

American

WHITEWATER

The Journal of the American Whitewater Affiliation



September-October 1981

Vol. XXVI, No. 5



TOP: Rich Walker exuberates in a hole on northern California's Scott River. But later on the Rogue (above) it comes down to swallow or be swallowed.

COVER: **K-1W** racer Cathie Andrews at the Stanley (ID) Whitewater Rodeo, one of many competitors whose striving helped push our team to the top of the Worlds.

(Rob Lesser photos)

WHITEWATER

PUBLISHED BY THE AMERICAN WHITEWATER AFFILIATION

SEPTEMBER-OCTOBER 1981

Vol. XXVI, No. 5

The American Whitewater Affiliation

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Contents

ARTICLES

The Best of the South Shore	Matt Kuckuk	14
The Ocoee Festival		18
Bala Report	Barb McKee	19
1981 World Championship Results		20
1981 U.S. Championship Results		21
The Coach's Eye	Bill Endicott	22
Spray Skirts	Jim Sindelar	23
Stanislaus Initiative Campaign		26
To Beat the Devil (running Blue Grass Creek)	Jim Rada	29

DEPARTMENTS

Editor's Soapbox	4
Letters from Readers	5
The Fluvial News: Affiliate Notes	8
Conservation Notes	9
Upcoming Expeditions	11
Race Calendar	11
Book Reviews	12
AWA Business Affiliates	27
AWA Club Affiliates List	37

How to Write to AMERICAN WHITEWATER:

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

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AWA INFORMATION

How to Submit Articles: Deadlines for all material, including advertising, are the 25th of Dec., Feb., Apr., June, Aug., and Oct., for Nos. 1, 2, 3, 4, 5 and 6 respectively.

Publication is planned at 6 times yearly. **Single copies** \$1.50 each. **Surplus back copies** are available at reduced prices. Write to the **Membership** chairman.

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

The Staff and Directors listed above are unpaid Whitewater enthusiasts who volunteer their time and efforts to bring affiliatemember 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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Editor's Soapbox

HAIL TO ALL

It is customary to hail the conquering heroes who have battled well abroad and brought home the honors. And certainly the United States Team, returning from the Bala, Wales World Championships, deserve every accolade. Jon **Lugbill** and Dave Hearn again took top **C-1** slalom honors. Cathy Hearn won K-1W silver, with Yuri Kusuda just 12 seconds behind in fourth. It was three U.S. boats that swept C-2M, plus golds for the Jarvis' and bronzes for Paul **Grabow** and Jeff Huey in C-2. Every U.S. Team member gave his/her all, many placing quite high, and when the spray had settled the Americans had brought home the silver medal for the second highest points overall in both wildwater and slalom. The incredible efforts of these athletes make us all proud, deserving (and getting) our strongest applause.

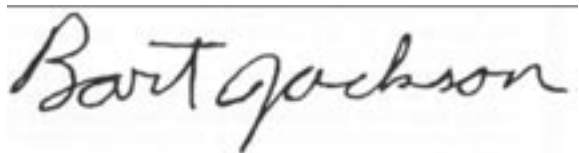
But a pyramid is made great by more than its final crest stone. Every United States paddling competitor has helped broaden and thus raise our nation's racing power. The team members we have sent are representatives of the whitewater boating skill to be found in this country. And our racers have won because both they and that skill are tops. My point is, we did not arrive with a leap nor with the fast push of a few. The fact that it is now not the Germans, but those hot-shot Americans who saunter out under the oohs and ahs of their fellow competitors, has come from a total national paddling effort.

In 1965, Tommy Southworth exceeded American hopes by placing **11th** in slalom **C-1** in Spittal, Austria. It was a triumph. But America, land where the canoe and kayak originated, remained a second-class

competitor on the international scene. Over the next decade, the triumphs increased and, even though West Germans, Czechs, and French alternately grabbed top honors, more American names kept crowding right behind. This time, we went to the Worlds being the ones to beat.

About here, it occurs to me, should come some admonishment that all paddlers keep plugging away to increase our racing status. But that is hardly necessary. The trend towards better training, better competitions, and better races is obvious and needs little encouragement. The racing season, once lasting just through spring and almost exclusively east coast, now runs from February through November with a long list of races across the entire country. Once, the paddler who trained even somewhat regularly could claim a good chance at making the team. Now, without a well-planned, daily training schedule, you probably won't even make the B ranks. Repeatedly, in half-hour wildwater races or full 30-gate slaloms, the top 10 all finish within seconds of each other. All of this has set the intensive honing of skill and equipment at an ever-increasing pace.

It is the old America's Cup story over again. The reason the U.S. continually wins this sailing classic is that this country holds more and tougher competitors who demand more of their nation's champions. For the same reason, our own paddling pyramid has the highest top. So while we heap praise on all 40 members of the U.S. Team who so aptly displayed American skill at Bala, let each racer remember his efforts that put them there, and take for him/herself a well-deserved bow.



