

American

WHITEWATER

the Journal of the American Whitewater Affiliation



SEP/OCT 1977 Vol. XXII, No. 5



ABOVE: Carla Freund works with **8-year-old Ted Colwell** of Fayetteville, AR (Elk River, MO, June **1977**). BELOW: The payoff! Ted took part in a 4-day deckedboat clinic at the Nantahala Outdoor Center in July, resulting in mastery of his roll, which he has been making **75-80%** of the time. Ted is pictured in his 11-foot Junior Kayak. Photos by proud dad Phil.



American WHITEWATER

Sponsored by The American Whitewater Affiliation

SEP/OCT 1977

Vol. XXII, No. 5



The American Whitewater Affiliation

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

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COVER: Ray Hinton, one of Kentucky's outstanding open boaters, cross-draws in Last Drop at terminus of whitewater run on the Cumberland. Photo by Henry Wallace, Prospect, KY. See story, p. 162.

Letters from Readers

Low-volume C-1's

Dear Editor:

The Article by David B. Dauphine on low-volume C-1's in big water was very interesting. A Kayaker, I received my first C-1 experience on the "River of No Return" when a companion broke his paddle off at the blade. Rather than unpack a paddle, I ran the rest of the day using his half-paddle. Since that time I have run a great deal of class 4 and 5 water using our Salmon and Clearwater kayaks as C-1's. C-1'ers are missing a real bet as a standard kayak responds better than a low volume C-1 with its 70cm beam. An intermediate-volume kayak is lower in volume than most low-volume C-1's but still handles perfectly.

Concerning the low-volume high-volume controversy: I say the bigger the water, the more important it is to use a low-volume boat to knife through dangerous reversals.

Dick Held
P.O. Box 483
Cedar City, UT 84720

Correction

Dear Iris,

I wish I could have taken credit for all those photos in the latest issue of the AWA Journal, Vol. XXII, No. 4 taken at the Missouri Whitewater Championships, however, here are the correct photographers:

AWA Journal Cover (Barb Rinaldi & Elaine Centofanti) & photo on page 133 of Peter Shaw, taken by Rich Bryant.

Photos on pages 131, 132 and 134 were taken by Louis Centofanti.

All photographs appearing in the article Tripping on the San Juan were taken by the author.

Thanks for giving such great coverage to Missouri in the AWA Journal.

David Smallwood/Float Director
Arnold Whitewater Association
Box 1261
Jefferson City, Missouri 65101

Allocation Review Coming Up

Dear Iris;

In response to a letter of mine to the Secretary of Agriculture concerning the river permit allocation system, I received a reply that might be of interest to your other readers. In part the letter said:

"Your comments on allocation of use between commercially-served and do-it-yourself users are appreciated. Current allocation systems are intended to provide an equitable distribution of use between these two groups based on demand. To this end, we will undertake a Service-wide review of river allocation systems during the coming year. We will certainly keep your suggestions in mind. . ."

My suggestion was essentially that there should be no distinction between users and that all groups and parties should have an equal chance for a permit. In view of this future review, persons with suggestions for improvements may want to write to the author: John McGuire, Chief, Forest Service, Box 2417, Wash., D.C. 20013.

It may be that the review he speaks of is related in part to the introduction in the Congress of House Concurrent Resolution 181 which asks that a more equitable permit allocation system be established.

Cecil Kindle
1117 Marshall Ave.
Richland, Wash. 99352

OBITUARY

Bob Taylor — Drowned as a result of entrapment in the Gauley River, W. Va., August 27.

Born in 1942 in Glendale, WV, Bob took up open canoeing in 1967 while living in New Jersey, paddling with the KCCNY. He served as KCCNY Cruising Chairman for two years. Back in West Virginia, his tastes gravitated toward whitewater kayaking, and he eventually earned a reputation as one of the finest whitewater boaters in the state. Many paddlers elsewhere have become familiar with his name as editor of the West Virginia Wild Water Association's newsletter, "Splashes," for the past several years.

He leaves his wife, Lucia, and two children, Chris, 9, and Bobby, 8.

The NOV/DEC 1977 issue of the *American Whitewater Journal* is planned as a memorial to Bob. Tom Daniel of the KCCNY is coordinating the effort.

Grand Canyon Management Plan

The National Park Service has come up with a new Grand Canyon management plan, and will be holding public hearings about this plan for a very brief time. Interested? For a copy of the new plan and a schedule of the hearings, write immediately to the National Park Service, Grand Canyon, AZ.

If you can attend any of the hearings, do so; if not, write your views down and send them in, as written testimony is also very important.

Tell Your Friends About
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WHITEWATER**

RIVER SAFETY SYMPOSIUM

A river Safety Symposium, sponsored by the American Red Cross, Pennsylvania Fish Commission, American Canoe Assoc. and American Whitewater Affiliation, will be held October 13-15, 1977 in Easton, PA.

The purpose of the Symposium is to assemble key representatives of the various groups concerned with river safety — Federal, State and local resource planners and managers, boating safety administrators and educators, river rescue personnel, members of paddling clubs and organizations, commercial river outfitters and citizens from the public or private sector with an active interest in river safety.

The first two days will follow a **conference/workshop** format, with the third day devoted to on-the-water demonstrations and training sessions at the Easton Whitewater Training Area.

The Symposium will address four areas of river safety: **Education** (through training the public relations); **Legislation** (resource management, boating laws and regulations); **Equipment design** (the boat and equipment); and **First aid and rescue procedures**.

Registration will be 10 am to 1 pm, Oct. 13, at the Sheraton Downtown Hotel, Easton, PA. The hotel will offer special rates to those attending the symposium.

Advance registration for the Symposium (received on or before Sept. 23): \$20.00. After Sept. 23, or at the Symposium: \$25.00. Saturday demonstration only: \$3.00. Send registration to: River Safety Symposium, Robert F. Kauffman, Chairman, Box 193, Sciota, PA 18354.

**MOVING?
LET US KNOW!**

CONSERVATION COMMENTARY

Bob Lantz, AWA Conservation Chairman

Power Boats and the BWCA

"The issue before your committee is crucial to the entire concept of outdoor recreation. The Fraser bill [which would bar powerboats from the entire Boundary Waters Canoe Area] presented by Rep. Donald Fraser, D., Minn. would cancel the rights of people to visit this vast, beautiful area unless they do so on the terms of an elitist few — the backpackers and paddlers . . . Hundreds of thousands of people — including many who would be unable to do so otherwise — have been able to enjoy the BWCA simply because powerboats are permitted in some areas . . . Rep. Fraser's bill flies in the face of government efforts to bar all forms of discrimination. If it passes, the aged, the physically handicapped and many others who simply can't afford summer-long canoe trips will be effectively barred from this magnificent area."

(Statement by Matt Kaufman, president of the Boating Industry Assoc., supporting a bill by James Oberstar, D., Minn., to allow continued use of powerboats on 40% of the million-acre BWCA. Mr. Kaufman noted that if changes were needed in BWCA administration policies, they should be justified on more solid grounds than "the quality of recreational experience.")

I don't know how the rest of you "elitist paddlers" feel, but this hoary old argument about blocking out my dottering grandmother from the watery wilds makes me as intestinally ill as Granny is lame.

ONE single canoeing wilderness in this country (rightfully called the Boun-

dary Waters CANOE Area) . . . and the power-pigs can't stand the idea of not roaring in to see what's going on.

The Boating Industry Assoc. has a canoe manufacturers Committee (see list below). It seems appropriate for canoeists (especially those who own these craft) to contact these canoe-oriented representatives to the B.I.A. and let them know how the paying consumer feels. B.I.A. dues are rated according to sales volume. Hence a purchase of one of these canoes includes a fee that directly supports the organization that provides Kaufman's platform for his damaging witnessing towards even more witness degradation.

Neither Granny nor I have gotten in there yet. And I may lame up before I do. But I've read Sigurd Olsen's works. I KNOW it's there! That means a lot. "The Singing Wilderness."

B.I.A. 1977 Canoe Manufacturers Committee

Leon Harkins, Chairman
MICHICRAFT CORP.
1995-19 Mile Road
Big Rapids, MI 49307
(616) 776-2675

Vern Berglin
ALUMACRAFT BOAT COMPANY
315 West St. Julien
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Lebanon, MO 65536
(417)532-9101

Don Tredwell
OLD TOWN CANOE
58 Middle Street
Old Town, ME 04468
(207)827-5513

Corps Reform Supported

On August 5, 1977 AWA Director Peter Skinner, on behalf of AWA and ACA, testified in Washington before a hearing of the Water Resources Council in support of reform of the U.S. Army Corps of Engineers and other Federal dam-building agencies.

