COVER: Pinned, but not wrapped. Waist deep in the B.S.F. Gorge, Bill Bolwell hauls a throw line to his boat while Halsey Sanford struggles to tie another to the stern. (photo by Henry Wallace)

ABOVE: From the mountainous peaks of Chile to her soft sand beaches, AWA’s explorers find more than whitewater. See page 30. (St. John photo)
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AWA STAFF
Editor: Bart Jackson, 38 Windswept Dr., Hamilton Square, NJ 08690
Racing Editor: To be named
Regional Editors:
   Alaska: Jack Allen, Anchorage, Alaska
   Northwest: Joe Bauer, Box 394, Inverness, CA 94937
   California: Rich Bangs, Box 761, Angels Camp, CA 95222
   Rocky Mountains: Ed Ribert, Box 20055, Denver, CO 80220
   Idaho: Rob Lesser
Midwest: Fred Young
Southeast: To be named
Middle Atlantic: Ernie Kincaid, Nettie, West Virginia
Northeast: Dave Barnhart, 111 N. Bwv, Irvington-on-Hudson, NY 10533
Membership Director: Phil Vogel, Box 1483, Hagerstown, MD 21740 (301) 733-7247 (HI
Conservation Chairman: Robert Lantz
River Enhancement Chairman: Tom Daniel
Safety Chairman: O.K. Goodwin
Legal Counsel: Art Block
Expedition Chairman: Peter Skinner
Advertising Chairman: Joel Freund, 1408 Rockwood Tr., Fayetteville, Ar. 72701
Printing Consultant: Jim Muhlhaehn

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ANGER WITHOUT ACTION

It's nice to blame the Army Corps for the never-ending destruction of our rivers. It's fun. We gather in tight little knots and grumble earnestly about their evil damming and despoiling. Then, anger vented, we smile with a moral superiority that religion is powerless to bestow. And usually, there it ends.

Transforming this rage into organized, well-planned action seems a rare event. And frankly, this lethargy of the boating community is as big a conservation obstacle as the over-zealousness of the Corps.

Admittedly, the dedicated few have made great strides in battling dam projects, individually. Small but vocal whitewaterists show up at every hearing, and with their homework done, make oft-effective protests.

But politically, we are babes. We have not yet learned to play the game and make ourselves a force to be reckoned with. We lack that active unity already achieved by the National Rifle Association and its network of hunting clubs.

Let one Congressman make even the vaguest innuendo favoring gun control, and the NRA pushes the button: within 48 hours, the official is besieged with mail, telegrams and phone calls from his constituents, threatening loss of voter support unless he retracts his stance on the issue. Is this Machiavellian? Maybe. But as a group their political awareness has its effect and one cannot but envy their success. So, instead of making snide remarks at hunters,

I suggest we adopt two lessons from them:

First, that fear is the prime mover of man. Idealism may stir a politician's heart; soliloquies about preserving our free-flowing streams may moisten his eyes; but fear of not being re-elected (re-appointed) forces him to act.

More than harping only on the rightness of our cause, we must display to legislators that our cause has power. I do not mean we should enter every fray with bared teeth. Our goal is to keep the friends we have and win the support, however grudging, of the rest. This means adapting the hunters' second lesson:

Democracy is not the rule of the majority, but the rule of the most energetic. All boaters, and many other outdoor groups, want free-flowing rivers preserved. But seldom do we mobilize to show officials just how frighteningly numerous we river-savers are. And when we do, like sunshine patriots, we fight for one specific dam, then disband and return home.

Conserving our rivers must be an ongoing battle. Not only must boaters fight every dam, but we must incessantly make officials aware of our belief. It would be wise for each club and association to begin a watchdog and letter-writing network. When your state or federal Congressman takes any stand regarding rivers, he should hear from boaters quickly and in force. If positive, he should be lauded and promised support. If negative, he should be aware not only of your displeasure, but that he has lost a vote.
1000 letters are more effective than one letter representing 1000.

Of course, we must keep fighting each separate dam proposal. But just as important, legislators must be made to view river-savers as a constant, energetic voting bloc, that effects their existence. If each club forms a watchdog committee, and each boater writes letters of response, continually, I believe we can make saving rivers a national consideration. We have the power if we can just gather our hidden supporters and convert anger into action.

AWA has devoted this issue primarily to conservation. Through the "Fluvial News Conservation Notes" and various articles, we will continue to inform you of our problems and triumphs, and where action is needed. Please help us by sending in your local news.

[Signature]

Dear Editor:

Some of your readers may also be radio hams. We have a small group of kayak and canoe paddlers who meet on the air Wednesday evenings at 7 pm EST on 3.9 or 3.68 MHz and would like to have some of your members join us for trip reports, etc. Ham radio is used for our down river races and can be useful on trips.

I hope you can include this item in your magazine.

Very truly yours,

Ernest Wim
York, PA

Glad to help. –Ed.

AWA Editor:

In the past, I have turned in a notice on how to get gage readings in our area. The number is still the same: 518-869-7891. But hours are now restricted to 8 am to 4 pm, Monday through Friday. If you want something other than the Hudson at North Creek, the Weather Bureau people will usually call the hydrologist Bob Kilpatrick to the phone.

He is most helpful and will look up rainfall readings and guess how much a certain river will go up by tomorrow. He has readings as far away as Ausable Forks, Unadilla, and Barryville. The phone is at the Albany, New York Airport and you get a recorded message on weather report numbers before anyone live answers.

Betty Lou Bailey
Schenectady, N.Y.

We'd like to publish your letter in the Journal. What would you like us to publish? Let us know. Write the AWA Editor today.
AWA AFFILIATE NOTES

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

OPEN BOAT NATIONALS 1980 ON ESOPUS

To everyone grinding out those off-season calisthenics: your goal is just six months away. On July 19 and 20, the Whitewater Open Canoe National Championships will be held on Esopus Creek, Phoenicia, N.Y. Sponsored by ACA’s Atlantic Division, over 150 contestants are expected in both slalom and in whitewater. John Berry has been asked to design the slalom course which will be held on Saturday, the 19th. The 11% mile wildwater course, held the following day, will start at the Allaben Release Portal and will run through Class II-III to the finish line at Boiceville.

Race spokesman Denis McLane promises a 900 cfs release from July 17-20 – three times normal flow. For entry forms and race information, write:

Marilyn Courtney
Long Pond Road
Mahopac, N.Y. 10541

--Thanks to A.M.C.’s Ann LeClair

NEW AWA RACING EDITOR

Perky Barb McKee has just taken on the never-ending job of Journal Racing Editor. We were lucky to get her. She's the one who has edited that beautiful Whitewater Yearbook for 1978 and 9, as well as being a constant Journal contributor.

As a racer, with Penn State Outing Club, she follows both the closed and open boat circuits, paddling both wildwater and slalom. She's a two-time National Open Canoe Champion and currently holds the decked C-2 mixed championship with partner John Sweet (ole "poetry in motion").

Barb craves your news. So please send notices of your club's upcoming races, its results, or just a squib about a boater who's up-and-coming, to:

Barb McKee
5 Marlborough Rd.
Rochester, N.Y. 14619

(To spot Barb on the race course, look for the cute, bouncy one with pigtails.)