Letters from Readers:

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

KAYAK CATCHABLE

Dear Bart:

I have been following the articles on "Kayak Ketcher's" with interest. While I don't have any plan as fancy as those mentioned, there is a simple way to make your own boat more "catchable" — a short painter on the stern. I tie a three eighth-inch polypropylene (it floats) yellow (the better to see) painter to the stern grab loop and then cut to length. so that six or eight inches can be tucked under my spray skirt behind my back. The free end hangs down inside the boat. This seems to have some advantages. Your boat always has a painter — handy for dragging up steep banks, and loading and unloading. If you should come out of your boat you have a choice of hanging on to the grab loop or the painter. In fast current that you can stand up in it's really easier to hang onto the painter.

If you should become separated from your boat (horrors) that yellow painter floating on the surface is easy for the rescue boat to hold onto, with hands or teeth, while towing the boat to shore and can be let go at any time if the tower gets into trouble.

It's important to use polypropylene, which floats and doesn't tangle easily. I would not suggest any kind of knot in the end of the line — it might catch in a crack. I have never had any trouble with water leaking in under the spray skirt where the line is tucked in. The greatest fear might be in coming out of the boat and getting tangled in the painter. This has never happened to me (no guarantee

that it couldn't) but because the line is so short, floats, and doesn't tangle I don't really worry about it. Cost? About 75 cents and if you don't like the idea you can always use the line for something else.

Barry Havens
Nashville, TN

OCOEE RIVER FESTIVAL

Dear Editor,

The Ocoee River Festival (held this past August 8th on the river's banks) was an event! It gathered over 3000 people from 20 states . . . A great big thanks to the generous members of AWA who helped to contribute to this effort. And a very, very sincere thanks to all those other manufacturers who saw beyond the commercialism and publicity of such an event and really sought to help make it work. Thanks to Phoenix, Campways, Pelican Products, Wildwater Designs, Ocoee Outdoors, Nantahala Outdoor Center, Sweet Paddles, and many others.

. . . Also thanks to David Brown of the Ocoee River Council, who has set a clear example of how the system works and work change from within . . . I wish I could have shoved ten grand in his pocket for his own personal dedication that goes unrewarded beyond a subsistence-level salary and a lot of encouraging support from friends of the Ocoee.

The Ocoee battle isn't won yet, not by a long shot. But it's sure had a major dose of adrenalin added. Let's keep up the momentum.

Ken Horowitz
Marketing Director
Perception, Inc.

Surely, Ken, Perception has played more than its part in injecting that adrenalin both with its win-a-kayak-and-save-the-Ocoee contest, plus your own part in publicizing and aiding the Ocoee River Festival. (Readers should see this issue,

Letters (continued)

WHITewater

page 33 for a description of the Festival and the contest results.) AWA applauds Perception and all the manufacturers' admirable labors which have contributed towards popularizing the *Ocoee* fight. In Ken's words, "Let's keep up the momentum." — Ed.

WOMEN SPURNED

Dear Bart:

Are you aware that there are women who kayak? Although there are women on your board of directors and among your authors, your editorial policy seems to be to treat women as either objects of ridicule or just plain invisible.

My anger is occasioned by your Nov.—Dec. 1980 issue, which I finally found time to read more thoroughly. Two items were especially irritating:

- Page 23, *Near Miss on the Kern*, by Charlie Walbridge. In the last paragraph, he states, "Unless the desperately needed training gets to them, tragic deaths of courageous men and continued hostility are sure to follow."
- Page 9, *River Jargon Interpreted*, by Mark Wilson. His definition of a "shuttle chicky" is "that invaluable asset to any trip: the girlfriend who runs the shuttle."

It is your responsibility as editor to see that offensive phrases such as these are cleaned up before publication.

Yours very truly,
Linda J. Wolpert
Florham Park, NJ

AWA, along with the whole boating community, recognizes and applauds women's continuing contributions to whitewater paddling, as shown by our articles, photos, staff and directors. Specifically, "cleaning up" direct quotes is not part of AWA's editorial policy. The use of "men" for "his or her as the case may be", is a long understood point of grammar. Also, that Mark Wilson calls his

girl a "shuttle chicky" may be unfortunate, but is undeniable. Let's hope his "Invaluable asset" soon slams a little liberation on him. Meanwhile, Linda, why not contribute a women's boating article . . . please. —Ed.

INSTRUCTION'S VALUE

For all our readers who have sacrificed weekends and patience to instruct new paddlers, and wonder if it is really all worth it, we tender this letter written to instructor Chuck Hines of the Asheville (NC) Kayak Club. Our thanks to the A.K.C. newsletter.

