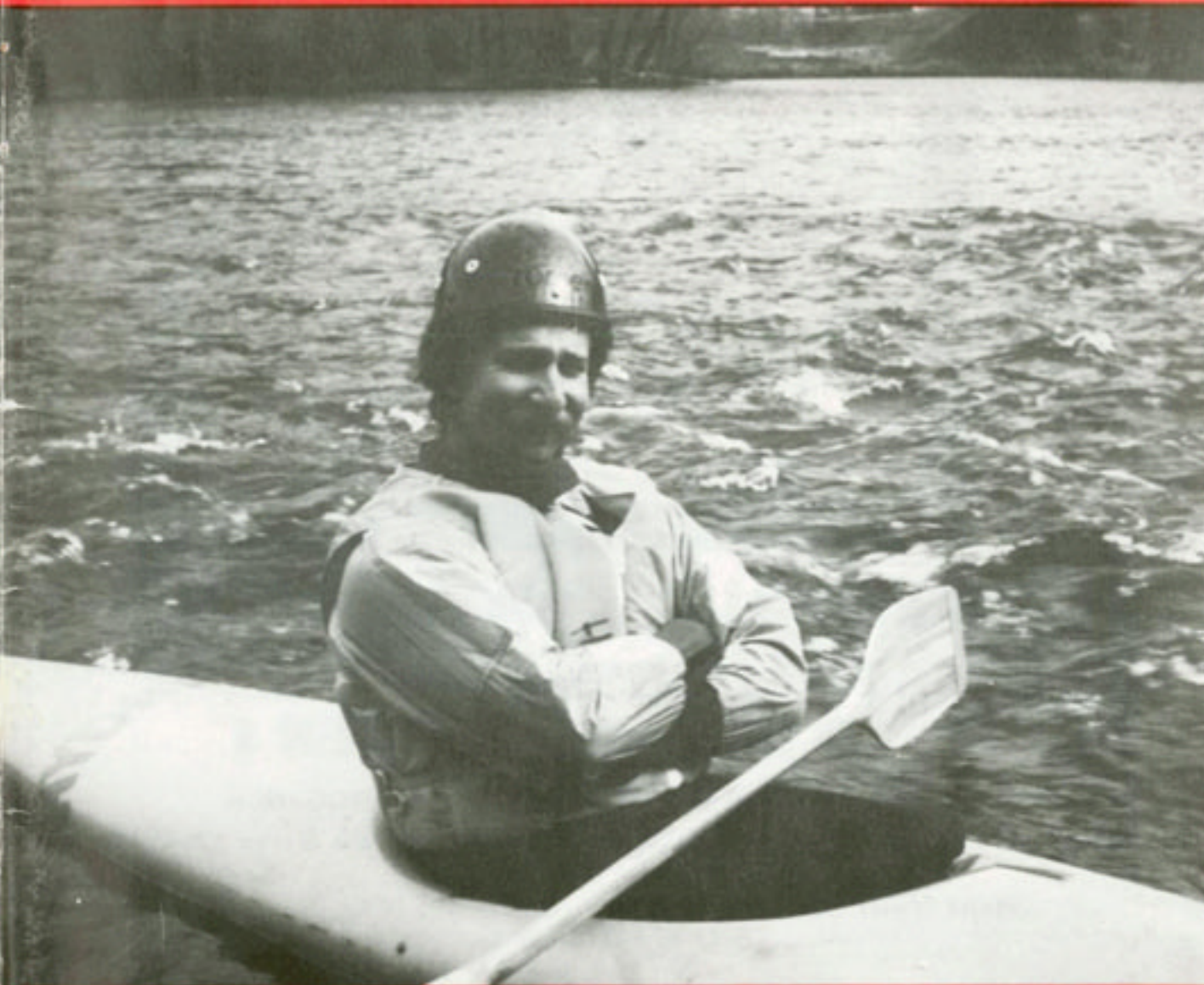


# *American* **WHITEWATER**



## **Confessions of a Kayaking Entrepreneur**

*M78*  
1985

AMERICA'S OLDEST WHITEWATER MAGAZINE

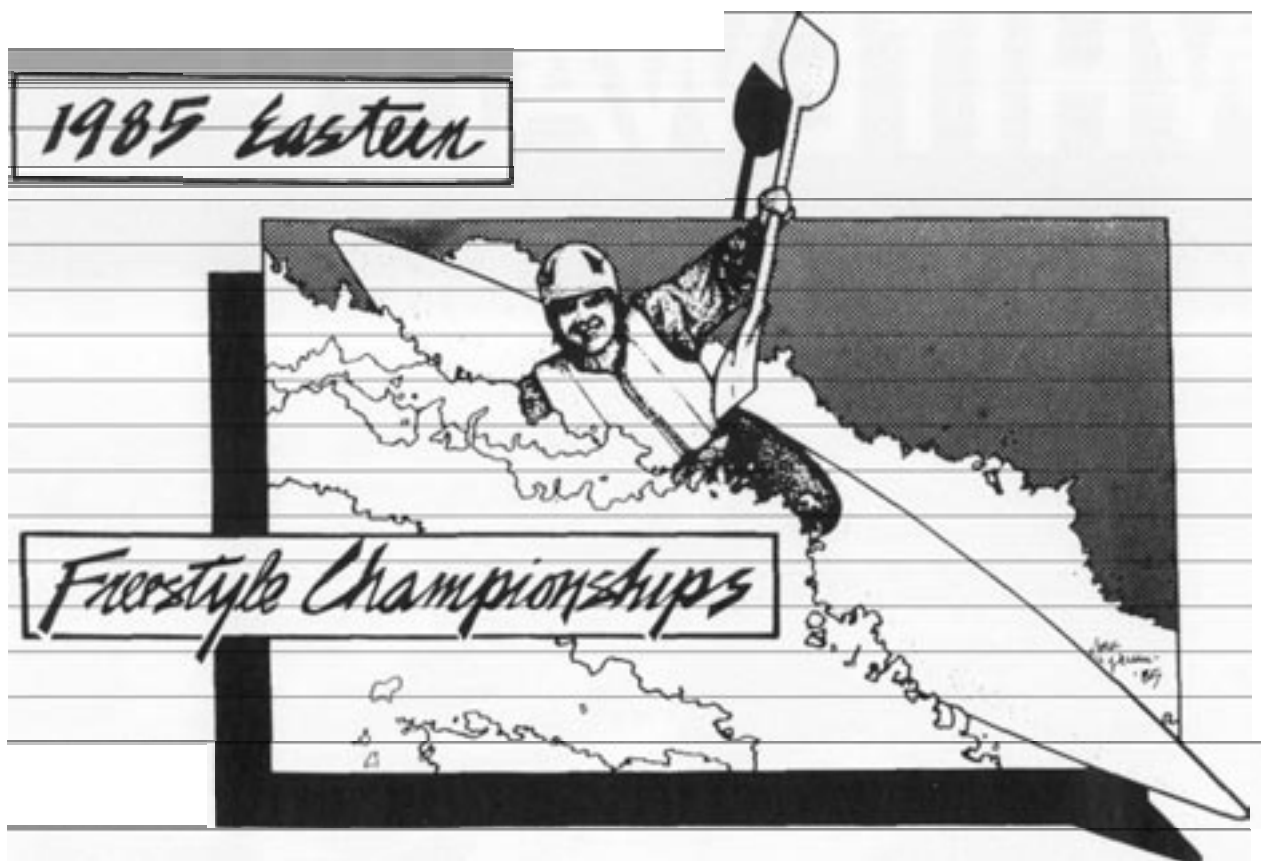
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# GETTING ON THE RIVER A CONFERENCE

*by Al Ainsworth*

The debate continues...

And the Northwest Rafter's Association will attempt to resolve the river access dilemma in a conference to be held on Saturday, October 26, 1985, at the Multnomah Art Center Auditorium and Gymnasium, 7688 SW Capitol Highway in Portland, Oregon.

"Getting on the River" will be the theme of the conference and will gather commercial boaters, non-commercial boaters and managing agencies in an attempt to modify existing systems prior to the 1986 boating season.

With an increased number of "illegal trips" this past boating season, it has become imperative that modifications be made to the existing boating regulations and permit programs on our rivers.

The conference will begin at 9:30 A.M. Saturday with an historical introduction to river access, followed by a commercial outfitters views of river access, a private boaters opinions and close with a managing agencies view of the situation. A brief overview will be presented prior to the breaking for lunch.

The afternoon will offer conference attendees the opportunity to participate in several workshops. Possible workshops are as follows:

"The User Fee... Just What Should We Pay?"; "Split Allocation... How Do We Make It Equitable?"; "Non-Split Allocation... Can It Work?"; "Phone Systems... Can You Ever Get Through?"; "Lotteries... What About The 'Unlucky'?"; "Waiting Lists... Will I Live Long Enough?"; "The Ultimate System... Is It Out There?" and more.

Most boaters believe the system should be simplified and equitable. However, there are varying methods of how this can be achieved.

The user fee is a recent innovation and many boaters are wondering why we should pay for a public resource. Our tax dollars should take care of funding the system. We should not have to pay.

However, if we do have to pay, just, what is fair and where should the money go? The workshop will attempt to resolve this latest wrinkle from government agencies.

Split and non-split allocation will be addressed in separate workshops. Leading advocates of the non-split allocation system say, "It has to be done this year. It has been too long. If they can't come up with a Fair River Access system this year they will just be encouraging cheating in a segment of the boating public."

According to several boaters they have never studied the non-split allocation method adequately. The 1981 conference in Reno presented several interesting arguments, but nothing happened.

Phone systems have proved difficult for private boaters with some callers reporting more than 800 attempts prior to getting through to find out there was only a waiting list available, high water months and low water months left or nothing at all.

The phone system also proved to be a detriment to emergency systems in the area as lines were overburdened.

And the "unlucky" hate the lottery system. Can it be made into an equitable way of monitoring access to a permitted river? Many think not!

But what are the other choices? There is some concern that the waiting list will become so long you will be either physically unable to row or dead prior to your number "coming up" on the waiting lists. Currently, the Grand Canyon is longer than ten years. I am so far (3000 and something on the Grand Canyon list) that I may as well hope someone else invites me along on their trip or I go for a cancellation. They allow 220 private launches of 16 private boaters per year on the Grand Canyon section of the Colorado.

continued on page 9

## Letters To The Editor

Dear Editor:

I do not tend to be a reactionary person in most cases. However, I feel compelled to state my displeasure to a recent article which appeared in the March-April, 1985 issue to American Whitewater magazine. The article, "Paddler's Profile - Betsy Frick," written by David Wallace, offended me and no doubt, others as well.

The statement that Ms. Frick is "ballsy" seems to imply that there is a strength to be determined by persons of the male gender which may or may not be present in females. Moreover, I was more annoyed by his statement, "... unlike many female boaters, Betsy often goes for the 'hair' routes." From what sampling of female boaters does Mr. Wallace draw his conclusions? Does this imply that the rest of us female boaters either portage or always go the easiest way? I would hope not. Even if that were true, is it not the enjoyment of boating and the conservation politics that is most important?

The women I boat with are numerous and varied in their skill levels. They consist of kayakers, open canoeists and C-1 boaters. Many rafters are also among my boating friends. I believe we are a strong group of women who have a commitment to having fun on the river and working very hard to ensure the continuation of a safe and pleasurable experience for all who partake.

My final gripe is in Mr. Wallace's comment that "it is not uncommon...to see several women paddle twirling, endoing, and yahooing with the best of 'em." If they are doing these things with "the best of 'em," it is perhaps because we are part of the best, not a separate entity.

Thank you for your attention to my concerns.

Sincerely,  
Regina Warner

**Editors Note:** I agree wholeheartedly. I'm glad someone is reading this magazine.

Dear Editor:

This is a confirmation that your name has remained on the noncommercial river trip waiting list for the Colorado River through the Grand Canyon. Your waiting list number is indicated on the mailing label by "W/L:".

The list has recently been transferred to a new computer system. It would be appreciated if you would notify the River Permits Office of any corrections in your mailing address.

Since you are on the waiting list, you are eligible to take advantage of the Open Season System by calling the office to claim any unclaimed or canceled launch dates.

By October 31, 1985, the first 300 people on the list will be contacted for their preference of launch dates for the 1986 season. Scheduling will take place in December. January 2, 1986, will be the first day that anyone on the list can call for unscheduled dates for the 1986 season. Last year 27 summer dates were not requested by the top 300 people during the initial scheduling process and were available to those on the waiting list regardless of their position.

Should you know of someone who would like to add their name to the waiting list, only requests postmarked in the month of February are accepted. You should also be aware that if a trip leader must cancel his/her trip only those on the waiting list may claim the date.

Remember, you must notify the River Permits Office of your continued interest in remaining on the waiting list each year in writing. This notice must be postmarked between December 15 and January 31. It is recommended that your card or letter be sent by certified mail. To receive confirmation that your continuing interest card is received by this office during the 1986 filing period, please include a self-addressed, stamped postcard.

If you are interested in obtaining an open date or if you have any questions concerning the river permits process, please call the River Permits Office at (602) 63807843.

Sincerely,  
Kenneth T. Miller - Grand Canyon  
National Park  
Chief Ranger



# The Fluvial News

What's Flowing in  
The Boating Community



## RIVER RENDEVOUS

October 4, 5, 6, 1985 are the dates for the Third Annual River Rendezvous in Telluride, Colorado. This event is a fun get together for commercial boat men and women, private river runners, owners of commercial river companies, and all interested people. Essentially it is a gathering of river people, to meet old and new friends, exchange ideas, attend seminars on a wide range of topics and learn past river history.

Late Friday afternoon kicks off the Rendezvous with registration, top notch videos and a beer party. Following in the evening are movies focusing on river rafting, expeditions, whitewater kayaking and historic river movies.