LICK IT, THEN STICK IT

If you carry your car key with you while you go surf canoeing, you're probably jamming corrosive salts and sand into your car lock along with the key. This can and has ruined many a paddler’s lock, and can leave you stranded. Judd Smith's solution is simple: lick the key before inserting it. A good tip.

Thanks to Sierra Club's Judd Smith

--Thanks to A.M.C.’s Ann LeClair
WARNING

To anyone running the Funks-town to Devil’s Backbone of the Antietam Creek, please be aware that there is a large tree down in the middle of Roxbury Rapid. Portage is suggested.

“We reprint this item, not because it is of national paddler importance, but because we believe that Mason-Dixon Canoe Cruisers’ "The Paddle" has an excellent idea here. If you run into a new obstacle that demands a portage, see that the warning gets into your local newsletter. It could save a life. —Ed.

SAFETY FORUM

For closed boaters, the helmet is an undeniable must; as is the PFD for anyone on whitewater. But current clamour has raised two issues:

1. Should open boaters wear helmets? — and when?
2. Should law or common sense enforce the PFD or helmet rule?

Here’s what your fellow paddlers think:

"I find myself ... opposed to laws regulating boaters’ wear on the river. Dress codes would fall into that useless, if not destructive, category of laws that serve only to protect us from ourselves. ... I hope I won’t seem inconsistent by stating that safety regulations should continue to apply to commercial trips. Passengers cannot be expected to have the equipment or experience [necessary]. But clubs such as ours ... will naturally continue to impose safety regulations governing club trips.

In the overzealous desire to keep citizens from hurting themselves, lawmakers often pass laws that deprive us of freedom ... Fortunately at least for boaters, they won’t be able to catch us before the takeout."

— Brian Olson, Calif.

"Here in the Southeast, we’ve been canoeing whitewater in open canoes for quite a while. Here’s [our] rule of thumb:

Helmets are optional for Class I, II and III.

Helmets are almost mandatory for Class IV. If the canoeist cinches [his thigh] straps down tight so he can ‘wear’ his canoe, then a helmet makes sense in Class II.

Without knee straps, the open canoeist does not fall out of his overturning canoe in the same head-bashing manner [as a closed-boater], but he needs a helmet in Class IV turbulence."

— Bob Lantz, Tenn.

"I am against laws dictating boating safety. Not only do they impinge unnecessarily on our freedoms, but they are totally ineffective and un-enforceable. Rather, I believe that
public awareness should be beefed up through education – that's our best weapon.

As for open boaters wearing helmets, I believe it's a judgement thing. Though some experts may not feel it's necessary, I personally always wear the helmet for Class III and IV, and usually not on Class II. But most important, the boater should know his river and the paddling situations he'll encounter. Then based on that choose all his equipment accordingly."

"- Harry Kotses, Ohio A.W.A.R.E. Psychologist

What are your opinions on these issues? Send them to AWA and let others hear your voice. – Ed.

---

Conservation Notes

PARISIAN INVADES THE HUDSON

Just one mile south of the Route 8 bridge at Riparius, N.Y., developer Grinspan plans to build a housing project just 76 feet from the river's edge. Adirondack Park Agency (APA) normally requires a 150 foot setback and they rarely, if ever, grant any variance.

But Grinspan who resides in Paris, France, has an edge: He has hired attorney Daniel Smith to do his fighting. Oddly, Smith is also the Warren County State's Attorney... a clear conflict of interest, but the wheels of politics are ever greased with cash.

John Berry, past national champion and well known local boat builder, is leading the fight. He begs all of us to keep pressure on the APA with a raft of concerned letters. Thousands have run this scenic stretch of river. Now we must make an effort to preserve its beauty and prevent this potential polluter.

Please write to:

Adirondack Park Agency
Ray Brook, N.Y. 12977
Re: The Grinspan Variance Hearing

TVA: DAMS LIKE DANDELIONS

You just finish battling the Tellico and the equally useless Columbia Dam springs up. This pawn of political patronage would inundate Maury County, Tennessee's Duck River, destroy over $6 million farmland, destroy seven species of endangered mussels, six of snails, and two of fish. It would flood 12,600 acres, destroy 24,000, displace 326 families, violate state water quality standards, all to save 3,700 acres from "potential" flood.

And here's the gem: No electric power generation is possible.

AWA's Conservation Chairman Bob Lantz and Tennessee Scenic Rivers Association's Director Frank Fly have led the fight against the project.

For the first time, TVA was required to get a pollution permit from the Army Corps before building. But TSRC forced them to make the permit application at a public hearing. On 11/27/79 the hearing was held and testimonies given. The anti-dam defense was strong and, we hope, effective.

Now the hearing record awaits public letters. Though the record...
closes January, 1980, later letters will still be noted. Please write your protest to Mr. John Case, Corps of Engineers, Box 1070, Nashville, Tennessee.

—Thanks to Tennessee Scenic Rivers Association

CREDIT WHERE IT'S DUE

You can't make a point with hate mail alone. The TVA's recent management of the Ocoee River has been a great benefit to boaters and Don Spangler, Secretary of the Bluegrass Wildwater Association wrote the TVA Chairman, presenting the boating community's thanks and encouragement: we reprint it here in part.

"There are several actions the T.V.A. has taken that we would like to thank you for:

- Constructing convenient access points;
- Providing gauge information and the Citizens Action Line:
- Guaranteeing a release on weekends;
- Establishing useful and needed regulations for boaters and rafters;
- Last but not least, placing sanitary facilities along the river.

In the future we hope that you will continue to insure guaranteed releases on the weekends. It would be a great loss to many, to lose the opportunity to paddle the Ocoee. We hope that the policies you have established on the Ocoee will become models for other rivers in your jurisdiction."

Our thanks both to TVA for their work and Don Spangler for his sound example. —Ed.

Notice EMERGENCY Notice

A.W.A.R.E. may lose funding. A bill has passed in the House and is now in Senate committee that would halt the Coast Guards funding of safety research through non-profit organizations like A.W.A. This means that our A.W.A.R.E. and many other valuable boating safety programs would die.

Please send just a 4-line note saying:

Re: Senate Bill 1957 – Coast Guard funds. (5% Clause) Please include the 5% clause, giving money to the C.G.'s boating safety research programs conducted by non-profit organizations.

Send it to:
Sen. Warner Magnessen (Wash.)
Chairman Maritime Committee
Senate Office Bldg.
Wash., D.C.

The committee meets during February, so send it now,

NEED A PADDLING PARTNER?

for your backyard river
or
foreign expeditions

write

AWA's Expedition News
and we'll link you up.

Address
38 Windswept Drive
Hamilton Square, N.J. 08690
warm & cooking with my Kero-Sun.

The Kero-Sun Omni 15 is the perfect kerosene heater to take the "rough" out of "roughing it", because an Omni 15 not only keeps you warm, (up to 9,000 BTU's per hour) but it has a great cooktop. Heat up anything from morning coffee to a supper stew!

It's so lightweight (only 11 lbs.) that you can pack it up and head off wherever your fancy takes you. (Versatile, too: Use on boat, in cabin, workshop or greenhouse.) Cook on a Kero-Sun and there’s no need to scrounge for wood (which is probably damp, right?). Not only that a Kero-Sun burns for 18 hours on only 1 gallon of safe, clean-burning kerosene. Non-pressurized, it's wick-fed with no smoke, no odor, and it's safety-tested. Has an automatic shut-off in case of tip-over, and you don't need matches to light it because it has a battery-powered igniter.