Dear Chuck:

"I've been trying to write this letter to express my feelings about the kayaking course ever since the river trip but haven't found the time until now. First and foremost I want to thank you and Jim, Will, Rocky, and Anne for one of the most enjoyable and pleasant experiences of my life. But especially you because you're the one that planted the spirit of adventure in my head back in January and February on several Saturday mornings. At one time or another I suppose all of us are reluctant to change or try something that's different. But you make kayaking seem so enjoyable and rewarding that I felt as if I would be missing out on something if I did not take advantage of the opportunity. Meeting new challenges must be the elixir of life! It keeps you young and your senses fine tuned."

"... Thanks again for a wonderful experience."

Looking to unload that old hulk? Why not do it through the AWA Classified. Send copy and 30 cents per word to the Editor.

IMITATED but UNEQUALLED



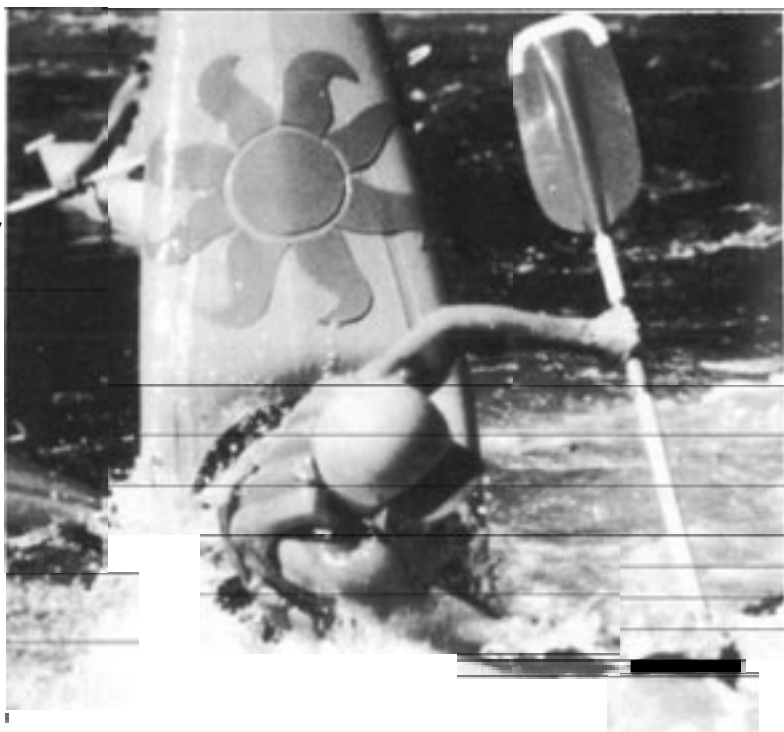
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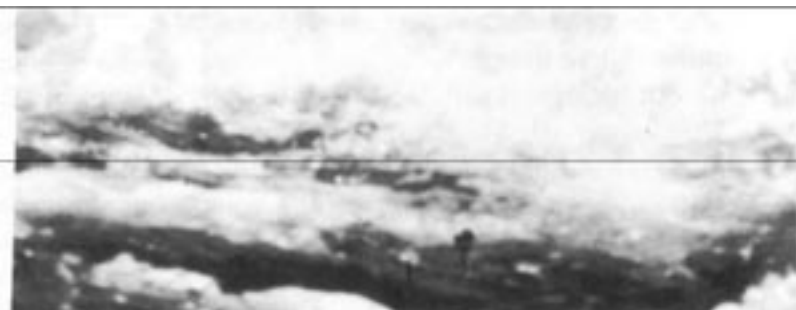


UNITED STATES COAST GUARD
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AWA AFFILIATE NOTES

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

RUMORS AND TIDBITS

- Our congratulations to high roller Mark Mathews of the Asheville, NC area. Mark has been learning to paddle kayak at the Asheville YMCA pool sessions and now, at age 11 can now roll four or five times without a miss. He can also make a successful battlefield roll in Class II water. Here's a man to watch. Keep it up, Mark.

- Joe Coors (and his Coors Beer Factory) is the patron of our new Secretary against the Interior, James Watt. However, Coors also sponsors the Colorado Whitewater Association's race series (even though that support has been dwindling since Watt's appointment). As Fletcher Anderson of CWWA says, "We take money from any source that offers it." Might as well grab what you can get, boys, before they pave you over.

STUART DUNCANSON DROWNS

"Nobody ever thought it could happen to Stu Duncanson." said Lois Webb. "He was so good and expert. It was one of those flukey things."

But happen, it did. On July 5th. Stuart Duncanson of St. Paul, Minnesota was guiding eight Sierra Club members through the Boundry Waters Canoe Area wilderness and Quetico Provincial Park in Canada. The experience was familiar to him. For years, the 63-year-old Duncanson

had led club members and Boy Scouts through this area he knew so well. This Saturday seemed like just one more trip. He was paddling with experienced boater Ruth Jewell of Bremerton, Washington. The river was mild, it was a hot day, *and neither paddler was wearing a lifejacket.*

Suddenly, the canoe swung broadside, broached on a rock, and capsized. Other paddlers came quickly and pulled Ruth out of the water, but they could not get to Stuart in time. They searched the river for hours, but finally conceded that his body had drifted downstream. On July 11, the body was found by Canadian authorities. Another tragic warning that personal expertise or ease of the challenge cannot replace safety precautions.