All day Saturday is devoted to seminars and round table discussions of interest to all river runners. Guest speakers include members of government agencies, the medical profession and professional and private river runners. This year's seminars will include but not be limited to: Legal problems, both private and commercial, River rescue and summary of accidents this year, River rating systems and the problems, Freelance photography, Grand Canyon impact study team and update, Problems running trips in Mexico, and a high tech seminar on equipment, including self bailing rafts, toilets, and clothing design. A question

and answer period will be held following each seminar.

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## NORTH BRANCH POTOMAC RELEASE UPDATE

Both the ACA/CCA of Washington, D.C. and commercial outfitters have submitted parallel requests to the Corps of Engineers for summer and fall releases from Bloomington Dam on the North Branch Potomac River, in western Maryland. The Corps, as usual, has refused to commit itself to anything, partially out of late summer water need uncertainties. Inside sources, however, indicate that we should get water on most of our dates.

Our request was for the following dates (all weekends): August 17, 18, 24, 25, September 14, 15, and October 12, 13. August 17, 18 now looks doubtful because of an instream sewer renovation project at Westvaco. We will announce any releases three days ahead of time on the CCA Hotline (301-656-2586) and the NOAA weather recording (301-899-7378). Stay tuned.

The releases, which are really special water quality releases that we just tag onto, should range between 700cfs and 1200cfs. Usually, 250 of those cfs are fed from the Savage, and 250cfs is a minimal but adequate level in that river. For those of you not familiar with the North Branch, the section from Barnum to Bloomington is a delightful, cool, and clear intermediate run of about six miles. In addition novices should come along to enjoy the easier stretch from Bloomington to Keyser or the simple but beautiful reach from Keyser to Pinto. We encourage your presence at these releases to show the Corps, and politicians, that we have a keen interest in securing future scheduled releases and to impress the nearby communities that river recreation will bring them precious tourist dollars. Be a floating goodwill ambassador and have a good time too.



Perception, Inc. is pleased to announce that Nick Albans, outdoorsman and sportsman from Bangor, Maine has been chosen as the 1985 River Conservationist of the year.

Albans is credited with uniting whitewater boaters, fly fishermen and other outdoor enthusiasts in the early days of the Penobscot Coalition to Save the West Branch (of the Penobscot River).

His dedicated efforts to protect the Penobscot from the Great Northern Paper Company's (GNP) Big A dam project have inspired those who work with him and have caused countless others to join in the fight.

"As you know, the Penobscot is considered to be the most threatened river in the country right now," said Chris Brown, director of the American Rivers Conservation Council. "A stream of national geological and ecological significance, the river is also the top whitewater rafting and boating run in the Northeast. It is gravely threatened by the plans of the Great Northern Paper Company to construct a dam destroying its prime 4.5 miles below Ripogenus Gorge."

Brown continued, "It is a river whose national prominence merits a nationally visible conservation battle, and that is what is occurring. Nick Albans has been a central figure in the fight to save this magnificent river."

When GNP first proposed the Big A Dam, Nick was one of the first to believe this project could be challenged. His early testimony in public forums inspired others to join. The Penobscot Coalition is now comprised of more than a dozen conservation, fishing and sportsmen's organizations in the region, along with eight supporting organizations among the national environmental community. The Sunhaze chapter of Trout Unlimited was the original group under which the fishermen organized against the dam.

Mark Ishkanian of the Natural Resources Council of Maine commented, "Nick Albans is the heart and soul of the Penobscot Coalition. He is the epitome of a dedicated volunteer working without pay and with little recognition to protect a priceless river resource."

"In every conservation battle," Ishkanian continued, "there has to be an ingredient of indefatigability that carries us lesser mortals through the tough times. Nick is that essential ingredient in the Penobscot Coalition. He is the person you can count on, at the last second, to drop everything to accompany an unanticipated reporter on the river. He will drive three hours through the worst conditions to testify for ten minutes at a hearing. His always present canvas briefcase full of cold soda has refreshed many a meeting."

*continued on page 16*

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## CCA GOES TO CHILE

Cathy Hearn (K1W) and Bruce Lessels (C1) responded to a request by the International Canoe Federation to put together a proposal for a group trip to Chile in February, to promote canoe racing there and to encourage Chile's joining of the International Canoe Federation, which needs several new members to meet the Olympic requirement of 50 member nations by the year 1988. (Chile is joining.) It matters not what discipline the member nations participate in, whether whitewater, flatwater, marathon or canoe sailing. With Coach Bill Endicott's assistance, the proposal was finalized, including World Champions Fritz and Lecky Haller (C2 Slalom) who, like Cathy Hearn, have also paddled flatwater. Abbie Endicott, member of the ICF's Committee for Promotion and Information, Kent Ford and Chris Spelius (the latter two already in Chile for a trip on the famed Bio Bio River) joined the group at private expense.

Despite a State Department "Traveler's Advisory" due to the political situation there, we arrived in Santiago seeing little if any military presence, a very relaxed summer mood, incredibly warm and hospitable people—particularly in the Andes village of Los Quenes where we spent most of our time—and discovered that Chile has a well organized government supported canoeing program ripe for infusion of the up-to-date racing information and equipment which we brought them. There are 700 members of the Chilean Canoe Federation, many regional clubs, and programs even through schools for the beginners.

The athletes gave repeated clinics in rolling and paddling technique in both white- and flatwater. We found that Chile has national championships in both whitewater and flatwater but in whitewater their equipment is outdated and they had no racing canoes in either flatwater or whitewater. Our group gave Chile modern canoes and kayaks and instructed them in both boat construction and outfitting.

We discovered that Chile in January and February is a northern paddler's paradise. The chain of mountains running the entire length of Chile harbor superb whitewater rivers. In Los Quenes, near the city of Curico, three hours south of Santiago, two rivers join, Rio Claro and Rio Teno, offering two ideal training sites—one with smaller waves, the other a class III-V continuous world championship caliber river with an unpaved road running parallel so you could take your pick for kilometer after kilometer of clean whitewater in a spectacular mountain valley.

While we cannot deny that political excesses are occurring in Chile—people who are out after the earthquake induced midnight curfew do get arrested, for example—still it is true that a people and their land are so much more than government politics. And politics is nearly ignored during the summer (late December through February) because all the universities are on vacation, and so are most of the government workers. The famous earthquake brought emer-

gency government activity but Bill, Cathy, the Hallers and Bruce lived through it with no difficulty—except it cut the phone line when they were talking to each other and Bill had to help catatonically frightened women out of the airport as it was happening! Once outside, out of danger of anything which might fall, he said he just lay down eating an apple and actually enjoyed the earth's loud undulations! The real danger was with old buildings which could crumble and fall on people. None of the modern buildings were damaged at all, he reported.

As far as canoeing goes, though, Chile is another world; one where twentieth century meets head on with mountain cowboys ("huasos") and horse-drawn plows, unpaved roads, and sweet country people who showered us with help and even gifts. From start (meeting John Denver on the plane going down) to finish (the earthquake!), the trip to Chile was an unforgettable adventure! It moved me to song—once again—asong which I was invited to perform at the week-long summer song and dance festival in Los Quenes and with which I'll end this report. The audience was probably the most enthusiastic and affectionate we'll ever see, anywhere. Canoe Cruisers Assoc. of Greater Washington, D.C.

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**GOLDEN ROCK PROJECT:** The Federal Energy Regulatory Commission (FERC) has granted a preliminary permit for the Golden Rock Project (located on the Middle and South Forks of the Tuolumne) to the Modesto and Turlock Irrigation districts. This project would divert up to two-thirds of the Middle Fork's flow above the two camps operated by the City of San Jose and the Bay Area Jewish Community Center. It would also dam the South Fork below the community of Hardin Flat—flooding Hardin Flat and the Berkeley Family camp.

The Turlock Irrigation District has already decided to pursue the projects and dam the camps. There is uncertainty about the commitment of MID to this project. Modesto is taking a more stud-



ied approach to the issue. They noted the strong public support for the "T" which led to protection of the main stem, and could again block their dam plans on the tributaries. Modesto seems to have a better memory and is aware that they might only be wasting more money pursuing the Golden Rock Project. The two irrigation districts sank over \$8 million into the now-dead Ponderosa Project on the main stem of the "T". They are also aware that almost two-thirds of the California members of Congress recently sent a letter to both FERC and the Chief of the Forest Service, in which they said: "It is clear to us that these camps are outstanding resources. They constitute the highest and best possible use of these public lands and should be preserved for future corporations."

### Getting on the River

continued from page 4

But, there has to be an "ultimate system". Someone must be able to come up with it and "sell it" to the managing agencies.

In order for boaters to present their positions there will be a "face off", an opportunity to present your viewpoint. This will give participants three minutes to present their viewpoint and two minutes for questions and answers. All participants must submit an outline of their presentation prior to October 15. Presentations will be restricted to time allotted for "Face Off" or similar viewpoints.

The conference will be broken down into three sessions. They are the morning session: 9:30 A.M. to Noon, which will cover introductions and overviews; the afternoon session: 1:30 P.M. to 4:45 P.M., group workshops; and the evening session: 6:30 P.M. to 10 P.M., analysis of proposals and resolutions and a closing statement.

The goal of the "Getting on the River" Conference is to resolve the river access dilemma. We will be looking for answers to a controversial subject. Please be objective in your approach and participation.

Participating agencies include the Bureau of Land Management, United States Forest Service, National Park Service and others.

Pre-registration is \$15 and must be received prior to October 1, 1985. Registration is \$20. All registration forms must be mailed to "Getting on the River", NWRA, P.O. Box 19008, Portland, Oregon 97219. Late registration will be accepted at the door.

### SAVE THE PENOBSCOT!

The West Branch of Maine's Penobscot River, one of America's most outstanding rivers and perhaps the most spectacular stretch of whitewater in the Northeast, is being threatened by a large hydroelectric project.

Bald eagles, osprey, moose, bear, deer, beaver, and countless other species of wildlife are found along the West Branch. It also is home to a unique landlocked salmon fishery.

The Ripogenus Gorge, where the West Branch has cut through 200 feet of rock, has been identified as a potential National Natural Landmark.

Much of this would be lost if the Great Northern Paper Company is allowed to build the "Big A" dam at Big Ambjackmockamus Falls.

Earlier this month, the National Wildlife Federation joined with a large number of conservation organizations to oppose construction of this dam.

"By intervening in the Federal Energy Regulatory Commission's licensing procedures, we plan to stop this unnecessary project and protect a valuable natural resource," says Dave Vanderhoof, counsel for the National Wildlife Federation's Water Resources Program.

Great Northern could generate the power it needs without building the Big A Dam. One alternative, for example, would be for Great Northern to build a "biomass power plant." Using wood chips as the primary fuel, a biomass plant could still provide as much power as the dam.

Another option is for Great Northern simply to buy the electric power that it needs and not generate its own power.

When Henry David Thoreau journeyed up the West Branch of the Penobscot River in the 19th century, he found a vast wilderness with magnificent scenery and abundant wildlife.

Much of that wilderness along the West Branch of the Penobscot remains today. In the coming months, the National Wildlife Federation, in cooperation with its affiliate, the Natural Resources Council of Maine, will be working to save this wild river from destruction.

by Carolina Canoe Club

## CONSERVATION

The National Organization for River Sports reports that the U.S. Forest Service has recently asked other government agencies and user groups to let it take over management of the Nantahala River. Such management might include requiring permits and limiting use on popular weekends, and charging fees for public river running.

Thousands of paddlers use the Nantahala in the summer because, other than the Ocoee, the Nantahala has the best runnable whitewater in the southeast during the summer months. In 1984 the Nantahala was used for over 130,000 trips by boaters, more than the Ocoee, and use has been increasing at the rate of 20 to 30% for the past several years. An estimated 30% of the users are on noncommercial trips, while the rest are on raft trips with some 20 outfitters.

Nantahala Power and Light controls the water flowing down the river and the flows are subject to unannounced changes, and are often too low for boating for several hours out of each day. This causes congestion at the put-ins while boaters wait for sufficient water.

No single agency manages the Nantahala at present. The majority of the access points are on private land, but the Forest Service owns most of the river bed. The Forest Service is now proposing to act as the managing authority.

The Forest Supervisor, George Olson, states that the Forest Service is not presenting a "plan" at this stage, but instead is asking for public input before they write a plan. Under the plan, the Forest Service would seek cooperative agreements with the many agencies who have jurisdiction in the gorge, such as the sheriffs, state agencies, Tennessee Valley Authority, and river organizations.

Included in the proposal are ideas for providing a "safe, quality recreation experience for the public", a permit system during high use days, increasing access areas by acquiring land, a shuttle service, banning alcohol consumption, requiring life-jackets, and building boat ramps, observation sites, and parking and sanitation facilities. River fees would help fund this activity. The Forest Service could start requiring fees as early as 1986.

To comment on the plan or receive the booklet that describes the plan, contact the Forest Supervisor, P.O. box 2750, Asheville, North Carolina 28802.

Bob Vanderlyn, Conservation Chairman  
*Asheville YMCA*

## ROGUE RIVER UPDATE

by Northwest Rafters Association

Severe fall crowding on the Wild Section of the Rogue River has prompted the Siskiyou National Forest and the Medford District Bureau of Land Management to establish a voluntary float trip reservation system for the Fall of 1985.

Beginning September 3, 1985, Wild Rogue floaters will be asked to voluntarily spread use over the entire week and not concentrate it all on the weekends.

"If this voluntary system is successful, it will be continued," announced Siskiyou Forest Supervisor Ronald J. Mc-

kiyou Forest Supervisor Ronald J. McCormick and BLM Medford District Manager Hugh R. Shera. However, "If unsuccessful, a mandatory permit system will be implemented," explained agency managers.