Pack up an Omni 15 for your next trip and that night, have dinner on Kero-Sun!

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B.S.F. GORGE

by Henry Wallace

Several guides include write-ups of the Big South Fork gorge. Some are good; some are just plain wrong. Devout Kentucky paddler Henry Wallace sets the record straight with a rundown of his own experiences. Where the guides are right, he includes them, where not, he lam-bastes them.

The only thing Kentucky paddlers don't like about their best whitewater river, the rough and tumble Big South Fork gorge of the Cumberland, is its location: it's in Tennessee.

We Kentuckians usually can beat the Volunteer State's best in basketball, and quite often in football, but when it comes to whitewater, we've just got to admit that Tennessee has the edge.

So before the low water sets in, our paddlers head southeast, and cross the state line to "The Gorge", (when a Kentuckian talks of this little beauty, "BSF" or "The Gorge" is title enough).

In his excellent A Canoeing and Kayaking Guide to the Streams of Kentucky, Bob Sehlinger calls the Big South Fork "far and away the most popular run enjoyed by Kentucky paddlers." It consists, he continues "of almost continuous Class III and IV whitewater. The run begins on the Clear Fork, which combines with the New River of Tennessee, to form the Big South Fork of
the Cumberland River, about 12 miles southwest of Oneida and ends at Leatherwood Ford, west of that town."

Not long ago, this section was generally proclaimed a decked-boat-only run. But times change and the sport progresses. Open boaters have now invaded the gorge and if the flow is between 300 and 1000 cfs, and the weather's good, you'll find them outnumbering the kayaks and C-boats.

Like many tight canyons, water level varies incredibly and makes entirely different rivers on different days. Extremely technical at lower levels, it transforms to a big and pushy run (much like West Virginia's New River Gorge) when it is up.

Speaking comparatively, when it's 500 - 1000 cfs, I'd say it's a mite more demanding than the Nolichucky gorge; considerably more than the lower Yough; and roughly the same as the Obed from the Devil's Breakfast Table to Nemo.

You can usually find a runnable level from late Fall to mid-May in years of average rainfall. But be sure to call TVA for approximate flow: 675-525-5751. Ask for the reading on the Stearns gauge of the Big South Fork of the Cumberland. The Sehlinger Kentucky Guide suggests a 1200 cfs maximum for open boats; 2000 for decked-boat intermediates; and 6000 as the highest possible for decked-boat experts.

"The Scenery is magnificent" claims Sehlinger, and here none can disagree. The house-size boulders lining the stream, and those plunked in the middle of it, stand bracketed by sandstone canyon walls rising 400 feet skyward. "Dogwood and a profusion of other plants grow where there is purchase on (these steep palisades)."

Of course, the B.S.F. claims its share of battered canoes, bruised elbows, and dunked canoeists, but the hazards are considerably less than other Class III-IV streams. Even the holes, I can attest by personal experience, are washouts at most levels. So it is not unreasonable for

---

Ron Johnson, one of the Kentucky’s best (left) negotiates Double Falls as Ray Reisert stands poised with Throwrope. Above, Neal Sanford buries self and C-1 into Washing-Machine, a four-foot drop with a strong reversal. (Wallace photo)

The more popular put-in is at Burnt Mills bridge on the Clear Fork. You quickly warm up on Rocky Top and Broken Rib, and then come to the four-foot ledge of First Drop, just before the confluence with the New. Here, at the mouth of the gorge, the two streams mingle to form the Cumberland, and the real action begins.

Almost immediately, you encounter the ominous Big Three, which separates the intermediates from the advanced, and usually from their boats. Packed in this 200 yard rapid are Double Falls, Washing Machine, and "L" – each Class III-IV depending on water level. The Cumberland River Basin Canoe Trail Guide\(^2\) describes it best: "Double Falls consists of two turbulent four-foot drops with the added menace of undercut rocks at the end... The Washing Machine is a drop into a swirling pool amidst huge boulders. ... the 'L' is so named because one must take an L-shaped course to negotiate it (with) a stopper for all (continued on page 33)

\(^2\)This is a helpful publication of the U.S. Army Corps of Engineers, Nashville district, and can be obtained by writing them.
Like the Lone Ranger, we all see 'Wild & Scenic designation” as one of the good guys, but few of us hold more than the vaguest concept of what's behind that protective mask. Currently, Congress is analyzing the entire nation's river systems to expand the Wild and Scenic Act to the utmost. (see AWA Journal XXIV, 3-4: Fluvial News, p.8.) So it is now more important than ever we should understand this federal act and make it work for us.

THE PURPOSE

In 1968, Congress passed the National Wild and Scenic Rivers Act, declaring"... the established policy of dam and other construction... needs to be complemented by a policy that would preserve other selected rivers... in their free-flowing condition...”

With this act, came the first federal protection for our remaining, free-flowing streams. The Act's functional goal is to place specific rivers under the protective management of certain federal agencies, i.e. the U.S. Forest Service. No new agency was formed, nor old one assigned to gather rivers into the system. Rather than federal fiat, it must be local interests that bring each river to the attention of Congress. If approved, the river falls under federal protection "forever". (You can trust Congress.)

WHAT "PROTECTION" MEANS

Generally, Wild & Scenic's protection aims at keeping a river as close to its current natural state as possible. The way you see a river when it is first considered, is usually the way it will be maintained. It is not the goal to weed out riverside dwellings and revert the stream to some natural wonderland. Rather, it is to hold onto the beauty, recreational value, and wildlife that already exist.

This means that the Army Corps, Bureau of Reclamation, Federal Power Commission, private dam builders, or anyone cannot build canals, irrigation diversions, or dams on the protected sections. Nor can they build anything that would despoil any natural aspect of that section. In short, it bans water projects.

But a river is more than just water. A narrow corridor of river
bank falls under Wild & Scenic's wing. And here it can get sticky. Through donations, scenic easements, and rare purchases, the managing agency deals with landowners to maintain the riverside land as is. Basically, this limits or prevents subdividing, stripping vegetation, commercial development, and building too close to the water's edge. It does not offer open access. Who crosses the land remains the landowner's decision.

Water quality is not specifically the Act's concern. Control over small watershed segments, and narrow corridors can only help, not control water purity standards.

All this protection is permanent, starting from the time a river is first officially studied for acceptance. To remove a river from the system, or to except a specific project from the rules, takes a federal legislative act. (Ah, there's the rub.)

RIVER DESIGNATIONS

All conditions of rivers, for all kinds of use and conservation are included. But Manhattan's East River cannot be managed as the Colorado. Thus each accepted stream is designated Wild, Scenic, or Recreational. Different sections of one stream may bear different designations. These categories are not based on the extent of protection, but on the stream's condition and the methods to be used in maintaining it.

Wild rivers are free-flowing, in primitive areas, accessible only by foot or rough jeep trail, and have water pure enough to support wildlife.

Motorized vehicles are forbidden/limited. No new non-primitive structures are allowed. These are our last wilderness sections; the goal is to keep them uninhabited and not overly visited.

