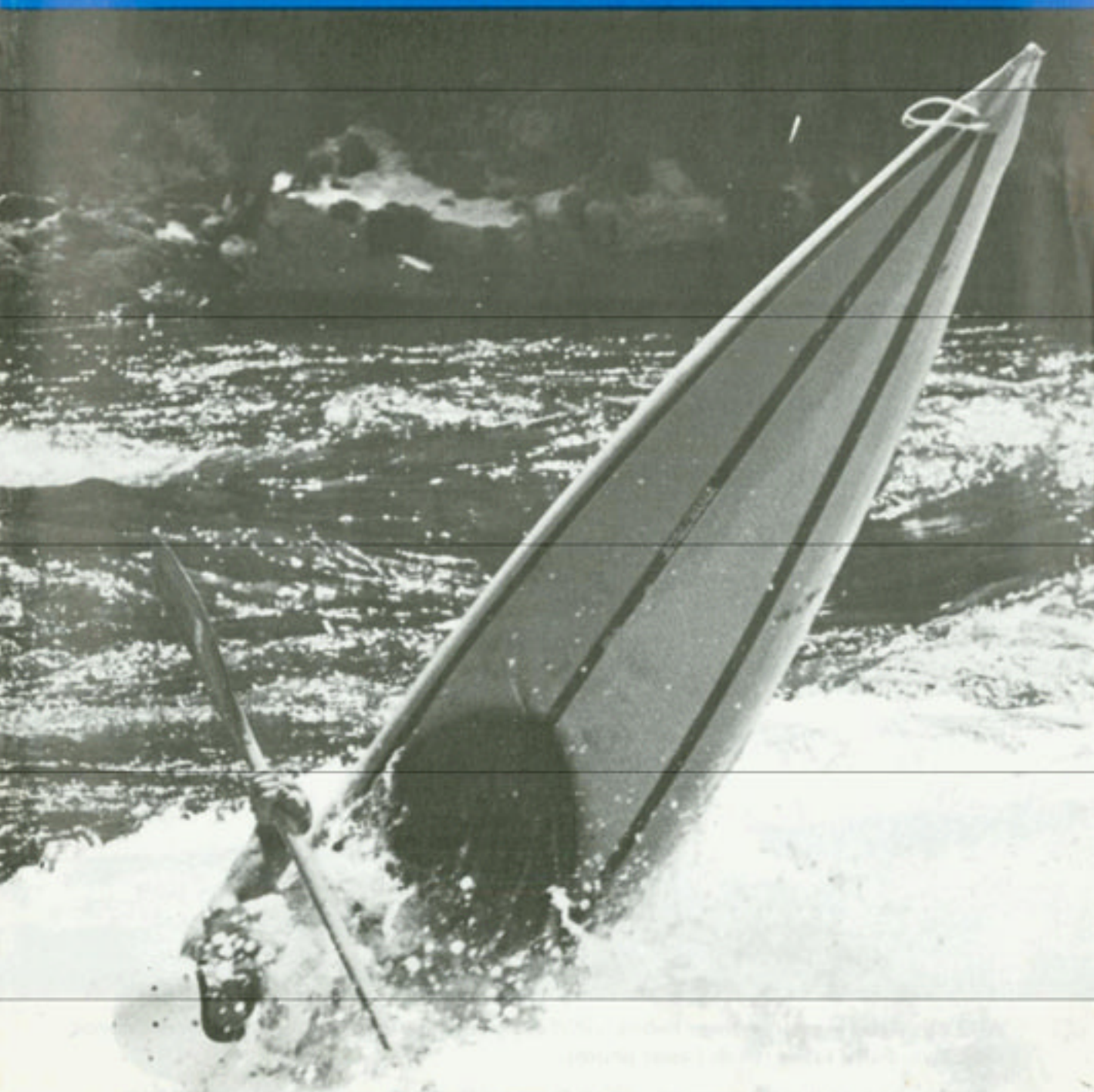


American

WHITEWATER

The Journal of the American Whitewater Affiliation



July-August 1981

Vol. XXVI, No. 4

ABOVE: Ron Frye cross-draws before a cliff-sculpting falls feeding the Snake River Canyon near Twin Falls, Idaho. (Rob Lesser photo).

COVER: Rich Walker plunging around on Oregon's Rogue River performs a near ender. (Rob Lesser photo).





WHITEWATER

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JULY-AUGUST 1981

Vol. XXVI, No. 4

The American Whitewater Affiliation

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How to Write to AMERICAN WHITEWATER:

- Send articles, photos, cartoons, poems and drawings to AWA Editor.
 - Send all membership forms and payments to Membership Chairman.
 - Send advertising matter and payments to Advertising Chairman.
 - Send questions of AWA Policy to Board President.
 - Obtain membership forms and all other information from AWA Secretary.
 - Obtain AWA products from Membership Chairman.
- Obtain AWA Safety Codes from Dave Smallwood, Box 1261, Jefferson City, MO 65102

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American Whitewater is mailed to all members of the American Whitewater Affiliation, an affiliation of boating clubs and individuals interested in whitewater paddle sport. Membership is open to interested individuals at \$10.00 per year and to clubs at \$12.00 per year. Businesses may affiliate at the rate of \$20.00 each year. Clubs and business affiliate names will be listed periodically in the Journal.

The Staff and Directors 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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AWA DIRECTORS ELECTION

Cast Your Vote For Boating's Future

The Nominating Committee has been very fortunate to assemble the following slate of candidates for AWA director for the four year term 1981-1985. All of them are well qualified and committed to furthering the objectives of AWA. They all have communicated a high degree of excitement for the post of director and demonstrated a willingness to put in the time necessary to achieve the goals they express in their letters we print here. We want to thank them for their interest and concern.

Apart from the Journal, AWA brings together, as officers and directors, people from widely scattered parts of the country. Improvement of communications among

these people is an important responsibility of new directors.

The future of AWA is really in the hands of the directors. We call upon all members and affiliates to vote in this election . . . AWA depends on the participation of the membership in elections. Remember, affiliates must vote too!

Here is an election small enough that each voice will be heard. So speak up and name your choices. Feel free to add your own comments on AWA activities in the space provided on the tear-out ballot.

Vote for no more than four, and send in your ballot by October 15, please. Votes received after October 31, 1981 will not be counted.

Slate of Candidates

1. RICH BANGS *is, simply put, the best river impresario alive today. Based in Angels Camp, California, his raft adventure company, Sobek, travels to the ends of the earth to chase all denizens of whitewater from crocodiles to horrifying holes. His command of the English language is equalled by his facility in several others. He is a master organizer and storyteller, a Lothario par excellence and a great friend of AWA.*

I There's a weir on the Potomac near where I grew up, a deceptively powerful weir heading a popular series of rapids. A sign upstream warned that "an average of seven people a year drowned" in this stretch. What all this has to do with the AWA and directorship candidacy is beyond me. Perhaps I could weave some analogy with AWA stuck in a hydraulic for years, churning ceaselessly above all the action, sucking a few well-intentioned victims into the aerated water. But that would be tacky and bromidic.

I've been boating since the Pleistocene epoch, back when AWA served a small, devoted coterie, a core of kayakers who envisioned an organization that would define their group and its goals and report on their activities. Since then a tidal wave of whitewater boaters has rolled across the continent, and the need for such a central spokesperson-watchdog organization has grown to crying size. We need it. I think I can help."

2. MARGE CLINE *has distinguished herself as the editor of the newsletter for the Chicago Whitewater Association. Undaunted by her responsibilities as a post-woman, a mother of two kids, and a dedicated wife, Marge finds time to paddle throughout the midwest, southeast, and east. She has worked with AWA for some time collecting provocative articles and invoicing AWA customers from her home in Palatine, Ill. Commitment like hers is all too rare. AWA is lucky to have her run for director.*

" First, I believe most people join AWA to receive the Journal. A great big 'hole' exists in literature available to the whitewater paddler. No glossy publication exists to fill this void and the Journal is the only major publication geared solely to the whitewater paddler. I would like to see it get the credit it deserves, not the snickers I often hear about its late, but much anticipated arrival.

Secondly, some of the articles in the Journal should be geared to the intermediate paddler, who does make up the bulk of the paddling community. We all like to read about "hair" trips that the international set has the skills and the funds to make, but articles should also be directed to lesser known runs, here in our own country, and well within the means of "Joe Blow."

Third, AWA has begun, and I'm sure will continue, to make paddlers aware of all the latest equipment, safety procedures and training tips. As I am actively involved locally with pool training programs and taking beginners out on the rivers for their first experiences, this ranks high on my list of priorities.

At last, I believe that at least one member of the board should be a lady, not because of women's lib, but we gals do form a good percentage of the paddling scene. After all, you fellows wouldn't compete in a C-2M event without one of us aboard. And each year, I see more and more gals out on the river, fighting their own battles with the River Gods!

Thank you for asking me to consider this position; I feel flattered, and flattery will get you most anywhere!"

3. KEN HOROWITZ *of Liberty, South Carolina is an energetic professional working for Perception, Inc. with a varied background in a variety of outdoor sports. His committment to conservation is unmatched, save for his ability to translate words into action. His willingness to serve AWA is fortuitous indeed.*

" I came to Perception in my current capacity as marketing director largely because I saw a way to channel some of the energy I had devoted to conservation and recreation in Idaho on a national level through the economic base of a whitewater company. In Idaho I wrote and lobbied for two years for the cross country skier's bill that allowed for more facilities and improvements in the sport. I also used my former sporting goods store in Boise as a meeting point and launching point for the Idaho White-water Association which was hastily organized to help fight against damming of the North Fork of the Payette. I became very frustrated

at the impotency against these problems without an economic sponsorship and well orchestrated information distribution method.

I view the AWA as an organization waiting to happen. The growth of whitewater in the upcoming three years will only be second to what happened in cross country skiing four years ago. A professional marketing approach injected into the AWA could tap into this explosion of popularity and come out as respected and strong as what the American Alpine Club is to the mountaineering community. I am convinced that the development of marketable publications through the auspices of the AWA could result in a viable cash flow that could allow for a much stronger potential in the coming years. If I was elected as a director, I would direct as much professional marketing skills towards these goals as time would allow.

In closing, I would like to say that the recent Save the Ocoee Campaign as well as the River Awareness Incentives that I developed for Perception have proved that the public is eager to help and grow with such associations as the AWA. They simply have to be approached correctly with some proven methods of response."

4. MURRAY M. JOHNSON *of Oregon City, Oregon has served AWA as director for four years and more recently has worked with ACA as Vice Commodore in his region. He has undertaken whitewater canoe instruction work and is cruise chairman for several local clubs. Father of two children, Murray works as a forester for the U.S. Forest service.*

" I feel that AWA offers a fraternal-like spirit of comraderie for non-competitive whitewater boating and related interests, and I want our activities to be directed toward maintaining and increasing this spirit.

We should work for growth by reassessing, restating and redefining our purpose, and focusing activities at this purpose. I would like to see growth result from subtlety, i.e. people join because they want to be a part of AWA, as opposed to a promotional, highly publicized membership solicitation.

My interests and hopes for the future of AWA include: 1) Continued emphasis on non-competitive whitewater paddling through articles, pictures and trip reports in the Journal; 2) Safety and whitewater instruction, again through articles, etc. in the Journal, and also through an organized, coordinated role with A.C.A. This could be a "sanctioning-type" program, actually carried out through AWA/ACA affiliates; and 3) Increased role in working with governmental regulatory and river-managing

agencies in volunteer/advisory basis toward the objectives of protecting streams AND the rights of all users. *In addition* to the input we now make (through individuals and organizations such as ARCC) to Wild & Scenic River Programs, *we should maintain contact* (cooperatively) with river managing agencies for offering input into river management plans *and the implementation of those plans*.