His reform package centered around procedural changes in hearings on proposed projects which would destroy rivers. He called for adjudicatory-type hearings, where Corps personnel and other witnesses could be subjected to cross-examination, and where all the data and bases for decisions would be made available to the public for scrutiny. At present the only hearings the Corps and similar agencies hold are informal public hearings. Canoeists get five minutes or less to object to

decisions they consider erroneous which are made at these hearings.

Mr. Skinner stated that the present hearings ". . . make a mockery of justifiable scientific disputes about the analyses in impact assessments." He also described examples of errors in such projects as the Teton Dam, the Tocks Island Dam and the Normandy Dam.

President Carter has instructed the Water Resources Council (an interagency group which sets guidelines and criteria for development of water projects) to develop new mechanisms for water project decision-making. These new mechanisms are to be designed to eliminate the abuses the President summed up as follows:

"All too often, valuable river recreation and fish and wildlife habitat have been destroyed in the name of enhancement."

AWA and ACA plan more aggressive action to protect and enhance the rivers we need in order to enjoy our sport. This effort will not succeed, however, if we do not band together and work towards our common goals. We need ideas from you for development by AWA personnel on:

1) Impoundments nationwide which could be managed better by their owners to enhance boating.

2) Whitewater rivers imperiled by proposed water projects.

In both cases AWA will move forward with a prioritied effort to protect our interest. Please send your ideas to AWA River Protection Committee, % Peter Skinner, Room 4772, #2 W.T.C., New York, NY 10047. More information on the efforts of the committee will be forthcoming in later *Journals*.



FROM THE EDITOR.. .

Editorial Understudy Sought

During the seven years that I have been editor of the AWA Journal, I have received much satisfaction and enjoyment from the job, but have in the meantime acquired a number of new interests and responsibilities that are making it increasingly difficult to continue effectively. Ideally I would like to step down as editor of the magazine within the coming year, but without disrupting the continuity of the magazine.

It is our feeling that the best way to effect a change with minimal disruption and pain would be to have an "understudy" who could work on an issue or two under my supervision. If the trial **issue(s)** turned out satisfactorily, then the transferral of duties and responsibility could easily be completed, resulting in a smooth transition. I would of course continue to be available for consultation if necessary.

It should be emphasized that the person assuming this position should have strong connections with the sport (love helps!), also ready access to expert technical advice. Ideally the editor should also have access to a fairly large group of paddlers so as to be able to delegate some of the work (this is what we have lacked here in Concord, **NH**).

Of course some familiarity with journalism would be nice, but on the whole, interest and enthusiasm are more important. The details of putting the magazine together aren't that hard to learn. If you are interested, please send a letter detailing your qualifications and interest to: Iris Sindelar, 264 East Side Dr., Concord, NH 03301.

New Circulation Manager

We are delighted to announce that Phil Vogel of Hagerstown, MD has volunteered to take over the job of AWA Circulation Manager. Phil is **34**, is a member of the Mason-Dixon Canoe Cruisers and has been **kayaking** for two seasons (this summer he polished up his skills by attending the Nantahala Outdoor Center's "Week of Rivers" in the Intermediate category). His interests are mostly concerned with the outdoors, and he is advisor to the local Eagle Scouts, whose activities (naturally!) include numerous boating trips.

Phil works as a purchasing agent, and has hinted that he may be able to draw upon the knowledge and expertise of his wife, Doris, a computer programmer, in coping with the computerized membership listing.

The job of Circulation Manager is a big one, but it could be eased somewhat if Phil had a contingent of assistants he could call on to help with various tasks. If you can help, please write Phil at 890 Fountain Head Rd., Hagerstown, MD 21740.

Many thanks to Phil for taking this job, and our deepest gratitude to Kerry **Heidenis** (and his charming wife Bernie) for filling this position so capably for the past two years.

KCCNY Circulation Liaison

The second newcomer to our circulation staff is Connie (Mrs. Howard) Thorburn, who will be in charge of the KCCNY membership circulation. (Membership in KCCNY includes automatic membership in **AWA**.) Connie is not a paddler but has strong connections with the sport through her son Hank, who paddles and races.

American WHITEWATER

AWA Safety Code Distributor

David Smallwood of Jefferson City, MO is our new distributor for AWA Safety Codes. You've seen his name as a contributor of articles and photos for these pages. He is Float Director of the Arnold Whitewater Association, a club based in the St. Louis area with a membership of about 50 paddlers. Dave says he usually floats over 500 miles a year, and paddling safety is a special interest of his.

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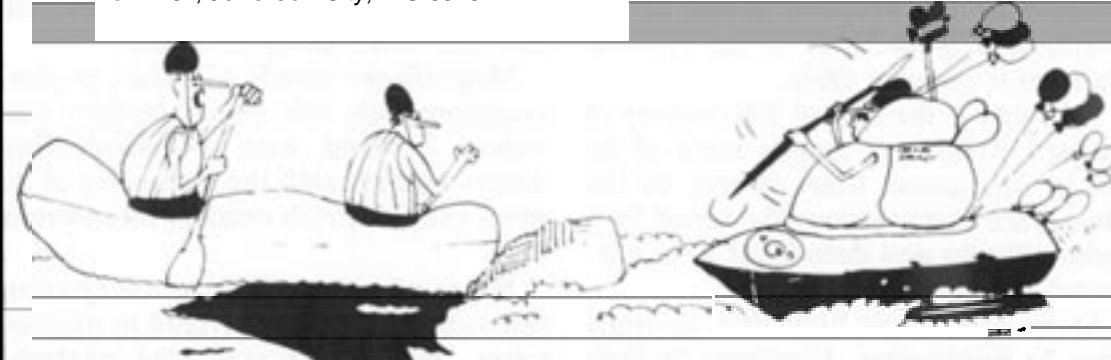
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Ron Stokley of Lexington turns on the power as he breaks through a curler in Center Rock rapid, first major challenge of six-mile run.

A SOUTHERN BELLE

by Henry Wallace, Prospect, KY

It is 687 miles long, flowing from the shadows of the Western fringe of the Southern Appalachians to the riverine plains of the mighty Ohio.

It begins in the fogged hill country of Eastern Kentucky, spends most of its life in Tennessee, then returns to the Blue-grass State thoroughly tamed by a series of locks and dams that have harnessed it to purposes of man.

Stone Age people built their mounds near its headwaters, Coureurs de Bois descending from French Canada explored its serpentine course, Daniel Boone and his Long Hunters sought game there and Cherokee, Chickasaw,

Creek, Shawnee and the wide-ranging Iroquois slew buffalo, bear, deer, elk and each other along its banks.

Magnificent stands of cedar, poplar, sycamore, oak, ash, beech, hickory and walnut towered over its glimmering waters and beneath the lush cover of its steep valley lay rich veins of bituminous coal.

It was a fairway of Western migration through America's heartland in pioneer times, and a hotly contested strategic navigational prize when the Union sent to its lower reaches history's first armored warships to duel with Confederate forts guarding the route to

Nashville, a thriving commercial and cultural center perched on bluffs on its southern bank.

From the rough-and-tumble frontier days of **pirogue** and flat boats, through the romanticized period of Mark Twain's paddle-wheelers to present-day diesel-powered tugs shoving massive tows through its locks and channels it served, and serves, as one of Dixie's great waterways.

It bears the name of a renowned British Duke, and six short miles of it today provide the best white water in Kentucky.

I am writing, of course, of the historic Cumberland River formed near Harlan, KY, coal capital of the world, by three forks that tumble off the Cumberland Plateau, where range on range of **haze**-topped mountains march to the horizon in all directions.

Meandering in a generally westward course from its headwaters, where it springs to life as a full-grown river up to **150** feet wide, the Cumberland moves slowly over a gentle gradient for almost **50** miles as though reluctant to take the mighty plunge that sends it crashing 66 feet over the famed falls that bears its name and marks the entrance to the grandeur of its isolated, virtually inaccessible pristine gorge.

Few white-water buffs are found on the Cumberland's upper reaches, although the **17** miles from **Williamsburg** to Cumberland Falls State Park provide some excitement in riffles and ledges.

But for six miles below the majestic cataract, the Cumberland hurries through an alternating rapids-pool course in the Class III category, seemingly unaware that its freedom is



Chris Medley, 15, buries in fluffy water as he negotiates successfully Screaming Right Turn, a combination chute and stopper in the Class III range.

soon to be ignominiously surrendered to **50,000** faceless acres of Cumberland Lake, the hundred-mile-long impoundment backed up by Wolf Creek Dam, a creation of the Corps of Engineers started in the early **1940s**.

Fed by an extensive watershed, much of which lies in the protected confines of huge Daniel Boone National Forest (**900,000** acres), the Cumberland seldom gets too low to run, although in early spring and after heavy rains any time, it gets too high.

It was too high, and too cold, in March, **1973**, when six young boaters from the Louisville area made the **160**-mile drive to the put-in below the falls. They camped at the state park and on the morning of the 23rd launched a two-man homemade wood and canvas kayak, a rubber raft and an open aluminum canoe on its muddy, rain-swollen water.