The agency managers accepted public comment until May 15. The news release was received too late for the May NWRA Newsletter.

The voluntary system for scheduling fall use will be both simple and informal. Groups who wish to float from Graves Creek to Foster Bar from September 3 to October 15, may telephone river information, 479-3735, to notify the managing agencies of their plans to launch on a certain date. At that time, river users will be informed of how many people plan to launch that same day. When the total for that day reaches 120, subsequent callers will be asked to shift their launch to another day to avoid overcrowding. This voluntary system will require that float groups display a certain degree of flexibility and that users take responsibility for how their actions may affect river management in the future.

Party leaders are requested to check in at the Rand Visitor Center, 14335 Galice Road, Merlin, Oregon, on launch day. It is located three miles north of Galice. Party size should be confirmed. Trip leaders are also requested to notice the Rand Visitor Center when trips are cancelled as soon as possible to allow others to use the river.

To give all river users the most equitable opportunity to schedule their fall use, the managing agencies will begin taking reservations on July 15, 1985, by telephone only, 479-3735, on a first-come, first-served basis. This system will continue through October 15.

Should the 1985 Voluntary System prove successful and use does not go above 130 on two or more days per week, it will be continued next year. If this system is not successful, a Mandatory System is proposed.

## INTERNATIONAL JUNIOR KAYAKING TRAINING CAMP

The American Canoe Association is sponsoring an international junior kayaking training camp. The camp is being held for youths ages 12 to 18. On August 5, 6 and 7th Wausau, Wisconsin will be the host city for juniors interested in beginning kayaking, beginning racing techniques and intermediate to expert racing tech-

niques. South Bend, Indiana will host the camp during the second phase of training August 13, 14 and 15th. Cost for a 2 day session is \$35.00; a 3 day session is \$50.00. Rental equipment is separate. Students may register to participate in one or both cities.

For further information and registration forms please contact:

Gary De Young, Chamber of Commerce, Box 569, Wausau, WI 54401 (715) 845-6231

## KNOXVILLE CANOE AND KAYAK FESTIVAL, INC.

The largest Canoe and Kayak Festival ever held in the United States is being planned for Knoxville, Tenn. This event, scheduled to be held annually, will have dramatic impact on sales of canoes and kayaks.

The Knoxville Canoe and Kayak Festival, Inc. has announced the hiring of David L. Brown as Executive Director. Mr. Brown was formerly Executive Director of Eastern Professional River Outfitters Association and is well known for his conservation efforts on the Ocoee and Gauley Rivers.

Jim Hart, General Manager of WBIR Knoxville and Chairman of the Board of the Knoxville Canoe and Kayak Festival, Inc. said, "We feel very fortunate to have found someone as qualified as David Brown to head up this project. Knoxville intends to make this festival as important to the Canoe and Kayak industry as the Indy 500 is to Racing."

The Festival is being organized with whole-hearted support from key business and community leaders, area state and federal agencies, and the paddling community. The first Festival is scheduled for June 1986. It will feature three to four weeks of canoe, kayak, and rowing competitions on whitewater and flat-water rivers around the Knoxville area. A finale weekend is also being planned in Knoxville along the waterfront and at the site of the 1981 World's Fair. The paddling competitions, big prize money, celebrities, concerts and an outdoor equipment show will make the Knoxville Canoe and Kayak Festival the largest event of its kind in the nation.

# THE GAULEY RIVER FESTIVAL 1985 AD.

TO BENEFIT CITIZENS FOR GAULEY RIVER  
and the PENOBSCOT COALITION

Saturday, September 21  
6 P.M.

Mountain River Tours Campground  
Jct. Highway 60 and  
US 19, Hico, West Virginia



Festivities begin at 6:00 P.M. Bluegrass music by Fayette Station Band, clogging, food  
raffles, auctions, comedy, sheer insanity, and the unforgettable GAULEY RIVER!

**Experience Man-Eating Holes! ☆ A Cast of Thousands!**

Produced By: West Virginia Wilderness Assoc., Blue Grass Wilderness  
Assoc., Penobscot Kayakers, Hydrus Division of Robert Dierke,  
NCAH Boats, Mountain River Tours, N. American River Runners, White  
Eyed House, Uchi, Go With The Flow, Class SE Run Runners, Cruise  
Centers, and Mountain Ridge Press.

For more information contact:  
**Citizens For Gauley River**  
P.O. Box 722  
Oak Hill, West Virginia 25901  
(304) 465-1412

Don't  
Miss  
IT!

"The Festival will be a celebration of paddle-powered adventure on America's waterways," says Brown. "We're planning exciting events for all levels of paddlers, including some very challenging races for recreational boaters. One of our goals is to design the event to focus the general public's attention on the sport of canoeing and kayaking," according to Brown.

While the first Festival is scheduled for next year, Brown foresees a three year development period for the event. "Each year we'll smooth out the wrinkles and add events or touches to give the Festival true national stature."

Contact David Brown at Knoxville Canoe and Kayak Festival headquarters at the Knoxville Chamber of Commerce for more information.  
Knoxville Canoe And Kayak Festival,

301 East Church Avenue  
Knoxville, TN 37901  
1-615-637-4550

## A FEW HOURS OF YOUR TIME IN TRADE FOR A HEALTHIER CHESAPEAKE BAY

The quality of the Chesapeake Bay is declining. This decline is occurring because more than 4,000 miles of Maryland's streams are polluted and this figure is growing by another 150 miles annually!

The pollution transported by these tributaries, then introduced into the Bay, originated from thousands of specific sources. In Maryland alone the sources include 400 sewage treatment plants, 120 landfills, 1,000 construction sites, 1.2 million homes, thousands of farms, and a wide variety of other activities. If the Bay is to recover, then each pollution source must be corrected.

Despite the existence of strong laws requiring the control of these sources, pollution is rampant due to inadequate or nonexistent enforcement. Only 25% of all construction sites have adequate sediment pollution control. The typical sewage treatment plant violates its pollution discharge permit 75% of the time. Only a fourth to a third of all farms

have implemented a soil erosion control plan. Obviously, government alone is not a force sufficiently strong to solve such a major social problem as water pollution.

The shortest route to clean water lies in expanding the number of volunteers who monitor each of the many problems affecting our waters. This citizen oversight serves to ensure that each problem is resolved as swiftly as possible. Following are some examples of how you can provide this oversight.

- In one hour we can show you how to evaluate the quality of mud pollution control measures as applied to construction sites. We would ask that you and another volunteer apply this skill to a site of your choice. Within two weeks after reporting the control deficiencies, you should find that most of the deficiencies have been corrected.
- After a 30-minute training session you will be able to pin-point pollution problems by sampling aquatic creatures. We would ask that you and a friend apply your newly acquired abilities to a stream of your choice. In one afternoon the sampling technique would allow both of you to identify the significant sources of pollution affecting the stream.

- With a two-hour training session we could show you how to evaluate the degree of water quality impact due to one of the 2,000 permitted pollution discharges in Maryland. In this same period we could also show you how to minimize the water quality effects of a proposed development project.

Would you care to solve one of the many problems fouling our waters? Selection of the specific project is up to you as well as when and where it is carried out. If none of these appeals to you then we can meet to discuss the many other possibilities. I could explain what resources Save Our Streams can provide to you. After getting to know each other better, we could find an issue which you would genuinely like to solve.

If you would like to take a more active role in restoring the Bay and those 4,000 miles of polluted streams, then give us a call at (301) 269-3784 or write to:

Save Our Streams, 258 Scotts Manor Drive, Glen Burnie, Maryland 21061.

Dear Editor:

For twenty plus years I have enjoyed the activity of paddling without serious injury or illness hindering me. But, I have seen others injured and fortunately there was someone around to provide necessary first aid. Such is not always the case. As we continue to push the limits of technology, participation, stupidity, and ignorance ever outward, we increase the possibility of injury, illness, death, and governmental control of the activity. The examples are too numerous to mention.

Almost fifty years ago, one skier who was confronted with a serious accident noted the need for first aid training specifically for skiers. From such an observation came the beginning of an idea which evolved into the National Ski Patrol System, Inc. Do we need such a service for paddlers?

Is it feasible to establish such a service? What organization would sponsor it? Are there paddlers available who would want to invest the time, money, and effort to acquire the necessary training then expose themselves to time restraints and risks of service? Who will underwrite the group liability insurance for trained and certified first aiders?

If your response to the above is sympathetic, please consider the following. What is the purpose of establishing such a service - to patrol specific waterways and/or with specific groups at specific times; to provide first aid to ill, injured, and/or lost paddlers; to inform paddlers of water hazards and safety precautions? What qualifications might we want to see in an individual who provides such a service?

The questions and concerns mentioned above are offered as a starting point for discussion. I welcome the opinions, comments, suggestions, questions, and constructive criticism of anyone interested enough to respond. SASE please, if you want a reply. Thank you for your consideration.

Roy L. Mahnesmith  
215 S. Chestnut  
Kewanee, IL 61443  
(309) 853-4198

American Canoe Association Canoe & Kayak Instructor  
ACA River Rescue Workshop Participant  
Am. Red Cross CPR, First Aid & Water Safety Instructor  
National Ski Patrol System, Inc., Basic Nordic Patroller  
National Ski Patrol System, Inc., Auxiliary Alpine Patroller

**Editor's Note:** Let's here from our readership and voice our opinions. Perhaps we can set up a river first aid program.

## River Rendezvous

continued from page 6

Saturday evening includes an important tribute to famous and historic river runners or places. Late year we tributed Georgia-Woman of the river, and in 1983, Glen Canyon - The place no one knew.

Sunday is highlighted with river oriented events including a paddle raft tug-of-war, regular tug-of-war, dutch oven cook off, rescue balance throw, raft repair seminars including conversion of rafts to self bailing, and a BBQ and beer party. This is held at the Skyline Guest

Ranch overlooking Mt. Wilson (14,000'). In case of bad weather, videos will be held in the lodge.

For additional information and preregistration please contact:

River Rendezvous, Box 1838, Telluride, CO 81435

For room Reservations call:

Telluride Central Reservations

Colorado 1-728-4431

Outside Colorado 1-800-525-3455





## Race Schedule

### AUGUST

**3-4 Wausau 11**, Wausau, WI (SL), MID AMERICA INTERNATIONAL

AMERICA INTERNATIONAL SLALOM SERIES RACE #1, Don Sorensen, Mall Cafeteria, Albert Lea, MN 56007

**10-11 Piers Gorge**, Niagara, WI (SL) MID AMERICA INTERNATIONAL SLALOM SERIES RACE #2, Dr. John Lowen, 615 Washington St., Niagara, WI 54151

**17-18 August Shoshone**, Glenwood Springs, CO (SL/DR), Tom Steitz, Box 773714 Steamboat Springs, CO 80477

**17-18 South Bend Slalom**, South Bend, IN, MID AMERICA INTERNATIONAL SLALOM SERIES RACE #3, Michael L. Martin, 25276 Aqua Dr., Elkhart, IN 46514

**24 Annual Yough Upstream & Wildwater Race**, Ohiopyle, PA (SL/WW), Bob Ruppel, RD #3, Box 108, Confluence, PA 15424

**24-25 Savage River International**, Bloomington, MD (SL/WW), (SITE OF THE 1989 WORLD SLALOM & WILDWATER CHAMPIONSHIPS), Pat Kingman, 1115 High Country Road, Towson, MD 21204

**25 Ohio-Penn Divisional Downriver Championship**, Confluence, PA (DR), Bob Ruppel, RD #3, Box 108, Confluence, PA 15424

### AUGUST/SEPTEMBER

**31-1 Denver Days**, Denver, CO (SL/DR), Tom Steitz, Box 773714 Steamboat Springs, CO 80477

### SEPTEMBER

**7-8 Kernville Fall Classic**, Kernville, CA (SL), Mike Hearn, 4367 W. 136 Street 'A', Hawthorne, CA 90250

**7-8 Feeder Canal Slalom Clinic & Race**, Bethesda, MD (SL), Bill Carr, 9308 Kingsley Ave., Bethesda, MD 20814

**7-8 Cool Down**, Glenwood, CO (SL/WW) Tom Steitz, Box 773714, Steamboat Springs, CO 80477

**14-15 Keystone Slalom**, Reading, PA (SL), Ted Sargent, RD #1, Box 1043, Green Hills, PA 19540

**14-15 Slippery Rock Creek Slalom**, Portersville, PA (SL), Karl Kruger, 14 Oak Lane, Mars, PA 6046

**515 Esopus Wildwater Race**, Phoenicia, NY (WW), ATLANTIC DIVISION WILDWATER CHAMPIONSHIPS, Sandy Johns, P.O. Box 284, Denville, NJ 07834

**21-22 Riversport Slalom**, Confluence, PA (SL), PENNSYLVANIA CUP CHAMPIONSHIPS RACE #1, Kara Ruppel, Yough St., Confluence, PA 15424

**21-22 Pinnacle V Flatwater Slalom**, Little Rock, AR (SL), Joyce Wellhouse, 3410 Ridge Road, North Little Rock, AR 72116

**28-29 Texas Jr. Whitewater ;Safari**, San Marcos, TX (SL/DR), Tom Goynes, Rt. 1, Box 55R, Martindale, TX 78655

**28-29 Lenape Slalom**, West Chester, PA (SL), PENNSYLVANIA CUP CHAMPIONSHIPS RACE #2, Ellen Christensen, 2013 Chester Ave., Abington, PA 19001

### OCTOBER

**5-6 Fiddlers Elbow Slalom**, Hummelstown, PA (SL), PENNSYLVANIA CUP CHAMPIONSHIPS RACE #3, 600 Kala Drive, Harrisburg, PA 17109

**5-6 Last Ditch**, Langdale, WI (SL), Bob Obst, PO Box 8515, 606 Eugenia Ave., Madison, WI 53706

## North Branch Potomac Release Update

continued *from* page 7

Sandra Neely of Eastern River Expeditions traveled the Northeast with Albans for three years, speaking to boards and panels and representatives of organizations about plans to protect the Penobscot.