Our AWA Journal is our strongest "selling point" at present. It should not change format and should increase and encourage more articles and pictures within our ability to produce them."

5. TOM MINCHIN *As Small Craft Specialist for the American Red Cross in Greater New York, Tom is an Instructor Trainer of Canoeing for the Harriman-Metropolitan Division. He is a State of New York licensed guide. American Canoe Association (ACA) Canoe Instructor and Safety Chairman to the Metropolitan Canoe and Kayak Club (MCKC), an AWA affiliate club.*

" AWA exists to provide a sense of fulfillment to its members, who satisfy this desire in different ways — nevertheless, concern centers around the use and appreciation of river activities in the out-of-doors. To promote the whitewater paddling interests of AWA, one must believe in educating the public in safety and environmental conservation of natural resources. As Small Craft Specialist for the American Red Cross in Greater New York, I have first-hand knowledge in educating the public of boating safety practices, and as a licensed New York State guide I recognize the necessary measures to be undertaken to achieve conservation and environmental protection. My particular strengths should complement and supplement the energy of other Board members in ways designed to make the most efficient use of all AWA resources and members."

6. PETER SKINNER *has served AWA for many years in a number of capacities, most recently as President of the Board of Directors. He has helped AWA enter the decade of the eighties under a new managementsystem needed after the Sindelars retired. He is best known on the east coast where he seeks big water rivers whenever available. He works for the New York State Attorney General as a technical expert for pollution litigation and lives with his new wife, Mindy, near Albany, New York.*

" After five years of delight and difficulty, I feel my work for AWA has borne fruit. Transferring AWA operations from the Sindelar's home to a number of dedicated individuals across the country as well as the transfer of

editing to two new editors was not easy and caused upsets to the Journal publication schedules. Now, however, a sense of purpose and calm has settled on the group of workers who make AWA happen. I'm proud to be a part of the team who made that possible.

Each time a new issue of the AWA Journal comes out, my pride swells that our volunteer organization continues to function and excite paddlers **everywhere**. So many new paddlers are entering the sport each year needing information and instruction; AWA must continue to exist and in fact expand to meet those needs. The Journal must continue to go out and must achieve on time production to serve the public.

The work is clearly not done. Important conservation and safety programs need launching. Journal publication needs perfection. Our membership is only a small percentage of all paddlers nationwide. Service to affiliated clubs must keep pace with their needs. I hope one more term of office provides me an opportunity to help AWA achieve these and other goals. I guess I'll go for it one more time."

7. ROBERT D. VANDERLYN *is a civil engineer living in Hagerstown, Maryland who has paddled actively since 1953, Working with Phil Vogel, he revamped the AWA membership system and provides AWA with computer time to store and output the labels for mailing. A Charter Member of the Mason-Dixon Canoe Cruisers, Bob serves as the activities Chairman and canoe/kayak instructor.*

" Developing AWA's unique membership system taught me several things: national organizations like AWA must have a workable management arrangement, they must feature adequate communication among directors and staff and they are only as strong as the commitment and energy levels of the people involved. AWA has recently emerged from a transition period where all the basic arrangements, communications and people changed. Now, the systems and staff must interact to facilitate timely Journal production, predictable renewal efforts and aggressive membership outreach efforts. I look forward to helping achieve these goals.

In addition to the mechanical and programmatic items described above, I would like to direct efforts toward improved communications with our membership and affiliates. As the backbone of AWA, these individuals, clubs and businesses represent our service targets . . . their needs must be met. Of course, better communications with ACA and NORS will benefit all paddlers. As director, I can help these things occur."

8. RON WATTERS *hailing from Pocatello, Idaho, works as the outdoor sports director of Idaho State University, a post every one of us dreams of. He spends much of his time involved with enhancement of these sports and protection of their participants. He has published a book on winter camping and is at work on a book about paddling western rivers. Right now he is representing the US on a tour of white-water rivers throughout Europe as the guest of British paddlers.*

" There is something very appealing about the informality of the AWA as reflected in its journal. It reads as though it is a group of paddling friends huddled around a fire, talking with one another, joking, arguing, and expressing their hopes and fears. And yet, in this type of journalistic style there is a great wealth of useful and valuable information. The other competing commercial magazines lack the friendly

style and the wisdom that comes with being established for a good number of years. The AWA needs to continue this role as a clearing house where boaters can pass on new information and exchange ideas.

Growth is one of those things that is tough to talk about. On one hand, encouraging growth means more boaters and increased crowding on our limited amount of rivers. But growth, whether we like it or not will occur, and associated with it is the ever-increasing array of government regulations. The AWA must grow to keep up with this regulation of our sport. There are some tough battles coming and it is absolutely essential that we monitor and lobby in the interest of the private boaters' rights. With some promotional work and the demonstration that the AWA is a viable force, this increase in our membership can occur, and provide a wider base to meet the challenges ahead."

— VOTE NOW —

Letters from Readers:

AWA wants to hear your comments, complaints, and news. Why not write the AWA Editor today at 7 Holland Lane, Cranbury, N.J. 08512. If any or all of your letter is not for publication, please specify.

Our deepest apologies, Eric. We only hope your sensitive spirit will eventually recover. — Ed.

ROARING RAPIDS

Dear Bart,

Do I notice a little tongue in cheek regarding Roaring Rapids on page 10 of the latest AWA? How dare you! You know how sensitive I am!

Had a hilarious time at the Houston version: a slalom race where 40 Texas kayakers showed up to race down through 40 gates on "Thunder River". It even made the Today Show. Shows what a baseball strike will do . . . and now even Sports Illustrated got into the act last week with a piece on the SC's. May baseball die forever.

Eric Evans

TUBING SAFETY

Dear Bart,

Regarding John Larsen's letter to the editor on Tubing Safety: The most important points in the AWA Safety Code are pretty universal, and apply equally to all forms of rapid running, be it rafting, tubing, swimming, or running rivers in kayaks without paddles, using only swim fins on the hands as was done by a small cult in California a few years back. Of paramount importance as I see it is point 3— "KEEP YOUR CRAFT UNDER CONTROL. Control must be good enough at all times to stop or reach shore before you reach any danger. . ." This means that if your control is minimal, the only rapids that can safely be run are those known to

Letters (continued)

be completely free of danger spots. Tubers and swimmers, with less visibility, less power to speed out of danger, and weaker propulsion in general than boaters can only run unscouted rapids safely if they have sufficient power and control to assure mastery of their destiny, given the technical difficulty and power and speed of the river section in question. Being a competent swimmer with ability to handle one's self underwater is a must, as should be a lifejacket, since the tube has but a single air chamber, whether it be new or used. If attempting "West Virginia canyon rivers at high flow," I should think a crash helmet would also be indicated. The most frequent killers are the same for tubers — high water, cold, strainers, weirs, souse holes and other entrapment situations. And finally, since one never knows when help will be needed, tubing alone is at best no safer than boating alone.

And on "kite surfing a kayak" . . . The idea of being pulled along by a big kite recalls tales of the early whaling days and the "Nantucket sleigh ride" the whale-boaters got from a harpooned whale. Control in both cases sounds minimal, except that I suppose, like the whalers, you can always cut the rope if the wind doesn't die out in time to return for dinner.

Jim Sindelar

SUNSHINE STATE PADDLING

Dear Bart:

I am writing this in response to a request for information concerning paddling outside of whitewater country. Florida Adventures offers guided and completely outfitted trips on several Florida rivers. The paddler needs only his toothbrush! Florida Adventures supplies sleeping bag, tent, PFD, canoe, paddle, and the best meals available on any river.

Interpretive narrative about the natural history and folk lore of Florida's river

waterways is at the fingertips of our very experienced guides. Numerous trips guiding foreign visitors and youngsters has given us a unique appreciation of these facets.

Join us river tripping, individuals and groups welcome!

Thank you,
Florida Adventures
c/o 6741 Hood St.
Hollywood, Florida
33024

THEFT PREVENTION

Dear Editor,

David Rosenfeld's letter (AWA May-June 1981) suggesting we mark equipment is an excellent idea. However, our Metropolitan Police suggest using your driver's license number instead of the Social Security number, as they can get immediate identification of an automobile operator while Social Security numbers take a considerable amount of time for even government agencies to secure.

At least, if found, your identification will lead to rapid notification by the police.

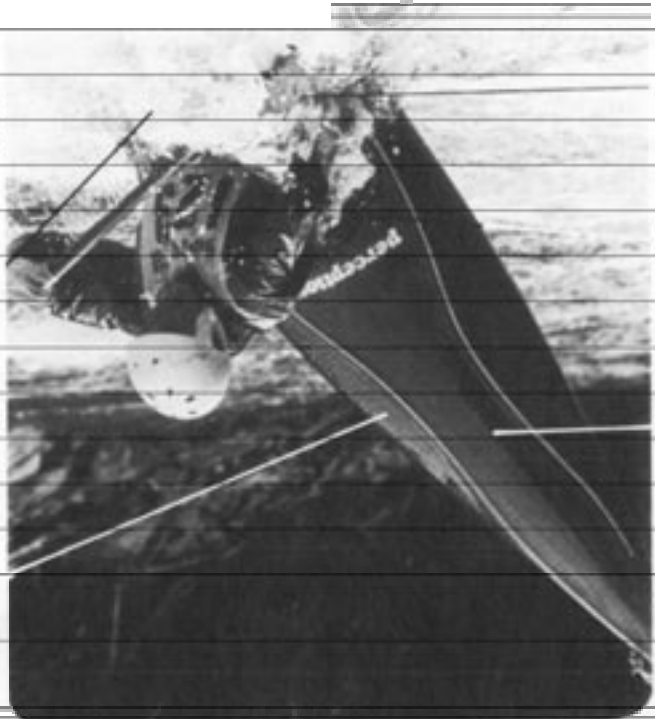
Harvey S. Arnold
Miami, Florida

Thanks for the tip. Boat theft is unfortunately rampant as shown on page 13 of this issue's "Fluvial News"; and we must all be aware of any possible preventative action. — Ed.

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Kathy Blas, Whitewater Hunter, Stanley, Idaho
June 15, 1980

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Help save an endangered natural resource; the Ocoee River. Perception is sponsoring a drawing for a contribution boat for those who make contributions and write letters for the Ocoee River effort. You must use our special form. Please call or write for one. Thanks for your support in this effort!

FLUVIAL

AWA AFFILIATE NOTES

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

TIDBITS & RUMORS

- The ABC Television Network has sponsored a group of paddlers (English, we think) to run the Zambezi River rapids, just below Victoria Falls in south central Africa. The Zambezi, forming the Zambia-Rhodesia border, plunges 355 sheer feet and sends up a veil of mist often 1000 feet high which can be seen for 40 miles. The waters from these falls, ranging from 270,000 to 9000 cfs, pour not into an open basin, but a walled chasm forming such memorables as Boiling Pot which constricts all that volume to 210 feet. Good luck fellas, don't forget your prayer shawls.

- Rob Lesser has convinced a couple of comrades and officials of ABC's "American Sportsman" series that the Stikine River in northern British Columbia is runnable and would make a good show. (We have no doubt about the latter, anyway.) The Stikine starts just west of the continental divide, loops up near the Yukon border in Mount Ediziz Province Park, and empties into the Pacific ocean at the southern tip of Alaska. All we know about the river is that it pours about 20,000 cfs through narrow canyon walls and is strictly a chopper - in, chopper - out run. We'll keep you posted on this one.

