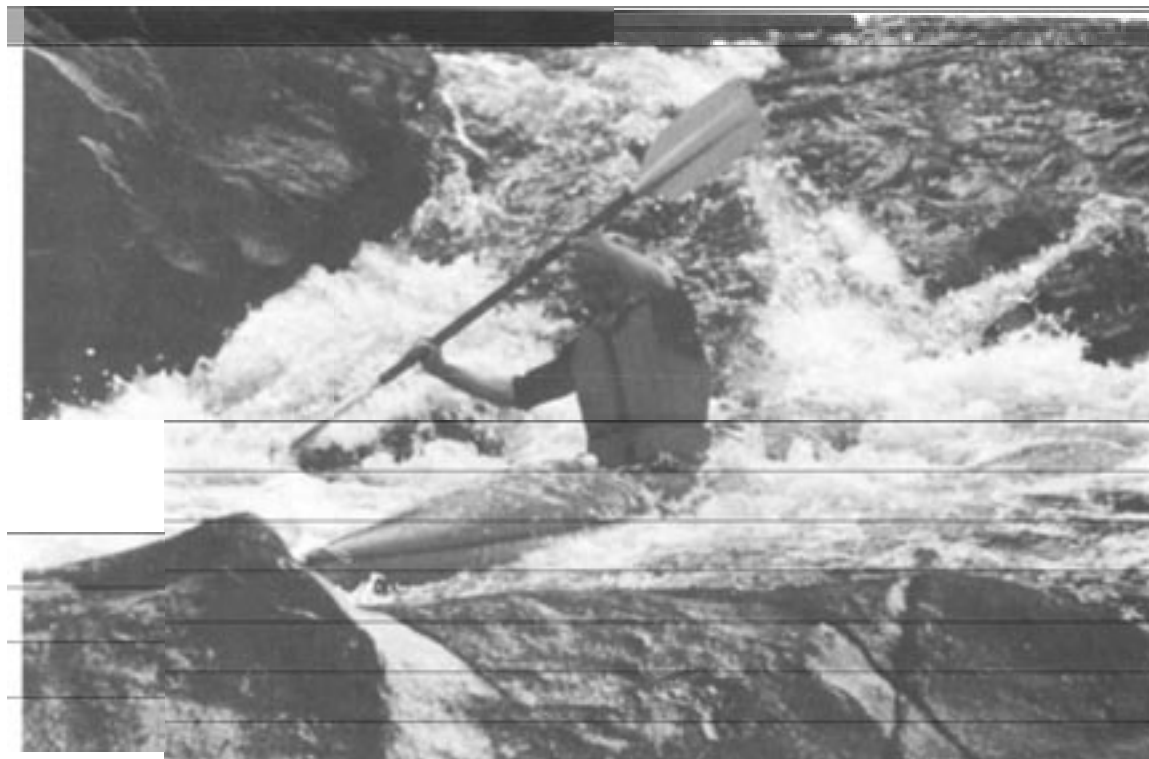
K-1W (2 boats)	
1. R. D'Entremont	24:53.8
2. C. Tummonds	26:42.4

C-2 (6 boats)	
1. D. Hearn/R. Lugbill*	22:59.0
2. J. Burton/G. Grant	23:15.6
3. S. Chamberlin/J. Stahl	23:36.4

C-2M (7 boats)	
1. J. Huey/Y. Kusuda*	24:12.9
2. G. Lhota/K. Bolyn	24:17.7
3. R. Cooley/J. Cooley	24:34.7

*Middle States Champions

BELOW: Missouri Whitewater Championships — kayaker Shaw in Cat's Paw. Photo by David Smallwood.



NATIONAL WHITEWATER SLALOM CHAMPIONSHIPS

West R., Jamaica, VT
May 14-15, 1977

K-1 (59 boats)

1. Eric Evans
2. Peter Wilson
3. Chuck Stanley
4. John Holland

C-1 (23 boats)

1. Kent Ford
2. Jamie **McEwan**
3. Ron **Lugbill**
4. Bob Robison

K-1W (16 boats)

1. Jean Campbell
2. Linda Harrison
3. Cathy **Hearn**
4. Cynthia Wall

C-2 (12 boats)

1. D. **Hearn**/R. **Lugbill**
2. J. **Lugbill**/R. Robison
3. S. Garvis/M. Garvis
4. L. **Bechdel**/T. Bolen

C-2M (7 boats)

1. J. **Kennedy**/L. Aponte
2. C. Lyda/M. Gilman
3. J. **Hastil**/A. Hallaran
4. E. Ganz/U. Ganz

The above are the members of the 1977 U.S. Whitewater Slalom Team, who will compete in the World Championships in Spittal, Austria this summer.

Each competitor in the U.S. Slalom Championships made two runs on Saturday, and two runs on Sunday with a different water level and different sequence of gates. The best run of each day was added together for the final score.



Poudre River Slalom June 5, 1977 Ft. Collins, CO

K-1 (16 boats)	Time	Pen	Score
1. T. Ruwitch	201.3	10	211.3
2. R. Mason	214.0	0	214.0
3. R. Cromer	215.4	0	215.4
4. N. Cooper	207.0	10	217.0
5. S. Ruble	215.7	10	225.7