Battered by high standing waves, immersed in abrupt, turbulent drops and slammed against boulders by the swift flow, the three craft flipped shortly after they put in. The rafters decided to walk out but the canoe and kayak continued. Soon they flipped again and four boaters were in the frigid, churning water at the same time. Only two survived. That tragic day the Corps of Engineers gauge at Williamsburg showed an average discharge of **12,500** cfs, or about twelve times the volume generally regarded as the cutoff for club trips.

After these fatalities the Park Service put up a sign warning of dangerous waters below the falls and noted that the canyon run was for "experts only." Later the sign disappeared and today a few novices and many intermediates dominate the short but exhilarating run. In the past four years no other serious mishaps have been reported, although the toll of battered and totalled boats has been high.

The Cumberland is the favorite whitewater stream of the Viking Canoe Club of Louisville, the state's largest. The club considers it runnable in groups of varying degrees of skill up to **1,000** cfs. Advanced and expert boaters have run it at twice that figure.

No figure has been set for how low the river is pleurably navigable. I was on it recently at **140** cfs with my son and several other open and closed boaters. The first major rapid is a mile from the put-in. Called Center Rock, it runs smack into a house-sized boulder in the middle of a narrow chute. We had often debated whether Center Rock was undercut. It didn't appear so at higher levels but this day we could see water apparently going underneath. We decided to test it.

My son, Henry Brian, then **13**, poked his Kober kayak paddle around the upstream face of the rock. He found space underneath. Then his paddle slipped from his grasp and disappeared. We all hustled to the downstream side, expectantly. Nothing.

Loath to lose a **\$70.00** paddle that Henry needed to finish the trip, we were considering a rather dangerous plan for retrieving it when, fortunately, the paddle came lumbering up about **15** feet from where it had dropped out of sight. We continued downstream with the assurance that Center Rock was indeed undercut.

A couple of hours from the put-in is a rapid called Murray's Slide, named for Murray Johnson, AWA Director, former President of the Georgia Canoeing Assoc. and pioneer of Cumberland whitewater.* This rapid at optimum level is almost a copy of "Swimmers" on the Yough. It is here that most groups stop for lunch. While the less adventurous take their siestas, the hot-doggers perform in the slide. The "no

**Just what did Murray do here? — Ed.*



Henry Brian Wallace, 14, entertains lunch-break crowd with surfing antics at Murray's Slide, a symmetrical hydraulic similar to Swimmers Rapid in the Yough.

paddle" show-offs have a ball, as well as do the swirlers and the under-the-boat paddle passers as they surf the almost symmetrical hydraulic, much to the envy of those who aren't that good.

Like those that precede it, rapids that follow Murray's Slide provide intermittent action until a long, rock-studded drop called Venhoff's Disaster brings novices and intermediates scrambling to boulders for scouting. The rapid is named for Joe Venhoff, former Viking Canoe Club president, whose open boat went into spectacular acrobatics there, including standing on end, after he and his partner abandoned it following a spill.

This rapid is most difficult in low water, due to the constriction of the chute, but provides an exciting ride at higher levels around holes and through haystacks.

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Dr. Greg Kuhns. Louisville. bow, leads medical student Steve Rose through a Class III rapid. Venhoff's Disaster.

With Venhoffs Disaster behind them, boaters come upon Screaming Right Turn. The name derives from Screaming **Left** Turn on Section IV of the Chattooga and the rapid is more difficult. At levels over 500 cfs it forms a vicious stopper almost from bank to bank, leaving only a hazardous passage along a turbulent tongue on the extreme right where currents can flip a boat on either side, depending on balance and position. It's rare that a group of any size runs this one clean.

With boats, bodies and debris collected in the pool that follows Right Turn, another mile of riffles, ledges and pools brings boaters to a boulder-bound constriction pocked with rocks and holes called Lonely Boat. Lonely Boat got its name several years back when a couple on a club trip got out to scout. Their

canoe was insecurely moored. As they scouted, it came out of an eddy about 10 yards upstream from the run-in and caught the current. It negotiated the first drop in style, skirted a large mid-stream hole, then, midway through, eddied out. Seconds later, while the entire group watched in fascination, it faced the current again.

After considerable hesitation at the eddy line, the lonely boat nosed out of the eddy, peeled off and finished the run without taking a drop of water. It eddy-turned gracefully at the bottom and sat there, rocking gently in the backflow, until its crew scrambled over the boulders and reoccupied it.

Next and last significant rapid on the run is unimaginatively called "Last Drop." This is also a rapid that brings most boaters to scouting points. Usually



It's one on one at the big boulder that sits athwart the main current in Last Drop. To avoid this predicament most boaters eddy turn near rock in foreground, then ferry across.

it requires a left eddy turn in considerable turbulence caused by conflicting currents after a sharp drop. The alternative is to chance piling into a current-blocking boulder, which many do.

With this drop in the group's wake only a few interesting Class I-II riffles, which require considerable rock-dodging, separate the whitewater run from the flat water of the lake. It is at the end of the riffles that boaters who are more pragmatic than **pure** hook on- to a motorboat for a breezy, lazy five-mile ride to the take-out.

Arrangements for the motorboat to meet canoeists and kayakists at the **beginning of the flat water are made in advance through the Little Marina, which has docking and parking facilities, along with a small motel, at**

the take-out. Don and Callie Little, who operate the marina, also provide shuttle service, which runs \$5.00 for an average group. The launch service costs \$1.00 a head and provides the unusual sight of from five to fifteen canoes and kayaks, tied painter to painter, in the motorboat's wake. The Little Marina telephone number is 606-528-9888. For water levels call the Corps of Engineers, Nashville, at 615-251-5633 and ask for discharge at Williamsburg.

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Switzerland (SUI)
Spain (ESP)
United States (USA)
Austria (AUT)

WILDWATER — Monday, July 18

C-2M (15 boats)

		Score
1.	Mollard/Mollard	FRA 14:57.03
2.	Rose/Rose	BRD 15:07.16
3.	Billet/Billet	FRA 15:14.88
6.	Huey/Kusuda	USA 15:31.17
8.	Ganz/Ganz	USA 15:34.89
9.	L'Hota/Bolyn	USA 15:42.25
10.	McConeghy/Wright	USA 15:47.15

K-1W (29 boats)

1.	Gisela Grothaus	BRD 14:18.82
2.	Elisabeth Kaeser	SUI 14:28.57
3.	Dominique Berigaud	FRA 14:45.61
7.	Leslie Klein	USA 14:52.23
9.	Carol Fisher	USA 14:54.98
17.	Candice Clark	USA 15:11.65
22.	Claudia Kerckhoff	CAN 15:23.20
23.	Donna Berglund	USA 15:23.92

K-1 (59 boats)

1.	Gerhard Peinhaupt	AUT 24:51.34
2.	Michel Magdinier	FRA 25:08.56
3.	Bernd Kast	BRD 25:12.58
19.	William Nutt	USA 25:56.50
26.	Chuck Lyda	USA 26:12.97
37.	Thomas McEwan	USA 26:30.71
41.	Daniel Johnson	USA 26:46.23
47.	Jeff McColl	CAN 27:50.12
51.	Darryl O'Brien	CAN 28:01.33
52.	Eric Munshaw	CAN 28:05.24

C-2 (27 boats)

1.	Pioch/Schindler	BRD 26:23.31
2.	Kuenzli/Probst	SUI 26:40.51
3.	Steindl/Muellneritsch	AUT 26:49.17
11.	Hearn/R. Lugbill	USA 27:07.17
14.	J. Lugbill/Robison	USA 27:11.55
18.	Burton/Grant	USA 27:27.87
21.	Chamberlin/Stahl	USA 27:38.59

C-1 (32 boats)

1.	Ernst Libuda	BRD 28:19.90
2.	Gilles Zok	FRA 28:19.92
3.	Oldrich Blazicek	TCH 28:33.78
5.	Benjamin Cass	USA 28:34.66
9.	Angus Morrison	USA 29:06.29
13.	Thomas Irwin	USA 29:14.99
25.	Mike Neckar	CAN 30:15.22
	Allan Button	USA DNF

(Note the margin between 1st and 2nd place in this class!)