– *Thanks to the Asheville Kayak Club*

BEST IDEA OF THE MONTH: WHITEWATER HISTORY COLLECTION

Wouldn't it be great if, when you wanted to check out a certain river, instead of spending hours phoning around, you could just to to the public library and xerox the full, first-hand report of the exploratory trip? Well, now you can – for the Colorado area anyway.

The Western History Department of the Denver Public Library has joined with the Colorado Whitewater Association to create the first collection of Western Whitewater History and Information. The main impetus and congratulations for this project go to Hank Toll and Tom Cooper, both members of CWWA and the Library Foundation Board.

NEWS

After it is catalogued, the collection will be open to the public during library hours. For a small fee, you can get copies made of anything, and Mrs. Eleanor Gehres, head of the Western History Department, will be on hand to explain and aid in the collection's use. To keep the collection ongoing, CWWA is and will be on the lookout for reports of pioneer river trips and other whitewater information that should be preserved for posterity. If you have potential material, contact the Colorado Whitewater Association, 4260 East Evans, Denver, CO 80222.

— *Thanks to CWWA's 'Spray'*

YOUGH INFO

For those planning to boat the popular, oft overcrowded Youghiogheny River in Pennsylvania's Ohiopyle State Park, remember that you must face the problems of launch permits, river quotas, shuttle service requirements, camping reservations, and all the red tape of modern paddling. 2112 people are allowed on the Yough daily — but only 192 private boats. To wade through this official barrage and get on the river, contact Ohiopyle State Park, Box 105, Ohiopyle, PA 15470; (412) 329-4707 or -4704.

— *Thanks to Kayak & Canoe Club of New York*

BIDS IN FOR '82 AND '83 OPEN NATIONALS

The 1981 Whitewater Open Canoe National Champions had not even started on the Nantahala this summer when the bids for the two following competitions were already in. For 1982, there is a strong bid to hold the championships on Pennsylvania's Youghiogheny River, and for 1983

a tentative bid has come in to run the race on the Wolf River in Wisconsin. Bids for a 1984 site are now open.

"It is the ACA's desire to rotate the Nationals throughout the country in order to maximize exposure and promote the sport," stated Ken Kuck, Chairman of the American Canoe Association's Whitewater Open Canoe Committee. The first open boat national championship was held on the Dead River in Maine in 1970. Since then, three of the following ten contests have been hosted by the Nantahala Outdoor Center ('74, '77, '81) on the Nantahala River in North Carolina.

Conservation Notes

FIGHTING FOR GLENWOOD: LAW SUITS & VIGILANTES

Hell bent for destruction, the Bureau of Land Management has chosen Colorado's Glenwood Canyon for its latest spoil site. Their plan was to run four-lane Interstate Highway 70 through the canyon, which is now under Forest Service protection, including Shoshone Lake, Hanging Lake, the Shoshone run, and the Grizzly Creek put-in and takeout.

Realizing this \$500 million, 12-mile road would raise intense opposition, the construction permit was covertly slipped in and out of the U.S. Forest Service, but not quite as covertly as planned. Members of the Colorado Whitewater Association found out and now the CWWA is issuing a suit against the Forest Service for illegal procedure in issuing the permit. e.g. no public hearings were held.

Unfortunately, the CWWA suit out-

come may have little effect on the outcome on 1-70. Even though funds are lacking, the Colorado Department of Highways is charging ahead with construction, on the hopes they can do enough irreversible damage to avoid being halted by any mere lack of funds or legal decision.

Enter Vigilantes. Recently, a group of saboteurs did \$5000 worth of damage to highway equipment. Coming in at night they poured sand in gas tanks, drained oil, pinched brakelines, and slashed bridge pontoons. The local word is that there are actually two groups of vigilantes, each unaware of the other, and one is a group of river runners.

In response to the vandalized equipment, Highway Department head Bob Benner has whined to newspapers that he will now have to hire armed guards at \$7000 a month to guard the equipment. It seems Benner has yet to learn that ignoring the law is a double-edged sword and that illegal permits lead to illegal forms of delay.

— *Thanks to CWWA's "Spray"*

HERITAGE HAMSTRUNG — CONSERVATION HOBBOLED

The Heritage Conservation and Recreation Service was probably the single greatest legislation boon to river preservation in this country's history. Now it is dead; killed by James Watt. And the effects of this murder are being felt on every conservation front.

The HCRS was originally formed in 1977 by combining the old Bureau of Outdoor Recreation and the Office of Archeology and Historic Preservation. As a branch of the National Park Service, its duty was to be a "non-land management agency". This included setting policy for the Wild and Scenic Rivers Act and the conducting of the famous National Rivers Inventory which helped put a vast number of rivers under protective study and even W & S designation.