C-1

1. E. Thorp	257.2	20	277.2
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K-1W

1. L. Walters	248.2	50	298.2
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Poudre River Wildwater June 4, 1977

K-1 (8 boats)	Time
1. T. Ruwitch	20:39.0
2. N. Cooper	21:58.4
3. G. Lacy	22:08.3

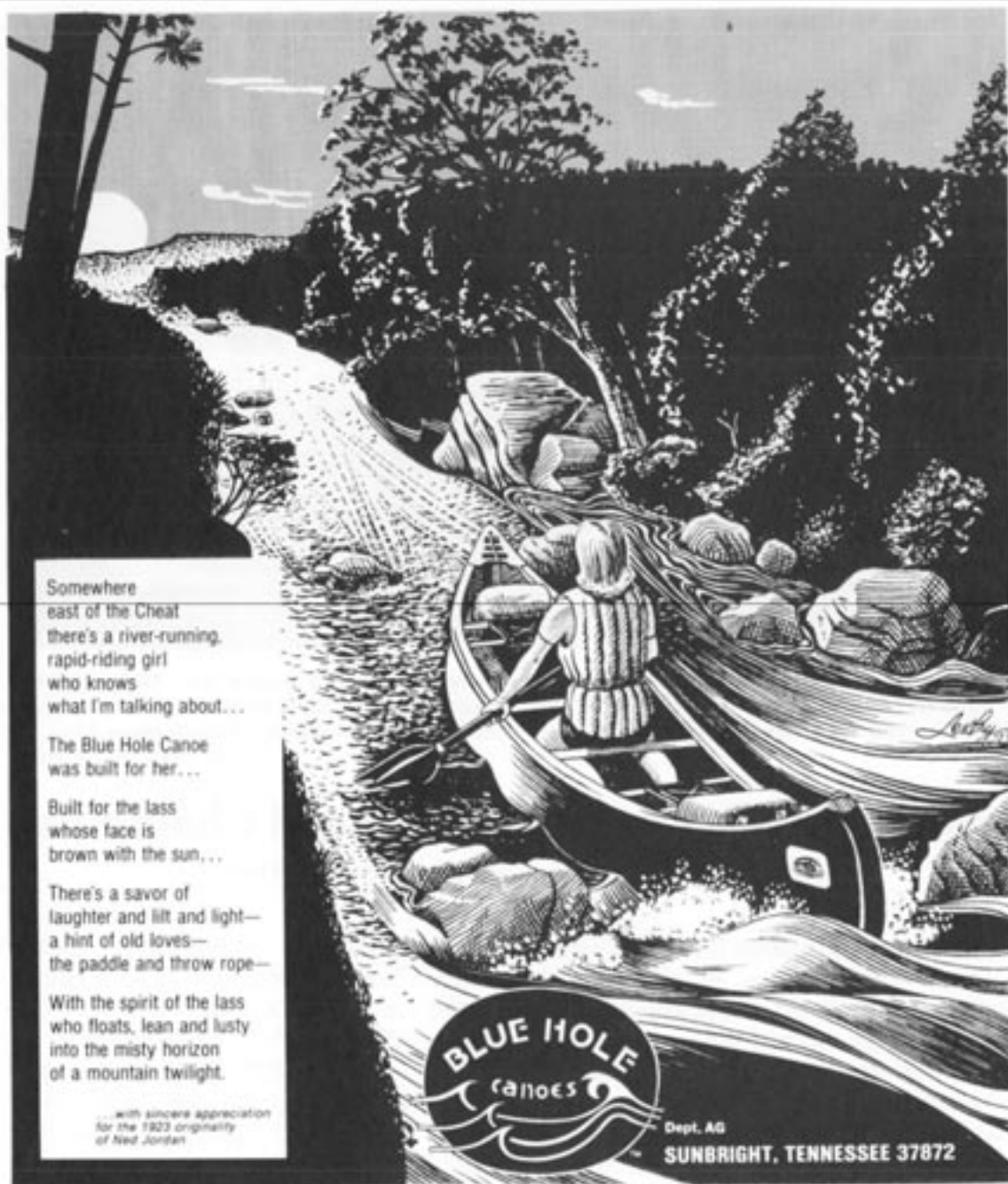
K-1 Cruising (3 boats)

1. J. Day	24:08.0
2. W. Okerman	24:22.4
3. L. Walters	25:26.7

Ray Gabler Retires as Racing Editor

During the years that Ray was AWA's Racing Editor, he instigated the "Racing Tips" column, a series devoted to various problems and techniques encountered in racing, and written by the racers who most successfully employ those techniques. This series was a valuable addition to the Journal, and we're sorry to lose Ray's talents and energies. Thanks, Ray, for all you've done for us.

So now WE NEED A NEW RACING EDITOR. Do you have lots of ideas on this subject, is it your business to keep abreast of current racing developments, and are you looking for a journalistic outlet for your talents? Then probably you are the person we are looking for! Write: AWA Editor, P.O. Box 321, Concord, NH 03301.



Somewhere
east of the Cheat
there's a river-running,
rapid-riding girl
who knows
what I'm talking about...

The Blue Hole Canoe
was built for her...

Built for the lass
whose face is
brown with the sun...

There's a savor of
laughter and lift and light—
a hint of old loves—
the paddle and throw rope—

With the spirit of the lass
who floats, lean and lusty
into the misty horizon
of a mountain twilight.

...with sincere appreciation
for the 1923 originality
of Ned Jordan

BLUE HOLE
canoes

Dept. AG
SUNBRIGHT, TENNESSEE 37872

If you are ready for the Wild river experience; you, too, maybe ready for a Blue Hole Canoe.

We Blue Hole people are canoeists. We thermoform our own Royalex ABS hulls — reinforced where Wild rivers demand it — outfitted with gunwales and thwarts of durable aluminum. We build 17-ft. and 16-ft. models — reliable, responsive, rugged, all-tough...yet lightweight.

Our new catalog also features Blue Hole paddles, life jacket, knee pads, belt buckle, t-shirt. Write for your FREE copy today.



George Walsh and Bob Waddle receiving the Brown Company award for "Outstanding Competitors" at the close of the 1975 Androscoggin Races in New Hampshire. Their ages totaled exactly 100 years at that time. The two paddlers were known as "The Century Club."

Photo by Bill Stearns

George Walsh: Four Time National Champion

by Fern Crossland Steams, Stillwater, Maine 04489

"My first race was on the upper Dead River in 1968. Porter Whittier and I were sitting around talking one day and decided on the spur of the moment that we'd enter the race being held on the river that year. At the time I was sure that the only thing anyone had to do to run downriver was get in a canoe and the current would do the rest, make all the decisions . . . but then we tried to run Sarampus, the big drop, sitting in the seat. We thought **there'd** be nothing to it . . . Well, we went over, the canoe split in half, and I got a bruise that I wore for two weeks.

"I decided there was more to it!"