WILDWATER TEAM RACES

Tuesday, July 19

K-1W (7 teams)

1.	Grothaus/Goedecke/Prijon	BRD 14:42.35
2.	Kaeser/Kucera/Weiss	SUI 15:00.11
3.	Berigaud/Roupioz/Roche	FRA 15:00.27
	Klein/Fisher/Clark	USA DNF

K-1 (15 teams)

1.	Peinhaupt/Schlect/Haas	AUT 25:04.43
2.	Kast/Pfeiffer/Gunzenberger	BRD 25:16.79
3.	Magdinier/Estanguet/Benezit	FRA 25:25.79
7.	Nutt/Lyda/T. McEwan	USA 26:04.07
13.	McColl/Koehler/O'Brien	CAN 27:34.02

C-2 (6 teams)

1.	Pioch/Schindler et al	BRD 26:24.64
2.	Kuenzli/Probst et al	SUI 26:36.89
3.	Hearn/R. Lugbill	USA 26:48.23
	J. Lugbill/Robison	USA 26:48.23
	Burton/Grant	

C-1 (8 teams)

1.	Zok/Verger/Bonnet	FRA 27:55.97
2.	Blazicek/Cervinka/Gaba	TCH 28:08.17
3.	Libuda/Schuhmacher/Fiedler	BRD 28:10.50
4.	Cass/Morrison/Irwin	USA 28:46.69

SLALOM — Friday, July 22

G2M (11 boats)

1.	Lyda/Gilman	USA 313.40	170	483.40
2.	Aponte/Kennedy	USA 320.51	250	570.51
3.	Dry/Purdy	AUS 337.39	240	577.39
5.	Hastil/Hallaran	USA 407.29	280	687.29
6.	Ganz/Ganz	USA 377.22	330	707.22

K-1W (37 boats)

1.	Angelika Bahmann	DDR 294.54	10	304.54
2.	Petra Krol	DDR 285.44	20	305.44
3.	Linda Harrison	USA 271.47	40	311.47
6.	Jean Campbell	USA 268.60	80	348.60
10.	Cathy Hearn	USA 291.61	100	391.61
13.	Cynthia Wall	USA 319.22	100	419.22
14.	Claudia Kerckhoff	CAN 300.59	130	430.59
18.	Monique Bourdon	CAN 321.23	140	461.23

C-1 (36 boats)

1.	Petr Sodomka	TCH 276.26	30	306.26
2.	Peter Massalski	DDR 288.81	20	308.81
3.	Karel Tresnak	TCH 282.89	30	312.89
4.	Robert Robison	USA 267.22	-	317.22
6.	Ron Lugbill	USA 295.42	30	325.42
7.	Kent Ford	USA 281.53	50	331.53
15.	James McEwan	USA 271.45	110	381.45
24.	Bill Griffith	CAN 289.13	130	419.13

SLALOM (Cont.)

C-2 (26boats)

1. Hofmann/Kalbitz	DDR	281.66	0	281.66
2. Nedved/Schwarz	TCH	279.16	40	319.16
3. Kretschmer/Berek	DDR	310.40	10	320.40
4. Garvis/Garvis	USA	273.80	50	323.80
8. Gutschick/Hefli	USA	289.23	60	349.23
12. Bolen/Bechdel	USA	297.91	80	377.91
16. Draper/Morin	USA	301.41	110	411.41

K-1 (71boats)

1. Albert Kerr	GBR	220.80	0	220.80
2. Dieter Foerstl	BRD	231.66	0	231.66
3. Norbert Sattler	AUT	222.03	10	232.03
13. Eric Evans	USA	237.38	10	247.38
18. Peter Wilson	USA	251.28	0	251.28
23. John Holland	USA	249.96	10	259.96
24. Charles Stanley	USA	250.61	10	260.61
31. Dieter Poenn	CAN	259.17	10	269.17
32. Eric Munshaw	CAN	252.85	20	272.85
40. Philip Montgomery	CAN	269.71	20	289.71
57. Gary Barton	CAN	259.68	90	349.68

SLALOM TEAM RACES

Sunday, July 24

C-2 (7 teams)

1. Nedved/Schwartz et al	TCH	331.53	40	371.53
2. Wyss/Wyss et al	SUI	357.96	90	447.96
3. Kudlik/Jez et al	POL	372.48	230	602.48
4. Garvis/Garvis Gutschick/Hefli Bechdel/Bolen	USA	367.51	270	637.51

K-1W (8 teams)

1. Kaeser/Costa/Weiss	SUI	335.16	80	415.16
2. Bahmann/Krol/Feydt	DDR	330.10	170	500.10
3. Harrison/Campbell/Hearn	USA	366.13	150	516.13

C-1 (8 teams)

1. Massalski/Eiben/Koerner	DDR	313.15	40	353.15
2. Libada/Horn/Moos	BRD	344.33	110	454.33
3. Sodemka/Tresnak/Radil	TCH	325.97	130	455.97
4. Robison/Ford/Lugbill	USA	318.44	140	458.44

K-1 (19 teams)

1. Frossard/Prigent/Renault	FRA	270.42	10	280.42
2. Sattler/Fauster/Wolffhard	AUT	255.92	30	285.92
3. Popiela/Gawronski/Stanuch	POL	256.08	30	286.08
6. Evans/Wilson/Stanley	USA	280.26	40	320.26
13. Poenn/Montgomery/Barton	CAN	294.30	190	484.30

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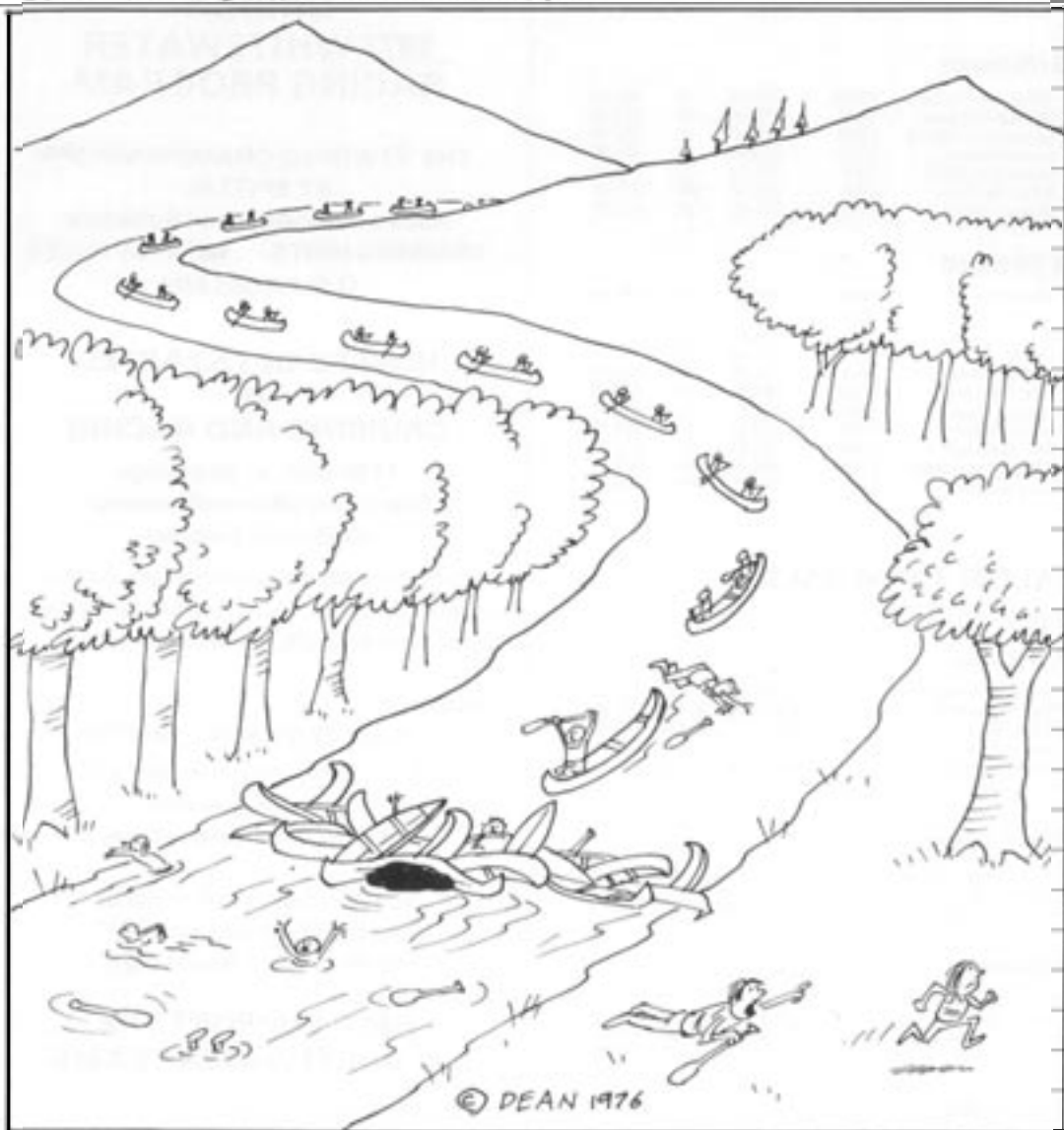
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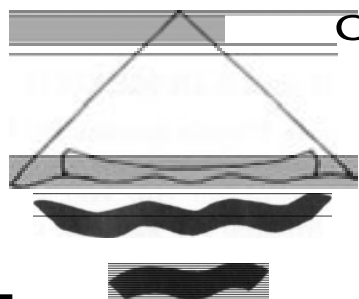
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PREPARATION FOR JONQUIÈRE

by Jay Evans, Hampshire College, Amherst, MA 01002

The recent world whitewater championships held this past summer in Austria revealed several things of unusual interest to American whitewater racers.