But with the appointment of Nature-loather James Watt, all this came to an end. Within two weeks of taking office, Watt violated the Outdoor Recreation Act of 1965 and with no study, allowing no congressional advice, disbanded the HCRS and all non-land management agencies by personal fiat. (It is an ironic note that Watt, former director of the Bureau of Outdoor Recreation — 1972-75 — was destroying his old stepping stone.)

The disbandment order came in January, 1981, however, it did not take effect until late April. "Since then, we have witnessed a complete stagnation of the Wild and Scenic Rivers Act," stated Pat Munoz of the American Rivers Conservation Council. "Wild and Scenic still exists, of course. It is a Congressional Act and can't be abolished, but with the end of HCRS and Watt's recommendation that no further appropriations be given the Lapd and Water Conservation Fund, the odds of getting new rivers on the W&S study list are slim indeed."

However, it should be noted that now is not the time to fold the tent on Wild and Scenic. All of the rivers previously under study, must come up for Congressional vote as to their eligibility for W & S designation. As these bills hit the floor, your representatives will need to hear from you. AWA will keep you posted.

— *Thanks to ARCC*

FISHING RIVERS BILL RESURRECTED

If at first you don't succeed . . . Just before the Reaganeers swept into office (followed by the gypsy moth plight), ARCC and other environmental groups tried to push the "Fishing Rivers Bill" through Congress. The bill set under Wild and Scenic protection Oregon's North Umpqua and Illinois rivers, Washington state's Dosewallips River, plus recommended protective study for 15 other rivers around the nation. The bill passed the

House, but did not clear the Senate in time. It was killed.

Now Rep. Phil Burton (D-CA) has re-introduced the same measure in bill HR 860. The vote on this one is not immediate, but if your local representative is not yet a co-sponsor, why not write a handwritten note requesting he become one.

— Thanks to ARCC

RACE CALENDAR

A list of paddling competitions coming up this Fall.

Oct. 3. Southeastern Intercollegiate Canoe Championships. NC. Contact Bob Benner, WPCC, 1001 Burkemont Ave., Morganton, NC.

Oct. 3-4. Stanislaus River Slalom Race. Popular California Class III race, plus cruises from Camp 9. Sierra Club sponsor Call Albert Romvari: (408) 578-2822.

Oct. 3-4. Last Ditch Slalom. Wisc. On Wolf River's Gilmore's Mistake Rapids. Sponsored by the Hoofers. Contact Bob Obst (608) 241-8756 (evenings).

Oct. 3-4. Colorado Canoe & Kayak Marathon Championships. Colorado River near Glenwood Springs. Contact Jerry Nyre (303) 423-4314.

Oct. 17-18. Bellefonte Slalom. Race number three of the Pennsylvania Cup Championships. Sponsored by Penn State Outing Club. Contact PSOC Registrar, 4 Intramural Bldg. Univ. Park, PA 16802.

Oct. 24-25. Easton Slalom. Race number four of the Pennsylvania Cup Championships. Sponsored by Lehigh Valley Canoe Club. Contact LVCC Registrar, Box 877, Easton, PA 18042.

Nov. 27-28. Turkey Classic. N.C. A downriver "Match Race" on Friday and slalom on Saturday. Contact Nantahala Outdoor Center (sponsor), Star Route Box 68, Bryson City, NC 28713; (704) 488-2175.

Upcoming Expeditions

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

ARCC TRIP SCHEDULE

Many groups work to save various rivers, but we have only one national lobby working in Washington, D.C. to save them all: the American Rivers Conservation Council. It is they who bully Congress into letting your rivers flow free and it is they who need your support. Funds raised from the following trips are
(Continued on page 35)

DON'T FORGET TO

VOTE

BEFORE OCTOBER 31
for AWA DIRECTORS
CANDIDATES:

Richard Bangs	Tom Minchin
Marge Cline	Peter N. Skinner
Ken Horowitz	Bob Vanderlin
Murray M. Johnson	Ron Watters

Mail in the ballot insert in
your previous issue of the
Journal (No. 26-4)

TODAY

AWA Book Reviews

SOME POSSIBLE ADDITIONS TO YOUR BOATING BOOKSHELF

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

WHITE WATER HANDBOOK (2nd Ed.)

by John T. Urban

revised by T. Walley Williams

197 pages, 5½" x 8½", sketches, a few photos, paperback, \$4.95.

Available from Appalachian Mountain Club, 5 Joy St., Boston, MA 02108.

Through the late Sixties and early Seventies, John Urban's **White Water Handbook** was held up to beginning boaters as the best basic/intermediate instruction book around. But time, techniques, and equipment advanced rapidly, dating the Urban classic beyond current use. Now the Appalachian Mountain Club has asked Walley Williams to update it, and all I can say is, he has done a magnificent job, long overdue. In this reviewer's opinion, this revision reinstates the **White Water Handbook** as the best basic white-water manual available.