- AWA director candidate Ron Waters and Al Lawande (fresh from his non-

appearance at federal court), and other Idaho paddlers have run a boating exchange with several central European paddlers. The European paddlers will be experiencing several of Idaho's name streams this summer, while the boys will be seeing what Europe has to offer and enjoying continental hospitality.

WOMEN BOATING NEWSLETTER

Barb McKee of Hillsboro, N.J., veteran kayaker and champion racer, has begun a movement to further involve women in paddling. She is currently publishing a very informal newsletter for whitewater women called CaNEWS. The publication and the movement cover both open and decked boaters, cruisers and racers. If you would like to get on the CaNEWS mailing list, send your name and some money for postage to Barb's old address: 5 Marlborough Road, Rochester, N.Y. 14619.

"ILLEGAL KAYAKING" FINE FOR YELLOWSTONE VICTIMS

It was a lovely July 4th weekend and Yellowstone National Park's Yellowstone River seemed irresistible to expert paddlers Cully Erdman, Harry Lundstrom, Al Lawande, and Rob Lesser. The plan was to run the Yellowstone from Canyon, Wyoming to Gardiner, Montana. But near the Hellroaring suspension bridge, Cully dislocated his shoulder while reaching for a lost paddle.

At his own expense (about \$435), he was airlifted out and the long arm of local law arrested all four paddlers for boating in closed waters without a permit. Park

NEWS

Superintendent John Townsley stated that boating is prohibited everywhere in the park except for the Lewis River between Lewis and Shoshone Lakes, and even that requires a permit. The Yellowstone drainage was closed, Townsley stated, to protect fragile migratory bird and fish spawning areas.

Appearing before a U.S. Magistrate, Harry Lundstrom, for whom this was a second offense, received a \$300 fine. Lesser and Erdman were each fined \$300, \$150 plus a 30-day jail sentence of which was suspended. Al Lawande decided not to show for the court appearance and forfeited a \$150 bond.

— *Thanks to Bob Wallets*

BEST IDEA OF THE MONTH

The Bluff City Canoe Club in Memphis, Tennessee have designated the club's August meeting as swap night. Carpooling invariably leads to little goodies of equipment left in the wrong car and taken to the wrong home. To solve the problem, everyone is asked to bring in to the meeting all that additional stuff they've been meaning to get back to whomever it belongs. Not only will this shuffle back a lot of gear to the right owners, but it serves as a great impetus to attend club meetings.

— *Thanks to BCCC's "Currents"*

VESTLESS GIRL DROWNS CREEKS CLOSE

In Jefferson County Colorado, the sheriff's office has closed Bear and Clear Creeks to all recreational boating, rafting, and tubing for 30 days, following the June 8th drowning of 20 year old Tammy Ward. She was rafting near Tunnel Number Three in Clear Creek Canyon when her

raft overturned and she just didn't come up. Heavy recent rains had brought up the river level substantially above normal. But the real problem was that Tammy Ward was wearing no type of PFD whatsoever.

This perhaps unnecessary tragedy and resultant river closing are obviously no longer avoidable. But they can serve as an impetus to the boating community at large to instruct not just club members, but all potential paddlers and tubers in basic, but oh-so-important, safety techniques.

— *Thanks to Ed Sibert, Denver, Col.*

Conservation Notes

PONTOOK UPDATE

Jim Sindelar informs us of the latest news concerning the Save The Pontook campaign in which he, AWA, and several local paddling clubs are legal petitioners.

The New Hampshire Supreme Court has agreed to hear our case, which we feel was a very significant hurdle to clear. The brief will be filed 30 days from July 27, after which the developer has 30 days to reply, and then the court date will be set. Although the dedication issue has never before been ruled on in the state of New Hampshire, precedent cases in other states look very promising. There are cases, for example, in which the donor simply stated verbally that he wished to give some land for public use before he passed away. The public responded by using the land for the purpose for which it was given, and the dedication was subsequently upheld in court.

FLUVIAL NEWS

In the case of Pontook dam and rapids, the donor, N.H. Public Service Co., filed a written statement and attached it to the deed stating the land was being given to the people of the State of New Hampshire for recreational purposes. Continuous heavy recreational use since that time indicates an acceptance by the people, in addition to the acceptance of the land (and the attached conditions) by the N.H. Governor and Council in 1967. If you have not yet contributed, the price of a ski lift ticket or two would greatly help our cause. Send what you can to: Pontook Defense Fund, c/o James Sindelar, 264 East Side Dr., Concord, N.H. 03301.

Upcoming Expeditions

If you or your club are seeking members for an expedition, send specifics to AWA. Please include registrar's address, mandatory skill level, location, and approximate trip dates. If possible, list the number of available places and estimated cost.

CHINA'S FIRST: THE YANGTZE

She is born in the Koko Shili Mountains of the Chang Tang Tibetan Plateau, over 15,000 feet high. From there she carves a swath 3,500 miles long before emptying into the East China Sea at Shanghai. Only the Nile and Amazon are longer.

She is the Yangtze River, and Ken Warren and Jack Wheeler plan to make a first descent this fall. They are still looking for two additional team members: a physician with whitewater experience and an additional oarsman with photographic or other skills. For further information, contact:

Dr. Jack Wheeler, 1981 Yangtze Expedition, 427 N. Camden Dr. (Suite D), Beverly Hills, CA 90210.

— Thanks to "Exploration"

TRANS-NORTH AMERICA BY KAYAK

Bill Nelson will lead a trans-North America Kayaking Expedition, leaving June, 1982, running from Alaska to New York. The trip will paddle through the rivers of the Canadian Northwest, then down to the Great Lakes and on toward the east coast. In addition to just experiencing this land and its rivers, Bill is aiming to use this journey as a vehicle to raise funds for a non-profit organization yet unnamed — a sort of kayakathon. Very admirable. If interested, contact Bill Nelson, 357 Main St., Apt. 3D, Laurel, MD 20810. (301) 490-2820.

— Thanks to "Exploration"

THE KARNALI RIVER: ALL & IN NEPAL

From October 1st to December 15, 1981, the American Himalayan Whitewater Expedition, sponsored by the University of Oregon Outdoor Program, will be attempting the first descent of the entire Karnali River. A combination of kayaks, decked canoes, and small rafts will be making this exciting run, starting near northern Nepal's Tibetan border, through the Himalayas, to the jungles bordering northern India. During the trip, a film documentary will be made, as an aid to informing paddlers and other groups of the environmental needs of Nepal. Bruce Mason, co-leader of the 1978 Sun Kosi River Exploration in Nepal, will lead this expedition. If interested, contact him at: American Himalayan Whitewater Expedition, Box 3061, Eugene, OR 97403.

— Thanks to "Exploration"
(Continued on page 36.)

STOLEN BOATS

Theft, one of America's most prevalent pastimes has now hit the boating world with incessant rapid fire. The days when you could pull your boat up to shore, hike away for a week, return, and still find it untouched, have long since vanished. Now, if you leave a boat atop your car for the length of your slalom run, returning to find it still there is a chancy proposition indeed. Statistics show that state registration aids little in prevention. Driver's license or other identification numbers embedded in the boat also aid only in recovery. Theft is a bitter, but necessary, fact to face, as shown by the following recent ripoffs:

Outrage K-1. Stolen from the top of a car in Hinsdale, IL. CWA sticker on boat, small, gold color patch under seat. Serial number 012078. Any information, contact: Paul Carstens, 5711 S. Grant Ave. (Apt. 101), Hinsdale, IL 60521; (312) 323-3908.

Perception Mirage K-1. Stolen from Memphis, TN area. White with green stripe, serial no. 106520580. Also, stolen from same area a blue Old Town **Prijon K-1.**

If either are offered to you for sale, contact: Sonny Salomanx - (615) 755-3426.

Perception Mirage K-1 (brand new) and **Phoenix Savage K-1**; from Ed and Ann Hanrahan June 6th while they were at the Esopus slalom awards ceremony. The Perception is white with two, thin orange stripes on the deck; Coast Guard #WEM 100640181 molded into hull near bow; plus AWA decal on rear deck. The Savage is uncolored fiberglass; translucent whitish tan with white removable Ethafoam support walls bow and stern. Also stolen was a 214 cm Kober kayak paddle: light wood shaft with dark blades refinished in light fiberglass. Any information, contact Ed Hanrahan: (201) 746-8755.

And finally, \$1800 worth of boats and equipment were stolen from the Idaho State University craft shop in the Student Union building. This equipment is used to instruct and are a major portion of the University Outing Club's livelihood. They need them to keep the program going. Please read this reward poster and keep your eyes open on the river.

REWARD

for information leading to or return of

Two Dick Held Kayaks plus a Large Amount of Whitewater Equipment

STOLEN

from Idaho State University craft shop, in the Student Union

Salmon River K-1 - Brand new, green fiberglass deck, yellow plastic (Royalex) hull, metal seam calked by cockpit.

Lochsa K-1 - Brand new, white fiberglass deck, Red Royalex hull, metal seam calked by cockpit.

PLUS

Two full sets Phoenix stow-float bags and #2 dry bags, Two Ethafoam walls, a Pro-tec Yellow helmet, a Nona white helmet, a Stern yellow PFD, and Extra-sport red PFD, three spray skirts, two full wetsuits.

Contact: Jeff Rhoads (208) 233-2993
Kellie Erwin (208) 236-3912

or write: 113 Dartmouth
Box 8118 I.S.U.
Pocatello, ID 83209

AWA Book Reviews

SOME POSSIBLE ADDITIONS TO YOUR BOATING BOOKSHELF

AWA is constantly on the lookout for new books and films on boating, the environment, and generally related topics. We welcome outside reviews from interested readers. If you would like a book or film reviewed, just send a copy to the AWA Editor. (If not elsewhere listed, please include book price and a few author biography notes,)

TO WIN THE WORLDS

William T. Endicott

Paperback, b&w photos and illustrations, \$16, (Price may soon be altered).

Available from Bill Endicott, 6537 Broad St., Bethesda, MD 20016; 1981.

The cover of this paperback subtitles "A Textbook for Elite Slalomists and their Coaches". As I read what Bill has put together, I recognize that a knowledgeable person has put a lot of effort into a book that will have a very limited audience — it must most certainly be a labor of love.

As primarily a canoe paddler, it was surprising to me that the author of this book focused first on C-1 and C-2, before centering on K-1. Yet since the canoe paddlers in the United States under Bill's coaching have won world championships, perhaps it is fitting that he cover the area first where the fruits of his coaching have, so far, paid off so well.

The book is split into five sections: Basic Understanding, Technique, Planning it Out, The Body, and The Coach. Each section has several chapters elaborating and detailing the information fitting into that part. Also, the book has ample photos and illustrations to clearly put across the message. It is obvious to me that Bill has had his book reviewed in draft form by a

lot of very competent paddlers and communicators. The list of credits reads like a Who's Who of slalom racing. All in all, what he covers makes a lot of sense to this reviewer.

So, with a title which would tell a prospective buyer that the book is for top competitors and their coaches, should less-than-elite slalomists and casual slalom boaters consider this book for their reading? My answer is YES. To Win The Worlds provides a storehouse of good ideas for those interested in self-improvement and it should spark desire in many to reach their potential. The more interested in competition a person is, the more the book is appropriate to read, study, and digest.

— Reviewed by Ray McLain

GUIDE DES RIVERES SPORTIVES AU QUEBEC

By Gilles Fortin

445 pages, 7½" x 9", ample photos, detailed maps, \$35 via AWA discount.

Available through AWA, 7 Holland Lane, Cranbury, N.J. 08512; 1981.