For years the highly respected set of initials 'DDR' standing for the Deutsche Demokratische Republik (East Germany) represented the epitome of excellence in whitewater slalom. The DDR boaters consistently won the lion's share of medals in the four slalom classes that they chose to compete in. And, by doing so, they set the standard by which all other teams were measured. But this past summer the stranglehold was broken. For example, not a single DDR K-1 placed in the top ten. The heretofore invincible East German C-2's actually capsized on the course and one failed to roll. And, their long-time current world champion in K-1W might be past her prime in 1979.

This does not mean that the DDR will throw in the towel or simply roll over and play dead. But it does mean that other countries now have a better chance at some of the top places if they are willing to take advantage of the time left in the next two years. The West Germans, of course, still dominate in wildwater racing.

To be sure, with the demise of whitewater racing as an Olympic event it may be true that the socialist countries of eastern Europe have somewhat less money to pour into their training programs. At the same time, it is generally recognized that the quality of whitewater racing is improving in the United States. The frosting on the cake is that for the first time in history the World Whitewater Championships will be held

on the North American continent at Jonquiere in Quebec, Canada in 1979.

Now the Europeans will have to bear the added expense and inconvenience of transatlantic travel. They will be the ones to suffer jet lag. They will have to get used to the water, and the strange customs of everyday living in a foreign country. And, perhaps most important of all, American racers travelling to Europe fall prey to a variety of temporary debilitating viruses that can literally ruin months of training. Stomach cramps, nausea, fever, sore throats and diarrhea are not the best companions to have alongside as you race in whitewater. This time it will be the Europeans' turn to deal with these hazards.

However, it would be a tactical mistake of major proportions for Americans to become complacent. European racers have made the long journey across the Atlantic before, and they have consistently won on these shores.

Therefore, we should reassess where we stand in the world of whitewater racing and seize the golden opportunity which is presenting itself at **Jonquière** in Canada during the summer of 1979.

Except for a bare handful of super-dedicated boaters, an American whitewater team slowly pulls itself together dinosaur-like in the spring of a world championship year. Coaches and athletes alike are chosen too late, and hardly get to know much more than each others' names. It has always been a last-minute scramble. As a result, rarely have we even come close to maximizing our potential. Team races — which constitute almost 50% of the World Championship schedule — are

simply paid lip service by American boaters. We tend to act as a group of separate individuals each going his own way. It is not often that we've taken advantage of group support. We have tried several ways to train and select a team. Now it is time to throw out the old ways that have proven less than satisfactory. All of these shortcomings can be corrected. None presents an insurmountable obstacle.

It is possible, of course, to draw up several models or plans to prepare our American athletes for the great opportunity they will have at Jonquière. Outlined below are several principles and a plan that should cause some discussion:

- Principle #1. To win against the best we must compete regularly against the best.
- Principle #2. Total familiarity with the river and a maximum of racing experience on it at Jonquiere is a prerequisite.
- Principle #3. A solid feeling of unified team loyalty and sense of belonging coupled with a responsibility to other racers can increase an athlete's potential.
- Principle #4. Select the coaches many months in advance. Give them a chance to develop top flight competitors, worthy of international racing.
- Principle #5. Find 15-20 athletes anxious to make the effort toward Jonquiere as the number one priority for the next two years.

In line with the above principles an

interesting program can be developed that would assure our young racers of doing their best at the world championships.

Coaches selected *this fall* can begin to set up year-long programs and goals for aspiring racers. There will be sufficient time for extensive use of video, psychological and physical testing and monitoring.

A physical power base can be built over the next two winters culminated by a full international racing calendar including training camps and competition at Jonquiere. Specifically this means entering all the Europa Cup races as well as the North America Cup. Those racers serious about excelling should follow the highly successful experiment in Nordic Skiing by entering into a contract with their coaches to the effect that Jonquière will become their number one priority in life and that the coach will have authority over all training, racing and program decisions. Those not wishing to enter into this type of formal preparation are welcome, of course, to train on their own as they see fit and should be welcome to attend the team trials. But they must recognize that to excel at Jonquière it is very risky to try to do it on your own. Also, is it really fair to those coaches and managers who have shown months of true dedication to be obliged to work with people who have given less than 100% effort? Something to think about.

How about having two separate whitewater teams much as the French and West Germans do: one for wild-water and the other for slalom. Also, after the team is selected a Parents, Spouses and Friends League should be established immediately to act in a supportive role. This past year in Austria a large contingent of assorted relatives and friends appeared on the scene. Some of the 'old hands' were put to

good use by helping to repair boats and in shuttling etc. Others, however, would have been glad to help if the team administrators had known of their plans earlier. Such a group could offer a real positive element to the success of the American Team. It is a resource that ought not to be ignored.

There are less than 24 months left before we go at it again. A truly great opportunity has been presented to us. After Jonquière the old excuses won't work anymore. Hopefully we can learn from the past and rise to the challenge to help our athletes to do their best.



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Cold Water Saves Lives

Yes, that's the opposite of everything you've ever read in this *Journal*. But new evidence, presented in *Scientific American* (August 1977, p. 57) and in *TIME* magazine (Aug. 22, 1977, p. 73), indicates that the widely-accepted "four-minute rule" (limit for submersion without death or brain damage) may not apply for water below 21° C (70° F). Cited is the spectacular case of 18-year-old Brian Cunningham, who was submerged in icy water for 38 minutes. After being officially declared dead, he belched, whereupon CPR was begun. After two hours of CPR and 13 hours of breathing assistance, Brian made a full recovery with no evidence of brain damage.

Dr. Martin Nemiroff of the University of Michigan Medical Center has investigated this and similar cases, and has concluded that there are two factors involved: the fact that chilling the body decreases its need for oxygen, and a "mammalian diving reflex," a slowing down of the circulatory system combined with diversion of the remaining oxygenated blood to the heart and brain — the cells of which are not in fact able to survive more than about four minutes without oxygen. It is this same diving reflex, highly developed, which enables aquatic mammals to remain submerged for so long.

Dr. Nemiroff's findings are encouraging, but place more responsibility on rescuers of possible drowning victims. He stresses that it is imperative, in cases of cold-water drownings, to begin resuscitation immediately and to avoid stopping the effort prematurely.

Be sure to read this fascinating article in its entirety, and while you're at it, sign up for the course (or review) of cardiopulmonary resuscitation available

through the American Red Cross and organizations. A friend of ours has twice found himself giving CPR to stricken paddlers. Though both attempts at resuscitation were unsuccessful as both men had suffered massive heart attacks, he has the comfort of knowing that if it had been possible to save them, he would have. Make sure your friends learn CPR, too (in case YOU need it!).

—Iris Sindelar

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Whitewater Trespass

by Judd Smith

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Part I. The Legal Aspects of Confrontation.

A landowner who uses a firearm to repel boaters who trespass on his property is civilly and criminally liable for any injury he inflicts.

Conflict between boaters and property owners is a common situation and is becoming more common all the time. A party puts to shore on private land for lunch, for a portage, or at the takeout. A man wades out of the brush carrying a shotgun and announces some version of "Get the hell off my land!"

What happens next can be a life and death drama acted out in seconds, and touches on interesting and important questions of law — all of which are **triggered** by the query:

Who is in the right?

In the above instance the landowner is probably right. But add more details. One of the boaters curses the man for being a "dog in the manger," and the landowner raises his gun and aims it full at the other's chest. In most jurisdictions the law will now side with the boaters. But then the boaters respond by pressing together into a defensive band; tension rises; words flow; three boaters advance toward the landowner only slightly and he fires. Now the law favors the landowner for acting in self defense against the threat of personal harm. On the other hand if the boaters are entirely cooperative and he points his gun directly at one of them, or fires "warning shots," or strikes, shoots or injures any one of them, the law once again switches sides — back to the boaters.

There are two branches of law at play: civil and criminal. Criminal law is the branch where society (read: the

government — city, county, state, federal) exacts retribution from an evildoer through its police and prosecutor, making him liable to fine or imprisonment or both. If you are the injured party about all you do is point your finger and say "Twas him what did it!!" The law does the rest.

In a civil action (which can initiate over a set of "criminal" facts whether or not the prosecutor is doing his thing and whether or not he is successful in getting a conviction) you, the injured party, and your attorney become police and prosecutor. You allege that you have been wronged in one of the categories that the law allows civil redress, and you go for the other man's **money** to pay for your actual damages and, often, a little something beside to punish him as well and make the lesson smart a little harder. You cannot send him to jail.