"I credit Nick with the success of bringing fishing groups into a working relationship with whitewater boaters," Neely said. "When we began to seek support for the river, the hostility of fishermen for private and commercial whitewater boaters was intense. I have to admit that most of the blame can be laid to ignorant outfitter behavior and the lack of awareness private boaters had for what makes a good fishing spot. The real problem was lack of communication and Nick made it possible for the sportsmen to rise above our competing use of the river for a cause that was more important than the issue of kayaks playing eddy lines where fishermen fished."

"Nick Albans has been an inspiration to me," Neely continued, "and to everyone who has been and is facing one of the meanest and politically dirtiest battles I've ever known."

Albans is a combat veteran of the U.S. Marine Corps and a retired schoolteacher. He currently owns and operates a guide service and a whitewater specialty shop. He is an avid kayaker and a dedicated fly fisherman.

"In every river fight," said Chris Brown of the American Rivers Conservation Council, "—the Stanislaus, the Tuolumne, the Colorado, the Penobscot—there are a number of key roles which must be filled if we are to save these most valuable free-flowing rivers. On the Penobscot, Nick occupies one of these crucial niches, as one whose spirit and insights have driven others to fight the battle on many fronts."

## AQUATERRA PHOTO CONTEST

### WANTED:

Good action photos of Aquaterra Chinooks, Blazers, and Mystics. These kayaks can be captured many different places—at your local lake, in a meandering stream, shooting the rapids, gliding on the open sea, or even in more exotic places among the whales, glaciers, sea otters, and pelicans. Extreme caution should be used when attempting to capture Chinooks, Blazers and Mystics—paddling and photographing them can become habit forming!

### REWARD:

Due to the hazardous nature of this task, we are offering large rewards for your photos. In addition to having your winning photos used in Aquaterra ads, catalogs and posters, we are offering over \$2,000 in cash and prizes.

1st Prize: A boat of your choice, \$100 in cash and \$100 in accessories (retail value)

2nd Prize: A boat of your choice and \$100 in cash

3rd Prize: \$100 in accessories (retail value) and \$50 in cash

4th Prize: \$100 in accessories (retail value)

Six additional prizes of \$50 in accessories (retail value)

There will be an additional cash prize of \$100 for the photo used as our 4-color large format poster.

### RULES

1. Only 35mm slides or prints (with negatives) will be accepted.

2. A model release is required for all people who appear in the photos (please make sure paddlers are wearing life jackets). The names of the photographer and paddlers will be used when possible.

3. All photos and negatives chosen will become the property of Aquaterra, Inc. to use as we wish.

4. Aquaterra cannot return pictures or slides not selected, unless accompanied by a self-address stamped envelope.

5. The contest ends at midnight on September 15, 1985.

6. The decision of the judges is final.

7. Employees of Aquaterra, Inc. are not eligible for this contest.

# DON'T OVERDO IT!

by *Maribeth Stuart*

W H I T E M A G A Z I N E

I heard it from several knowledgeable kayakers. "Don't overdo it...don't push yourself too hard!" Maybe, just maybe, these people knew what they were talking about. But did I listen? No.

Well, I paid for it and am still paying for it because I did not heed their advice nor did I follow my own instincts. Three times prior to my fateful moment, my instincts told me not to paddle. But I didn't pay any attention. I hope I will in the future.

On Saturday, May 4, I raced on the Nolichucky. Paddling my new wildwater racing boat, I competed over 10 tough miles. This was my first time racing in a wildwater kayak, and, to put it mildly, I didn't do very well. I capsized once and swam, and then I was pinned sideways under a strainer, requiring another wet exit. Having practiced my roll throughout the winter months in three different pools, I felt quite confident that I wouldn't be doing any swimming this year. I was rolling on both sides in the pools, and rolling with hands only. But this was in my cruising kayak. The wildwater racer was different, and I discovered that racing was different from cruising, as well.

As if I hadn't already suffered enough on Saturday, I returned home (to Asheville) and went out and hit a couple of buckets of golf balls.

Thus I was tired and sore when I arose on Sunday morning and met three excellent kayak paddlers—John Bayless, Jim Sheppard, Al Balcewicz—to paddle the Chattooga, section 4.

I'd already run this particular stretch of river four times this year, but this time I was significantly tired. I came within a breath of offering to run the shuttle, but like everyone else, I was afraid to say NO to this cruise. I'll know better next time.

The water level was 1.3. Low, but runnable. We ran Bull Sluice first of all, without any problems. But as we headed down the river, I found myself just sitting in the eddies instead of playing vigorously. I knew at the time that I was too weary to be there.

We passed through Woodall Shoals without incident. Then we reached Seven Foot Falls—this is a narrow, V-type vertical drop. The right tongue of water crosses over the left tongue. The correct way to run this Class IV is to eddy out above, line yourself up for the right tongue, and then brace hard as you drop onto the boiler below.

John and Al were in the eddy which is about 10 feet from the drop. I should have waited until one of them cleared the eddy, but I didn't. Still I aimed for the eddy, smashed against a rock, and missed the eddy altogether. I was now about 3 feet from the drop as I heard John shout, "Go for it!" This I did.

However, I was not lined up properly and was not paddling aggressively, and I was carried over the left tongue. Immediately, the water coming off the right tongue flipped me like a top. At the bottom of this drop is famous rock named "Alligator," which is underwater but points in an upstream direction. I'm not the first person it has snagged. As I flipped, my paddle was wrenched out of my hands, tearing some ligaments and breaking my thumb. The force of the water was terrific! Upside down, my chin and then my head smashed against "Alligator." I had enough left to try a hands-only roll, but discovered I was squashed up underneath an undercut rock beneath the falls.

I realized I would have to bail out. I did so, and was pushed up against the rock, so I pressed my feet against the rocky bottom and began "walking" out from underneath it.

John, waiting above, hadn't seen me emerge, so he paddled up to the lip of the drop to see what was going on. When he saw my dilemma, he ran the drop and dragged me out of the falls.

By now panic had attacked me, because I was aware of the dangers of the undercut rocks on section 4. Although rescued, I felt like a wrung-out washcloth. I could hardly move. John pulled me onto a boulder to assess the damage. All that was noticed was a cut chin, plus

a large knot on my head which occurred even though I was wearing a heavy helmet.

Luckily I had a well-equipped First Aid Kit in my boat, and the fellas worked together to dress my chin. I was freezing cold—mild shock, I guess—and they worked on warming me. After a while I tried to paddle, but I'd also hurt my hand so badly that I could not hold my paddle. Fortunately, a fisherman came along at this time and offered to walk out with me. His name was Stan; he was the owner of the Chattooga River Campground. He said my injury was definitely not the first he'd seen on the Chattooga! It was a 1%-mile hike out, and with Stan's help, I made it, while John, Jim, and Al continued down the river.

Well, I am writing this with a cast on my left hand up to my elbow, and I'm

supposed to wear it another six weeks as my broken thumb heals. I had 18 stitches in my chin to close the wound there. It's looking good, but is still kind of sensitive, particularly when I accidentally hit it with the cast! The lump on my head has gradually diminished to normal size.

Quite frequently I'm asked whether I'll be paddling again. Of course!! People have car accidents every day, and they still drive, don't they? However, I will stop trying to set world records as I have been trying to do in the past by pushing myself so hard. I most definitely will follow my instincts. I won't be afraid to say NO. When I find myself sitting in an eddy too tired to move, I'll excuse myself and leave. Kayaking is an individual sport, and I shouldn't have to set world records or prove myself over and over again in order to have fun!



courtesy of William Nealy



## Colorado River (Gore Canyon)

Bored of the Cheat above 8 feet? Does Mather Gorge at flood stage bring mere stifled yawns? Upper Yough below 3.25 feet simply a Sunday stroll? Got them ol' Big Sandy high water blues? Boy, have I got a run for you!

It's a hidden (and easily missed) stretch of the Upper Colorado, just hatched in the Front Range of the Rockies and bolstered in size by the Blue River. It slices through the Gore Range, producing some of the most intense, technical, bizarre aquatic hell ever seen or experienced by this writer. So unruly and obscure is it that the CCA's resident guru emeritus, Ed Gertler, has only walked and scouted it. Bounded on both sides by steep 2000 foot peaks,

the canyon defies description. Carved out of the river right side lies a railroad grade (the Denver and Rio Grande Western line). A mere 20 feet above the river at the put-in, the grade ends up 200 feet high at the bottom.

Simply said, getting into or out of the gorge by any other means than a boat is utter madness. Apparently, most of the riverbed is made up of megachunks of rock fallen from the ever-present talus slope produced by the railway construction. Many hundreds of tons of rock debris have been bulldozed off the tracks directly into the river. This sort of thing has let to all sorts of heart-stopping, mind (body and boat)-wrenching stuff in the river bed.

Sharp, jagged undercuts are juxtaposed at all imaginable angles. Ragged, steep drops pour into fearsome holes crammed full of boulder chunks and railroad debris waits submerged in the pools below. Clearly, not the sort of thing Ma Nature would or could concoct (unless she truly does have a perverse streak).

It is thought to be an ultimo hair run in the Colorado paddling scene, and only fall runs at 900 cfs or below are thought feasible, as spring or summer attempts are considered confirmed tickets to the Promised Land. As it is run by a suicidal few year year (25-30) and always in the fall, we understandably approached it (in late summer) with some trepidation and only scant information. Legend has it that only a brave handful of kamikazies have run all the 8-15 foot, class V-VI drops; the most recent supposedly being a couple of Aspen boaters (perhaps they left the vertical fingernail scratch marks clawed indelibly in the sheet granite cliffs?) and the earliest being the famous Idaho boater, the late Walt Blackadar.

Two of us, Keith Heasley (intrepid boater, erstwhile racer, and sometime raft guide) and myself (the same) had just run the Grand Canyon at a high level. We were en route to D.C. when we decided to try our hand at some western water that might still be running. Encouraged as we were by an enjoyable run on the Westwater Canyon stretch of the Colorado (home of the infamous Skull Rapid, Room of Doom, and Rock of Shock), we took off for Kremmling knowing only bits and pieces of what we were getting into. The advice we had to go on was "Don't get intimidated by it as you scout from the railroad bed, because it only gets worse when

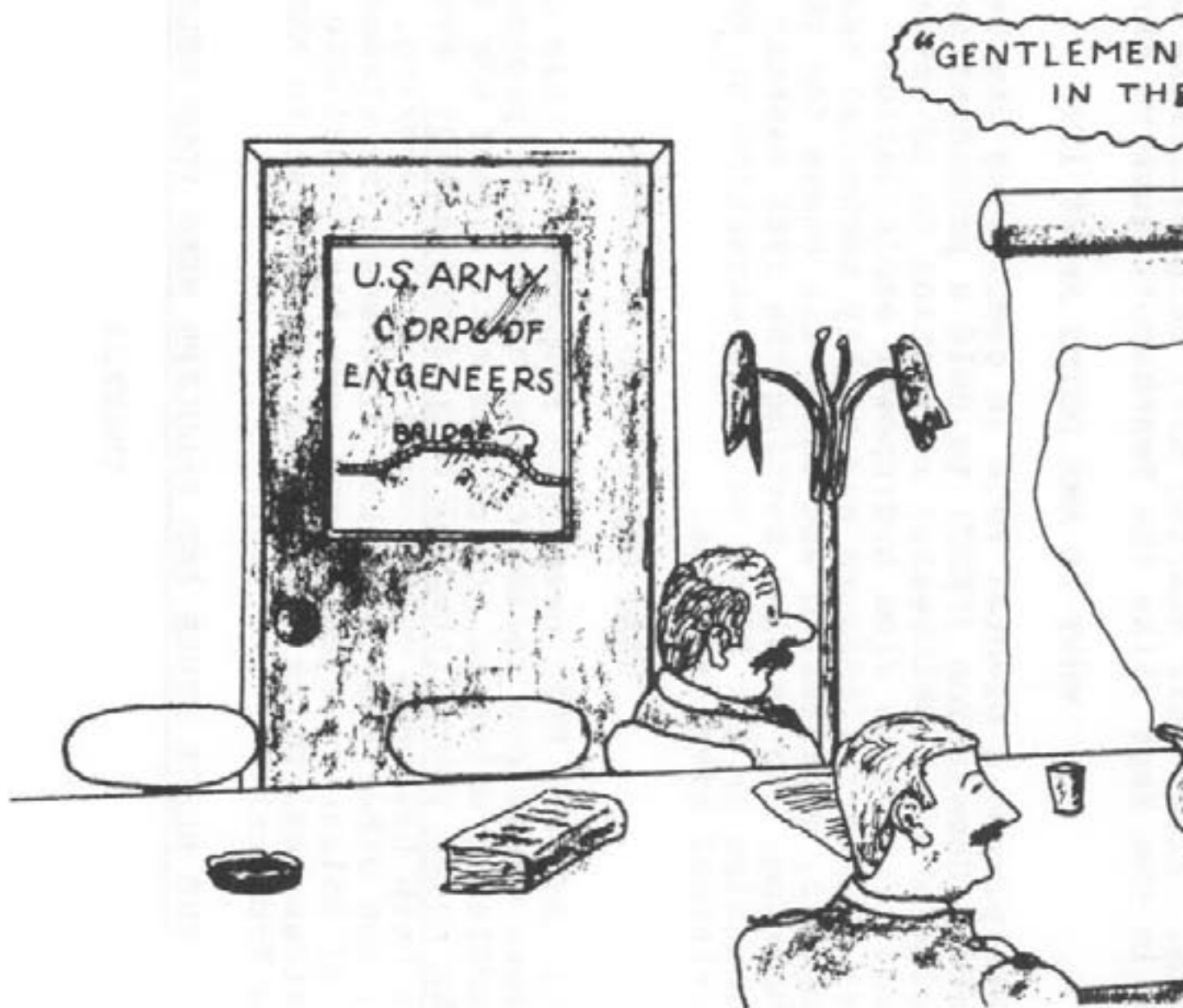
you're down in it!" With this gem in mind, we set out to "Shoot the Gore."