Despite that rather discouraging start in his racing career, George Walsh has since won many races, including

several National Whitewater Open Canoe Championships: 1973 with Brian Locke on Maine's Dead River; 1974 again with Brian on the Nantahala in North Carolina; 1975 with Bob Waddle on Maine's Dead; 1976 with Ed Mendes on the Snake in Wyoming — all in the C-2 short class, downriver.

It was quite a climb from DNF to National Champion; George recalls some of the little happenings that spurred him on. One of the first such occurred at the award ceremony following a 1969 weekend of races on the Androscoggin River in New Hampshire. As George and his partner at that time (Russ Andrews) went forward to receive an award for placing second in the Pontook, John Wilson said to

Russ, "I see you've placed second or third quite a few times; maybe if you'd get yourself a younger partner you'd pick up a few firsts!"

Although George hasn't grown any younger since he received that playful little dig (46 years old at that time, he won't say how old he is now), he has increased his speed, partly because of his improved paddling technique and partly because of improved canoes. His opinion of what constitutes a racing canoe has changed considerably since he took a certain trip in September, 1969. The trip started with a phone call made to George in August of that year by Ray **Titcomb**, who asked, "How would you like to go for a **paddle**?"

George says, "I had paddled in some of the same races as Ray, but we had never paddled together, so I wasn't sure what he was up to. Still, I said, 'Sure. . . where?' "

"Indiana," Ray replied.

George was speechless for a few seconds — didn't say anything, then Ray asked, "You still there? . . . I want to go to the Nationals, the USCA National flatwater race in Wabash, Indiana!"

George and Ray went to Indiana, along with two other Maine men (Bill Hodgkins and Scott **Adams**) and two canoes which were then considered in Maine to be the 'fastest canoes around' — a Sawyer Cruiser and a White.

The four men received a rude awakening when they arrived in Indiana and saw the sleek USCA strip racers being used there. Pleasure canoes just couldn't compete with them on flatwater, so George and Ray decided to rent a strip canoe for the race. But even with the strip they couldn't keep up with the **mid-west-**erners — the Maine steering technique, the J-stroke, was no match for the quick switch, which the Maine men

had never heard about prior to their trip. They did make an impression of sorts though, judging from an account of the race in the Autumn 1969 edition of the USCA Canoe News: "This year fog settled in (some think the paddlers from Maine brought it with them). . ."

Though that race didn't produce any awards for the Maine men, it did produce in George and Ray a strong desire to build their own strip racer. Accordingly, on their return to Maine they modified the existing USCA Cruiser plans (by adding rocker and depth) and started the long process of sawing, gluing, stapling, glassing, and sanding. (Coincidentally, Bill Stearns, on the other side of Maine from George, built his first strip the same winter. Neither knew of the other's project until the following spring. They both blossomed forth with their handsome racers for that season's first race, on the **Ken-**duskeag. These may have been the first two strip canoes built in New England.)

George really didn't use that strip canoe very much. Then, as now, many of his races included some Class **III** rapids and at that time he preferred 20' canoes, especially since his 1970 and 1971 partner, Ray **Titcomb**, was a fairly large man. Even so, the strip became famous, indirectly at least — it was used by Jim Henry for making the mold for the now popular 'T-W Special' — T for **Titcomb**, W for Walsh.

George and a new, lighter partner, Brian **Locke**, tried a T-W on Maine's Dead River for the first time in 1972. Although T-W's and similar types are now fairly common on that river, they were considered pretty risky then. George and Brian took the risk . . . and lost — they broke up the canoe at Poplar Hill Falls.

Back to the drawing board. After another winter of spare time spent in a workshop, George and Brian produced

another secret weapon, a 16' 3" sliver dubbed 'The Minnow.' The strip weapon didn't stay a secret for long; using it in 1973 and a fiberglass hull taken from it in 1974, with a 15' 10" Sawyer Canadian as an alternate for heavier whitewater, the men were undefeated for two years.

"The next year [1975]," says George, 'I started paddling with another new partner, Bob Waddle. We cut our Canadian in half and added 7½" to the middle, bringing it up to the maximum 16' 6" allowable in the short class."

They won the Nationals that year in their "Canoe-With-the-Band-Aid," and when Bob Grampre of Sawyer Canoe Co. looked it over with great interest, he received permission to make a similar one.

George remembers, "The next winter Sawyer came out with the 16' 6" Canadian II, a longer, deeper in the middle version of the standard Canadian. That extra 7½" definitely gave it a lot more buoyancy and really made it."

George bought a 28 pound kevlar Canadian II hull, **finished** it off, and now uses it for all races, flatwater and whitewater, paddling with his new partner, Ed Mendes.

When talking with George recently, Bill **Stearns** observed, "You and Ed are pretty much one-canoe racers now, aren't you?"

"Yes," George replied. "Right now I don't have any good reason to use anything else. Not long ago I thought perhaps I should try something different for flatwater, but after going against the pros in **Taunton**, Mass., last fall, I'm satisfied. We placed only second, but did stay right beside them for nine miles paddling a supposedly whitewater boat. It wasn't until we turned and came back into the wind for the last four miles that they pulled

ahead and beat us by about a minute."

Bill followed up his question about canoes with some about other aspects of the **Walsh** paddling technique: Bill: "What kind of paddles do you use?"

George: "I use straight paddles. I've tried the bent paddles — only for about ten minutes, not really long enough to judge them — and I don't like them, at least not for cross-drawing and prying off the side of the canoe. When I started paddling with Brian I went to a 10" wide 54" paddle and I've stayed with it. I'm 5'4", 136 lbs. Ed weighs a pound or so more than I do and uses the same size paddle as I do, even though he's in the stern and is 5'11." I've always thought that the bowman can use a little longer paddle than the **sternman** because the sternman's reach is limited somewhat by the width of the canoe in front of him."

Bill: "What about your strokes?"

George: "We looked at some films of ourselves a while ago and could see that we were getting only about a third of the blade in, so since then we've been trying for more bite, more power. I thought we were using a slower stroke than we used to, but a friend timed us recently and said we were taking 60-65 strokes per minute, so we haven't slowed down too much."