It took Gilles Fortin three years to research and write this incredibly thorough and accurate guide to the seldom run Quebec rivers. It takes 445 pages of small type, maps, pictures, hydrograms, and many other diagrams to express. For you, the reader, all it takes is a working level of French. In short, Guide des Rivières Sportives au Québec has set the world's standard for river books . . . period.

No one else has come close to covering so many Class III-IV rivers in so detailed a manner. Each run is explained step by step from put-in to takeout. Flow rate probability diagrams are provided to aid


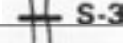



















in choosing the proper time to run the river. Line drawings and time-lapse photographs enrich the explanations of difficult runs. A look at this book's map legend and sample map on the opposite page (opposite) should convince you this guy means business.

All of the necessary information for any trip is concisely compiled to direct paddlers to rivers, even those not accessible by car. Nor does the author limit his whitewater coverage. Gilles is not a wimp paddler. Waterfalls and Class V are his standard fare. Not surprising then, are his sections dedicated to preparation for hair boating both in river reading and technique. Also, in a generous section, Gilles discusses specialized boats and equipment modifications he recommends for use in Quebec.

Quebec is a huge province almost entirely located on the Laurentian Shield, where rivers abound, and small technical to big water cries out for paddling. The first step to answer the cry must be the purchase of this expensive but indispensable book. AWA will offer it to members at \$35, shipping included. No markup is being made to help popularize this magnificent reference of river resources.

— Reviewed by Pete Skinner

These symbols in the Guide Des Rivières Sportives au Québec make each map, exquisitely detailed, including the river itself, the surrounding area, landmarks, roads, and distances along major access routes. In fact, even without a knowledge of French, these maps provide ample information to run a river.

MAP SYMBOLS	
	Rapids R-1 easy R-2 intermediate R-3 difficult R-4 very difficult R-5 dangerous R-6 unrunnable
	Ledge S-3 open drop S-4 difficult S-5 dangerous
	Start of trip (flag pointing downstream)
	Take out
	Unrunnable Fall : C-height in meters Cascade : K-height in meters
	Dam, Weir
	Bridge
	Foot-bridge
	dried-up bed
	Cliff, Canyon
	Expressway
	Paved road
	Dirt road
	Trail, Portage
	Gate
	Rail road, Station
	Road Side Tables
	Campground
	View Point
	Emergency Exit
	Parc, Reserve Boundary
	Power Line
	Map-North (diameter of circle shows scale)
	Gauge d i n g Station
	Interesting Rapid



The Dest of the SOUTH SHORE

Part I

by MATT KUCKUK

WHAT DUMPS INTO THE GREAT LAKES WILL AMAZE YOU

Paddlers from here in the upper mid-west travel to more mountainous areas of the country for boating vacations. We always seem to encounter a skeptical query from the local paddlers we meet: "How the heck can anyone from *Wisconsin* (or Minnesota or Michigan or Illinois, as the case may be) ever learn to paddle whitewater??"

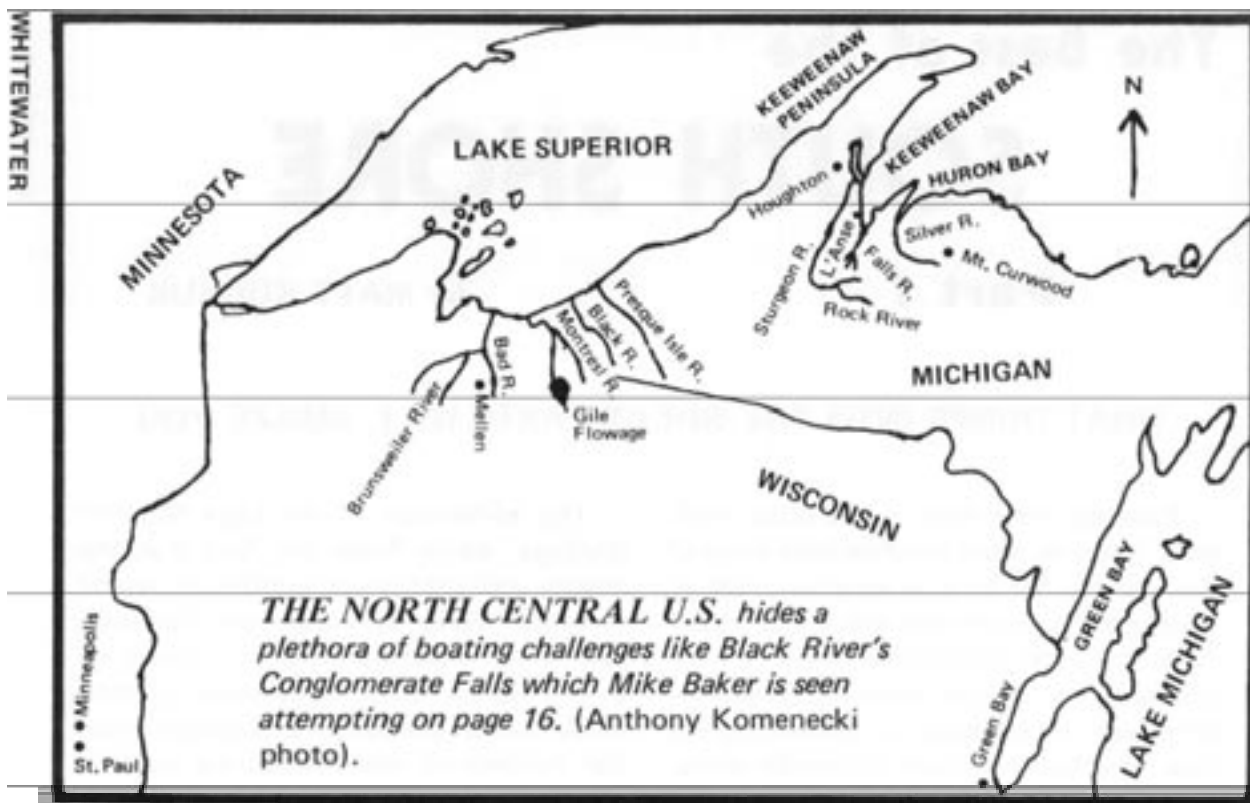
We try to explain, "Well, we've got the Peshtigo, the Menominee, Grandfather Falls, the North Shore, the South Shore . . .," but before we have a chance to extoll the virtues of our local gems, our audience has usually drifted on downstream, secure in the belief that no river flowing through cornfields and cowpastures could ever hope to compare with the lowliest mountain stream, much less the likes of the Gauley, Chatooga, Payette, or American.

I don't claim all mountain dwellers hold this opinion, nor that we midwesterners have not learned a great deal (and had a great time) on the rivers of the Appalachians, Rockies, and west coast. However, I simply suggest *our* local rivers have been overlooked and underestimated for too long. Therefore, I present this introduction to the best rivers the south shore of Lake Superior, an area that has been, until now, one of the best kept secrets of American whitewater paddling. These rivers have had next to nothing written about them, and they are, quite simply, fantastic.

The whitewater of the Lake Superior drainage results from the fact that the mighty lake sits several hundred to several thousand feet below the surrounding land, due to the unique geology and glaciation of the region. Most south shore streams exhibit classic plateau-river characteristics: flat headwaters with increasing gradient and harder bedrock as the lake is neared. The bedrock varies widely, from sandstones, conglomerate/shale mixtures and basalt in the western part, to hard slate in the L'Anse area. (Conglomerate and slate make for particularly interesting rivers: the soft conglomerate is non-stratified, and erodes into deep, sculptured gorges with riverbeds resembling double-zero grit sandpaper; the slate is hard and highly stratified, so that when running across the strata the river tumbles over ledges and falls, but when running parallel forms long slides with knife-edge rocks.

Because of the size of Lake Superior, the elevation rise of the land and the prevailing weather patterns from the northwest, there is voluminous precipitation on the south shore, much of it in the form of snow. The immediate shoreline area gets **200** to **400** inches of snow in an average winter, almost guaranteeing a good late April – early May high water season every year.

However, the same conditions that cause all this snow to fall, make for very severe and unpredictable weather in the



spring (accompanied by "The Cloud" – an almost perpetual bank of fog and clouds on the immediate lakeshore). In fact, the area has its own sub-climate, adding to the wild, untamed character of the paddling experience.

Following are descriptions of the best runs of the south shore. Many of these were first explored in the past few years, and excellent new rivers are discovered almost every year. Several have been run only a handful of times, a refreshing contrast to the traffic jams that clog popular rivers all over the country.

Presque Isle River **Upper Peninsula of Michigan**

This is the one river of the region that has received some national attention. It is compared to the Upper Gauley so often that I will start by drawing some parallels: the run is similarly long (16 miles), the size is comparable (1500 to 2000 CFS is

considered "medium"), the difficulty about the same (Class IV at medium levels) and the scenery similarly outstanding. However, the rapids of the two rivers are very different. The Gauley has many short, difficult rapids separated by pools, whereas the Presque Isle receives most of its formidable reputation from one very long section of continuous expert-level water.

A run down the Presque Isle is quite an occasion. Good paddlers from all over the midwest tend to gather there when it is at good levels. At the put-in near the M-28 bridge, wide-eyed first-timers listen to sobering river descriptions and animated tales of lost boats, mile-long portages in high water, walkouts and other memorable events.

When the shuttlers return with the definitive water level (read from the takeout gauge) the first leg of the trip begins. From the put-in down to a logging road bridge at about the halfway point, the river contains mostly Class I and II rapids

separated by long pools, some of which are almost lakes.

Three good Class III and IV rapids do occur on this stretch, the second of which has an excellent ender hold. The pace picks up to steady riffles just before the middle bridge is reached, at which point the last real visible pool has been passed until just above the takeout.

After lunch at the bridge, the real fun begins. For several miles, the river runs over continuous Class II boulder beds, until a point is reached where it turns gradually to the left and starts heading seriously downhill over irregular shale and conglomerate ledges. This is the Canyon: a rapids that has claimed more boats than any other I know of. At low levels, it is continuous Class IV for several miles, ending with some extensive scouting at Triple Drop and Nokomis Falls. Triple Drop consists of three large, tricky ledges and intervening rapids totaling around 20 feet. Nokomis is a long, steep slide into a river-wide, very hungry hole. (At higher levels the Canyon becomes very powerful and easily rates Class V and most sane folks shoulder their boats just above Triple Drop and put in again below Nokomis.)

After the Canyon come several miles of continuous Class III, during which the river gradually widens until it is almost 100 yards wide, still rushing over small ledges. These rapids continue right up to the lip of Lepisto Falls, a 10-foot ledge that should be carefully scouted. Lepisto is followed immediately by two more large, runnable ledges. Subsequently, easy rapids resume and gradually diminish to riffles until the takeout at the South Boundary Road bridge is reached.

Sightings of whitetail deer, bald eagles and black bear are not rare in this last easy stretch. In the mile between the bridge and Lake Superior are numerous large, picturesque falls, not usually run.

Water levels are critical to the runnability and difficulty of the Presque Isle. A reading of 7.2 feet on the take-out gauge is considered rock bottom; 7.5 to 7.7 is optimum; and anything more than 8 feet is extremely hairy.

John Alt of Minnesota gives the following description of the river at 8.5: "We had to portage a lot of the Canyon, but the stuff below Nokomis had continuous 8 foot waves for miles and made the whole run worthwhile."

A final warning: the area is extremely wild and remote, so walkouts (usually as a result of losing a boat in the Canyon) are not enjoyable.