Scenic rivers are nearly as primitive, but have access by driveable roads, and even a bridge over the river. Maybe some small farms.

No new unharmonious structures (farms — yes, quarries — no) may be built. Campsites, visitor centers, (continued on page 34)

FLOWING FREE

The American Rivers Conservation Council (ARCC) has an educational affiliate: The River Conservation Fund. Their book *Flowing Free* makes sense out of the government's hash. Simply, in full detail, it explains Wild & Scenic, and all other forms of river protection. It is a bible for every club interested in river conservation, and suggested reading for every boater. Why not buy a copy, read it, and then donate it to your public library? It's $3.95 for one; cheaper in quantity. Write: The River Conservation Fund, 317 Pennsylvania Ave. SE, Washington, D.C. 20003.
SAFETY KNOWLEDGE
CHECKLIST

A.W.A.R.E. psychologists Don Gordon and Harry Kotses continue their AWA-sponsored research on rivers throughout the country. Part of the questionnaire given to the local river-runners includes these very basic safety questions. To be an acceptably safe paddler, you should know them all. If you miss more than two, you'd better re-evaluate your entire method of boating. (See answers below.)

1. All open boats should be equipped with bow and stern lines.
   - True
   - False

2. A strong swimmer does not always need to wear a PFD (personal floatation device) in fast water.
   - True
   - False

3. A helmet should be considered an optional item of safety equipment in closed boats.
   - True
   - False

4. Intermediate paddlers should be capable of paddling difficult Class III and easy Class IV rivers.
   - True
   - False

5. On the river, the lead boat may be passed, but only on relatively long, flat sections of the river.
   - True
   - False

6. In case of an upset (check all appropriate statements):
   - A. Release your boat and swim directly to shore.
   - B. Go after boats, boaters, and equipment in that order.
   - C. Get to upstream end of craft and attempt to ferry it to shore.
   - D. Release boat only if this improves your safety.
   - E. Try to stand in the current as soon as possible.
   - F. Extend feet downstream when swimming in rapids.
   - G. Try to get to an eddy before standing.

7. Of the following river hazards, four are frequent killers. Check the four most serious hazards.
   - A. Massive Boulders
   - B. Strainers
   - C. Submerged rocks
   - D. Cross currents
   - E. Hypothermia
   - F. High water
   - G. Chutes
   - H. Weirs, reversals, and souse holes
   - I. Standing waves
   - J. Surfing wave
8. The recommended length for a throw rope is:
   - A. 10 - 20' 
   - B. 25 - 30' 
   - C. 35 - 40' 
   - D. 50 - 60' 
   - E. 85 - 100'

9. A swimmer caught in a hydraulic should:
   - A. Swim upstream and to shore.
   - B. Swim downstream on your back.
   - C. Dive below the surface and swim downstream.
   - D. Dive below the surface and swim upstream.
   - E. Swim out at the center of the wave.

10. The most effective treatment for hypothermia is:
    - A. Warm the victim with alcoholic beverages.
    - B. Skin-to-skin contact.
    - C. Immerse the victim quickly in hot water.
    - D. Put in shade, sponge off, and administer cool drinks.

11. Hypothermia occurs most often in boating when temperatures are between 30° and 50° F.
    - True
    - False

12. When throwing a rescue rope to a spilled paddler going downstream, you should:
    - A. Aim upstream of the victim.
    - B. Aim right at the victim.
    - C. Attach a buoyant weight to the end so it will carry a long distance.
    - D. Aim slightly downstream of the victim.
    - E. Wait until the victim has stopped moving before throwing.

13. What is the best type of rescue/throw rope?
    - A. Nylon
    - B. Polypropylene
    - C. Manila
    - D. Cotton fiber

To see how you did, turn this page upside down. Before you pat yourself on the back for a high score, ask yourself this question: Would I react as well on the river as I do on paper? If the answer is honestly yes, then pat yourself all over.
"Protected" National Rivers" by Steve LaPrade (American Whitewater-2315) reminded me of how many conservationists are like unwed fathers. They are great at bringing young into the world, and complaining when "their child" does not receive proper care. Yet the family with whom the child is left does not receive additional support. Rather, it must provide for the new child out of earnings already stretched too thin.

And so it is with our federal and state resource management agencies. We conservationists keep dumping new children on their doorsteps but refuse to take any responsibility to see that these agencies receive additional support.

The time is long overdue for conservationists to take positive actions in working with the resource management agencies. For example, the Forest Service worked with boaters and other users in classifying the Chattooga River and in designing its river management plan. Surveys of Chattooga users indicate that most boaters are happy with the Chattooga's management.

Here are some suggestions for positive action:

1. Learn about the land management agencies with which you will deal. Learn:
   a) The agency's name. While there are National Forests, there is no National Forest Service, as LaPrade and many others mistakenly refer to the U.S. Department of Agriculture, Forest Service. (Sometimes referred to as the U.S. Forest Service).
   b) The department within which the agency resides.
   c) The mission of the agency as prescribed by law.
   d) The administrative structure within the agency, particularly within your region. Know the proper title of the positions; for example, most positions in the U.S. Forest Service do not carry the title of "Ranger."
   e) The manner in which policy changes are implemented within the agency: Where to start; whom to see.

2. Watch the appropriations of funds for these agencies. Determine:
   a) If sufficient funds are currently appropriated for proper resource management and protection.
   b) If new areas have been acquired by the agency without concomitant appropriations.
   c) If you can influence your political representatives to sponsor legislation that will provide the support necessary to properly protect the area from destruction by developers and avid "conservationists" who overuse popular yet fragile areas.

3. Watch for hiring freezes. When the federal government wishes to
"...you can influence your political representatives...
Yes, you need to understand how your governments work."

save money, it frequently puts a freeze on hiring within the National Park Service. Other agencies are not as frequently so restrained. Such freezes leave the agencies understaffed and unable to properly maintain the resource. This problem originates in the executive branch, though your Congressman or Senator may be able to help. —Yes, you need to understand how your governments work.

4. Work with your elected representatives to change the job classifications of the Office of Personnell Management (formerly Civil Service), so that persons trained in recreation resource management can be hired by any resource management agency. Part of the success of the Chattooga is due to the presence of a properly trained recreation resource manager. (The Army Corps of Engineers has recently initiated such a change. Look for better recreation management of Corps facilities in the future.) These persons should be given professional status rather than technician status (currently the case with the Forest Service).

5. Treat all agency personnel as individuals. There are many conservationists among the ranks of the agencies most frequently under attack by "our side". To accuse everyone in an agency does not serve any useful purpose and offends those friends within the agency that are working for change.

6. Remember most agencies cannot change dramatically unless their mission is changed by legislation. The agency staff is generally dedicated to carrying out this mission. As a taxpayer, I applaud their dedication. However, if I am unhappy about the mission then I must talk to my elected representatives.

7. Finally, work toward educating your local and regional resource managers. Regularly discuss the conservation problems with them. I said discuss, not fight or threaten court action. There are official federal volunteer programs. Offer to help the agency either as an individual or as a group to maintain or improve (continued on page 34)
PAYETTE FACES DEATH

by Rob Lesser and Pete Skinner

It’s tough enough to save the turkey streams: Those popular novice rivers that see 1000 paddlers a weekend. But when the hydropower boys seek to dam one of those tough little gems labeled “Experts Only”, conservationist defense seems to melt like summer snow.