Bill: "How do you trim your canoe — level in deadwater?"

George: "Yes, pretty much. . . perhaps a little bow heavy. I don't want the stern to drop a bit. If we do hit shallow water we move ahead in the canoe to keep the bow down. I've never seen a canoe that didn't climb some. The best thing to do is just avoid shallow water completely if at all possible. I think there's a difference between 4,' 6,' 8' — maybe even deeper. I can tell when I run over a ledge without even seeing it, even if it's too deep to reach with a paddle."

Bill: "Would you say that one of your



The first year George raced, he and his partner tried to run this drop while sitting up in the seats of their canoe. It's no cinch even for someone kneeling.

biggest advantages is that you kneel?"

George: "All I can say is that kneeling works for me. I start right out on my knees each spring so that by the time racing starts they're in condition. I can get a longer stroke from my knees and I can put my whole body into it.

"My biggest advantages, really, have been the stern men I've had over the years. I've had some of the best, and somehow they've managed to stay on speaking terms with me. I consider the fellows I've paddled with as some of my best friends."

One of these fellows, Bob Waddle, is still racing, in the medium class with his son Mike. Although they're now in different classes, Bob and George still sort of keep an eye on each other. In the 16 mile Kenduskeag Race at **Bangor**, Maine in April, 1977, Bob and Mike had the fastest open canoe time of **2:17.48**, with George and Ed close behind at **2:20.5**, the third fastest open canoe time.

There are no indications that George is going to start **taking** it easy and rest on his laurels. As of this writing, in the last 65 or so races, he has lost only six. He says that if a person wants to keep winning as he gets older, he has to get smarter . . . George will continue to try out new strokes, new paddles, new canoes.

The last time George and Bill were 'talking canoes,' George mentioned a midwesterner who does great paddling single. "His canoe is wide," said George, "the widest part is 1' back of center. It probably has enough volume to support two light people. It is narrow up front though, so there's no room for a seat, but that would be no problem for me since I kneel anyway . . . I'd like to get the lines. . . maybe I could use. . ."⁹⁹

Sounds like George is going to come up with another canoe before long . . .



BOOK REVIEW

"CANOEING" Prepared by the American Red Cross; specifically Bob Burnside, Ray Miller, Richard Guy. 452 Pages, 367 illustrations, indexed. Price: \$3.95 (Stock #321125). Published by Doubleday & Co., New York, 1977. Order through your local ARC Chapter.

The American Red Cross has long been a source for copious, if somewhat dated canoeing information for flat-water paddlers. Recently, though, as part of a total effort to upgrade *all* instructional materials, they have come up with a book which does more than update old knowledge; it expands its scope to include all of the many aspects of our diverse sport. There are chapters on history, equipment, swift water paddling, poling, canoe sailing, kayaking, Olympic Flatwater and other types of competition, tripping, first aid, portaging and cartopping — even a history of the sport! But most important, by consulting with such experts as Bob McNair, John Sweet, Jay Evans, Al Beletz and Glorianne Perrier they have compiled information which is, for the most part, accurate and up to date. The book is copiously illustrated by a profusion of line drawings.

People who instruct canoeing will be interested in two things: first, there is a well-illustrated chapter on canoeing technique, which not only shows the basic draw, sweep and pry, but more advanced techniques such as the low and high brace, combination strokes for turning a canoe solo (including the formidable compound backstroke). It even recognises that a stern pry can substitute for the more difficult "J" stroke. The illustrations are the high point — they are the best I have yet seen and would have been a great help when I was learning to paddle C-1. The section

on **kayaking** is much briefer, but is quite adequate for an introduction. There are good sequences, in separate parts of the book, for both the K-1 and C-1 roll.

The second feature is that there is an extensive section on basic river paddling, utilizing many of the strong points of both Urban's *White Water Handbook* and McNair's *Basic River Canoeing*. Eddy turns and ferries are elegantly covered; and the hazards of dams, strainers, and foot-trapping fully dealt with. The chapter ends with a verbatim reprint of the AWA Safety Code; rescue and recovery of pinned boats are dealt with in a separate chapter. The Red Cross, in consultation with the American Canoe Association, may soon have a viable program for teaching basic river paddling, and this book is designed to serve as a text. This will be an enormous positive contribution to river safety.

A review like this can only be expected to touch on the high points. Given its scope, disagreements are inevitable, but most are minor and do not detract from the very positive impression made by the text. The greatest shortcoming lies in the use of **uncaptioned** illustrations, which in some cases are on a different page from the relevant text. Numbering them and providing a list in the table contents would also be helpful. But nit-picking aside, this book provides a wealth of information at a bargain price, and a worthwhile introduction for the expert to aspects of the sport with which he may not be familiar. It is must reading for anyone who plans to teach canoeing, as it testifies to the Red Cross' commitment to a modern program of instruction.

Reviewed by: Charles Walbridge, Safety Chairman, American Canoe Assn.

"SEA CANOEING," Derek Hutchinson, A & C. Black, London, **1976.** **204** pages, **12** photos, **102** drawings. **11.25** ppd. from International Marine Publishing Co., **21** Elm St., **Camden, ME 04843.**

Several "complete" instructional books have touched upon coastal and ocean paddling to varying degrees, most notably Alan Byde's *Living Canoeing*. It was Byde who introduced Derek Hutchinson to paddling a dozen years ago. Hutchinson is thorough: under "equipment" he discusses general principles of sea kayak design, briefly sketches the development of sea-going kayaks in Britain and Scotland from **1870** to the present, and gives detailed assessments of three of the more popular contemporary boats (naturally he favors his own design). Also covered are paddles, deck lines and fittings, spray **skirts**, clothing, flotation, personal buoyancy, repair and first aid kits, even whistles. Where compromises in gear selection are necessary, the author points out the trade-offs and explains his personal preferences. The technique chapter includes paddling in cross-winds, breaking waves, and large following seas; methods of launching and landing in dumping surf and on steep, rocky shores; and a half-dozen different rolling methods. Another chapter deals with the related sport of surfing in slalom and surf kayaks. The chapter on techniques for putting swimmers back into their boats should be studied (and practiced) by anyone who ever goes more than a quarter mile out onto any large body of "flat" water. Waves, wind, weather, tides and currents are discussed from the paddler's viewpoint, and enough information is supplied so that one can become an intelligent observer of the sea relatively rapidly. His wide experience enables Hutchinson to strike a sensible balance on just how

much navigational ability is required for safe sea touring. A chapter entitled "Arctic Origins of the Sea Canoe" gives the reader perspective on his boat's history and the abilities of the Eskimo hunters who developed it. Lastly, the author includes addresses of equipment suppliers, a good bibliography, and even his own address and an offer to answer readers' questions, with drawings if necessary!