Well, let it be said that the Gore at high water (1650 cfs) is "on the edge." The center chutes being too pushy and full of bloodthirsty holes, we often ran steep, blind drops (Upper Yough style) along the shore, shuffling from micro-eddy to micro-eddy. After invoking the time-honored "borrowed boat" excuse, I chose to carry three or four of the big drops, and discovered that the carries up and over the steep, unstable talus slope were often more dangerous than the drops themselves. Keith, however, a maniacal gleam in his eye and a sideways glance at a spot in the record books, opted to run everything (after careful scouting, of course).

I supposit it was inevitable that Lady Luck would run out on Keith, "pushing the envelope" (to borrow a term from test pilots) as he was. Attempting the last major drop (a huge pillow culminating in a giant hole with slabs of broken mountain mere inches under the backwash) he flipped, bashed his shoulder and went for a Waring Blender swim (pureed). Picture Devils Trap at 5.5 fee on the Cheat (Coliseum Rapid) with paved asphalt 6 inches under the backwash in the eddy and you get a harrowing idea of the abuse he took.

Exhausted by a frightening (even to watch) Class V swim, his boat wrapped, and his \$150 Backlund paddle lost, Keith was understandably bummed. But the intense section was finished, and it was decided that he would search for his paddle in my boat, while I carried the now semi-flattened Suranji kayak out along the railroad grade (a





### WHAT'S ALL THE BLACK RIVER GORGE HULLABALOO ABOUT?

Three power companies want to get permission right now from the Federal Energy Regulatory Commission (FERC) to dry up or dam the Black River Gorge just outside Watertown, New York.

### WHY SAVE THE BLACK RIVER GORGE?

The Black River Gorge is spectacularly scenic!  
The Black River Gorge features adventure class big water whitewater!  
The Black River Gorge runs all summer!  
The Black River Gorge is only a couple of miles off Interstate 81 on the way to the Thousand Islands and the rivers in Canada like the Ottawa!  
The Black River Gorge offers easily accessible exciting whitewater recreation for thousands of rafters and hard boaters alike each year!  
The Black River Gorge offers clean water and scenic escape in an urban setting!

### WHY SHOULD YOU CARE?

AWA believes adventure class rivers in the East (some of which are, perhaps, closer to you than the Black) are becoming critically overcrowded. The Black relieves some of that pressure. Plus, this hearing will help determine whether other rivers in the East (like the Penobscot) deserve FERC protection.

### WHAT IS AWA DOING ABOUT IT?

AWA played a pivotal role in convincing the Federal Energy Regulatory Commission (FERC) to hold a precedent setting hearing exploring whether whitewater recreation on adventure class rivers deserves protection from hydropower exploitation. AWA is now preparing expert witnesses and highly technical testimony on econometric, engineering and aesthetic bases for the January, 1985 hearing. AWA is also hosting the 1986 Eastern Freestyle Championships on the Black to focus attention on the plight of this critical river segment.

### WHAT CAN YOU DO TO HELP?

1) AWA and FERC need your responses to this questionnaire to answer questions raised by the hydropower project developers.  
2) Paddle as often as **you** can on this river! USE IT OR LOSE IT!  
3) AWA needs your financial help desperately! Even though most of our help has been volunteered so far, xeroxing, mailing, phone calls, and other out-of-pocket expenses **have** already cost thousands of dollars. Please send your tax deductible donations to Bob **Patraw** real quick: (make your checks out to AWA - Rivers Rescue Project)

### THE BLACK RIVER AND PADDLERS NEED YOUR HELP NOW!

THANKS!

## AWA BLACK RIVER QUESTIONNAIRE

August, 1985

.....

This questionnaire has been prepared and circulated to AWA members to fill out and return before October 15, 1985. It was developed in response to formal questions asked of AWA in the Federal Energy Regulatory Commission hearing **regarding** three different proposals to dam up the river. Your responses to this questionnaire, whether or not you have ever been on the river, are critical to development of a data base needed to prepare **AWA's** case. Please take a moment to fill it out and send it to:

Bob Patraw  
11 Sunflower Lane  
Colonie, NY 12205

Thanks!

Name \_\_\_\_\_

Address \_\_\_\_\_ (Don't give # of street)

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

1. Did you ever paddle on the Black River? \_\_\_\_\_ (Y/N)

2. If so, what kinds of craft have you used? \_\_\_\_\_ , \_\_\_\_\_

3. If so, did you run Glen Park Falls? \_\_\_\_\_ (Y/N)

4. Where did you usually put in? \_\_\_\_\_

5. Where did you usually take out? \_\_\_\_\_

6. What percentage of your trips occurred on weekends? \_\_\_\_\_ (%)

7. Highest and lowest flows run? \_\_\_\_\_ cfs (H) \_\_\_\_\_ cfs (L)

8. Most exciting flow? \_\_\_\_\_ cfs Why? \_\_\_\_\_

9. Most suitable or meaningful flow? \_\_\_\_\_ cfs Why? \_\_\_\_\_

10. Percentage of annual trips on the Black by month?

April May June July August September October

11. Assuming that the Black remains free flowing, how much do you

plan to increase your use of this segment? \_\_\_\_\_ (%) Why? \_\_\_\_\_

12. For the adventure class rivers (Class III-VI) you make efforts to paddle each year, please provide the following information:

<u>River</u>	<u>Segment</u>	<u>Segment</u>	<u>Normal</u>	<u>Number</u>	<u>Is the run</u>	<u>Dam</u>
<u>Name</u>	<u>Name</u>	<u>Length</u>	<u>Season by</u>	<u>of</u>	<u>getting</u>	<u>Release</u>
			<u>Months</u>	<u>runs/yr</u>	<u>crowded?</u>	<u>Enhanced?</u>

**1985 Eastern**

**Freestyle Championships**



**BLACK RIVER**

**WATERTOWN, NY**

**SAT., AUGUST 31  
& SUN., SEPTEMBER 1**

decision later determined to be the more foolhardy task).

Have you ever read in any kayak instruction book how the hell to get a smashed boat up a 200-foot talus slope angled at 70 degrees? I haven't. The only way I could figure was to jam the thing in between some rocks, climb up (trailing a throw bag) tie the end off, and top rope the beast up. Even so, it required 45 minutes and several pitches to reach the railway. Yet a most important discovery was made: E-glass, Kevlar, vinylester boats do, in fact, bounce. And quite well at that.

Hiking along a well-used railroad grade carrying a flacid kayak, all the while missing some beautiful Class IV whitewater, can be quite depressing. But not as depressing as the sudden discovery that a train is about to share your space. Hemmed in on one side by a cliff and on the other by the talus exposure with only a couple of feet of clearance either way, I discerned quickly that I was not in the right spot. As my climbing skills leave much to be desired, I hurriedly tied off the end of the throw rope, chucked the boat over the precipice (it bounced twice before coming to a slow dangle) and lowered myself over the edge. I'm sure there were a few surprised passengers in the train, as they wondered what vagrant clother in such odd garb would be doing hanging around a railroad right-of-way deep in the wilderness.

Returning to the river, I chose to hand paddle the rapidly sinking boat the rest of the way Class II stuff. (I figured there would be fewer trains there). Eventually reunited with Keith (he had recovered his paddle) we leaded the boat and a half on the truck and hightailed it out of the

high country back to the swamp we so lovingly know as D.C.

Postscript: Take heed, all ye who consider themselves sturdy in a whitewater way. This run is not for the weak, the timid, the faint of heart, or those given to attacks of quaking knees. Gore Canyon is steep, fierce, remote, and dangerous. It should be attempted only by a group of experts with lots of safety lines, not by a pair of wandering miscreants. And by no means should one think that, by looking forlorn and helpless, can one stare down a speeding Denver and Rio Grande Western locomotive. In short, the Gore is not a river for all of us, or even some of us. It is ONLY for the acutely insane!

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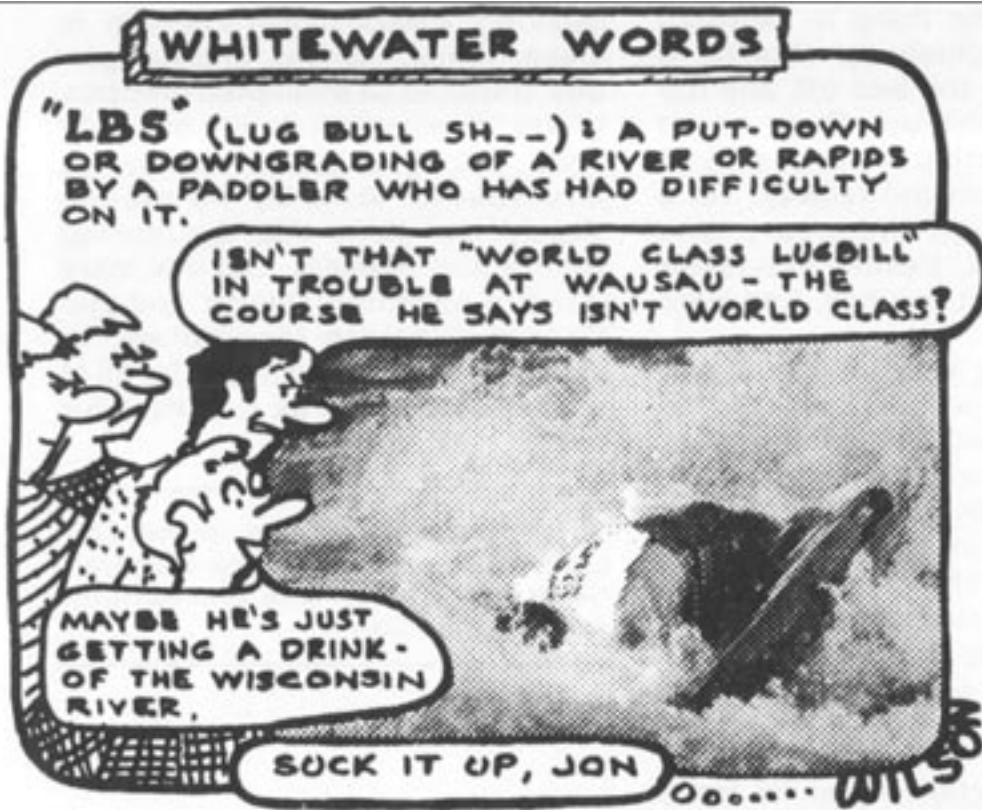
*Editor's Note: According to the Colorado Whitewater Association in Denver, Colorado, this run was successfully negotiated in 1985.*

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# The Whitewater Cartoon World

## According to Jon Wilson



**Editor's Note:** This cartoon was pulled from the AWA pages last year. We decided time heals all egos. Jon Wilson photographed this rare moment in race history.



Cartoonist Jon Wilson paddling.





THAT'S NO DUPFEK!

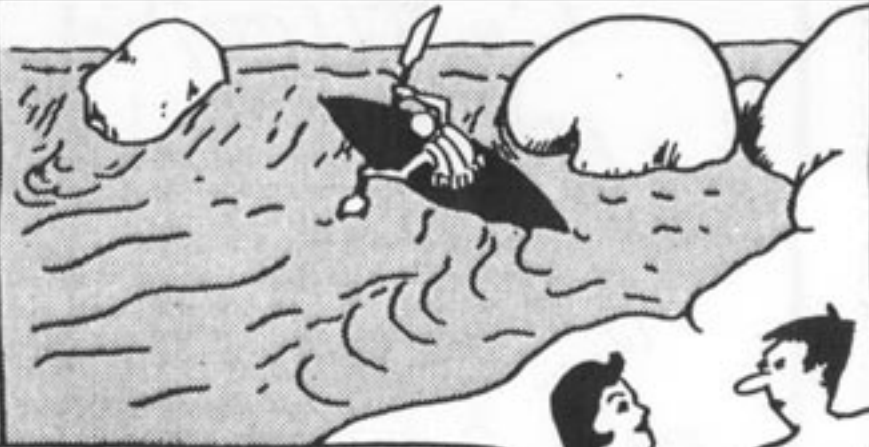
## WHITEWATER WORDS

**SHUTTLEBUNNY** - A FEMALE (USUALLY UNLIBERATED) WHO LOVES TO SPEND HER WEEKENDS SHUTTTLING HER HONEY AND HIS FRIENDS BACK AND FORTH BETWEEN THE POT-IN AND THE TAKE-OUT, LIKE A BADMINTON **SHUTTLECOCK**.



# WHITEWATER WORDS

**PEEL OUT** - TO ENTER THE CURRENT FROM AN EDDY USING A HIGH BRACE TO PIVOT THE BOAT.



BEFORE YOU PEEL OUT DON'T YOU SHOUT "BURN KEVLAR"?

WILSON

# WHITEWATER WORDS

**TONGUE** - THE CLEAR ROUTE THRU A RAPID, USUALLY A FAST MOVING, SMOOTH TONGUE-LIKE STRETCH OF WATER - WIDER UPSTREAM THAN DOWNSTREAM - THE "V" OF THE RAPID.



UGH! ANOTHER FORKED TONGUE

DAMN, IT'S RIGHT ON THE TIP OF MY TONGUE

HELP! I'M TONGUE-TIED

OH MY, A TONGUE-IN-CHEEK

I'M LICKED

OH! THAT ONE SOUNDS LIKE MY NATIVE TONGUE.