Rutted in the theory that “Usage alone determines value”, government planners busily Neilsen-rate our rivers, declaring the over-trammeled as worthy and the unspoiled as worthless. Based on this sage philosophy, Hamlet’s value pales beside Mork and Mindy’s because it draws a lesser crowd. And the Payette’s North Fork might as well be destroyed because its public use is limited to a few experts. To those who believe this public use nonsense, AWA gives a little reminder: a decade ago, only a handful of paddlers were capable of running West Virginia’s Gualley.

"A river crashing down a 13 mile rockslide."

"A three-foot deep, 15 mph hunk of hell."

"A place to test your upper limits."

This and much more describes Idaho’s North Fork of the Payette River: a run so difficult that only within the past two years have kayakers successfully paddled this horrendous torrent near Banks, Idaho.

Truly, this is one of the top-end streams for whitewater 1979: about what West Virginia’s Gualley was in 1969. But if the Idaho Power Company has it’s way, the North Fork will not flow in 1981. For kilowatts’ sake, they plan yet another hydropower project that will suck this stream into 16 miles of underground pipeline. What is now a fierce, aesthetic piece of nature, will be left an ever-widening erosion gulley. For the paddler, one of those top challenges he now aspires to, will be irrevocably lost.

THE NORTH FORK’S CHALLENGE

Tumbling headlong out of the Cascade Reservoir, this river hurtles along Route 55, past Smith’s Ferry, A reach from the breech. Don Banducci (left) audaciously twirls his blade in the Payette’s maw. While Michael Lyons (right) braces in the front of Hounds Tooth. (Rob Lesser photos).
down to Banks, where it joins the South Fork. It is an unnatural river bed: a jumbled mass of jagged riprap thrown in from a road running one side and a railroad on the other. These sharp, grabbing rocks peer up at your hull from the bottom of five foot deep troughs between the waves.

You dodge these vicious little boat-splitters while dropping well over 110 feet per mile for the entire length of the run. At 15 miles an hour, the water zooms you down this high-penalty slalom course.

To make matters worse, the normal flow of 1500 cfs holds the river to a thin three-to-six feet deep. This shallowness, matched with the high speed generates eight foot high waves about 15 feet apart. No sooner does your face emerge from one wave, you blink your eyes, then you burst into the next one. There's no time for planning. . .for ferrying. . .for maneuvering; just time enough for frantic braces, panicky strokes and gallons of adrenalin.

And oh yes, there are holes: big, sticky, violent, deep ones. They open out of nowhere and shatter any rhythm of survival one can generate.

If someone boasts of running the North Fork, he probably has endured the lower five miles from the double rocks of Hound's Tooth rapid, downward. Damned few have run the whole 13 miles.

In 1975, local boaters Roger Hazelwood, Kieth Taylor, and Tom Murphy astounded everyone by being the first to run the final two and a half miles. In 1977, Idaho's Rob Lesser, Kentucky's Bob Walker, Dennis Whitehouse, and Bob Latter, and "The Crunch Bunch" negotiated the entire 13 miles for the
first time. A few others have boated the full trip from Smith's Ferry to Banks, but not without some scars.

**ESCAPE FROM JACOB'S LADDER**

This past summer John Wasson along with Rick Fernald and Don Banducci, three excellent boaters, attempted a full North Fork run, at an unusually high 2250 cfs. John survived until Jacob's Ladder, a steep, rock-hedged section that drops about 180 feet per mile. This toughest of all rapids has four rocky, distinct drops ending in "taffy pull", a destructive strainer.

In the second drop, John got caught in a diagonal curler. He backendered, slammed into the rock wall and flipped, loosing control of his paddle. He tried twice, but couldn't roll and was rocketed out of his boat, landing on the rocky shore, bruising hips and back, but avoiding the Ladder's third and fourth drops.

Rapids like Jacob's Ladder, the Golf Course which follows, and The Island are each Class V+ in themselves. But when strung end to end, they make a run that is truly awe-inspiring. In the entire 13 miles, there are only three or four short pools, making the action intense and continuous. Maybe four other rivers in the 48 states are as challenging.

**THE PROPOSED PROJECT**

By 1988 Idaho Power Company plans to install two powerhouses: Ferncroft and Banks, capable, they claim, of generating 258 megawatts. This $218 million development would suck water out of the river at the top of the run, pump it through 16.5 miles of underground tunnels, and discharge it at Banks, Idaho. (See the diagram below.) Idaho Power would perhaps concede 50 cfs to flow, for "aesthetic reasons" — enough to float a ping pong ball.

Idaho's need for power is undeniably dire. In 1979 this seventh-fastest growing state in the nation saw a 10% increase in population. But even more unfortunate is a pricing set-up that makes hydroelectricity the cheapest choice for all power uses, and the most likely candidate for wastage.

In the past year, Idaho natural gas prices have risen three times. Oil, here as everywhere, is skyrocketing beyond reason. Yet electricity remains a low 2-3¢ per kilowatt hour. This means that the vast stream of new houses will tend to heat electricly. The Public Utilities Commission (PUC) is working on all possibilities. Basically, they are sympathetic with us and want to see a quick end to the state's overdependence on electric power.
THE FIRST ROUND:

On November 27th, a Public Utilities Hearing was held to determine the feasibility of the North Fork Project. The Idaho Whitewater Association, formed by myself (author Rob Lesser) and other paddlers to fight for the North Fork, attended the hearing and pled the paddlers' case. Unfortunately, PUC decided to support Idaho Power and fund its Phase II Study.

This means that we did not nip it at the state level. Phase II is the main and final study which will be presented before the Federal Energy Regulatory Commission, (FERC).

In short, this project has gained momentum, and the odds against the dam's being built are slim. But even if it is built, we have not necessarily lost the North Fork.

We can still salvage scheduled water releases throughout the entire season. This is the kind of negotiating that Eastern paddlers have become quite adept at, but we Westerners still have a lot to learn. The Idaho Whitewater Association is hoping to get two weekend releases a month. Idaho Power wants no water released, because every drop in their pipes is hydromoney in the bank.

So we still have a fight ahead of us, and you can help. Here's how:

1. Come out and run the North Fork... even just the lower section. We need to show that it is used.

2. Write Idaho Public Utilities Commission, c/o State House, Boise, Idaho 83720. Stress that this is a nationally significant stretch of whitewater. State where you are from and tell them when and how often you have paddled the North Fork. If you haven't yet, tell them that you intend to. Don't forget to use your company's stationery and stress your profession for the sake of respectability.


Help us save this one. You may be capable of running it sooner than you think.
CHAMPS of '79
A report on our nation’s top races and racers

DECK BOAT NATIONAL CHAMPIONSHIPS

by Linda Harrison

The Savage River contest of September 1-2nd, coming so close on the heels of our Jonquiere International victory, had a shuffling of the usual tensions this year. Absent was the standard mad scramble to break into the top four and make the team. Jonquiere veterans came to the race having shot bolt, blade, and in some cases, will. They had already peaked and proven themselves. As a result, they arrived at this race relaxed.