Much of this information is available elsewhere, but only rarely are the other sources better from the practical paddler's viewpoint: *Sea Canoeing* is an ideal single text for the beginner and an excellent ready reference for the more advanced saltwater tourer. However, there is one thing which puzzles me: Hutchinson's information concerning the kayaks and rolling methods of the King Island Eskimos seems to come directly from an article by John D. Heath in the Spring, **1968**, *American Whitewater*. Heath is a well-known authority on Eskimo kayaking, the author of the rolling chapter in *Bark and Skin Boats of North America*, but there is no mention of him anywhere in Hutchinson's book, which otherwise gives credit where it is due.

Eskimo culture and the marine mammals upon which it is based are both endangered. The sea is no longer the *inexhaustable*, unpollutable resource it was once believed to be. Many of us wish to preserve the sea and its creatures; men like Derek Hutchinson and John Heath would like to see tools and skills of the Arctic hunters preserved also; their work has given us the means.

James Chute
11 Main St.
Freeport, ME 04032

**MOVING?
LET US KNOW!**

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PRODUCT REVIEW

PADDLE RE-TIP KIT

(Stainless steel tip for wooden paddles)
Perception, Inc., Box 64, Liberty, SC
29657

Kayak—\$44.50 + \$1.00 postage

Canoe—\$3.00 + \$1.00 postage

Maybe we paddlers have become jaded by the outstanding quality from companies like Yakima and Wildwater Designs, so you may be a bit disappointed at what you get for your money. Basically, in the kayak kit, it is two pieces of 2" by 10" stainless steel of appropriate gauge (26), a dozen steel rivets (that were too short to fit thru a Kober or a Wood-Lyte paddle), and a good-looking but rather general set of instructions. It also cost only about 75¢ to mail TWO kayak kits, rather than the \$1.00 apiece requested.

On the positive side, getting that first bend straight and clean, using your home hammer and vise, can be next to impossible. This is done for you, and very nicely.

The instructions should tell you to rough up the inside of the tip before gluing (with epoxy, not supplied) and riveting it to the paddle. Also, C-clamps on either side, and/or very small pilot holes, should be used when drilling the 1/8" holes for the rivets. Otherwise, normal drill pressure and vibration will cause the tip to pull away from the wood, breaking the epoxy bond.

The instructions also assume that all paddles have parallel sides. Few, if any, kayak paddles do. Be sure to trim the side tabs, which bend around to the back, in a similar manner to the original tip. And round off all sharp corners before you do any gluing. Although not listed with the tools needed, tin snips, a heavy metal file, and/or a grindstone come in handy

here. For curved tip paddles, you will also need four or five C-clamps. The one-inch, twenty-cent, junk-store variety is adequate.

As mentioned, the solid rivets provided were too short. One-eighth inch steel pop-rivets, 1/2" long, work well, especially when **gobbed** up with epoxy to seal the wood inside the holes. And they are probably easier to use. Don't use standard pop-rivet backing plates: they're huge. **Find** the smallest 1/8" washers you can. The backs of the rivets can be ground down to about 1/16."

There are some excellent hints for rebuilding the corners of the tip, where the wood may have worn away, using a putty made of epoxy and sawdust. This is probably more abrasion-resistant than the original wood, and **when/if** the new metal tip wears, the blade itself will still be sealed and not absorb water. Maybe such corners should be original equipment on all wooden paddles?

In spite of the **difficulties**, the results can be **first** class. And remember that stainless steel wears infinitely better than the aluminum found on most paddles, with negligible weight difference.

Is it worth it? If you have access to the necessary sheet metal equipment, you're probably better off on your own. But if, like most of us, you don't, and don't want to pay \$70 for a replacement wooden paddle, then the kit seems to be a reasonable way to go.

—Ed Hanrahan, KCCNY

FREE . . .

AWA Safety Code

Send self-addressed, stamped envelope
to:

AWA, P.O. Box 321,
Concord, NH 03301

FILM REVIEW

"THE UNCALCULATED RISK" A Russ Nichols/Filmspace production for the American Red Cross under a U.S. Coast Guard grant. 15 min./color/sound. Purchase \$44 (Stock #321578); Rental — free. Contact your local ARC Chapter.

One of the most disturbing things about the growth of white water sport is that so many of the people who take to the river for a pleasant float have no appreciation of its dangers. This is not surprising, for a river's hazards are subtle, often hidden under tons of moving water. Tragedy can strike unexpectedly, and with deceptive speed. Many victims are caught in mid-giggle, and die with a smile on their faces. But most whitewater movies do little to help this problem; they emphasize the glamor and soft-pedal the danger until a river seems to be little more than a natural roller coaster. But in God's amusement park you, and not the management, are responsible for your safety. What has long been needed is a film which deals with the reality of sudden death on the river; one which scares away the irresponsible and alerts the more intelligent to the need for training before setting out on a river.

"THE UNCALCULATED RISK" does just that. It opens with a foot-trapping sequence which is bound to terrify even an experienced paddler. It goes on to show strainers on the lower Chattooga, the fearsome hydraulic below Brookmont Dam, and sequences of experts running difficult rapids in rafts, kayaks, and open canoes. As the film moves toward a conclusion, it stresses the need for training by juxtaposing sequences of new paddlers learning to roll with shots of the Savage International Race, where highly

trained competitors demonstrate the outer limits of boat control. There is also a section on hypothermia, brought home by interviews with survivors of an accident in very cold weather. The film is fastpaced, entertaining, technically accurate, and chillingly real. It is must viewing by anyone interested in running whitewater, and should be shown to scout groups, high schools, and anywhere else you can find people who might take "the uncalculated risk." But all is not grim — the challenge and excitement of river running also have their day. They say that the fear of the Lord is the beginning of wisdom; here respect for the river becomes a starting point for a safe introduction to whitewater.