WILSON

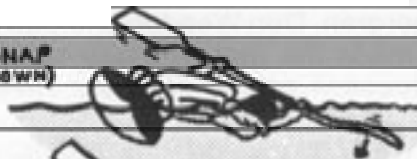
# WHITEWATER WORDS

**SCREW ROLL** - AN ESKIMO ROLL IN WHICH THE PADDLE IS HELD IN THE NORMAL PADDLING POSITION THRU-OUT THE ROLL.

**1 SET-UP**  
(TUCK TO DECK)



**3 HIP SNAP**  
(HEAD DOWN)



**2 SWEEP**  
(HEAD ON SHOULDER)



**4 RECOVERY**  
(HEAD OUT LAST)



I LIKE TO CALL IT  
A FOOL-AROUND ROLL.



## WHITEWATER WORDS

**SLEEPING BAG** - 1. A RESTING FEMINIST. 2. A WARMLY LINED BAG FOR SLEEPING OUTDOORS. 3. THE FAVORITE FIRST AID TOOL FOR HYPOTHERMIA (ONE OR TWO NUDES IN A SLEEPING BAG WITH THE NUDE HYPOTHERMIA VICTIM).

I'M NOT SURE I HAD  
HYPOTHERMIA EITHER,  
BUT ED DECIDED WE  
SHOULDN'T TAKE  
ANY CHANCES.



# MEET ME AT THE GORGE

*By Risa Shimoda*

("On the April 11 edition of the show (American Sportswear"), Chris Spelius, Ken Lagergren, Don Weedon and Carrie Ashton made the first officially-recognized descent of the Niagara River Gorge. The section, immediately downstream from the world-famous falls, flows at over 100,000 cubic feet per second and contains the biggest rapids in the nation. (The second biggest are in Cataract Canyon of the Colorado River, in Utah.) The local police have always prohibited boating on the run, except during a brief period several years ago, when they allowed a raft trip operator to try running a huge motorized raft through the rapids. The raft flipped, several people drowned, then the police reimposed the ban, until ABC Television convinced them to lift it for the purpose of making the new film. However, some of the Kayakers shown in the film have reportedly made unofficial runs in the past..." From NORS/CURRENTS, April 1982. While the Niagara Gorge is not a run you'd find listed on the KCCNY Cruising Calendar nor recommended by our Safety Chairman, what follows is an exciting tale about what happened when a couple of KCCNY members (widely known for their daring) decided to meet the challenge. P.B.H.)

Inspiration sprang forth last June in Colorado while paddling some very white water with Pete Skinner (others too, including Robin Graham, Gibbs Johnson — Atlanta, Alan and Bob Baker — Rochester). He suggested one day that we get together in upstate New York sometime soon to **do** "the Gorge." I assumed he meant Hudson. Wrong. To my surprise, shock and delight, he clarified the reference with one word — "Niagara". Yes, the huge one. Yes, the one which Chris Spelius and Carrie Ashton ran on TV. Yes, the one on which a run risks you an encounter with hefty fines!

We began to plot a convenient time to rendezvous — a little tough for me, as I was soon to move from New Jersey to Atlanta. We got back together on the subject cruising the Gauley in late September. Two weeks later I was on my way to the Buffalo Airport with expectations soaring at the same altitude as the 727! Pete found me snoozing on a bench in the Baggage Claim area after his six hour drive from Albany, and we were off.

DATE: 6 October, 1984

TIME: 2:00 A.M.

PLACE: Beautiful Downtown Niagara Falls

ACTIVITY: One boat-laden, hardly inconspicuous with its headlights off slips by a snoozing cab driver to a quiet parking area. The local "constabulary" keeps their eye on the rowdy Friday night activity but one block away. One boat, then two, disappear from atop the suspicious vehicle into the brush. The car then disappears.

After a fairly good night's sleep, we cruised through downtown and quickly saw our third partner in crime, Bob Baker, driving about. Pete knew from his prior solo run of the Gorge in 1982 that the water would remain at its low-volume level (55,000 CFS) until 11:00 o'clock, so we proceeded to a hearty breakfast.

Just before embarking on the grueling, three mile shuttle to Lewiston, westopped above Devil's Hole, one of the lesser rapids on the run, to meet Joe Maskasky, who had driven from Rochester with his family to obtain photographic documentation of the event. With three cameras in tow, they began to hike down to the river.

Once again parked near the carefully hidden kayaks (one Dancer, two Mirages), we dressed in warm-up suits to feign jogging. I probably looked the most suspicious — how many Americans jog in noeprene booties? Anyway, we nodded to a group of Boy Scouts hiking along the bed of an old excursion railroad which ran

a good way down the American shore.

A few minutes down the path we came to a clearing to check out the first and major drop on the run. Niagara Falls was in plain sight to the left, sparkling below the blue azure of a beautiful crisp autumn morning. I could scarcely believe I was really there.

The first drop was in plain sight and commanded quite a bit of respect. The time was now 10:45, and the volume was up to its normal daytime level, 100,000 CFS. The water didn't so much "flow" as "surge". After an initial eight to ten foot high cross curler menaced from the left, swells sometimes opened up to crash and other times developed into churning holes. I could see the Himalayas down below. They looked like just a set of standing waves, and I couldn't quite tell that they really were about 15 to 20 feet high.

Time to go for it. We "jogged" back to the boats and stayed in the shadows and behind large boulders until we were all poised for the attack, since our put-in was to be almost across from a visitor lookout on the Canadian side. We quickly recited the name and number of Pete's lawyer, then peeled out one by one, hoping not to end this glorious run with a \$150 fine or run-in with the authorities.

As Pete hit the cross curler, he disappeared, and I had only my person to focus on. The drop proceeded in slow motion, it seemed. The enormous volume was indeed surging and pulsing below me, making it difficult to direct the boat to set or adjust my angle. I tried my best to aim at a big eddy as I rock and rolled (not literally!) through the Himalayas. From the wave troughs I could truly see nothing at all around me except greenish-white foam. From the wave peaks, I felt I could see for miles.

None of us had to roll in this section, and we took a few moments for whooping and hollering!

The next drop was Whirlpool Rapid, which really did have lots of debris circling endlessly around the river-left eddy down below. Interestingly, the whirlpool changes direction as the water level rises and falls each day — it flows clockwise in a flow of 55,000 CFS or less,

and counterclockwise at any higher level! Glad we arrived after the change occurred!

I steered clear of the whirlpool and started to feel a bit cocky per my successful run thus far, I turned upstream to attempt a hot surf. Well, I managed to stay parallel to the current atop one of the bigger waves; but alas I quickly began to slip down the front of the wave. It was so steep that I gained momentum and the wave pulsed, I laughed to find myself doing a front ender, having to then pass through the waves below upside-down.

A strong roll in this type of water seemed kind of mandatory. My sweep made me feel like I was having to roll in pea soup with a chopstick. Since the relative power of the blade and my body were far less than normal, it seemed impotent, but I was up in a wink. It helped that I was wearing two life jackets!

Pete and Bob had fine runs, as we were ecstatic to have survived the last one minute (yep, that's all it takes) in great shape. We agreed that the most significant attribute of the run is that it is "intimidating", which in this case slightly subordinates its absolute size and difficulty.

The balance of the two to three mile run was lots of fun. Devil's Hole rapid and several lesser drops afforded western water volume and lots of neat surfing. Twenty minutes after the put-in we ended our adventure at the Lewistown boat launch, fairly surprised that there were no armed officials awaiting our arrival! Our good fortune was enough to encourage contemplation of a second run, but we easily agreed that we'd be asking for it!

Less than 24 hours after my take-off from Atlanta's Hartsfield International Airport, Pete put me back on a plane. I buckled my seat belt, still in near disbelief of the day's accomplishment. For all the wild water I've experienced, it was still the run of a lifetime. I'd love to go back today!

Editor's Note: Risa Shimoda was featured in Jan.-Feb. issue 1985. Pete Skinner claims this run may someday be easier to get onto.



All photos by Joyce Wellhouse.

Author demonstrates "teeing up the ball."

## FILLING THE OFF-SEASON VOID WITH KAYAK WATER POLO!

By Max Wellhouse

One way to keep those paddling muscles in shape through the off-season and have fun at the same time is play kayak water polo. The object of the game is simple; you and your group of paddlers find a section of lake or other body of water, divide up teams, and proceed to move the ball towards the opponent's goal and score more goals than they do. Expert paddlers as well as novices can enjoy the aggressive game that combines the best of polo, soccer, hockey, and paddling.

The game probably originated in Great Britain where they paddle special 2-3 meter "bat boats" with very rounded ends for safety. They must advance the ball with their hands only. The goal is usually 6 feet above the water and about 3 feet square. If that sounds like too much hassle, try the Arkansas Canoe Club method of play.

Our version of the game differs from the British in that we are not allowed to touch the ball with our hands and must advance the ball with the paddle. This may seem more hazardous at first, but if the game is not played too intensely, the dexterity and paddle control acquired will transfer to river running next time the water's up. Since your paddle is the only means of propelling the ball, the first step is to learn some ball handling technique.

As you sit in your boat with the ball off to one side and out in front of you, lightly slice the paddle blade under the ball and lift. If you slice too much water, you may lift yourself upside down! Also tapping the ball lightly with the back side of your blade and allowing the ball to squirt up in the air will allow you to catch it while it's briefly airborne. Finesse is the name of the game, not brute force. Once you have the ball perched on the power face of the blade (spoon blades have an advantage in this game), you can pass it off to a teammate or pitch it in the air and take a big league swat at it to advance the ball downfield. Advanced players can pass the ball from blade to blade (don't forget to turn the shaft 90°!) to show off. Teamwork in the game is critical as some of your teammates can be used to set up screens and others to break free for passes. Traffic jams are common in the game as everyone wants possession of the ball. As you might guess, plastic boats take the abuse better than the fiberglass boats, but the lighter the boat, the quicker it will accelerate away from the crowd not to mention having to paddle the extra pounds throughout the contest.



With the ball in the air it's up for grabs!

Safety is a prime concern as areas not blessed with an overpopulation of bat boats should tape old tennis or racquetballs to both ends of the boat. Bows and sterns tend to ride up over other boats being a possible source of injury. Paddle tips should also be padded with ensolite or a similar foam as few of us own paddles with nice smooth edges free of splinters and jagged metal tips. Referees can inspect equipment and minimize potentially rowdy play by penalizing over zealous players. Off course life jackets and helmets are required to participate. Canoes can also play the game although having the ball bounce inside the boat becomes a problem. The games where a canoe and 4 kayaks are on a team can be set up as the canoes can screen 2 or 3 opponents away from the ball.



Any body of water lacking current can be used.



The body of water should have 2 relatively parallel shores perhaps 30-100 yds. apart with markers for each goal. It's easier to say that a goal has been scored when any part of the ball touches any part of the opponents (see course diagram). If the lake used is a popular one on weekends, it won't be too long before a crowd gathers to watch and perhaps cheer you on.

If anyone has suggestions or improvements to the "official" rules listed below, contact the Arkansas Canoe Club (address in back) and let's hear from you. Regardless of how it's played or where, you can't help but have fun and learn a few new paddling tricks playing kayak water polo!

### **OFFICIAL ARKANSAS CANOE CLUB WATER POLO RULES**

1. The object of the contest is to score more goals than the opposing team during the allotted playing time.
2. Teams will consist of five members in either decked or open boats. Only one occupant per boat. In contests where a mixture of open and decked boats are used, the ratio of one to the other shall be equal. If "bat boats" aren't used, bows and sterns must be adequately padded (tennis balls, ethafoam, etc.) to the satisfaction of contest officials. Paddles must also be padded on the tip area. Officials have the right to disallow any equipment deemed unsafe to use.
3. Officials will consist of two referees and one time keeper. The referees will start and stop play with a single blast of the whistle. One referee will work each out-of-bounds line. They must be mobile enough not only to rule on out-of-bounds decisions, but be in position to determine if a goal has been scored. They will be charged with the duty of assuring safe play by both teams and that penalties assessed against either team are representative of the severity of the infraction.



A classic goal line stand. The offense tries to put one away.



4. A game will consist of two fifteen minute halves with a ten minute intermission between them. Should a tie occur at the end of regulation, a five minute intermission will precede a sudden death overtime with the team scoring first being declared the winner. The team in possession at the end of regulation will get possession at the start of the overtime. Two time-outs per half will be given each team. Time-outs accrued in first half will not transfer to the second half. Only team in clear possession of the ball will be allowed to call a time-out and then only by the designated team captain.

5. Life jackets will be worn by all team members and additional lumbar protection is strongly encouraged. Whitewater-type helmets are required to be worn and football helmets with additional faceguard apparatus are recommended. Teams will wear sufficient markings to distinguish one team from the other.

6. A coin flip will determine first possession to start the game with the other team choosing which goal they wish to defend. The start of the second half will see the teams change goals and the other team get first possession. To start the game and after each goal is scored the team granted possession of the ball will have a team member put the ball in play from the mid-field out-of-bounds line. Buoys should mark this spot on the water. The size of the playing field will be determined by the body of water used but officials should see that the field is not overly narrow or wide. A goal will be marked off on each river/lake bank and will be of equal size on both ends. The official ball will be a standard "four-square" type ball (approx. 27" in circumference) and be fully inflated.

7. Out-of-bounds is defined as any part of boat paddler, or paddle in possession of ball that crosses the plane of the boundary. Possession will change and time will stop. Team member throwing ball back in play may not use his/her hands to do so and must be given one boat's length by the opponents in which to return the ball in play. A goal can not be scored from an out-of-bounds play unless it touches another player first. The point where the ball went out will be where play resumes.