In a trespass situation on a river these two elements of law are all mixed up



with one another — usually both potentially operative at the exact same time.

Here are a few common properties to both branches of law when it comes to misdemeanor crime. It is both illegal (criminal law) and an actionable tort* (civil law) to:

—point a gun directly at anyone who has only committed trespass — any misdemeanor in fact.

—shoot at or near a trespasser

—use a gun to apprehend or stop a fleeing trespasser

—use excessive force to arrest a trespasser

But a misdemeanor can quickly grow into a felony, or a threatened felony, and under those circumstances the use of a gun is sometimes permissible.

Any belligerent conduct on the part of the trespasser (who for example instead of obeying an order to leave, picks up a rock, or who advances threateningly) may give the "defender" the right to point his gun and pull the trigger.

*100 ALR2d 1040

6 Am Jur 2d Art 80

6 Am Jur 2d Art 84

6 Am Jur 2d Art 88

133 Ky 29

77 So 2d 228

210 P2d 573

And a few others:

Shoot to prevent trespass, no intent to kill *Anderson V Jenkins* 70 So2d 535

Shoot to prevent petty theft *LaVella V. SW Bell Telephone* 24 SW2d 1072

Boys steal watermelons, shot by patch owner, no intent to kill, just scare *Hartman V Hornle* 201 SW 911

Deadly force in simple trespass *Brown V Martinex* 361 P2d 152

Fisherman trespass, landowner fires warning shots, strikes with fist *Scheufele V Newman* 210 P2d 574

Pondowner shoots boys fishing 38 A2d 73

Assuming that you are trespassing, the landowner's choice is either to demand that you leave at once, or to arrest you on a charge of criminal trespass. He can make the arrest then and there or by going to the prosecutor later and swearing out a complaint, after which an arrest warrant will be issued. And in that regard, if you reside outside the jurisdiction of the prosecutor, your arrest warrant probably will be put on file to be pressed against you if you ever return.

What about custody arrests by farmers?

In all states the right of a citizen to effect an "arrest" is considerably more restricted than that of a sworn police officer. In many states it is illegal for a citizen to make an arrest for any crime less serious than a felony.

Since trespass is a misdemeanor, that means that in such states a landowner may arrest a trespasser only by enlisting the aid of a police officer. He is flatly prohibited from doing anything directly himself. Furthermore he may not shoot the trespasser or threaten him directly with a gun. (Pointing a gun indirectly or "in the vicinity" of another person is not considered an "assault.")

Keep in mind that the courts do not like trespassers any more than they like farmers who shoot trespassers. The court knows that such conflicts can often lead to murder. Thus judges will hunt through the facts of an incident looking for "equity and fairness" and will ignore extraneous technicalities.

It is technically an assault to point a gun at another person, and it is technically an "arrest" to detain anyone against his will even momentarily.

But if a farmer and his son hold you at gunpoint and detain you for as long as it takes to search your pockets for identification, then releasing you unharmed, those technicalities will have no weight whatever.

As to actual arrest and custody by a private citizen, it's a terribly chancy bag. Assuming that the law in your state allows citizens to make custody arrests for misdemeanors, the common law of self defense so completely contradicts that authority, that a misdemeanor who claims to be in fear of the landowner's state of mind and intentions, in fear of his own life, and in fear that submitting to the landowner's order would render him utterly defenseless and helpless, can legally kill the man who is trying to force him into a custody arrest *in his own self-defense*.

He might be charged with first degree murder, and his guilt or innocence would be a jury question.

But hold on a moment.

Back at the streamside, the boater may have a legal right to be there and he may not be a trespasser, which brings up the all important questions regarding a boater's rights to float down a stream or to stand on the bank of a stream without prior permission from owners of land along the stream. (Discussion of this issue to be continued in part II of Judd Smith's article in a future issue)



SHOOT OUT AT SANG RUN!

by Peter N. Skinner, P.E.

One does not have to look far to find a river with landowner problems, and as our sport has grown in the last few years, the sheer number of boaters, in some cases, and irresponsible behavior and bad manners of a few boaters in others has caused unprecedented problems. In the case of the Youghiogheny River in Maryland, it is perhaps ironic that a Scenic and Wild Rivers Act, which we look to as a

solution to many problems, has itself become the most immediate cause of the very serious access problem which presently exists there.

The Yough is one of those rivers that every boater either has run at some time, or wants to. The "Loop" run below Ohiopyle Falls in Pennsylvania (class 3½, dam-controlled summer run) is one of the most heavily boated sections in the entire country. Higher up,

the "Upper Yough", between the Maryland towns of Sang Run and Friendsville is legendary as "the classic East Coast expert run." Higher still, the "Top Yough" run between Swallows Falls State Park and the town of Hoyes Run is similar in character, but runnable only during spring high water. Here Pete Skinner discusses the history of the situation, some of its implications, and suggests some courses of action.

The Problem

Sam Thomas' farm lies on the banks of the Youghiogheny River at Sang Run, Maryland. Sam is now well known to boaters and fishermen as the town's most cantankerous resident. For years he has harassed river users at the bridge and on the water in his attempts to prevent use of the river. Until recently people generally took him with a grain of salt, much like boaters accept a few recirculating holes in a good run. Recently, however, relations between river users and certain Garrett County residents like Sam have worsened markedly. Sam has been known to chase boaters down the river yelling threats and has fired warning shots in the woods next to the put-in. Someone has slashed tires on boaters' vehicles parked at Sang Run and boaters taking out upriver at Hoyes Run have been warned to stay out of that town. The locals are riled up over implementation of Maryland's Wild and Scenic Regulations and have decided to exercise their displeasure on those who wish to use this magnificent river.

History

The river sections in question are the "Top" and "Upper" Youghiogheny and the flatwater in between them, some 25 miles of scenic wilderness and spectacular rapids between Swallow Falls State Park and Friendsville.

Maryland's State Legislature passed the State Wild and Scenic Rivers Act (SS 8-409) in 1974. The Youghiogheny was accorded special status by the Legislature due to its "unique character. . ." The Maryland Department of Natural Resources was ordered, in a special selection of the law, to adopt particularly strict regulations governing land use on the Yough between Miller's Run and Friendsville by January 1977 so that the

"... general public can appreciate and enjoy the value of these areas as scenic and wild rivers in a setting of natural solitude." (SS 8-402)



The Legislature was concerned that dams proposed for the river or strip mining would destroy the river if action wasn't taken quickly. The Department held public hearings on the proposed regulations, several of which were in Garrett County, and submitted their findings to the SWRRB. Their regulations became law, May 26, 1976.

Residents living within the scenic corridors defined by the regulations were incensed by the rules they were to live by. Unless permitted by the Board,

they couldn't paint their homes garish colors, **clearcut** their timber, build high-rise condominiums, sell off the land in tenth-acre lots, put up large neon signs or burger joints, or even "strip the **cowall!**" (coal) Of course none of them really had been seriously thinking of doing such destructive things to the land they loved, but they all wanted to be able to live free of regulations which might infringe upon their individual ways of living. New Hampshire's "Live Free or Die" could well be the motto of Garrett County, Maryland.

Overview

Although rural areas like Garrett County rarely have to grapple with land use controls, suburban and urban areas now use such programs all the time to protect the quality of life and to maintain a degree of economic efficiency in their jurisdictions. Citizens in zoned areas generally recognize that they need these controls to protect themselves from nuisances of all kinds, and they are willing to give up some of their own personal freedom for this protection.

Land use regulations represent a more recent extension of "the greatest good for the greatest number" concept, and as such, could be expected to generate some resentment among the people directly affected until the new concept of "land stewardship" as opposed to "land ownership" is more generally accepted (as it will have to be if future generations are to have anything left). In the case of Garrett county, in spite of the facts that citizens retain most of the rights of ownership, that citizens were given opportunity to give input at public hearings prior to enactment of the regulations, and that citizens have all the usual avenues of legal recourse available to them

(legislative change via their elected representatives, judicial challenge through the courts, etc.), the resentment has surfaced in a number of forms. Some of the local people apparently feel that vandalism and harassment of outsiders will convince people to support their side of the argument.

The landowners in the Sang Run corridor have formed an association to fight the Wild and Scenic regulations. Among other things they have posted "No trespassing" signs on their land fronting the river and the roads to prevent entrance and egress. Through this association they hope to influence legislators to rescind these rules. They are also considering legal action to impede implementation of the rules.

Access — What's Desirable & What's Legal

Put-in and take-out at Swallow Falls and beneath 1-40 in Friendsville are perfectly legal. However, in the spring when there is adequate natural flow to permit boating from Swallow Falls to Friendsville, the run is very long and necessitates paddling some 6 extra miles of flatwater between Hoyes Run and Sang Run. In the Summer the "Top Yough" is too low for boating but releases from the Hoyes Run power house make boating possible on the Upper Yough below the Sang Run. Therefore the only put in during the summer is the Sang Run bridge guarded by Sam Thomas. It is possible to hike down to the river (a distance of 1-2 miles through pucker brush and rhododendron), and several little-known logging roads lead to the river if one can get the permission of the local landowners. In sum, take out at Hoyes Run is very convenient in the Spring, and put in at Sang Run is necessary in Spring and Summer.