This film by Russ Nichols was made by the American Red Cross under a grant from the U.S. Coast Guard. All these organizations should be commended for bringing this fine effort to the general public. It is a great way to "kick-off" a clinic or training program, as well as talks to non-paddlers. Rental can be arranged through your local Red Cross chapter, but the purchase price is so low that every white water club in the country can afford to buy a copy for use in their public relations effort.

Reviewed by: Charles Walbridge, Safety Chairman, American Canoe Assn.

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One River Down, by James West Davidson and John Rugge. 16 mm, color, sound. 32 min. 1 day rental, \$35; 2 day rental, \$50; purchase, \$350; preview \$25 (applied to purchase price). For rentals and previews, add \$3.75 post. & handling. PADDLER PRODUCTIONS, Box 281, Chestertown, NY 12817.

Probably most of us, at one time or another, have dreamed about a wilderness canoe trip in some far-off place like Labrador, but it remains a vague dream. This film offers "the next best thing to being there" (sorry, Ma Bell). You're right there beside the campfire, peeking out from under a canoe that's being portaged, **drifting** lazily down a quiet stretch of the river, listening to impromptu philosophical discussions, standing soggly under a tarp, churning through a busy rapid, contemplating the environment through a cloud of black flies. Changes of pace and mood keep you riveted to the screen.

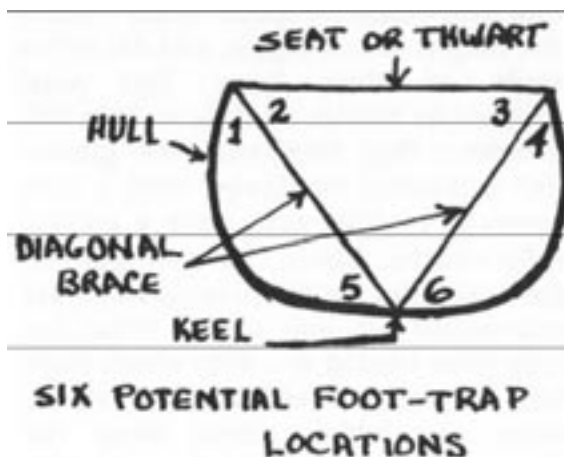
Rugge and Davidson are the co-authors of *The Complete Wilderness Paddler*, and their film shows the same natural ease of style and humorous bent that made their book so much fun to read. Says John Rugge: "We weren't out for any records: longest river, deepest canyon, hairiest rapids. Our route passed through some unique, haunting country, no question, but what we wanted to catch most of all were the small everyday experiences that all wilderness paddlers savor." As we said when reviewing their book, these sound like good guys to go on a wilderness trip with; and their film offers you a chance to do just that.

(*Canoe* magazine in their Feb. 1977 issue featured an article on the Labrador wilderness trip documented by the movie.) —ILS



Warning of Potential Entrapment Danger in Open Canoes

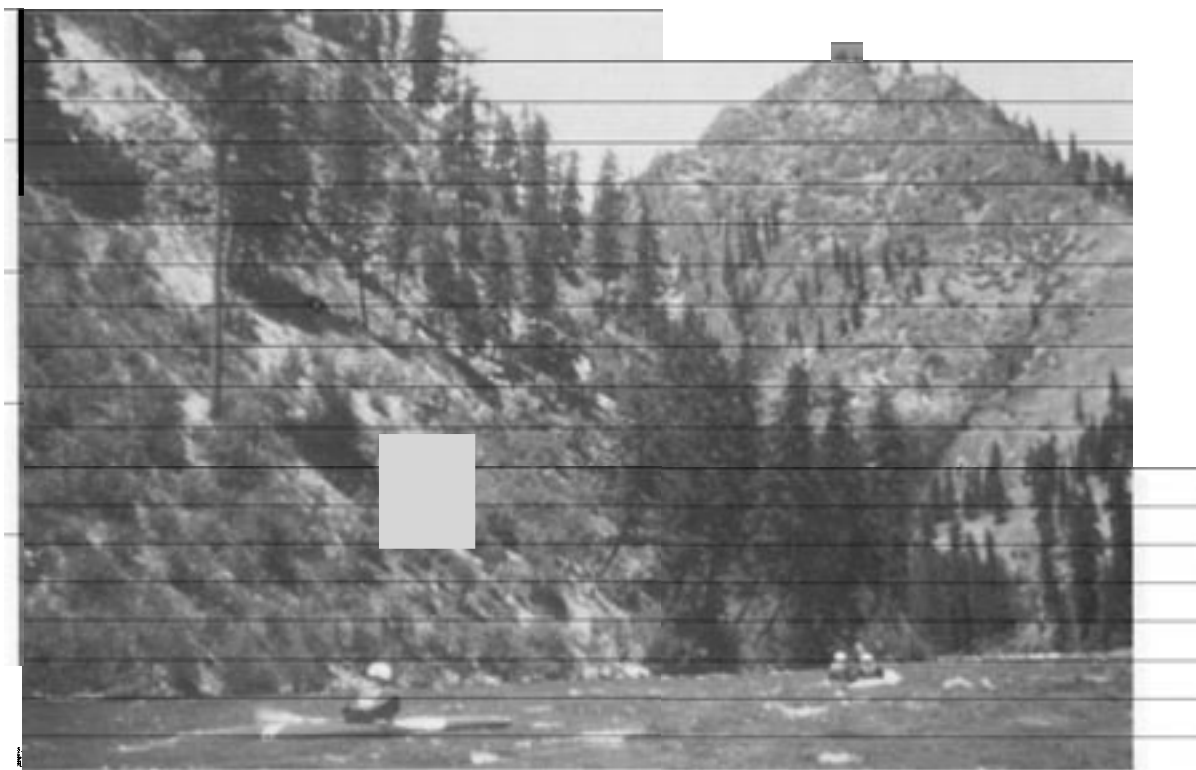
Mr. R. B. Stewart of the Float Fishermen of Virginia has informed me that a serious danger of entrapment exists in certain brands of aluminum canoes. These boats use diagonal hull bracings between the keel and the gunwales under each seat and thwart (see illustration). It is likely that anyone paddling these boats from the kneeling position (preferred by most experts) will have to stick their feet into the jaws of this trap and could get caught during an upset. Rescue, particularly in fast-moving water, would be extremely difficult.