8. Propelling the ball toward the opponent's goal can be accomplished by using paddle blade, shaft, head, torso, elbow, boat, etc. Ball may not be forwarded by using hands removed from paddle shaft. This constitutes a violation and possession will change to the other team. Allowing ball to ride on top of or in boat is not permitted. Intentionally impeding an opponent's progress by using paddle against the boat or body or by grabbing on to opponent's grab loop will result in suspension of the player involved. "Screening" an opponent's boat with your boat is legal but intentionally capsizing another boat is not legal. Severity of flagrant violations will be assessed by referees and will range in suspension of offender at the least until the next opposing team's goal is scored and may be extended up to and including the remainder of the game. He/she may not be replaced. Any chance of possession violation that occurs will have the other team return ball to play, from the point of infraction.

8A. A defensive player may not reach across the bow or stern of an opposing player's deck to attempt to gain possession of the ball. Violation of this rule will result in a one minute "penalty box" period where the offender must remain out of bounds and not re-enter the game until the time is expired. Repeated infractions will result in ejection of the player in question. (Done for safety reasons).

9. In case of accidental capsize and swimmer, a team may call a timeout if they have possession of the ball. If they don't have possession, swimmer and boat must leave playing field as quickly as possible and play should avoid this area as much as is reasonable.

10. Teams must be ready to enter water upon referee's request.

11. Substitutions will be allowed during official or team time-outs subject to official's approval.

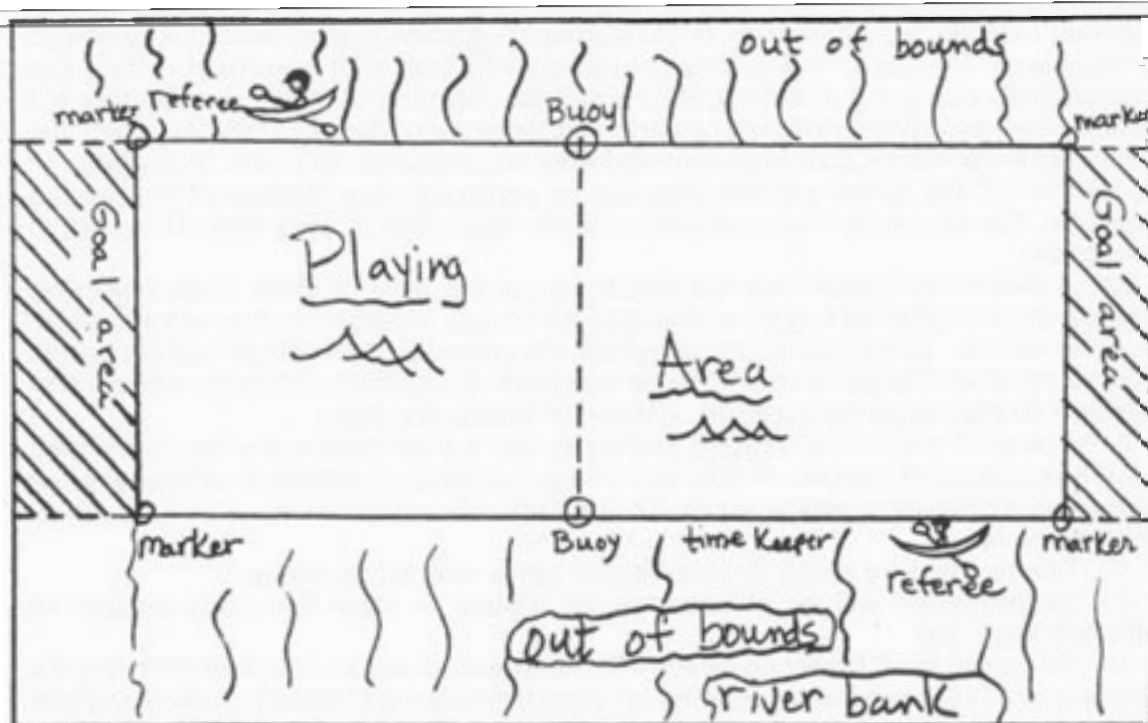
12. Rules not specifically covered in this text will be subject to interpretation by referees until such time as an appointed rules committee is formed to review and add or amend rules as they see fit. Present Canoe Club President will serve as Commissioner and have the authority to appoint rule committee members (5 maximum).



Club President Ed Hart fires a "home run" towards the opponent goal. Occassionally open canoes are allowed.



A classic goal line stand as the offense tries to put one away.





Bridgltte and Ken Horwitz.

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## AWA Interview with Ken Horwitz

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### **#1 What got you started in kayaking?**

It was actually my retail store in Boise. I'd hired an individual from California to assist in our cross country ski sales. Coincidentally he'd come from a strong kayaking background. I'd been searching for something to fill in that gap between ski season and backpacking season and he convinced me that kayaking was viable. That was back in 76-77 when the Idaho scene was totally dominated by Walt Blackadar and a few others. Not too many individual recreationists were yet looking at the sport. Anyway, Dwayne took me out for a flatwater session and I was intrigued. Next week I went out on a class III section of the Payette and broke a rib when my partner who was just as green as I was, tried to ram me off a rock I had broached on, hitting me instead with the nose of his new Dart. Ouch. Anyway, from then on, I found a lot of inner peace kayaking...quite different than what I got out of climbing. Climbing is exertive, pushing to the limits and exploring internally, while kayaking has been much more reflective and meditative.

### **#2 Was your Boise store your first retail venture?**

Yes. I was actually a geologist by training and spent a couple of years at it on oil rigs in the field for Shell, telling them what they were drilling through and how close they were to blowing themselves up. The isolation for a college educated kid amongst the oil field population was pretty rough. I still have cactus spines imbedded under my left armpit from one physical confrontation with a roughneck. I finally left that and went to Seattle where I'd been a climbing instructor in the summers and really wanted to live permanently. However, this was in 74 when 35,000 Boeing employees had been laid off. I eventually floated over to Boise while doing some research for an article on Hell's Canyon and struck up the idea of starting up a new store with an old climbing partner.

### **#3 Please give me some background information as to wilderness training, retail-marketing training, college or university degrees, childhood experiences.**

I really latched on harder than normal to the Boy Scouts program. Fortunately, the troop I was in was very camping oriented. We'd go out every month. This introduced me to the Sierras and I went nuts. Pretty soon I was going with friends between our scout outings into areas we'd been the week before. I read and learned everything I could about map reading, orienteering, survival, etc. I became temporarily distracted with motorcycles in high school but a backpacking buddy who'd gone on

to take some mountaineering courses exposed me to climbing. I was slightly introverted in college, preferring to spend every free moment in the Sierras. I climbed a fairly extensive number of mountains by myself during those years and climbing is exactly what lead to developing the same "drive" I have in my daily life, whether it be marketing or anything else. I actually consider whitewater to be simply one of the components making up the whole picture of mountaineering. I think the Seattle Mountaineers did a good job coining the term "The Freedom of the Hills." Paddling falls into that frame of reference for me, at any rate, very nicely.

**#4** How long have you been involved with AWA?

I have Rob Lesser to thank for that. Along with his introduction for me which lead to my job with Perception, he had a great impact on sharing many of the idealistic parts of the sport that often go unnoticed by the business aspect of an activity. Rob and some great friends up in Salmon, Jeff Bevan, Winston and Keith; the founders of Salmon River Boatworks all were paddling with Blackadar until he died. I knew that they had a basis of idealistic or philosophical depth far beyond what commercialists could ever hope to comprehend. So when they talked, I listened to what was really important. By the way, that's the "real" secret of good marketing skills...being a good listener. Anyway, Rob pointed out how important it was for AWA to survive and then I met Pete Skinner. Once I was convinced of the AWA's importance to our history and well being as paddlers, I put quite a bit of support into it while I was at Perception. Then I was elected as a director and have been active with it since.

**#5** What rivers have you run, expeditions involved, also climbing trips?

I've been on most of the Idaho Rivers except those that are harder to get on because of permits. I understand the need for permits but I still abhor any types of controls on wilderness sports, so I tend to opt for desert rivers in spring or lesser known tributaries...the type you can run with your girl and have a romantic camping trip at the same time. In the South, I've run all that are within decent travelling distance. Lately we've been having a great time paddling three times a week on the Obed System and Cumberland River tributaries. This is a fairly unexploited area where the access is rough. It makes me remember some of my favorites back in Idaho. A lot of folks think that just because I was the marketing director for Perception and Hydra, that I'm a hair boater on the same level as Banducci or Lesser. That's far from the truth. I'm a recreational paddle only with Class IV skills. I walk around some V's and VI's. I nearly died in a climbing accident when I was 20...ended up breaking my back and was unable to walk for nearly a month. That taught me that I was not invulnerable. I desire to die in bed...not stuck on some ledge somewhere or drowned in a hole that I knew I never should have ventured into. Most of the longer expedition type trips I was on when I was in my twenties involved wilderness skiing or mountaineering. I don't consider the week long kayak floats to be anything much more challenging than the original reason for going out in the first place... enjoyment. I made about nine trips to a mountain in Mexico called Orizaba...it became somewhat of a personal thing for me after a climber was killed on it the first trip. Eventually I climbed it from every side, solo, while straightening my own mind out after a divorce.

**#6** How does River Runner, Canoe, AWA fill the void for the paddler's fantasies?

Canoe magazine takes care of the family oriented canoeist with as much overlap as is possible for a specialized sport into the general sports world. A fisherman is certainly more apt to read Canoe than River Runner or AWA. Canoe has done a lot for paddlers in presenting an enhanced imagery of the sport for visibility by all...River Runner picks up the slack Canoe fails to take care of...the truly hard core paddler who isn't interested in anything else other than new fast hard water. It came along at just the right time and filled a perfect little nitch. Just as many backpackers became climbers, many more gentile canoeists will become exposed to the real hardcore and become an audience for River Runner. Larson is doing a good job and of course a magazine is only as good as its editors...The AWA is its own special little enigma. It is read by the true leaders of the sport. Just like downhill skiers tend to follow the trends of top 15% racers, limelighters etc., the same is true for the whitewater enthusiasts. The members of AWA are the paddlers with whom the history of the sport lays as we know it. I'm talking about people like OK Goodwin,

Cecil Kuhne, Charley Walbridge and many others whom I, as a mere newcomer in the last five years, know little about.

The AWA Journal has got to survive as long as there is kayaking. It is the unsung chronicle of all that we've been in a much less commercialized sense. That's exactly what it is...a chronicle.

**#7 Does the public still seem eager to try kayaking or climbing, or is it the 30-40 age group that is still adventure seeking?**

What we, the thirty and forty year olds succeeded in doing, was changing the values by which all future generations will look at outdoor activities. What you now have in America is about half the kids growing up as a result of being exposed to wilderness sports by their parents and the other half who were not exposed becoming total vegetables in front of a television set. These are the children of the sedintary parents who did not get involved in their environment. Certainly there are a lot of others in between. I'm merely illustrating here. I also see numerous older individuals who have recently retired trying their first canoe trip or raft trip or becoming involved in hiking groups like the Sierra Club. Our generation shook up the status quo considerably, a little at the political level, but mostly at the economic level of this country and future generations will never be the same in environmental awareness.

**#8 Do you think the new-young generation is into wilderness experiences like us 30 year olds?**

Absolutely, however they'll just take it for granted that it is an experience available to them to sample and explore the same way you and I had football, baseball and organized sports available to us when we were their age. And that's good! Wilderness sports, education, and ethics should be the status quo and not something exceptional that students have to search out of nooks and crannies to learn more about. When I graduated from college, I had one of the first Earth Science degrees offered...but there was no place to go with it in education, so I went into geology. Nowadays, every school in every city has courses if not majors in environmental sciences, ecology, outdoor skills education, and recreation. This new "norm" is great. Our kids will make exceptional leaders in the next three decades and this country will finally get closer to living in harmony with its environment and natural resources...like free flowing rivers.

**#9 How did you get involved with Tom Johnson? Where did you meet, etc.**

Believe it or not, I first met Tom Johnson when I was eight years old. I was in a cub scout troop that went down to Leo Cabrillo beach off of the L.A. breakwater to take a canoe trip for the day. All we knew was that there was this man coming down who was a fireman with a trailer load of canoes. This guy ended up showing up late...he explained that a highway patrolman had pulled him over just to talk about his canoes. I never discovered that this was the same "Tom Johnson" until I got to talking with Tom at the Yampa River Festival after I'd gone to work for Hydra.

I first met Tom in my adult career when Bill Masters sent me to see him in California. Masters was worried that Tom might help some new entrepreneurs get started in the kayak business as a competitor to Perception. This was after Hollowform had quit selling. I visited with Tom and Virginia in Kernville. They saw right through the offer for a "retainer" which would have neutralized Tom on the market or at least guaranteed his designs would only come through Perception. The next time I saw Tom was after I'd been hired by Plastic Industries to start the Hydra Division. Tom had already made the Taurus mold on his own risk with his own money to prove to the world that he knew what he was talking about. There were some rumors started after I started the Hydra Division that much of our early success at Hydra was due to taking potential new ideas out of Perception. That was absolute bunk! When I arrived at Plastic Industries, there were already forty plastic hulls sitting there from Tom's mold awaiting outfitting. We never used anything gained at Perception. On the contrary, they continued to maintain much of what I'd put into operation...like the annual conservation award, etc. We simply had no need for any Perception generated information.