At Hoyes Run boaters have no rights to exit the river because the land is all privately owned. In fact the power house access road, utilized by Penn Electric Company, is actually **owned** by members of the association. They refuse anyone but company officials use of this road.

At Sang Run a boater or fisherman can reach the river only from the road bridge or by walking down to the stream on the wing wall alongside the bridge abutment. (This area is considered public right-of-way.) Although put-in or take-out at the bridge is strictly legal, Sam will harass and threaten anyone who does so. To my knowledge he hasn't harmed anyone, but, he is very convincing!

The State Won't Help

In spite of entreaties from boaters and fishermen, the Maryland Department of Natural Resources and Attorney General's office have not offered any help in the situation. They hope that this controversy will simply die down after the locals get used to land use controls. They recommend that boaters stay away from the river until it does. They have no plans to acquire land for access because they don't believe any local will sell it to the State. Unfortunately, such a policy is patently inconsistent with the stated purpose of the Wild and Scenic Act which is to provide enjoyment of the Yough's unique character for the "general public;" that's us!

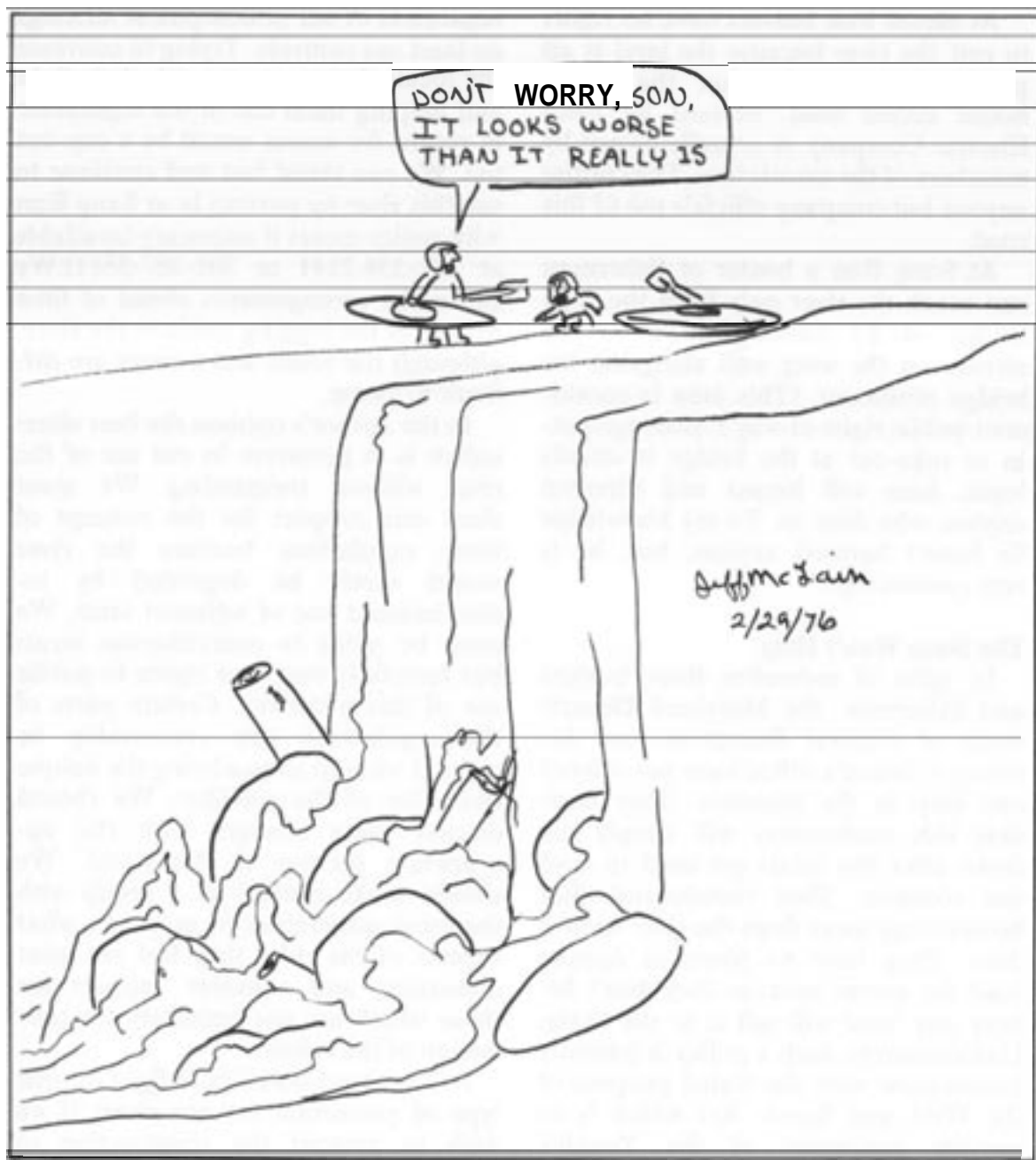
What Should We Do?

Answers to our access problems on the **Yough** are not easy to find. There are several alternatives available. First we don't have to run the river at all, clearly a cop-out to unconscionable pressure tactics none of us can stand for

regardless of our philosophical leanings on land use controls. Trying to convince the locals that we agree with their fight and helping them out in the legislature in return for access would be a cop-out too. We can stand fast and continue to use this river by putting in at Sang Run with police escort if necessary (available at 301-334-2141 or **301-387-5511**). We can make arrangements ahead of time for use of the logging roads to the river, although the roads and owners are difficult to locate.

In the author's opinion the best alternative is to persevere in our use of the river without trespassing. We must show our support for the concept of these regulations because the river would surely be degraded by indiscriminant use of adjacent land. We must be polite to cantankerous locals but forcefully exert our rights to public use of this waterway. Certain parts of the regulations can conceivably be relaxed without jeopardizing the unique character of the corridor. We should discuss these changes with the appropriate persons in Maryland. We should make contact as a group with the local association to ascertain what aspects of the rules they feel are most obnoxious and consider support for those which are not necessary for protection of the valley.

It is our responsibility to fight for this type of protection for our rivers if we wish to prevent the construction of federal dams and diversion projects and pollution from industrial and rural sprawl. Wild and Scenic status does provide a modicum of protection our rivers need for the future of boating. We should steadfastly support the efforts of the Bureau of Outdoor Recreation, State Wild and Scenic efforts, and the American Rivers Conservation Council in the thankless and sometimes dangerous job of river preservation.



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BOOK REVIEW

STILL WATERS, WHITE WATERS: *Exploring America's Rivers and Lakes*, by Ron Fisher, photographed by Sam Abell. National Geographic Society, 1977. 199 pp. \$5.75 + post. & handling from N.G.S., P.O. Box 1640, Washington, DC 20013.

Two young men, not canoeists, plan a "year of canoeing" from the Boundary Waters Canoe Area through the Northeast, Southeast, Midwest, Rockies and on to Alaska. They have excellent company everywhere: naturalists, historians, river rats, ol'timers, chefs, etc.

The book is beautifully produced, illustrated and written. Though it is by no means another *Complete Wilderness Paddler*, it is definitely enjoyable reading, the sort of book that you leave out on the cocktail table for friends to glance through.

However, as a "conservation book" it rates quite low. In one of the "dam" situations mentioned, the leader of the pro-dam people is identified as a conservationist.

It rates even lower as a "safety" book. The AWA River Classification is listed, but in an abbreviated form: e.g. "Class II: Easy rapids." Only once does he describe particular water by Class. A photo on p. 111 shows a PFD in use in rapids. Another on p. 170 shows them in use on flat water. On p. 175 a canoe swamps in heavy, 45° water with no one wearing a PFD. No other references are made to them.

Skills descriptions left something to be desired. A "draw" is described as "pushing water under the canoe." "Brace" referred only to a low brace. There is no mention of keeping upstream of a swamped boat, nor of not

walking through rapids (which they do on occasion). It's too bad they didn't see the American Red Cross film, "The Un-calculated Risk."

With these reservations, I heartily recommend the book: read it, enjoy it, absorb the photos, and dream. —Rodney B. Johnson, Pleasantville, NY.

THE CANOE AND WHITE WATER by C.E.S. Franks (Toronto and Buffalo: Univ. of Toronto Press, 1977), 237 pp.