On the other hand, those racers who had just missed the team, came to this competition incredibly geared up. They were, in many events, competing against the world’s best and they wanted to place themselves in that league. All this led to some rather odd results.

The slalom course was designed with its usual malicious difficulty. Out of 224 race runs, only nine were completed with no penalties. The continuous flow made a tight course. The paddler had to work with the water and continually place his blade at precise points, or flush past two gates in two seconds.

The wildwater course was better than ever. The run was standard: from the dam to the confluence, and the level was excellent. But sunny Labor Day skies, unusual for the Savage, burned off all the fog giving full visibility. In past years, fog has been so thick that you couldn't see 10 feet in front of you – makes for a spooky and hazardous race.
WILDWATER RESULTS

K-1 Class
1. Dan Schnurrenberger 9391 23:37.7
2. Daniel Johnson 9259 23:52.7
3. Bill Stanley 9402 24:09.5
4. Bob Alexander 9010 24:43.4

C-1 Class
1. Chuck Lyda 9431 25:57.4
2. Angus Morrison 9100 26:03.7
3. Kent Ford 9087 26:06.0
4. David Hearn 9190 26:25.6

K-1W Class
1. Cathy Hearn 9006 25:14.5
2. Carol Fisher 9382 26:39.1
3. Donna Berglund 9123 26:53.1
4. Becky Judd 9052 27:12.2

C-2 Class
1. Ben Cass/Joe Sta 9106 24:59.6
   Joe Stahl 9316
   Jeffy Huey 9063
3. Steve Druibuck 9367 26:05.2
   Steve Parsons 9048
4. Howard Foer 9336 26:09.8
   Andy Bridge 9440

C-2M Class
1. Michael Hipsher 9127 26:06.4
   Bunny Johns 9022
2. Steve Chamberlin 9254 26:09.1
   Linda Harrison 9076
3. Margret Osburn 9076 26:34.2
   Bern Collins 9359
4. Eric Thorp 9085 27:13.8
   Carmony Thorp 9086

SLALOM RESULTS

K-1
1. Dan Isbister 185.6
2. Mike McCormick 186.5
3. Chuck Stanley 189.0

K-1W
1. Linda Harrison 211.9
2. Cathy Hearn 211.9
3. Carrie Ashton 227.0

C-1
1. David Hearn 193.2
2. Jon Lugbill 207.6
3. Angus Morrison 212.0

C-2
1. Hearn/Lugbill 227.8
2. Lugbill/Robison 228.1
3. Flack/Gutishick 229.2

C-2M
1. Sweet/McKee 403.3
2. Johns/Ashton 445.3
3. Brockwell/Kingmar 556.5
A few years ago, decked boaters used to scoff, "If you can't win a closed-boat race, go pick up a ribbon in open boats." It was snide then, now it's a total crock. Open boat skills and competitiveness have skyrocketed in the past four years, and this year's Nationals showed it.

On July 28-29th the Salmon River in Pulaski, New York saw a strong group of racers who showed just how far the art of paddling a traditional canoe, has advanced.

Open canoe whitewater racing's rapid development is similar to that of decked boat racing 10 years ago. Interestingly, both variations of the sport have followed the same course of change: the equipment has become more specialized, the top racers more highly trained and conditioned, while races are held on increasingly more difficult rivers.

Some of this has been pushed by the cruisers. A strong contingent of good, big-water open-boat paddlers has developed in the Dixie Division and to some extent in the Northeast. Rivers once considered beyond open boat limits, have been run by this new aggressive breed.

To meet the demand of improved skills, races are now set in much more difficult water, particularly Championship-level events. Slaloms are tighter, require more difficult moves, and contain a full 25-30 gates.
added fun-to-watch, but exhaustive touches.

Open boat competitors today are wonderfully enthusiastic and very serious. While still not getting the desired geographical spread, this year's Nationals saw more contestants than ever. New, strictly open boat races are springing up everywhere. Open boat competition has a way to go, but it's getting there fast.

**DOWN RIVER RESULTS**

<table>
<thead>
<tr>
<th>Event</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>OC-2 Men's</td>
<td>Time</td>
</tr>
<tr>
<td>1. D. Weber/E. McNett</td>
<td>1:35:31</td>
</tr>
<tr>
<td>2. N. Osburn/B. Tingley</td>
<td>1:36:09</td>
</tr>
<tr>
<td>3. R. McLain/R. McLain</td>
<td>1:38:29</td>
</tr>
<tr>
<td>4. R. Duncan/S. Bennett</td>
<td>1:38:42</td>
</tr>
<tr>
<td>OC-2 Short</td>
<td>Time</td>
</tr>
<tr>
<td>1. G. Walsh/E. Mendes</td>
<td>1:41:47</td>
</tr>
<tr>
<td>2. J. Edwards/C. Barton</td>
<td>1:44:22</td>
</tr>
<tr>
<td>3. N. Paquette/A. Canon</td>
<td>1:45:15</td>
</tr>
<tr>
<td>OC-2 Mixed</td>
<td>Time</td>
</tr>
<tr>
<td>1. R. Gay/R. Gay</td>
<td>1:36:49</td>
</tr>
<tr>
<td>2. B. Johns/M. Hipsher</td>
<td>1:38:43</td>
</tr>
<tr>
<td>3. C. Shelton/R. Shelton</td>
<td>1:41:18</td>
</tr>
<tr>
<td>4. J. McCauley/C. Barnes</td>
<td>1:42:50</td>
</tr>
<tr>
<td>OC-2 Junior/Senior</td>
<td>Time</td>
</tr>
<tr>
<td>1. J. Hill/R. Hill</td>
<td>1:42:33</td>
</tr>
<tr>
<td>OC-2 Women's</td>
<td>Time</td>
</tr>
<tr>
<td>1. D. Shelton/K. Lambert</td>
<td>1:44:57</td>
</tr>
<tr>
<td>2. S. Andrews/P. Thacher</td>
<td>1:49:19</td>
</tr>
<tr>
<td>3. L. Gilbert/N. Shelhane</td>
<td>1:49:47</td>
</tr>
<tr>
<td>OC-2 Masters</td>
<td>Time</td>
</tr>
<tr>
<td>1. J. Ayer/J. Rouse</td>
<td>1:40:58</td>
</tr>
<tr>
<td>2. L. Wiggins/M. Smith</td>
<td>1:42:50</td>
</tr>
<tr>
<td>4. R. Courtney/M. Courtney</td>
<td>1:48:39</td>
</tr>
<tr>
<td>OC-1 Men's</td>
<td>Time</td>
</tr>
<tr>
<td>1. T. Stouz</td>
<td>1:41:10</td>
</tr>
<tr>
<td>2. R. Vincent</td>
<td>1:42:35</td>
</tr>
<tr>
<td>3. D. Crocker</td>
<td>1:43:21</td>
</tr>
<tr>
<td>4. W. Hackett</td>
<td>1:45:11</td>
</tr>
<tr>
<td>OC-1 Masters</td>
<td>Time</td>
</tr>
<tr>
<td>1. C. McDermott</td>
<td>1:45:19</td>
</tr>
<tr>
<td>2. D. Wellington</td>
<td>1:53:16</td>
</tr>
<tr>
<td>3. E. Stetson</td>
<td>1:58:08</td>
</tr>
<tr>
<td>4. R. Raab</td>
<td>2:05:09</td>
</tr>
</tbody>
</table>
### SLalom Results