Black River

Upper Penninsula Michigan

Like its close neighbor the Presque Isle, the Black is a fairly large river that collects water on a flat table and has its best whitewater in the last 10 miles above the lake. Several sections of flatwater, easy rapids and isolated big drops exist above the Narrows (a convenient roadside campground). But the most popular section among whitewater affectionados is from the Narrows to the lake — the "Long Section."

The first part of this run is mostly easy and scenic and has three good, long Class III stretches. Conglomerate Falls marks the change in character between this section and the Lower Black Gorge — the final two and a half miles into the lake.

Conglomerate Falls is a 25 foot **runnable** drop, followed by a Class IV rapids. The reasonable location to take out and start portaging is either at Conglomerate or just below the next rapids, as the banks grow steeper and the eddies fewer as the river drops into the Potowatomie-Gorge Falls area.

Admire this horrendous pair of 20-foot-plus falls cut deep into a wierd conglomerate gorge from the platforms erected for

(Continued on page 35.)

The 1981 United States Team

Our top men and women paddlers representing us at the Bala World Championships.

SLALOM

C-1

David Hearn
Jon Luginbill
Ron Luginbill
Kent Ford

K-1

Dan Isbister
Cnr s McCormick
Hank Tnorburri
Doug Gordon

K-1W

Cathy Hearn
Linda Harr son
Yuri Kusuda
Sue Norman

C-2

Mike Garvis, Steve Garvis
George Strickland, Ricky Hill
Carl Gutschick, Paul Flack
Jef Huey, Paul Grabow

C-2M

John Sweet, Barb McKee
Brett Sorensen, Karen Marte
Fritz Haller, Liz Hayman

WILDWATER

K-1

Dan Schnurenberger
Terry White
Bob Alexander
Dan Johnson

K-1W

Carol Fisher
Leslie Klein
Ginny Stillman
Jean Campbell

C-1

Chuck Lyda
John Butler
Jim Underwood
John Evans

C-2

Bern Collins, Stan Janus
Andy Bridge, Howard Foer
David Jones, Tom Popp
Bob Bofiner, Rusty Hill

C-2M

Mike Hipsher, Bunny Johns

RON LUGBILL — C-1 Slalom
(Eric Evans photo)

KENT FORD — C-1 Slalom
(John Nelson photo)

JON LUGBILL — C-1 Slalom
(Eric Evans photo)

1981

Open Boat Champs

NANTAHALA RIVER, N.C.

SLALOM – June 29, 1981

	<u>Time</u>	<u>Pen.</u>	<u>Total</u>
OC-2 MEN (12 entries in class)			
1. Robert Harkness/ John Zubizaretta	307.9	10	317.9
2. David Brown/ Robert Pope	333.4	40	373.4
3. Chuck Harris/ Ed Daugherty	335.6	50	385.6

OC-2 WOMEN (5 entries in class)			
1. Bunny Johns/ Carrie Ashton	307.4	20	327.4
2. Margie Zubizaretta/ Debbie Myers	357.0	30	387.0
3. Melissa Andrews/ Eve Burton	360.9	150	510.9

OC-2 MASTERS (6 entries in class)			
1. Keech LeClair/ Ann LeClair	393.3	100	493.3
2. Andrew Reynolds/ Fred Hesselgrave	424.8	110	534.8
3. Monte Smith/ Don Parsons	424.0	120	544.0

OC-1 WOMEN MEDIUM (5 entries in class)			
1. Bunny Johns	387.6	55	442.6
2. Barbara Osgood	449.3	270	719.3
3. Catherine Crowder	465.1	315	780.1

OC-1 MASTER MEDIUM (7 entries in class)			
1. John Berry Sr.	433.9	80	513.9
2. Jim Hill	473.6	75	548.6
3. Keech LeClair	526.6	30	556.6

OC-1 MEN MEDIUM (18 entries in class)			
1. Fritz Orr	347.5	30	377.5
2. Les Bechdel	322.2	60	382.2
3. Alan Mandrell	348.2	45	393.2

OC-1 JUNIOR SHORT (3 entries in class)			
1. George McLane	368.3	40	408.3
2. Kevin LeClair	406.0	40	446.0
3. Randy Braley	396.4	445	841.4

OC-2 MIXED (13 entries in class)			
1. Chuck Harris/ Debbie Myers	316.1	10	326.1
2. Margie Zubizaretta/ John Zubizaretta	327.7	10	337.7
3. Eve Burton/ John Burton	345.1	20	365.1

OC-2 JUNIOR-SENIOR (9 entries in class)			
1. George McLane/ Denis McLane	377.6	40	417.6
2. Kevin LeClair/ Keech LeClair	396.2	60	456.2
3. Frances Stanley/ Ed Weatherby	367.8	200	567.8

OC-1 MEN SHORT (23 entries in class)			
1. O'Possum Pipes	299.5	25	324.5
2. Fritz Orr	318.6	40	358.6
3. Dave Moccia	332.8	35	367.8

OC-1 WOMEN SHORT (5 entries in class)			
1. Carrie Ashton	345.4	15	360.4
2. Barbara Osgood	499.0	255	754.0
3. Linda Davidson	399.2	495	894.2



**JOHN BERRY SR. – OC-1 Master
Medium Winner
(NOC photo)**



**DEBBIE MEYERS & CHUCK HARRIS
– OC-2 Mixed Winners
(NOC photo)**

**JOHN ZUBIZARETTA & ROBERT
HARKNESS – OC-2 Mens Slalom
Winners (NOC photo)**





BUNNY JOHNS & CARRIE ASHTON
— OC-2 Women Slalom Winners
(NOC photo)



GEORGE WALSH & ED MENDES
— OC-2 Mens Short Winners
(NOC photo)

CARRIE ASHTON winning the OC-1W
Short Slalom class



1981

Open Boat Champs

WHITEWATER

DOWNRIVER — July 21, 1981

OC-2 MEN MEDIUM (21 entries in class)

1. Norm Hecker/Randy Drake 1:27:01.9
2. Ben Pearson/Bill Young 1:27:26.7
3. Bill Baxter/Les Bechdel 1:27:32.4

OC-2 MIXED MEDIUM (9 entries in class)

1. Bunny Johns/Mike Hipsher 1:28:26.5
2. Mary Ann Bean/Nat Lucy 1:31:03.5
3. Karen Blazejewski/Steve Blazejewski 1:32:07.0

OC-2 MASTERS MEDIUM (4 entries in class)

1. Court McDermott/John Rowe 1:32:30.4
2. Monte Smith/Don Parsons 1:35:39.5
3. Ed Stasz/Caz Wood 1:46:56.7

OC-2 MEN SHORT (7 entries in class)

1. George Walsh/Ed Mendes 1:34:08.6
2. George Fatula/John MacDonald 1:35:41.1
3. Bob Michalec/Don Patneade 1:35:54.8

OC-2 WOMEN MEDIUM (5 entries in class)

1. Nancy Shelhorse/Lilly Gilbert 1:36:21.8
2. Sandy Roberts/Poppy Thacher 1:39:15.5
3. Maggie Everett/Paula Woodruff 1:42:29.9

OC-2 JUNIOR-SENIOR (9 entries in class)

1. Heidi Becker/Bob Becker 1:37:30.0
2. Jerry Brown/Bob Brown 1:37:36.4
3. Don Littlefield/Dan Littlefield 1:38:05.2

OC-1 MENS (33 entries in class)

1. Jeff Lathrop 1:33:40.0
2. John Butler 1:34:27.4
3. Dean Crocker 1:34:49.9

OC-1 MASTER (8 entries in class)

1. Bob Shelton 1:38:19.2
2. Fred Davis 1:40:26.0
3. Frank Stasz 1:40:31.9

COMBINED CLASS FINAL RESULTS

(Same boat for both slalom and downriver)

OC-2 MEN (6 entries in class)

1. Phillip Williams/Payson Kennedy
2. Doug Cameron/Steve Puckette
3. John Berry Sr./John Berry Jr.

OC-2 MIXED (5 entries in class)

1. Margie Zubizaretta/John Zubizaretta
2. Kay Henry/Jim Henry
3. Barbary Osgood/Bruce Cox

OC-1 (7 entries in class)

1. Robert Harrison
2. Sam Fowlkes
3. Paul Dickey

The RIVER RUSH IS ON

WHITEWATER BOATING MAY SOON BE A THING OF THE PAST.

PETE SKINNER TELLS WHY

Whitewater paddling is in grave danger on the east and west coasts. Beset by river access limitations, travel costs, and nationwide water shortages, whitewater rivers now face what may be their last Donnybrook — small head hydro projects. If the present land-rush pace of development is not stemmed, whitewater paddlers will be a rare and endangered species by the 1990's — just 10 short years away.

Prior to 1980, the Federal Energy Regulatory Commission (FERC — originally the old-time Federal Power Commission) received a measly 20 to 30 applications for hydropower projects and licenses each year. Each one of these were scrutinized for environmental impact. The licensing review pace was slow and deliberate. Concerned paddlers and environmentalists had opportunities to organize opposition and affect blockages or mitigation or damaging projects. In fact, before Congress passed the Federal Power Act in 1920 creating the FPC, any and all dams on rivers required passage of individual legislation to authorize construction.

Now, however, all has changed. Unfortunately, as of June, 1980, FERC has processed an incredible 1148 hydro project permits. A constellation of societal values, private interests, and regulatory enticements threaten to drown each and every stretch of whitewater in the U.S.. . . not sometime in the future, but right now.

Let's start with a look at our society. At one time, the pursuit of natural resources kept pace with available supply. Many beautiful rivers were lost, mind you, but many still flowed free. Cognizant,

however, that the remaining rivers were uniquely valuable to the natural wealth of the nation, Congress passed legislation in the late 60's and early 70's creating the National Environmental Policy Act and the Wild and Scenic Rivers Act. These and other enactments served to focus preservation ethics on the dwindling supply of free flowing streams.

Ten years later, however, only a few streams have been designated Wild and Scenic and the pressure for development of the balance is earnest and massive. Skyrocketing oil, coal, and nuclear power prices make hydropower look ridiculously inexpensive, especially with the dirt cheap Allis-Chalmers turbine-generator packages on the market. States like New York have set up programs to help developers plun-

WANTED: CONSERVATION FIGHTER

AWA SEEKS a person dedicated to river preservation, to work for a small stipend to form and coordinate a nationwide pressure group to make a real impact. River rapists are attacking our free-flowing streams on all fronts and without some kind of united coalition to fight them, whitewater boating will soon be a sport of the past. If you are interested, or know someone who is, read the rest of this article for details, then contact AWA President Pete Skinner at (518) 474-4818 or (518) 674-5519.

Farsighted entrepreneurs. . . have set up basement permit gathering operations . . . selling access rights for millions once they obtain permits.

der small hydro sites. The 1981 State legislature passed a bill exempting 80 megawatt-and-under facilities from all state regulations! Our country's rapacious appetite for electricity seems to justify any type of destruction of our natural resources.

But our electricity gluttony is not the only culprit generating the hydropower permit rush. Advocates of alternative energy sources, utility representatives, and Congresspeople have teamed up under earlier administrations to push through legislation encouraging small hydropower development. For instance, the Public Utility Reform Program Act of 1978 (PURPA) requires in Section 210 that utilities buy all power generated by private hydro sites at "fair and reasonable rates", (generally construed to mean oil price equivalency). Fearful that private developers will deluge them under this section with very expensive kilowatts, private utilities have rushed to all the sites in their service territory, chasing down and locking up the sites with priority FERC permits before the guy down the street does.