I don't read many books on canoeing. Most I just skim to see what they contain and where I can (smugly) disagree with the author. This book I read from cover to cover. For one thing, it is wonderfully readable. How often does one find Hannah Arendt quoted in a book on canoeing? Or a sentence such as the following: "Fibreglass has for the first time made it possible to design a truly ugly canoe." For another, the book is of particular interest to Canadian, and even more so to Ontario, canoeists. Most of Franks' experience, and hence most of the rivers, the history and the people he refers to, are associated with the region between Algonquin Park and Lake Superior.

The book is not a primer on white water canoeing, though basic strokes and maneuvers are covered. Nor is it for the advanced paddler, though wilderness travel and river hydraulics are covered. Rather, it is a book *about* whitewater canoeing (with most emphasis on open boats but appropriate reference to closed), and about how, as the book's subtitle indicates, it has changed "From Essential to Sport." It turns out that, while our equipment may be improved, many of the strokes of which we are so proud today had their counterparts among the skills of the first whitewater paddlers—the Indians, the voyageurs, the **Metis** and the

Orkneymen. For example, the short quick forward stroke that Heinz Poenn, Canadian champion, teaches is, from the description in this book, almost identical to that used by the voyageurs at a rhythm of **60** strokes per minute for 12 to **16** hours per day!

This linking of the paddlers of today with those of history is one of the best aspects of the book. It leads naturally to discussions of different **geographic/river** regions of Canada as well as to comments on the ecological effect of canoeing and the law of access to rivers. (On the last point, Franks may overemphasize the problem of standing in Canadian courts; other lawyers have indicated that this is more a problem in the classroom than in the courtroom.)

In sum. Franks has written a fine—book that reflects his philosophy of whitewater canoeing as a sport to be taken seriously—but not too seriously—and his feeling that it is uniquely Canadian in origin. Anyone who paddles whitewater, at whatever level of skill, will enjoy the book. —David B. Brooks, Ottawa, Ont., Canada.

DOWN THE GREAT RIVER

By Capt. Willard Glazier

"Another chain of rapids was encountered a few yards below Camp Otter. We were nearly an hour in passing down these rapids, when we reached the Kakabikons Falls. This little cataract is a swift rush of water, bolting through a narrow gorge, without a perpendicular fall. Chenowagesic suggested that we should make a portage, but after consultation, we decided to keep the canoes in the water as their crews were so reduced in strength as to be unable to carry the luggage. While halting at its head for Paine to come up, George caught hold of my canoe in order to bring his own to a stand. He succeeded

in his purpose. But being checked suddenly, the stern of his canoe swung across the stream, which permitted his pilot to catch hold of the limb of a fallen tree. Thus stretched tensely across the rapid stream, in an instant the water burst over the gunwale, precipitating its contents into the swift current. The water was about four feet deep. George and his pilot found footing with considerable difficulty, but his canoe, tent, blankets, gun and everything were swept over the fall and lost. He clung to his paddle, however, and by feeling with his feet brought up his fowling piece. Following the overturned canoe, we came up with it at the foot of the rapids, but injured the balance of our little fleet so much in the descent as to cause us considerable delay. It was hoped that this misfortune would prove a valuable lesson to George, who **notwithstanding** the fact that he had already been capsized five or six times, had yet, it seemed, much to learn of navigation in canoes."

Except for the gun and maybe the Indian aboard, this sounds like any of a number of beginner canoe camping trips, or maybe a Boy Scout outing. Captain Glazier and his party, however, were on a full blown expedition: they were on their way down the infant Mississippi River, having just discovered its "true source", a small lake south of Lake Itasca in upper Minnesota. The year was **1881** and the party was to travel the entire length of the river from source to the Gulf of Mexico by canoe. This they did, in spite of the above **incident(s)** and in spite of the facts that Glazier could not swim a stroke and that none of the party had ever been in a canoe before they set **out** (in fact Glazier fell overboard when he stepped in for the first time). Glazier started in July, and his **Rushton** canoe finally reached the Gulf in September,

taking time to stop and explore the cities along the way and give a series of lectures on "The Early Explorers of the Mississippi."

The book is really fascinating. Captain Glazier had been a Captain in the Union Army during the Civil War, and a few years later had ridden from East coast to West coast by horse and had written of that trip also. The book is filled with details of life along the river at that time, descriptions of the various cities and homes where they stayed, of the prominent people they met, of the early settlements and explorations of the river and the region, and much more. The book describes the Indians, their customs, their legends as they relate to various spots along the river, and the Indian wars. As an example, considerable time is spent on Blackhawk, the famous chief of the Sac Indians, and on the Blackhawk War. Then, further on down the river, much of the book is taken up with the military operations that took place on the Western front during the Civil

War—the campaigns of Forts Henry and Donaldson, Island No. 10, Vicksburg, and others. Truly fine reading for the river rat and history buff. Only trouble is that you may not be able to find the book, as it is certainly long out of print. (Hubbard Brothers, Philadelphia, 1889) A handsome book, it sported a black, embossed cover with gold lettering. I chanced across my copy at a yard sale for a quarter. Good hunting.

Jim Sindelar

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River Touring Section
525N.W. Hillery
Burleson. TX 76028

Texas Explorers Club
Boh Burleson. Rep.
Box 844
Temple. TX 76501

Explorer Post 425
A. B. Millett
708 Mercedes
Ft. Worth, TX 76126

Kayaks Limited
Larry A. Dailey
4110 Markham St.
Houston, TX 77027

R & M Outfitters
Maurene Hufford
2534 Teague
Houston. TX 77080

Whole Earth Provision Co.
2410 San Antonio
Austin. TX 78705

Texas Whitewater Association
Thomas H. Cowden
P.O. Box 5264
Austin. TX 78763

UTAH

Wasatch **Whitewater** Assoc.
Chris Arthur Spelius
161 South II East
Salt Lake City. UT 84102

Wasatch Mountain Clob
Jim Mason
511 S. 9th E.
Salt Lake City. UT 84102

VTE Alpine **Club**
River Trips—Randy Frank
Union Bldg., Univ. of Utah
Salt Lake City. UT 84112

VERMONT

Marlboro College Outdoor Program
Malcom Moore
Marlboro. V105.344

Johnson Whitewater Club
Pamela C. Peckham
Box 649
Johnson State College
Johnson. VT 05656

Brattleboro Outing Club
Donald L. Kinley
1 Deacon Pl.
Brattleboro, VT 05301

VERMONT (Cont.)

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

VIRGINIA

Blue Ridge Voyageurs
Harry W. Patch Jr.
1610 Woodmoor La.
McLean, VA 22101

Canoe **Cruisers**
John C. Hefti
1515 N. Buchanan St.
Arlington. VA 22205

Coastal Canoeists, Inc.
Larry & Hope Gross
P.O. Box 566
Richmond, VA 23204

Explorer Post 999
R. Steve Thomas. Jr.
3509 N. Colonial Dr.
Hopewell. VA 23860

WASHINGTON

Washington Kayak Club
Dave Hamilton
17318 30th Ave. S., #M2
Seattle. WA 98188

Pacific Water Sports
Lee A. Moyer
12735 188th
Seattle. WA 98148

University of Washington **Canoe Club**
Intramural Activity Bldg.
Seattle. WA 98195

White Water Sports
Larry Jamieson
6820 Roosevelt Way N.E.
Seattle. WA 98115

The Tacoma Mountaineer
Kayak & Canoe Cnmm.
Bob Hammond
3512 Crystal Spg.
Tacoma. WA 98466

Desert Kayak & Canoe Club
Larry F. Thomas
450 Mateo Ct., Richland. WA 99352

WEST VIRGINIA

West **Virginia Wildwater Assoc.**
Idair Smookler
2737 Daniels Ave.
S. Charleston. WV 25303

Wildwater Expeditious Unlimited, Inc.
P.O. Box 55
Thurmond, WV 25936

WEST VIRGINIA (Cont.)

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

WISCONSIN

Sierra Club

John Muir Chapter
Rosemary & David Wehnes
2604 N. Murray Ave., #107
Milwaukee. WI 53211

Wisconsin Whitewater River Runners
Dennis Slater. Jr.
5530 W. Spring Rd.
Milwaukee. WI 53220

Wisconsin Hoofers Outing Club
Wis. Union Directorate
800 Langdon St.
Madison, WI 53706

Food Dr **Voyageurs Canoe Club**
Rt. 2 Box 11-A Edgewood Lawns
Malone, WI 53049

CANADA

Edmonton **Whitewater** Paddlers
P.O. Box 4117 S. Edmonton P.O.
Edmonton. Alberta
Canada T6E-4S8

Ontario **Voyageurs** Kayak Club
J. G. Shragge
116 St. Germain Ave.
Ontario. Canada M5M 1W1

NEW ZEALAND

Canoe Camping **Ltd.**
112 Ohiro Bay Parade
Wellington 2, New Zealand

Nelson Canoe Club
Box 793
Nelson. New Zealand

PERU

Sooth American **Explorers' Club**
Roht. Cook
Casilla 3714
Lima 1, Peru

SWITZERLAND

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