All paddlers (particularly whitewater paddlers) are urged to be especially wary of any boat outfitted in this way. People should buy some brand of craft which allows them to kneel safely, and from which they can escape quickly after an upset.

Anyone who has had trouble with this type of **outfitting**, please write to me at the following address so that I can evaluate the seriousness of the problem:

Charles Walbridge
Penllyn, PA 19422
(215) 646-5034



Upper Section of the Selway

THE SELWAY AT HIGH WATER

by Ralph Beer, 565 W. Sandhurst Dr. #203, Roseville, MN 55113

The Selway River, which drains the Selway-Bitterroot Wilderness Area in Idaho and Montana, flows through one of the few remaining primitive areas in the United States. The river has become increasingly popular with rafters and kayakers over the years — so popular, in fact, that to protect both the river ecosystem and the true wilderness experience for modern voyageurs, access is strictly regulated. Only one group per day is allowed to go from the Paradise Ranger Station for the **sixty-mile** journey to Selway Falls. Permits must be applied for nearly a year in advance, with one notable exception. During the spring thaw, reservations may be obtained by merely calling the Paradise Station.*

Since the time and duration of the

thaw can't be predicted exactly, many long-held reservations are cancelled due to high water. With good reason, of course. The rapids between Paradise and Selway Falls are difficult and surrounded by total wilderness. The only way out, other than continuing down the river, is by foot, or in extreme emergencies, by aircraft from runways at Moose Creek Ranger Station and the few tiny landing strips serving isolated ranches along the upper portion of the river. But that is the "easy" part of the river.

Below Moose Creek the river enters a spectacular canyon. The riverside trail

**See also "Middle Fork of the Salmon at Medium High Water," A. S. Mode, AW, XX. 6, 222.*



Upper Section of the Selway.

is blasted into its granite banks 600 feet above the riverbed. Rescue here is nearly impossible for miles. Then too, when paddlers reach the canyon, the water level may be higher and more dangerous than it was when they left Paradise. Once the water level tops six feet on the **McGruder** gauge, even the huge "Colorado" type commercial rafts can be flipped by the tremendous standing waves or trapped by the gigantic holes formed in the major rapids.

The first difficulty anyone encounters in paddling the Selway is logistical. Like many rivers in the Idaho Primitive Area, the Selway cuts *through* a mountain range while the road goes *around*. The shuttle driver we hired in Salmon logged over 800 miles.

Our group consisted of four: Phil and Howie Freedman, Bill **Koch** and myself. We all opted for full wetsuits (the June runoff is deadly cold) and high-volume

lifejackets. We carried about 25 lbs. of gear apiece, and took care to allot it so that loss of one boat would not cripple the whole group. We were also careful to balance the boats and center the weight to minimize the effect of the load on the kayaks' behavior.

The first ten miles were uneventful. I was pleased with the solid feeling of my loaded boat, which wasn't being knocked around as violently as it had been on our warm-up runs. The current was fast and the rapids unbroken for miles. The mountains have a desolate, barren look, as though a great fire long ago had ravaged them.

The paddling technique we used was different from what I was accustomed to.* We rarely paddled forward. The river was so wide and fast that lateral

*See "**I Dig Hair — Big Not Long**" by **Walt Blackadar**, *AW*, XVI, 4, 132.

movement to avoid holes was more important than moving downstream. We rode most of the river sideways, paddling forward or backward ranging from side to side, always being carried swiftly downstream by the current. An added benefit of riding the waves sideways was that the kayak bobbed over rather than plowing through them. It was amazing what large and steep waves we could ride over without getting wet.

Our map showed two major class IV rapids on the first half of our journey. At this level, they would be class V material. We scouted the first and were almost through it when Billy got clobbered. It took us an endless mile to get him, his boat and paddle back together.

We got to Moose Creek around 5 p.m., tired and hungry. Before setting camp, we hiked up to the ranger station high above the river. We were expected. Late yesterday the group ahead of us had lost a paddler in the canyon at an upcoming rapid called "The Laddle." His friends had seen him crawl out of the river on the side opposite the trail. That was the last they had seen of him. We were now part of a search party.

None of us slept well. We thought of a fellow paddler lost, or worse. Phil, Billy and I got up at six to scout the canyon and "Laddle." The trail was high above the river. We knew the height distorted our perspective of the size of the rapids. The waves were probably two or three times larger than they appeared to us. And those rapids looked big! I could hardly imagine their being two times larger.

The trail descended to the river's edge when we reached "Laddle." We memorized landmarks. This would be a difficult drop to spot from the river. It was easy to see from our vantage point how paddlers would fare after rounding the bend above. The smooth center



The Start of the Canyon.

"tongue" that in previous rapids marked safe passage, here led into a deadly, river-wide hole. At this level a kayak would be trapped in the backwash. The sneak route on the right was still evident, but too "iffy" to chance with a loaded boat this far from civilization. This was our only portage.

When we got back, we filled Howie in on the details. Just before we broke camp, a ranger brought us the good news that the lost paddler was safe.

Once safely past "Laddle" lots of big water was left. But paddling it was less tense and more enjoyable since no more killer rapids lurked ahead. The only real problem that developed was that at one point Billy's paddle was lost, and BOTH spare paddles broke during use (guaranteeing a swim!). Billy eventually had to limp along with a "paddle" cobbled together from the pieces of the broken spares.