More frightening are the "regulatory reform" efforts of the Reagan Administration. Led by the misguided and callous ethics of people like Interior Secretary James Watt, (who recently said "I don't walk and I don't paddle"), Reaganites have pushed FERC to speed up the already rapid pace of river destruction. Exemptions to permit processes abound. Any existing site capable of generating 1.5 megawatts can be exempted entirely from regulation. That is equivalent to 500 cfs dropping 4.3 feet. Major licenses for existing facilities of 5 megawatts or more used to require 22 *exhibits* detailing financial capabilities of developers and environmental impacts. FERC now requires *only*

seven. Even when a permit is required by FERC, the likelihood of a public hearing is near zero according to an FERC spokesman I spoke to. To make matters worse, a new breed of river rapist has come on the scene.

Farsighted entrepreneurs, some of them smart bureaucrats who dropped out of government after "reforming" the FERC licensing procedures, have set up basement permit gathering operations. Names like Mitchell Energy Corp., Long Lake Energy Corporation, American Hydro Power Corp., and Energetics, Inc. grace the top of hundreds of preliminary permit applications. These river speculators have little or no financial capability to build or redevelop power plants, but are in a position to sell access to their development priority rights for millions of dollars once they obtain the permits.

In order to combat these dam permit scalpers, private and public utilities, municipal power cooperatives, manufacturing companies, and even the dam owners themselves (who could lose their ownership of the site to such speculators under Section 21 eminent domain powers in the Federal Power Act) have joined the headlong rush to get hydro site development rights ahead of their competitors. Paranoia strikes deep, indeed.

Now, the Reagan Administration has attempted the ultimate insult. Hidden inconspicuously inside the Broyhill (R-NC) substitute for the Energy and Commerce Committee portion of the budget reconciliation bill in the House of Representatives was budget-cutter David Stockman's 15 megawatt hydro site regulation exemption (15 megawatt is equivalent to 2000 cfs dropping 107 feet.) Such a bill *would* exempt 75% of all America's developable sites. The recent budget-passage fever could have easily pulled this 15 MW

exemption along with it, had not the American Rivers Conservation Council (ARCC) and others organized a squawk so vociferous that even the Republicans agreed to scuttle the Broyhill proposal.

The idea is not dead however. Senator McClare (R-ID) has sponsored S-1299 which is still pending on a committee calendar to do the same thing. Although easier to target and shoot down when not hidden as a rider on an unrelated enactment, S-1299 could move at any time and accelerate the destruction of our rivers by removing the last vestiges of FERC regulation.

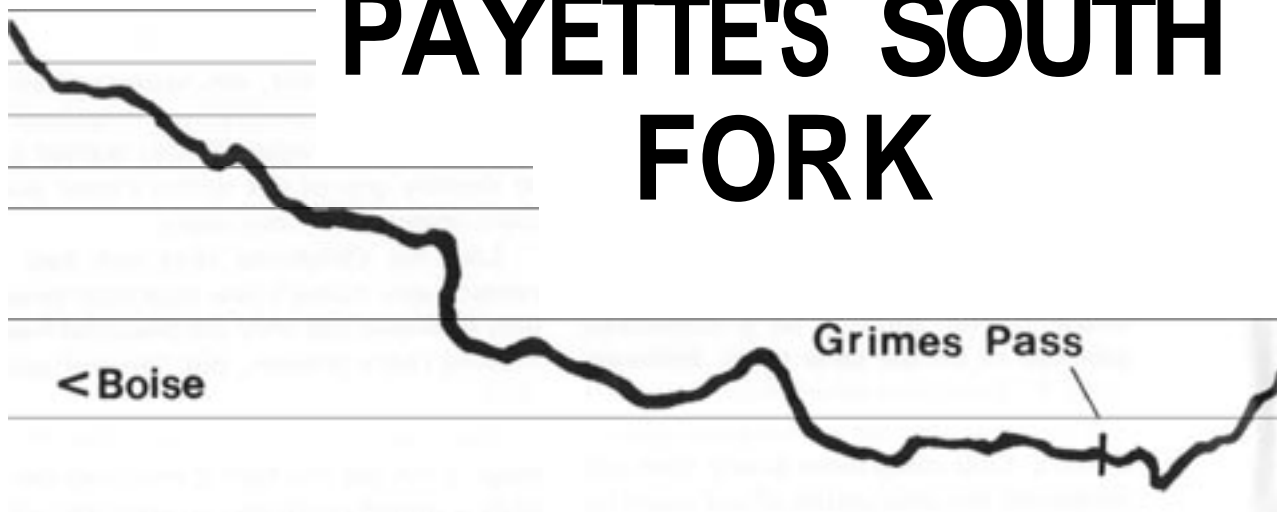
Dissatisfied with their legislative attack, Reaganites have used other tactics to eliminate river protection. First they have eliminated the Heritage Conservation and Recreation Service whose mandate included river inventories, policy approaches and recommendations for Wild and Scenic status. Next, they cut the FERC budget by 20%. First to go because of this was the FERC division which prepared comprehensive river basin planning — the agency's one limited but rational basis for river protection.

Taken as a whole, our nation's electricity addiction, speculators, "regulatory reforms", and Reaganism have teamed up to destroy one of our nation's most precious resources . . . our rivers.

Like the Oklahoma land rush over a century ago, today's new river rush threatens to drown not only the beautiful free-flowing rivers present, but also our paddling sport as well.

The time for action is now. The challenge is real the the fight a very hard one. Only a united coalition can stem the tide. For this reason, AWA seeks a dedicated person to work for a small stipend to form and coordinate a nationwide pressure group to make a real impact. The need for immediate action is very great and very urgent, but at AWA our committment is just as real and great. If you are interested in this position, or know someone who is, contact Pete Skinner at (518) 474-4818, or (518) 674-5519. Like the battle of Britain, we paddlers face annihilation. But, as Churchill said ". . . we shall fight on the beaches, . . . we shall fight on the landing grounds, . . . we shall never surrender."

PAYETTE'S SOUTH FORK



The South Fork of Idaho's Payette River is under the same dreadful pressure for hydro-development that every river in the U.S. faces right now. In his article, Payette veteran Tod Graeff describes the excitement this river affords capable paddlers and how we can all fight to save it. Pete Skinner's frightening article (page 23) provides a national context into which the Payette's troubles fit. If this trend continues, whitewater in America will be a thing of the past.

Rounding the sharp right hand bend leading to it, you are conscious of the river's quickening pace. You've been running Class III rapids every couple hundred yards for several miles in a deep, steep-walled canyon, so you expect more of the same. But then come rocks to dodge, the channel loses some of its definition, and, your stomach rises up into your throat because the river disappears into a cloud of mist just 100 yards ahead.

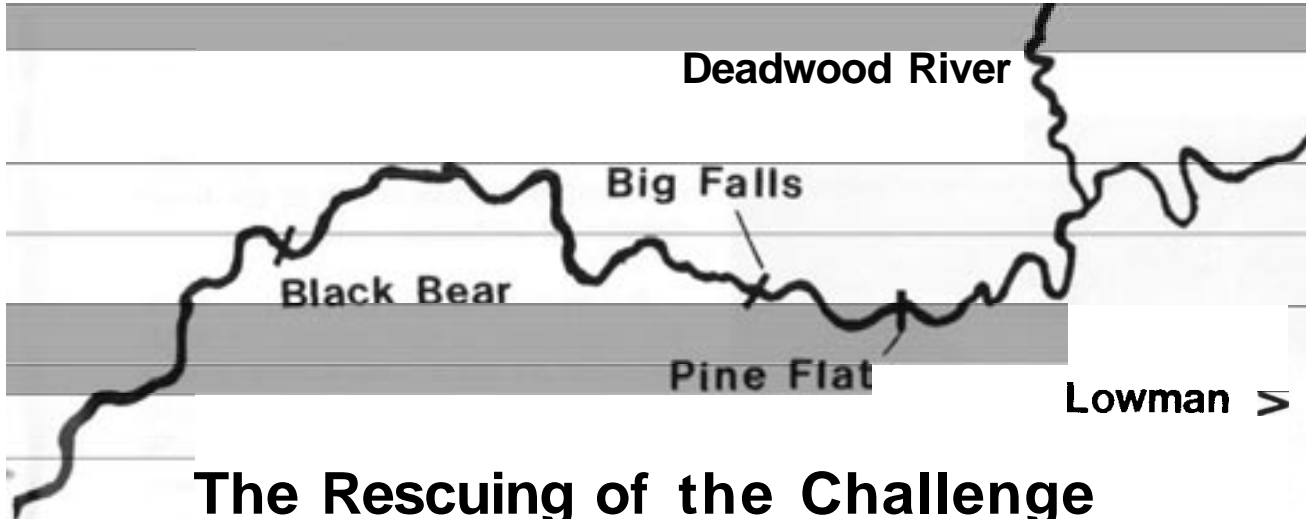
Looking down on the plunge pool below the Big Falls of Idaho's South Fork of the Payette River, you become aware of mortality. Tons of water are sucked over the 30-foot falls, smashing into two boulders 15 feet below and converging for a second 15 feet drop into the plunge pool. A granite rock face juts into the pool forcing the current to carom 90 degrees left and create a violent backboil. The plunge pool looks like an aquamarine Alka-Seltzer.

Local scuttlebutt has it that no one has ever run Big Falls. No one in our group of kayakers and rafters was about to be the first. None of us complained about the short but tough portage around it either."

Several hours earlier our party of three kayaks and four small inflatable rafts had put in upstream at the confluence of the Deadwood River and the South Fork. Our trip was not pure recreation, nor were we seeking a social experience in our numbers. The Idaho Power Company had applied to the Federal Energy Regulatory Commission (FERC) for a preliminary permit to study placement of four hydro dams on this stretch of the South Fork. We wanted to learn as much as possible about the river.

In a state noted for "big name" rivers, such as the Middle Fork of the Salmon, the Main Salmon, the Bruneau, and the Owyhee, the South Fork has no big name. It is run by a relatively small but devoted group of kayakers and rafters. Its one claim to notoriety is that it claimed the life of world famous kayaker Dr. Walter Blackadar. Below Big Falls at the bottom of a short but violent rapid, now known as Blackadar's Drop, a bronze memorial

"Rob Lesser says: "Not true." Two inexperienced Idaho paddlers in a plastic raft rode merrily over the Falls in the early 70s. Although the raft was destroyed, the paddlers escaped serious injury.



The Rescuing of the Challenge

by Todd Graeff

plaque is bolted to the granite rock face a few feet above the waterline. Below Blackadar's name is a Robert F. Kennedy quotation: "I am a participant, and not a spectator . . ."

The canyon remains narrow for a number of miles below Big Falls and the river winds between its near-vertical granite walls, several hundred feet high. In here, the South Fork is so compressed that it is seldom more than 20 yards wide. Class III rapids are never more than a couple of hundred yards apart. At higher flows a number of these rapids could become Class IV. The only evidence of civilization is a dirt road 1000 feet up the north face of the canyon. Until approaching Little Falls, several miles downstream, this road is only infrequently visible from the river. The boater is in a miniature wilderness.

Little Falls is an exciting six-foot drop which we ran in stripped-down rafts. Below it, the canyon widens into a broad agricultural valley and the river slows considerably. It looked like good canoe water, but we were now below the last dam site and pulled out.

The South Fork is a remarkable river. Born high in the Sawtooth Mountains, and flowing west across the Idaho Batholith, it drains the area of thin granite soils and flows clear and clean except during the height of the runoff. Presently, it is completely free flowing and sustains an excellent native rainbow trout fishery. During

the brief respites between rapids, the passengers on our rafts had no difficulty catching respectable fish. Since much of the river canyon below the Deadwood River is practically inaccessible to the walking or wading fisherman, the fishery is almost untouched.