## #10 How did you get along with Tom Johnson?

I don't think Tom would mind me saying that he's about one of the most talented yet stubbornest men in the country. Even his wonderful wife Virginia will admit to that right off the bat. I have nothing but good to say about the thousands of hours he's devoted to the sport in his selfless dedication to better designs and help with youngsters learning to paddle. Unfortunately, Tom's been ripped off so darned much with many of his ideas, that it's hard for him to totally trust anyone thoroughly. I spent a lot of time with Tom trying to get him to understand I would watch out for his interests at Hydra but there was always some reluctance due to his being taken advantage of before. There were several occasions where I actually got in trouble with superiors at Plastics when I went to bat on Tom's behalf. I'm afraid the hardest feelings came about when I invented the reinforcement plate that goes underneath the seats on the Hydra boats. I named this the Beene Pod after the president of PI who helped on the concept of this piece of equipment and started the kayak program in the beginning. This device really worked. Although I could never claim it in our advertising for liability reasons, I actually received several letters from paddlers who claimed the Beene Pod saved their life in a broach by giving them several extra seconds before the boats totally collapsed. I had to take a stand against Tom on this as he didn't approve of anything he didn't design himself. Eventually we made a great modification to this device which he came up with and the product turned out even better. I was glad to see Perception's Gyramax incorporate some of the features of the Beene Pod. We purposely did not patent this device with the hope that others would use its concept, too. Someday paddlers will come to learn that his Taurus hull is probably the single most perfect plastic hull ever made...remember now, I'm no longer attached to any interest in plastic boats currently. The kayak market is determined by the marketplace, unfortunately, rather than by perfection in design. That is why short boats are so popular. Really when you get right down to it, the short boats are so inferior to the fast perfection found on a hull shape like the Taurus. It's simply that the shorties are dominant because they can be toyed with in water by anyone. At any rate, I have nothing but praise and respect for the time I spent working with Tom. Maybe someday he'll realize that I really was doing my best at Hydra to work in his behalf.

## #11 How have you managed to stay on the avant-garde of paddling publicity and products either on a personal level or professional level?

I'm afraid this is the one question that is going to pique my ego to some degree. Lococa says it's good to have a "strong" ego not a "large ego." Quite honestly, I do feel that I've had an intuitive feel for the customer base in the wilderness sports that has allowed me to maximize the directions I move when in the proper developmental environment. Most of all, I stay active at the user level and listen continually. Brigitte and I live on the Hiwassee River and we've had over one hundred paddlers spend the night at the house since Thanksgiving. We have an open door policy because we love people. And, when they're sitting around talking, I test my new ideas. As a result, I rarely embark on a project that I have not done a complete diverse market survey on. I don't like to be wrong so I only go out on a limb with other people's (company's) money when I know there is little chance of failure. I'm always looking ahead to see what's going to be the new exciting sport, model, or activity, not just the following year but about three years ahead. That's just part of what keeps life fascinating and not stagnant. But if you were to boil it all down, I've just been fortunate enough to move on many of those same ideas which we all have after testing them. If this sounds a bit spacy, it's because it's awfully damned hard to define "intuition."

## #12 How did you get a job with Perception?

I had reached a point where I had maximized my personal growth in my store in Boise and was no longer getting any creative satisfaction. Also, I was on the back end of a divorce and hanging around the same small town was counterproductive. So I was taking long motorcycle cruises up highway one and lots of solo paddling trips trying to "sort." Rob Lesser had introduced me to Bill Masters when he came out to see the second annual Stanley Whitewater festival. We were pretty impressed with each other. Later, after a Middle Fork trip, I called him up to discuss a

conversation we had had in which he mentioned he was weak in marketing. We discussed my taking over that aspect although he made it clear it was based in South Caroline, not Idaho (gulp). I flew out there and saw a lot of room for creative energy and accepted the challenge to run with a burgeoning regional business and turn it into a national company. My goal was to turn Perception into the North Face of the Whitewater industry. Did pretty good, huh?

### **#13 How did your designs and ideas evolve at Hydra?**

Plastics had committed to the Tom Johnson Taurus before my arrival. Beyond this I was encouraged to execute the very same ideas I had tried to get Masters to go with at Perception, but he never would. I had tried repeatedly to get Masters to understand Ann Dwyer's Minnow and Danny Broadhurst's Waveski but to no avail for whatever reason. There were both mass market appeal items that transected the kayak/whitewater market in a more diverse method. Being from Idaho, I was already familiar with the most sought after boay beyond the Mirage at that time, and this was Don McClaran's Mustang. My reputation for dealing with people openly when I was in Idaho was still good enough to allow me to approach people like McClaran, Broadhurst, and Ann Dwyer, to work with us in the same designer royalty method that Tom Johnson was working with. So, I basically took ideas that were already out there and put them into plastic in order to lower the price and make them unbreakable. With that combination, one couldn't lose. We also had a great team of sales reps who were well respected and got our designs tested and accepted in the field.

### **#14 So what happened at Hydra and why are you no longer with it?**

Plastics had decided that they would build the hulls through jobbers outside their injection molding plant until enough sales demand could justify the internalization of rotomolding machinery. There was an enormous amount of profit lost and it was impossible to weed out problems before they were duplicated many times over by molders who didn't understand the application of the product. By the time the sales volume demand exploded into a level which couldn't be maintained in production, the management of Plastics had had enough time to study the nature of our (the whitewater) business and voice some opinions. Whereas they (Plastics) had always been a supplier to OEM factory builders who'd order tens of thousands of furniture parts to a single customer, and then get their money overnight from a bank factor, they suddenly found that selling directly to wholesale store dealers and final users meant having to deal with a ten fold increase in customer service demand, accounts receivables, and warranty claims. It was the nature of the face of the outdoor business combined with the loss of profits having the hulls "jobbed out" that caused them (Plastics) to decide to sell it.

Why am I no longer with it? Well, I met the new owner and let's just leave it at that we have strong philosophical and marketing approach differences that just wouldn't have worked out. After the massive amounts of time and energy I'd spent to get Hydra organized and accepted in the Marketplace, I was totally burned out and simply wanted to rest for several months with Brigitte at our house on the river before looking at any other creative challenges. And the reality is that the new owners paid a lot of money for the firm and have the right to run it exactly as they see fit. I think they'll give Perception a real run for their money. Pete Jett is a first class individual and is the most knowledgeable man in the country about "hands on" building of rotomolded kayaks. He'll do a good job and maintain a healthy "two company" market if not take over a major share in the long run.

### **#15 What does Romer Helmets have in store for 1985? What other products will you see yourself getting into?**

Okay, a much lighter topic; very good. Well let's see. In the whitewater helmets, I'll have a visor kit that can be attached to any Romer helmet for only 6.95. A lot of people have asked about that. Also, we'll be distributing the famous Kober paddle line which hasn't been seen in the country for several years. Then I also have the line of very functional and good value Polypropylene for Paddlers which I designed myself.

I guess I'll let the cat out of the bag. In May, I'll be moving the Romer Warehouse to Seattle, Washington. There I'll be combining my stock under one roof with Easy Rider Boat Company and Peter Kalput. I'll be Vice President of Sales and Marketing for Easy Rider while we continue to add to Romer's growth as well. I made this choice for several reasons. I'm so excited about moving back out west that I can hardly sleep at night, plus there is maximum opportunity to work with a Western Boat manufacturer as freight continues to climb higher to get eastern origin boats out west. I'm quite excited about this move and I'm sure your readers will not be disappointed if I urge them to look towards Easy Rider to become one of the leading "national" companies in the years to come. Besides, I've been living with a German for so long (Brigitte) that I figured I may as well work for one. Romer and Kober are natural tie-ins as well.

#16 What involvement should AWA have in river conservation, racing, publications, membership?

AWA should be a total involvement organization ranging from local affiliates who stimulate instruction to national lobbying support behind the ARCC which I feel is the best spokesperson for us as paddlers in Washington.

However, as long as all those associated with AWA are on a volunteer basis. I think its going to be a long row to hoe. It's time to hire a professional to handle AWA's business full time and create a more visible entity than simply an organization that many members are supporting because of love and dedication for the history of the Affiliation. I plan to make this point at the next Board of Directors meeting at the end of March.

#17 What do paddlers need to survive the 80's beside a bombproof roll?

A set of earplugs to totally ignore the awful time consuming waste on television; to use their seatbelt when they attempt to "run the highways" before putting in to the safety and peace of their whitewater run; a course in advanced first aid from the American Red Cross to assist those not so lucky paddlers they come in contact with on the rivers; and the willingness to invest in the time to write your congressman about any issues threatening our freedom and ability to use our natural resources exactly in the manner we were granted them.

#18 How have you seen the sport of whitewater evolve from the 60's to now?

I'm afraid you'd ask that question to O.K. Goodwin or change it to read the 7-'s to now. I've only been in it a decade and I looked at it first from the commercial aspect. Since that time, I've seen it go from being a "Wide World of Sports" only activity to one in which any active healthy middle American couple would be willing participate. It broke this barrier in about 81-82 largely due to what we were able to purvey across America in imagery with advertising dollars and the representation of kayaks in the stores across the country instead of a "search it out" artifact or homemade device.

A lot of paddlers will say "I remember when this river never had anyone on it. It's all ruined now, etc., etc...." I say "rubbish" to this kind of individual. I'm for seeing the whole country paddling. We live in a "use it or lose it" decade and it will remain so for the rest of the century. The more paddlers we have in this country, the greater our political constituency will become and then we'll get a real shot at permanently aiding our dearest stretches of rapidly dwindling free rivers.

#19 What impact on the whitewater world would you like to be best remembered for?

I'd have to answer that in two parts depending upon whether its at the trade level where I've worked half my career or at the personal user level. At the trade level, I feel I've had a large part in legitimizing the whitewater kayak in the public's eye as something that is viable for them consider taking up rather than simply watching on TV. Through the strength of Master's business skills and Pete Jetts production skill, my marketing allowed us to teach store owners across the country that kayaks did belong next to their downhill skis and sleeping bags. Once this happened, customers saw kayaks six days a week, ten hours a day and began to get interested in learning. I believe kayaking may seriously become a national sport only behind bicycling in the 90's.

I also feel that I've done some good by waking up some big businesses into understanding that the customer base will support their businesses directly if a portion of the till is pumped into conservation.

At the personal level, I was recently asked by the Boy Scouts of America to write the new section for their field guide on whitewater kayaking and rafting. This didn't pay a cent, but it was the single most rewarding thing I've ever done and I feel totally humble to have been allowed the privilege of doing this. What more could anyone ask for?

#20 What are the paddling fantasies you would like to make into realities?

What I'd like to do most is paddle one of the major drainages into the Arctic circle for a month in a combination kayak/canoe expedition to totally escape from 21st century and feel close again with the wildlife. It's been a long time since I was doing similar things like this in my twenties and I'm really looking forward to this inner sanctum. Perhaps this is why I'm so intrigued with Easy Rider right now...the sea kayakers mentality are really in tune with nature and the fauna. I need to find some real beauty and quite time up in Canada or Alaska somewhere, but then the last time I was up in Alaska, it was before the pipeline, so maybe its that Article Circle trip that really is the one to do next.

*Interview by Dave McCourtney*



# RIVER CALENDAR REVIEW

The river. No one understands its rhythms, its romance, its enduring allure as do those who spend their lives with it. Feel that breathless moment of anticipation before descent into a muddy Colorado tempest, hear the thundering roar of a crushing, titanic wave, reflect on a fleeting moment of response drifting through deep, dark pools. These moods are captured indelibly in a dynamic new publishing venture, the 1986 River Runner's Calendar.

Experienced guides and novices alike won't be disappointed in the 13 crisp, colorful images brought to life by river runners from throughout the country. Embellished by informative and sometimes whimsical anecdotes, each day the reader can savor some nugget of river history, lore or trivia until he can satiate his hunger with another trip. The calendar also chronicles an extraordinary accounting of upcoming astronomical events, such as Halley's Comet and a lunar eclipse.

Photographs for this first calendar were selected by the publishers from a wide assortment of entries in a nationwide contest. All river runners are encouraged to enter the contest for the 1987 calendar. Winners will earn \$100 each. The deadline for photo submissions is August 21, 1985.

Outfitters and manufacturers can transform this calendar into an effective marketing tool with custom imprinting. Sandpiper Publishing of Lake Tahoe is offering this unique product for the single copy price of \$7.95. Special discounts are offered liveries, bookstores and distributors for quantity purchases. For more information on this perfect gift for all river lovers, contact SANDPIPER PUBLISHING, Box 5143, Stateline, NV, (916) 544-3506.

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## FIRST ANNUAL TRIVIA CONTEST

Sandpiper Publishing is sponsoring a trivia contest in search of new material for their 1987 River Runner's Calendar. The publishers are interested in using the winning submissions as "daily entries" in the calendar.

Judges are looking for entries which will capture the interest of the readers. The ideal items should be educational or entertaining; they should also pertain to noteworthy events of river running and river history.

Materials submitted need to be concise, historically significant, and true. The phrases necessarily include the occurrence, place (river, rapid, etc.), and time (month, day, yr.).

Send the typed or printed 3" x 5" card with your entry on one side and your name, address, zip, and phone number on the reverse to: Sandpiper Publishing, Box 5143, Stateline, NV 89449.

There is no limit to the number of entries you can enter. Winners will be notified by Oct. 15. Winners will receive a copy of the calendar. Deadline is 8/21.

## 2ND ANNUAL PHOTO CONTEST

The staff at Sandpiper Publishing announces the beginning of this year's Photo Contest. The annual contest is part of the publisher's search to find photographs for production in the 1987 River Runner's Calendar.

Winning entries are chosen for their portrayal of exciting river action, high adventure, and scenic vistas.

Limit of entries per person is 20 transparencies. All unused slides will be returned by the end of Sept., 1985. Winners are notified by Oct. 1985; for all winners, there is payment of \$100 for photo rights and presentation of complimentary calendar. Deadline is 8/21.

For more information and specific guidelines write to: Sandpiper Publishing, Box 5143, Stateline, NV 89449. Or call (916) 544-3506.



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