Very fortunately, the author has resisted a total rewrite under the same title. As with the original, most of the book (84 pages) is devoted to strokes and techniques. Canoe tandem, canoe solo, and kayak technique (revised by Leslie Eden) are each afforded separate chapters. The excellent sections on river running, crossing currents, and river hazards from the

first edition have been expanded and sharpened. The equipment and repair chapter has undergone a much-needed overhaul, and a long chapter on trip organization and leadership has been added. All in all, the book presents the reader with a good blend of topics, thoroughly, but not too exhaustively covered.

Technique description, the bulk of the book, is well done. The conceptual explanations of how a boat moves and how one should move it permeate the descriptions. This clarifies each stroke and provides more than a regimented listing of what jerks a boat left or right. Also, in covering each move, the common errors are included, along with the finer points, which enhance the stroke (and the book) far beyond the basic level. At the same time, the temptation to make each stroke a complete essay of the author's knowledge, is resisted.

Yet with all this exquisite detail as to how boat and blade should move, there is often a too-scant description of how the muscles should move it there. And as anyone who has instructed knows, telling a novice to "move the blade parallel to the keel, keeping the shaft as straight as possible . . ." etc. just doesn't work as well as "move your left hand here, and your right arm there . . .". Fortunately, this is not a major flaw.

Williams' renowned love of safety lore and gear permeates every aspect of this volume, and though oft tiresome, is a subject incapable of over-emphasis, as current fatality statistics show. "Organizing for Safety and Enjoyment", expanded from a short section to a chapter includes a valuable, if grim and simplistic, trip leader's checklist. The "Equipment Selection, Modification, and Repair" chapter not only updates, but puts a great stress on

the later item's technique (e.g. "Patching an Aluminum Hull") which never go out of style. Boat design, undergoing as usual the great equipment metamorphosis, is soon dated, but deserves, I think, more than the quick breezing it receives. And I was glad to see the entire AWA Safety Code, including river signals, listed in the appendix.

Overall, this handbook is an excellent buy. It is clear, well-written, and enhanced by simple illustrations. (The photos are only fair). Again I repeat, it is the best basic manual on the market and an aid to any-level paddler.

— Reviewed by Bart Jackson

THE COMPLETE GUIDE TO TRAIL FOOD USE (2nd Ed.)

By William W. Forgey, M.D.

112 pages, 7" x 9", b&w photos, \$3.95

Available from Indiana Camp Supply, Box 344, Pittsboro, IN 46167.

Dr. Forgey, is a physician in Gary, Indiana and the proprietor of Indiana Camp Supply. In addition, having been bitten by the wilderness bug years ago, he has made extensive trips to northern Canada. Hoping to find some new ideas on trip foods, their storage and preparation, I read through this but found little new.

There are no recipes, a few menu suggestions, and a brief section on nutrition. What this book is, in fact, is a listing of all the freeze dried foods sold by Indiana Camp Supply: listing weight, cost, the amount of water required to prepare, number of calories and amounts of carbohydrate, fat, and protein per serving. This information may be useful to someone carefully trying to plan nutritionally balanced meals for a long trip, and it does list all the various manufacturers products together so that easy comparisons can be made, but the information contained is pretty routine. *(Continued on page 36)*

FRESH PRESS LIST

Just published volumes that will be reviewed in upcoming AWA issues:

New England Whitewater River Guide. By Ray Gabler. 376 pages, 6" x 9", paperback, a few photos, maps, \$8.95. Available from Appalachian Mountain Club, 5 Joy St., Boston, MA 02108.

A revised edition of the old exhaustive guide covering over 62 northeastern rivers. This edition claims 35% new material plus a long introduction to boating section.

River Rescue. By Ohio Dept. of Natural Resources, Watercraft Div. 80 pages, 8 1/4" x 11", illus., \$6.40. Available from Vocational Instructional Materials Laboratory, Ohio State Univ., 1885 Neil Ave., Columbus, Ohio 43210.

A catalog of river hazards normally encountered by canoes, kayaks, other small, muscle powered craft; along with rescue methods. The rescue-squad eye view, makes it good for instructors.

Running the River of North America. By Peter Wood. 296 pages, 6" x 9", paperback, maps and illustrations. Available from Barre Publishers, Barre, MA.