The boating opportunities that the South Fork offers are truly impressive. While parts of the canyon should be attempted only by experts, stretches of the river are suitable for the intermediate kayaker or rafter. Between the last proposed dam site and the Alder Creek bridge downstream, the river offers challenging Class II and III canoeing.

Perhaps most significantly, all of these opportunities are within 70 miles of Boise. Whitewater rivers may be in good supply in the Intermountain West, but few are located so near major population centers. The four proposed dams would inundate 13 of the 15 miles of the South Fork Canyon. The section to be drowned includes the most challenging boating, the best fishing, and the most spectacular scenery. Inundation would also sever migration routes used by elk and mule deer on their way to and from their winter ranges.

"Mitigation" is the 50-cent word used by water developers to signify their efforts to make up for the damage their projects do to recreational rivers, fish and wildlife habitats, and natural ecosystems. Mitiga-



Approach to South Branch's Big Falls.

tion usually involves the developer providing something, in an attempt to make up for what he destroyed.

The South Fork does not lend itself well to "mitigation" however. With normal pool elevations from 80 to 120 feet above the riverbed, the proposed impoundments would still be tightly constricted within the canyon walls. Shore access would certainly not improve and may even become more difficult. The reservoirs would be too narrow for flatwater recreational boating. Due to the flushing effect of the spring runoff and power peaking operations, a reasonable trout fishery would be difficult to maintain. Populations of rough fish would probably increase to the point where they threatened the trout fishery upstream from the impoundments. Two existing Forest Service campgrounds along the river would probably be flooded. (What would the mitigation be? Another campground perhaps? A boat ramp on a reservoir not fit for boating? A roadside rest area?) Whatever

Stripped down raft on Little Falls.



it may be, the replacement will certainly not mitigate the loss of one of the finest stretches of whitewater in Idaho.

But we need energy, we are told. While this statement is not subject to much argument it's not a blanket endorsement for any and all hydro projects. If built, the South Fork dams would generate 85 megawatts at peak output. Idaho Power currently has 2119 megawatts of generating capacity. This rather miserly 4 percent addition would result in an irreplaceable loss of an outstanding river. Boaters must raise a simple question: "Is it all worth it?"

Depending on whose power demand forecasts are used, damming of the South Fork will only delay the need for alternative and additional sources of energy for a period of from several months to a year. But the effect of this "stop gap" project will be felt for much longer.

In his testimony, Monte Richards of the Idaho Fish and Game Department stated that, "Power produced by these projects can only delay by a relatively short period the point in time when alternative measures to supply long-term needs must be applied. The short-term and relatively minor benefits gained, however, can result in major irreplaceable fish and wildlife losses." The short-term benefits would also be at the expense of an irreplaceable recreational river.

A lot of the tactics we've used to fight the pork barrelers in the Corps of Engineers and the Bureau of Reclamation (now the Water and Power Resources Service) don't apply here. While raising hell with your congressman is never a bad idea, Congress doesn't appropriate funds to investor-owned utilities. Therefore, the clout of an irate legislator is severely lessened. Don't count on private investors to give a damn about a free flowing river either.

Fortunately, even private dams have to be licensed. The Federal Energy Regulatory Commission (FERC) is the licensing authority. The bureaucratic process is somewhat long and drawn out, but sim-

plified, goes something like this:

1. *The utility applies to FERC for a preliminary permit to study the river for a power dam siting.*

2. *FERC files a legal notice of the application in local newspapers and sends copies of the application to various resource management agencies.*

3. *FERC issues a preliminary permit to the utility.*

4. *After completing the required studies, the utility files its application for a license.*

5. *A license is granted, granted with contingencies, or denied by FERC.*

6. *If a license is granted, dam construction begins.*

Boaters wanting to stop a private hydropower project need to get into this act at the outset. To become a party to the proceedings, or to participate in any hearings, one must file a petition to intervene in the time period specified in the FERC application. Although FERC states that "...the Commission will consider all protests filed . . ." it also has specified that "... a person who merely files a protest does not become a party to the proceeding."

Stated simply, unless you become an intervenor, you won't have much opportunity to influence what happens.

For information on FERC rules on petitions to intervene, boaters should write to FERC, 825 N. Capitol Street, NE, Washington, D.C. 20426.

The Public Utility Commissions of the various states also get into the act and provide the boater with another avenue to protest the inundation of his favorite stream. Although this procedure will vary somewhat from state to state, Idaho's PUC certification process is probably somewhat standard:

1. *The utility applies to PUC for a "certificate of public need and convenience":*

2. *PUC publishes legal notices in the*



The plunge pool below Big Falls.

utility's service area. These notices will advise citizens of their right to intervene. An intervenor, according to Idaho PUC rules, must be "directly and substantially" affected by the proposed project.

3. *A public hearing is held by the PUC and the utility is granted or denied a conditional approval. Intervenors may testify at this hearing.*

Gaining the conditional approval is critical for the utility. If this approval is granted, the utility may pass along to its ratepayers all the costs it incurs in doing the FERC studies, whether the dams are built or not. These costs can be substantial. Idaho Power estimates a \$360,000 study cost for its proposed project on the South Fork of the Payette. If the PUC denies conditional approval, the utility must absorb the cost of its project studies. FERC requires studies to determine the engineering, economic, and environmental feasibility of the project, the market for power, and a variety of other items.

Little Falls. All photos **by** Todd Graeff.




These studies may well take several years and cost several hundred thousand dollars to complete.

Unfortunately, if a utility can readily garner PUC approval, it can adopt a "shot-gun approach" and study every potential dam site it desires, and pass its costs along to its consumers. Even if FERC eventually denies the project licenses, the loss to the utility is minimal. Thus common sense would suggest that boaters attack questionable projects before they are given PUC approval.

Whitewater boaters tend to be an individualistic lot. Unfortunately, our independence often prevents us from organizing ourselves effectively. A handful of boaters will not stop a private hydropower project any more successfully than it will stop a Corps of Engineers project. Force of numbers, organization, and, most of all, being in the right place at the right time are necessary.

Even though an elected representative cannot vote to withhold an appropriation from a private hydro project, there are political pressure points. FERC Commissioners are appointed by the President and PUC Commissioners are appointed by various governors. At least in theory, they are somewhat accountable to their appointing authority.

Private hydropower projects drown a river just as deeply as do the federal projects about which we more commonly hear. Whether or not they are more sensibly located or more environmentally sound is open to speculation. They will not just go away. If anything, they will proliferate at an increasing pace until all the potential dam sites are built upon.

Our potential losses can be so great that we *must* challenge the questionable projects, even though we live in an energy hungry era. Bad projects do not die by themselves. They are killed. 

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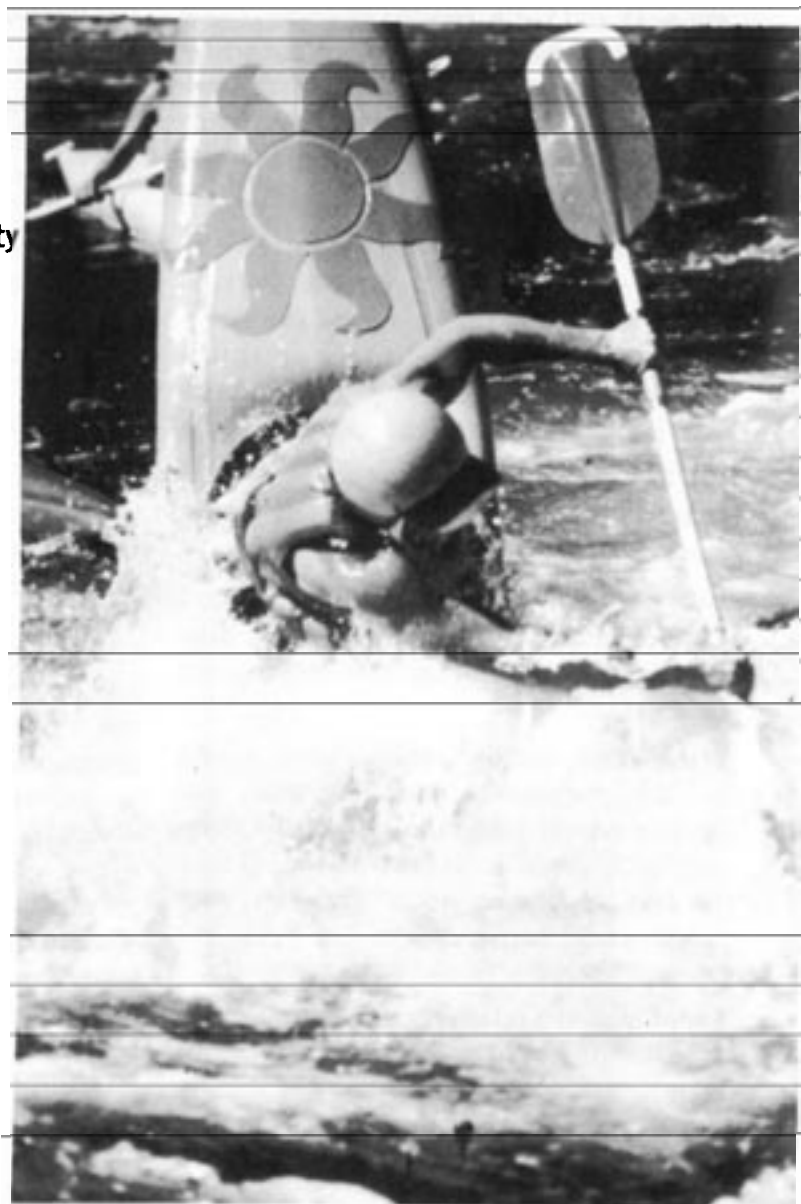
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The Break Away Cockpit

The following letter was written by Risa Shimoda to Charles Walbridge, Safety Chairman of ACA and author of the Boat Builder's Manual. Charlie forwarded Risa's proposal to us along with his own reply. Breakaway cockpits are not a new idea, but their ability to prevent disaster is becoming more apparent, as shown by Risa's experience. Fortunately, such cockpits are more commonly being built into touring K-1's and C-1's. Besides Phoenix, Doug Bushnell of Buffalo, New York swears by these design features and the safety they afford. More experts are saying that boats without the breakaway feature should contain warning labels.

Dear Charlie:

The purpose of this letter is to describe my experience of being pinned in a fiberglass kayak, highlighting (1) the potentially dangerous entrapment which occurred and (2) escape from the situation by a rupture of the boat.

Date: April 26, 1981, beautifully sunny and mid-50's.

Location: Lower Big Sandy River, a good Class IV run from Rockville, West Virginia to the Cheat River at the Jenkinsburg Bridge.

Water level: six feet, eight inches, which is a very manageable level. My group was approximately one mile before the take-out, with the Wonderful Waterfall (16 or 18 feet depending upon who you were talking to), Little Splat, Big Splat (or portage thereof), all but fond memories.

I approached a relatively unexciting three-foot drop which consisted of a 10-foot wide chute, followed on the right side by about two feet of froth, a small rock protruding from the water surface, and a boat-wide eddy created by this rock.

Intent on hitting this eddy, a combination of too much angle and too much speed slid me into the narrow space between the drop and the rock just below. I was instantly immobile, sideways and facing upstream. My boat was pinned with (1) the nose up against the drop, (2) the section of the hull just above my ankles forced against the rock, and (3) the entire stern still in the current, subject to substantial water pressure (see diagram I).