With ten miles of the river left, we ran into Crash Clark, who had been in the group ahead of us. He was looking

for his lost comrade and intended walking his boat out, but when he learned that his friend was safe, he joined us for the paddle to Selway Falls.

We reached the takeout ■ late afternoon of the second day. We found the group ahead of us, waiting for Crash. The "lost paddler" had arrived early in the morning after walking all night, clothed only in his wetsuit. The wreckage of his boat had been found below Selway Falls. The boat was a total loss, but the rear airbag with his tent and sleeping bag sealed inside was still intact.

Information on the Selway River can be obtained by writing:

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New Blood Needed in Circulation

The job of Circulation Manager is about the most demanding of all the staff positions. It requires an organized mind, a good head for figures, an enormous amount of patience, attention to detail, the ability not to get depressed when people write in, "You knucklehead! Why haven't I received my magazine?" and above all, TIME. It's hard to find a volunteer of that caliber, although we've had such a person for the past couple of years in Kerry Heidenis, who kept up with the job in spite of much adversity.

Now, unfortunately, that critical element of TIME is forcing Kerry to give up the job of Circulation Manager by the end of this year, due to pressures of job, his young family and whitewater paddling. (A *non-paddler* might have more time. . .)

The Circulation Manager receives and processes **membership/subscription** applications and payments, keeps the mailing list updated (it is at present computerized), and copes with renewal time at the end of the year. Many improvements have been made in the system in the past few years, but there is a lot of room for more. There is some provision for hiring outside help when necessary.

CLASSIFIED

CLASSIFIED AD RATES: 30c per word. Send to AWA Editor, Iris Sindelar, 264 East Side Dr. Concord, NH 03301. Payment must accompany ad.

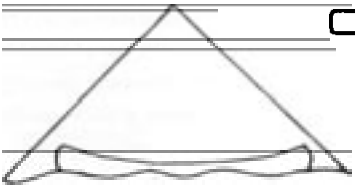
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A. B. Millett
708 Mercedes
Ft. Worth, TX 76126
Kayaks Limited
Larry A. Dailey
4110 Markham St.
Houston, TX 77027
R & M Outfitters
Maurene Hufford
2534 Teague
Houston, TX 77080
Whole **Earth Provision Co.**
2410 San Antonio
Austin, TX 78705
Texas Whitewater **Association**
Thomas B. Cowden
P.O. Box 5264
Austin, TX 78763

UTAH

Wasatch Whitewater Assoc.
Chris Arthur Spelius
161 South 11 East
Salt Lake City, UT 84102
Wasatch Mountain Club
Jim Mason
511 S. 9th E.
Salt Lake City, UT 84102
VTE Alpine Club
River Trips — Randy Frank
Union Bldg., Univ. of Utah
Salt Lake City, UT 84112

VERMONT

Marlboro College Outdoor Program
Malcom Moore
Marlboro, VT 05344
Johnson Whitewater Club
Pamela C. Peckham
Box 649
Johnson State College
Johnson, VT 05656
Brattlebom Outing Club
Donald L. Kinley
1 Deacon Pl.
Brattleboro, VT 05301

VERMONT (Cont.)

Northeast Canoe Mfg.
Ed Parenteau, Sr.
284 Indian Point St.
Newport, VT 05855

VIRGINIA

Blue Ridge **Voyageurs**
Harry W. Patch Jr.
1610 Woodmoor La.
McLean, VA 22101
Canoe Cruisers
John C. Hefti
1515 N. Buchanan St.
Arlington, VA 22205
Coastal Canoeists, Inc.
Larry & Hope Gross
P.O. Box 566
Richmond, VA 23204
Explorer Post 999
R. Steve Thomas, Jr.
3509 N. Colonial Dr.
Hopewell, VA 23860

WASHINGTON

Washington Kayak Club
Dave Hamilton
17318 30th Ave. S., #M2
Seattle, WA 98188
Pacific Water Sports
Lee A. Moyer
1273 S. 188th
Seattle, WA 98148
University of **Washington** Canoe Club
Intramural Activity Bldg.
Seattle, WA 98195
White Water Sports
Larry Jamieson
6820 Roosevelt Way N.E.
Seattle, WA 98115
The **Tacoma** Mountaineers
Kayak & Canoe Comm.
Bob Hammond
3512 Crystal Spg.
Tacoma, WA 98466
Desert Kayak & Canoe Club
Larry E. Thomas
450 Mateo Ct., Richland, WA 99352

WEST VIRGINIA

West Virginia **Wildwater Assoc.**
Idair Smookler
2737 Daniels Ave.
S. Charleston, WV 25303
Wildwater Expeditions Unlimited, Inc.
P.O. Box 55
Thurmond, WV 25906

WEST VIRGINIA (Cont.)

Canoe **Assoc.** of **West Virginia**
Herbert C. Rogers. Pres.
111-18th St. East
Wheeling, WV 26003

WISCONSIN

Sierra Club
John Muir Chapter
Rosemary & David Wehnes
2604 N. Murray Ave., #107
Milwaukee, WI 53211
Wisconsin Whitewater River Runners
Dennis Slater, Jr.
5530 W. Cold Spring Rd.
Milwaukee, WI 53220
Wisconsin Hoofers Outing Club
Wis. Union Directorate
800 Langdon St.
Madison, WI 53706
Fond Du Lac Voyageurs **Canoe Club**
114 Harrison Pl.
Fond Du Lac, WI 54935

CANADA

Edmonton Whitewater Paddlers
P.O. Box 4117 S. Edmonton P.O.
Edmonton, Alberta
Canada T6E-458
Ontario Voyageurs Kayak Club
J. G. Shragge
116 St. Germain Ave.
Ontario, Canada M5M 1W1

NEW ZEALAND

Canoe **Camping Ltd.**
112 Ohiro Bay Parade
Wellington 2, New Zealand
Nelson Canoe **Club**
Box 793
Nelson, New Zealand

PERU

South American Explorers' Club
Robt. Cook
Casilla 3714
Lima 1, Peru

SWITZERLAND

Kanu Club **Zurich**
Otto Kosma
8008 Zurich
Dufourstr. 3
Switzerland