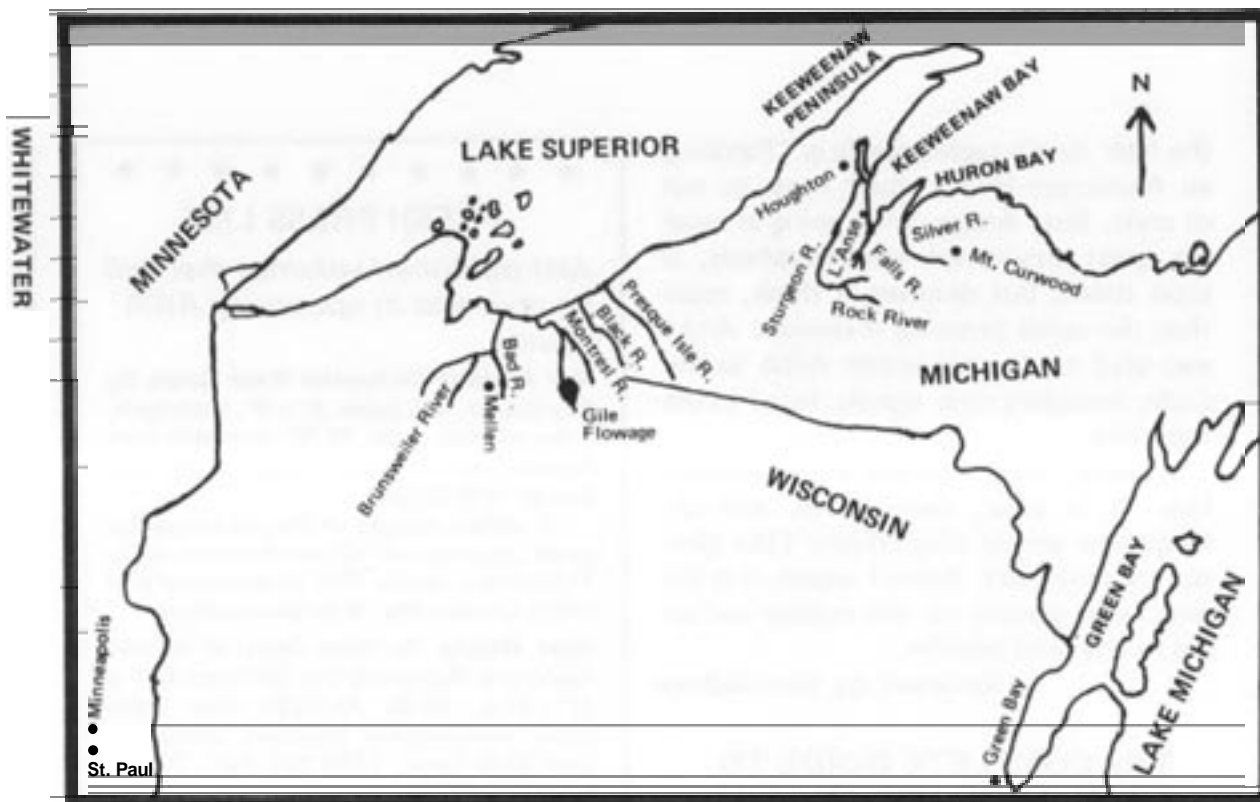
A guide to more than 50 rivers, with specific trips on each, throughout Canada and United States.

Sports Injuries, The Unthwarted Epidemic. Edited by Paul F. Vinger & Earl F. Hoerner. 413 pages, 8 1/2" x 11", hardcover, b&w photos and illustrations. Available from PSG Publishing Co., Littleton, MA.

What makes this book of special interest to boaters are the two chapters written by veteran kayaker Arnold Rief: "Risks and Gains" and "Protection Against Drowning: Training and Equipment". In addition, 35 other chapters, written by an impressive array of experts cover the full spectrum of preventing and repairing sports mishaps.

Wilderness Search and Rescue. By Tim J. Setnica. 640 pages, 6" x 8 1/2". paperback, b&w photos plus illustrations, \$12.95. Available from Appalachian Mountain Club, 5 Joy St., Boston, MA 02108.

An exhaustive handbook for outdoors rescue from all situations, based on actual case studies. Primary boaters interest: Whitewater Search and Rescue chapter.



MATT KUCKUCK'S BEST OF THE

SOUTH SHORE

Part II

Lower Black's final Surprise ledge.

Cockoo's Plunge on the Slate.



Last issue, Matt Kuckuk introduced AWA readers to the whitewater of the Lake Superior drainage area — a part of the upper Midwest that he claims has been too long overlooked and underestimated. Certainly no one who read his tales of the tight sculpted gorges and abrupt ledgy turns on the Presque Isle and Black rivers can doubt that here lies a land of chal-

lenge for all levels of paddler. In this second and final part of his article, Matt adds five more rivers to his South Shore catalog and describes just what the boater may run into — or barely avoid.

Silver River *Upper Peninsula, Michigan*

From its headwaters near the top of Mount Curwood (Michigan's highest point), to its mouth in the tip of Huron Bay, the Silver River traverses about 10 horizontal miles and drops almost 1300 vertical feet. This fantastic gradient is not evenly distributed: the upper reaches have long, furious cascades that appear from topo maps to be too small and steep to run, while the last few miles into Lake Superior are mostly riffles. The two short sections of whitewater that are possible provide some of the best "hair" paddling to be found anywhere.