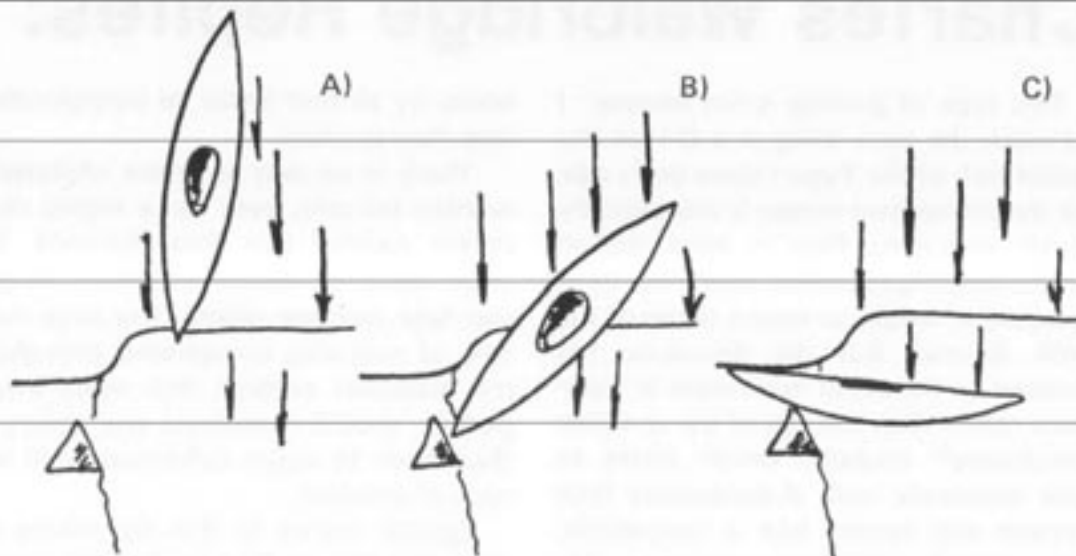
~~For an instant I felt the boat was going to wrap around the rock, as I could feel~~ a distinct flexing in the hull and pressure in my lower calves. However, at that instant a violent "SNAP!" sent me floating downstream into an eddy, paddle and boat in hand. Uninjured. The fiberglass kayak, a Phoenix "Slipper," was nearly in two pieces, having broken around the hull and deck at the front of the cockpit (see diagram II).

Why did the boat break in the middle and avoid wrapping about the rock entrapping my legs? The answer is primarily the design of the boat, which specifically includes a "breakaway" cockpit safety feature. The nylon used in both deck and hull is discontinued in the deck between the front and back of the cockpit. The discontinuity allows this particular area to absorb stress only to a point, after which it breaks rather than bends (see diagram III). This feature caused the boat to crack, relieving the pressure on my legs and enabling me to quickly exit from the boat.

The result of this scenario was a broken but repairable kayak, a deflated ego, and just slightly bruised ankles and calves. It could have been a lot worse.

Sincerely,
Risa Shimoda

I. THE PIN



Kayak shown a) approaching the drop, b) having too much angle and dropping through the chute too quickly, and c) getting pinned between the drop and the rock below.

II. THE BREAK

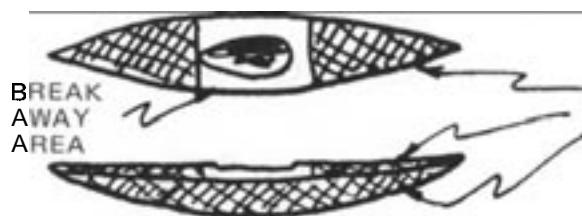


The boat cracked at the cockpit instead of wrapping around the rock.

III. THE LAYUP

TOP
VIEW

SIDE
VIEW



NYLON
REINFORCED
AREA

Schematic of kayak which shows the "breakaway" cockpit areas in the deck.

Charles Walbridge Replies:

This type of pinning is not unusual; I did much the same thing in a C-1 on the middle fork of the Tygart some years ago. But the entrapment danger is substantially greater in kayaks than in most decked canoes, creating a problem which has been discussed at length in recent issues of the AWA Journal. But the discussion has centered on the use of foam walls or bulkheads rather than the use of the so-called "breakaway" cockpit, which seems to work extremely well. A potentially fatal accident was turned into a memorable, but relatively harmless occurrence. My feeling is that this concept should be employed *in addition* to foam walls; that homebuilders should build it into their design; buyers should look for it in their purchases; and builders of roto-molded

boats try to find a way to incorporate it into their product.

There is no way to make whitewater boating fail-safe, even for a highly competent paddler like Risa Shimoda. But steps taken to reduce common dangers can help increase safety. The large numbers of near-miss entrapments brought to my attention suggests that every kayak paddler should re-evaluate the ability of their boat to resist deformation in this type of accident.

Special thanks to Risa for taking the time to write, to Phoenix for their design expertise and interest in this incident.

*Charles Walbridge
Safety Chairman
American Canoe Assn.*

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SOUTH SHORE STREAMS

(Continued from page 19.)

sightseers, then put your boat in just below Gorge Falls. The next two miles down to the lake compress almost 200 feet of drop into eight major rapids and falls. The scenery is as spectacular as the paddling. Huge outcrops of conglomerate and shale dam the river, which has gnawed channels at the lowest or weakest spots in each chunk.

Two of the drops are patently unrunnable: Sandstone Falls and Rainbow Falls. Rainbow is particularly unusual, dropping about 50 feet over a bizarre, sculptured

rock formation. The rest of the rapids on this section are very interesting Class IV and V, with pools and easier rapids intervening.

Water level is best determined by inspection at the put-in or at Conglomerate, but the Black is generally up when the Presque Isle is. Around 1000 CFS is optimum; I have seen the lower section at 3000+ and it was simply unbelievable (Class VI).

To be continued next issue with:

Falls River, Montreal River, Rock River and several other little-known South Shore gems.

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FLUVIAL NEWS

(Continued from page 12.)

FROM THE LAND OF THE NILE TO HOME

Paddler David Rossenfeld will be traveling to Nairobi, Kenya this fall under a St. Lawrence University program. He will be graduating in December and has up to a year to use his return air fare with legs in Egypt and London. Therefore, Dave is planning several good, low-budget trips both in Kenya and on the way back. He would be interested in meeting AWA members who might be traveling in those areas. If you are adventurous and interested, contact Dave after September at St. Lawrence University Studies Center, Box 43795, Karen, Nairobi, Kenya, East Africa.

— *Thanks to Kayak and Canoe Club of New York Newsletter*

ERRATA

It is with our sincerest apologies that we note the omission of Maravia Corporation from the Journal's last published listing of its Business Affiliates. They are an excellent firm with fine products and no sleight was intended.

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Club
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Kansas City, MO 64112

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P.O. Drawer 5429
Austin, TX 78763

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Adirondack Mt. Club
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c/o Robert Williams
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Schenectady, NY 12309

Appalachian Mt. Club
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Appalachian Mt. Club
Connecticut Chapter
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Appalachian **Mt. Club**
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Experiment with Travel
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Springfield, MA 01101

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KCCNY
c/o Maria Scott
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Hudson, NH 03051

Metropolitan Canoe &
Kayak Club
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New York, NY 10023

Northern New York Paddlers
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Scotia, NY 12302

Northern Vermont Canoe
Cruisers
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Wm. F. Stearns
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Stillwater, ME 04489

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Providence, RI 02906

Champaign Canoeing, Ltd.
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Brayton Park
Ossining, NY 10562

W.I.M.P.S.
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Rochester, NY 14626

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Titusville, PA 16354

Appalachian Mtn. Club
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Springfield, PA 19064

Appalachian Trail Outfitters
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c/o Doug Gibson
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West Chester, PA 19380

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Indiana, PA 15701

Lehigh Valley Canoe Club
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Easton, PA 18042

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c/o Ron Shanholtz
222 Pheasant Trail
Hagerstown, MD 21740

Monocacy Canoe Club
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Frederick, MD 21701

Penn State Outing Club
Canoe Division
8 I.M. Building
University Park, PA 16802

Philadelphia Canoe Club
4900 Ridge Avenue
Philadelphia, PA 19128

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P.O. Box 231
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New Brunswick, NJ 08903

Scranton Kayak Club
c/o Glen Gantz
118 Crown Ave.
Scranton, PA 18505

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Cooperative Activities
Committee, S.G.A.
Slippery Rock, PA 16057

Wanda Canoe Club
c/o F. Trautmann
15 Beveridge Rd.

Mahwah, NJ 07430

West Virginia Wildwater Assn.
P.O. Box 8361
South Charleston, WVA 25303

Wild Rivers Photo Service
c/o Greg Green
Box 1049
Uniontown, PA 15401

Wild-Water Rafting Club
326 W. Gay St.
York, PA 17404

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Arkansas Canoe Club
c/o Carla Freund
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Fayetteville, AR 72701

Asheville YMCA Kayak Club
30 Woodfin St.
Asheville, NC 28801

Canoe Cruisers Association of
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Coastal Canoeists, Inc.
P.O. Box 566
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Coweta County Canoe Club
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Newman, GA 30264

East Tennessee
Whitewater Club
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816 Ernbardadero Rd.
Knoxville, TN 37923

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Sewanee, TN 37375

Tennessee Valley Authority
Forestry Library
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Sillery, Quebec, Canada
GIT-IR5

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Stanmore, Sydney, Australia
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Canoe Camping Ltd.
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Canoe Ontario
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Toronto, Ont., Canada
M4G 4B8

Club Canoas Santiago S.A.
c/o Rodrigo Vasques Caballero
Antonio Bellet #309
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Kuiva Granspaddlare
c/o Toolanen
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950-94
Overtornea, Sweden

Nelson Canoe Club
c/o P.O. Box 793
Nelson, New Zealand

Ontario Voyageurs Kayak Club
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166 St. Germain Ave.
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Canada MSM1W1

Sports Resource Info. Center
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Tumble Home Canoe Club
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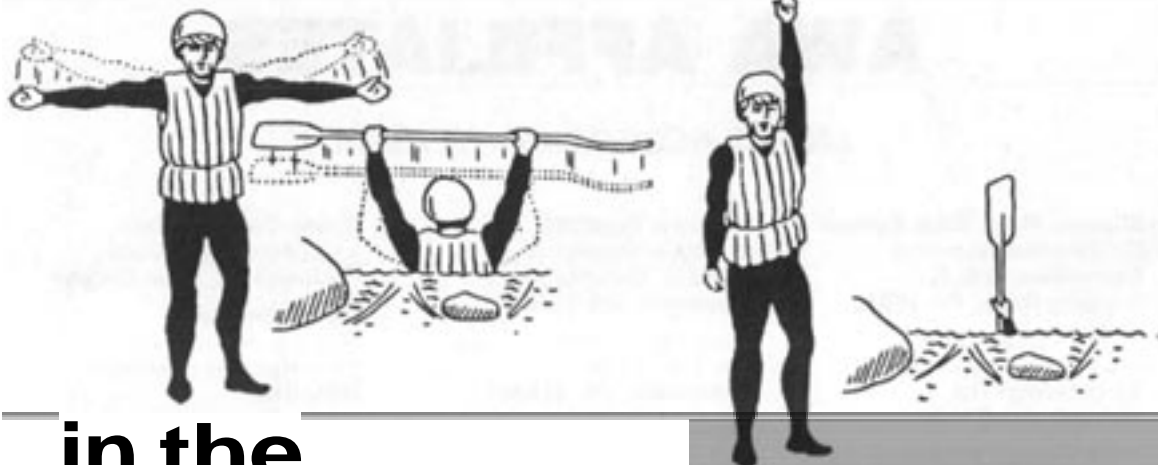
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