#### OC-2 Men's
1. N. Osborn/W. Tingley  
2. P. Kennedy/P. Williams  
3. S. Zdunek/J. Underwood  
4. D. Brown/B. Pope  

#### OC-2 Mixed
1. M. Carlesle/J. Zeibizarreta  
2. B. McKee/J. Sweet  
3. S. Zdunek/C. Zdunek  
4. B. Johns/E. Weatherby  

#### OC-2 Junior/Senior
1. K. LeClair/K. LeClair  
2. J. Hill/R. Hill  
3. R. Courtney/H. Courtney  
4. D. Massie/E. Weatherby  

#### OC-2 Women's
1. E. Eaton/B. Johns  
2. C. Zdunek/B. McKee  
3. J. Allen/A. LeClair  
4. N. Medford/M. Carlile  

#### OC-2 Masters
1. A. LeClair/K. LeClair  
2. R. Courtney/M. Courtney  
3. D. Bridge/J. Goertner  
4. C. Tummonds/D. Bridge

#### OC-1 Men's Short
1. J. Sweet  
2. F. Orr  
3. S. Epps  
4. T. Schlinkert  

#### OC-1 Men's Medium
1. S. Scarborough  
2. T. Bernett  
3. J. Berry Sr.  
4. D. Johnstone  

#### OC-1 Women's Short
1. S. Harrington  
2. B. Osgood  
3. E. Eaton  
4. M. Courtney

#### OC-1 Masters Short
1. John Berry Sr.  
2. B. Zeller  
3. J. Hill  
4. R. Berenson  

#### OC-1 Junior Short
1. R. Hill  
2. K. LeClair  
3. D. Massie

---

Holly and Bob Courtney chugging their way for gate 13, on their way to a third place in the OC-2 Junior/Senior. The Courtney Clan is one of open canoeing's biggest and best competing families.
RIVER SAFETY

CATALYST vs YOUR EYES

Laying up a boat holds hazards most paddlers never dreamed of!

Not all river safety is on-river. For many, fiberglass and resin are as inherent to boating as holes and hay-stacks. And like holes, the dangers they hold are hidden.

Most of the polyester resins used in home-built boats use Methyl Ethyl Ketone Peroxide [MEKP] as a catalyst. Just one drop of this catalyst in the eye will progressively destroy the eye tissue and result in blindness – unless it is washed from the eye immediately: within four seconds.

This stuff is incredibly vicious and insidiously gradual. One man, while making a fiberglass repair got MEKP in his eyes. Within a few minutes he found water and washed them out thoroughly. One eye was lost instantly; the other dimmed slowly, but totally, over a period of eight years.

Tests show you have one hope: washing the eyes with water within four seconds prevents injuries in all cases. So for the boatbuilders who work with polyester, we recommend the following:

PREVENTION
1. If you use a syringe to measure catalyst, don't look into the needle to determine why it's clogged. This is no joke. It is a natural, but potentially tragic reaction.
2. Your best bet is to wear chemical safety goggles, at least while mixing resin. [Most boaters are too lazy and/or cheap to do this so at least do #3.]
3. Keep a bucket of clean water within fast reach — and a clean cup as a dipper.

EXPOSURE TREATMENT
1. Once exposed you have four seconds to save your eyes. Using the cup as dipper — not your resin-soaked hands — splash large cups-full of water into your eyes.
2. While rinsing from the bucket, take it and you to the nearest bathtub and stick your eye underneath the spout. Rinse for 15 minutes minimum.
3. Get to a doctor as quick as possible. This is a medical emergency. The eye may look and feel fine, and yet deteriorate within succeeding days.

AWA would like to thank the Kayak and Canoe Club of New York newsletter for bringing this eye hazard alert to our attention. Let's hope it scares all into taking precautions.

— Ed.

FREE...

AWA SAFETY CODE
Send self-addressed, stamped envelope to:
AWA Safety Code
P.O. Box 1261
Jefferson City, MO 65101
When we last left the AWA/Sobek Bio Bio exploradores, they were guzzling cervesas and gorging fresh green grapes under the hot Chilean sun on the Rio Maule. Like men to their own hanging, they gloomily boarded the train for Santiago and their flight home. But at the Estacion Centrale, advance scout Rob Lesser rushed forth with a last minute reprieve: ASA Airlines cancelled its Tuesday flight and would not fly again until Saturday. The trip goes on.

Our boats were posted back to the Bio Bio for next year’s trip, so additional paddling was out. But we could still scout up some new streams and other points of interest.

We decided to head for the volcano just above Santiago. By bus and foot, the route passed along the Rio Maipo, Rio Claro, Rio Volcan, and Rio Yeso. All looked potentially paddleable. Besides, a therapeutic hot spring, spectacular waterfalls, and massive geologic formations all lay unexplored by our eyes. So off we went up into the Andes toward San Jose de Maipo.

We clambered into the oven-like bus that was heated by the brilliant afternoon sun. Fortunately, it soon started rumbling up the steep highway into the mountains, and cool air relieved us somewhat. Reduced from exploradores to plain old tourists, we watched the towns slip by and waved at the chiquitas.

RIO MAIPO – THE ULTIMATE

Then, through the low trees, what doth blow our minds, but a riverine dream come true . . . a Class V continuous big watertorrent unlike any other river we have ever seen. 4,000 cfs of brown fury pulsed convincingly down a steep walled canyon without let up. Many kilometers passed with continuous five-ten foot waves interspersed with Class V++ drops. Wow, if this is Chile’s late summer, her early spring must be incredible.

The bus turned and passed over another chasm. Beneath us gushed the parallel Rio Claro, another Class V+. It is a narrow vicious little killer, littered with jagged chunks of granite; similar to the Idaho’s North Fork of the Payette (see page 20).

We followed upstream kilometer after kilometer and the Rio Maipo refused to get easier. Finally, 40 kilometers up into the mountains, the river splits into two powerful,
pushy tributaries. We paused and gaped at the confluence: a mass of cross-curlers. One fork, the Rio Yeso, poured off the slope and battled its way right through a 20-story landslide that hindered, but couldn't block this river.

The other branch, Rio Volcan, tumbled uproariously from far above us. While inching across it on a thin bridge without guardrails, we peered down into the swirling current and saw a lone eddy formed by 4000 cfs of brown fury pulsed convincingly down the steep walled canyon . . .

the cab of a snowplow truck that fallen right below us. I'll never again complain about my commute to the city.

The bus stopped at the one-store town of Volcan, dropping us off at the foot of talus slopes of two towering mountain ridges. We walked up a ways, studying the Rio Volcan as it splashed down through the craggy pieces of lava. No pools anywhere . . . runnable we think, but very marginal. We had found an entire watershed in the wilderness that would test any boater's upper limits.

Camping that night beside this challenge was both exhilarating and depressing. The water's roar stirred our blood. But, in fact, our boats reposed in a shed near Bio Bio. The clearest of stars sparkled overhead in the Via del Santiago, like a ribbon flowing toward Chile's capital.

Next day, Fred Young found the fabled hot pool and took his therapeutic swim. After hiking 10 kilometers back to Volcan to pick up the bus, none came. So we hitched a ride in the back of a huge truck jouncing its way over the crushed stone road toward Santiago. All the way down we watched the Rio Maipo wash out of the mountains. Each of us mentally picking our own route down this barely possible run. We must return.

THE LAST DAY

The next was our last full day in Chile, so we urgently needed memories. Our choice was Vina del Mar, a resort community 90 kilometers from Santiago, famed for the luscious string bikinis and seafood. Two Chileans took time off to guide us and we zoomed down the super highway to the seashore.

Reports of both delicacies were accurate. Our friend Rafo soon introduced us to several of the most pulchritudinous ladies we had ever seen. He seemed to know them all. Slightly dazed, we lolled, stared, and half-heartedly played paddle ball on the beach.

Seafood in Vina was also without equal. We moaned in appreciation (continued on page 33)
Bumper Stickers – 50¢ each
T-shirts – $4.00 each (S, M, L, XL)
Journal samples & back issues – $1.50
Embroidered 3-color patch – $3.00
White Water: Running the Wild Rivers of North America – by Bart Jackson
hardcover – $10.00
Article Index 1971-1979 – $1.50
Safety Codes – one free with stamped self-addressed envelope; 50 for $6.50
American Rivers Conservation Council Checkoff – $4.00

I have enclosed a check for $ to cover my order!

Name ____________________________
Address ____________________________
City & State ______________ Zip ______
Local Club _______________________

Mail this order blank and your check to:
AWA, Box 1483, Hagerstown, Md. 21740
over a lunch including three types of shell fish, fish soup, and fish fillets. If only we could bring it home.

Returning to the capital, we stopped at an empanade oven along the highway. The warm glow of the charcoal helped keep alive the fervent hope that we would return.

Saturday, ASA Airline's 707 took off per schedule, with us on it. In a matter of hours, we left life and returned to civilization. Well, months have passed, slides have been viewed, and the dreams have been recurring. Based on those dreams AWA is trying to work up another expedition as soon as possible. It cannot be January 16th as planned, but it will be. This I have promised myself night after night.

Tell your friends about AMERICAN WHITEWATER!

those who fail to maneuver correctly.'" But tough as it is, Big Three can be portaged, and in higher levels there's a sneak route left.

Working your way downriver, you negotiate Undercut Rock; Big Rock; Standing Wave; Long Shoals; and then aptly named Deliverance – the last major rapid on the run, followed closely by Railroad Rapid, a Class II anticlimax. Just downriver, you pass beneath an abandoned railroad bridge, signifying the end of the gorge. Sehlinger's book talks you through all 13 major rapids and several smaller ones via a comprehensive text and map.

Most boaters take out at Leatherwood Ford, 12 miles west of Oneida. You can park riverside or on the Scott County Rescue Squad grounds where primitive camping is permitted. The Squad offers a real time-saving shuttle service: for $10 you can drive to the Burnt Mill put-in and find your car at the take-out when you reach Leatherwood Ford, eight hours later. Well worth it.

If you're anywhere within striking distance, The Big South Fork gorge is well worth the trip. Oneida lies about three-and-a-half hours from Louisville; two from Lexington, and a bit more from Nashville and Knoxville. On your way down you might want to stop in the Scott County Courthouse, Oneida, and pick up their county map which shows the rivers' courses and accesses. Or you can get USGC quads Oneida South and Honey Creek. But however you get there, don't miss this run, it is truly one of "Kentucky's" finest.
It's time to put some balance in conservation activities. Certainly it is necessary to fight for certain cherished things. But fighting is almost always done on an item by item basis. A battle may be won but the war lost. Changes in policy (mission) win the war without battles, antagonism and soreheads. If conservationists are to have credible standing with the resource managing agencies, they must have balance. Unbalanced articles with blanket condemnation, such as "'Protected' National Rivers" make us conservationists look ignorant and boorish.

**Editor's Note:** Concerned and intelligent governmental officials are often caught in the middle between competing interests. Keep that situation in mind as you pursue your dam fighting and river enhancement efforts.

**WILD & SCENIC**

(continued from page 15)

and cars allowed. Water pure enough for recreation and/or wildlife needs.

Recreational rivers may have been and still be (for short stretches) impounded. But they're mostly free flowing. They show the most marks of man, but are still scenically and recreationally valueable.

Some development is allowed, but recreational use is the prime criterion for new construction.

**HOW TO SAVE A RIVER**

The process is simplicity itself, really. You have your choice of getting an act of Congress, or pushing it through the top levels of the federal bureaucracy. But, with either method, adding a river to the Wild & Scenic system takes mammoth and endless Public Support. It is the Act's ideal that clamour to save a river must swell from the bottom, rather than descend as a dictum from on high. Thus strange bedfellows i.e. boaters, hunting clubs, farmers, and fishers, must first unite to initiate the proposal; then ceaselessly battle for it every step of the way.

Via Congress. Local groups must first prod their Congressman to introduce a bill to study their river for Wild & Scenic inclusion. Then, the entire legislative process must be hurdled: hearings, debates, and passage in the House and Senate; then Presidential signature. If the river is O.K.'ed for study, a federal agency works with state and local people.
After more public hearings, an environmental impact statement, and much more, a management plan is drafted. The Office of Management and Budget, and the President edit the plan. Then the draft runs through the entire legislative process again. Then, and only then, is a federal agency funded and assigned to manage it. Seem Impossible? Look at the second method.

Via Bureaucracy. Local groups must persuade their river into the state protection system. (Only 23 have one. If your state doesn't, you must start one.) Once state-protected, the governor must be convinced to present it to the Secretary of the Interior for national inclusion. The Secretary mulls it over and must be pressured accordingly. Then, if he agrees, the river gets federal protection with state funding and management.

Either way, it is like pushing toothpaste back in the tube, and lumberingly slow compared with the process of destroying the same stream.

MANAGEMENT

If the river lies within a national park or other federal land, the Dept. of Agriculture's U.S. Forest Service handles it. Otherwise the Dept. of Interior's Bureau of Outdoor Recreation takes management. If passed via Secretary of Interior, it may be state managed. But regardless of the agency, the goals are still the same and the enforcement has been quite good. Currently, Wild & Scenic management is moving closer to local control. While the restrictions

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<tr>
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WILD & SCENIC

still carry federal clout, more and more local people and governments are being asked to supervise their own backyard rivers.

Once implemented, Wild & Scenic usually does a good job. But many arrows justifiably have been fired at the process.

→ It is random. There has been no system to the Act's river-saving. But fortunately, this is no longer true. The National Parks and Insular Affairs subcommittee (of the House Interior Committee) under Chairman Philip Burton (D-Calif.) has commissioned several groups for nationwide plans listing all potential rivers.

→ Landowners are forced to yield control of their land to federal agencies. Though rare, it does undeniably happen, occasionally.

→ It is slow. The process desperately needs streamlining. Dam projects swim through the bureaucracy like sharks, while Wild & Scenic bills flounder in congress like shorebound whales. But it is currently the only permanent, federal protection weapon we have. We must use it. And since its main energy comes from public support, we must be the ones to get it going. To lend a hand or for more information, write:

Dave Conrad
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