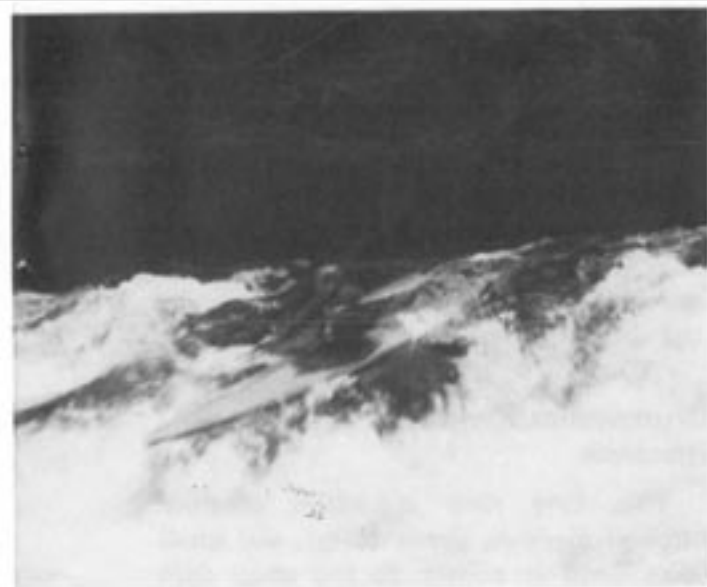
One of these is the Upper Silver—often talked about and very seldom paddled. Extreme in every way, its very small size, large gradient, dangerous bedrock and narrow range of runnable levels place much of the section at the outer limits of paddleability. The river drops around 300 feet in two miles, with much of the drop concentrated in three long Class V and VI cascades in which the river races over steep, ragged slate ledges. Between these very difficult and dangerous rapids, the river runs mostly continuous Class III-IV with boulder-strewn ledges. For most of the run the river has very low banks and is surrounded by rather open forest, heightening the sensation of running straight down a mountainside.

I know of only two attempts on this section, the first by Jim Rada, John Alt, Tom Aluni, et al; the second by Fred Young, Bob Obst, and myself. In both cases the decision to run was based on mistaken impressions as to the difficulty involved. Both runs involved lots of portages and trashings, and the reports have



Falls River (Glenn Larson photo).

Silver River's Triple Falls.



(Matt Kuckuk photo)

understandably helped keep this one off most peoples' lists.

Should you take a look at the Upper Silver and decide it is not your idea of a good time, you can still quench your thirst for thrill sport by running the Lower. The two sections are contiguous. To arrive at the put-in go to the middle bridge (Dynamite Hill Road out of L'Anse), hike up to the last and most unreasonable set of bad stuff on the Upper to get your blood pumping while the shuttle's being run, then boat down the "reasonable" Lower.

Action is compressed into the first two miles. Here the river has cut a small, steep-banked canyon into the sharp-edged slate. As is characteristic of this river, the drops come in sets of large, closely spaced ledges. Although the rapids on the Lower are generally less dangerous than those on the Upper, the gradient is almost as great and scouting is difficult due to the steep banks of loose slate.

The third set of ledges, Triple Falls, is particularly memorable – the river drops some 25 feet in less than 40 yards. Curiously, this is considered the easiest of the major drops, as the chutes are fairly simple and the individual falls separated by pools. (When we first showed slides and movies of this drop at a club meeting, our fellow boaters thought we were nuts. Then, when we told them that this was the easiest drop on the easier section, I think our credibility was shot entirely.)

Water levels are critical to the runnability of both sections of the Silver. There is a paddlers' gauge on the middle bridge. The range for the Lower is from about 1.7 to 2.8 feet, and there should be some rocks showing in the Class II at the bridge. At any level good Class IV paddlers will be thoroughly excited on this run. If you are good enough and crazy enough to consider boating the Upper, you should hike in and take a long look before deciding. The range for the Upper is extremely narrow, probably not more than three inches above and below 2.5 feet. Both

runs mentioned earlier were at the top end of this range (about 500 cfs).

Falls River

Upper Peninsula, Michigan

The Falls flows perpendicular to the hard slate strata forming a riverbed of jagged ledges which gives this stream its gradient, its challenge, and its name. The river collects water in the highlands near L'Anse and is mostly placid until it reaches a small dam once used to generate electricity.

Putting in at this dam, the paddler is faced with three miles of 125 feet-per-mile down to Lake Superior. Most of the run is continuous Class III and IV ledges. In these rapids, if one maintains a safe distance from the paddler ahead, often only his head and shoulders will be visible. Many of the larger drops require scouting and two are usually portaged.

The river eases up considerably just before entering L'Anse. Near the city limits it finds itself with a lot of elevation to lose before the lake, and a short distance to do it in. Thus it literally drops out of the sky, topping off the run with some incredible steep-gradient paddling.

This is a small river with a fast runoff, so on-the-spot inspection is usually mandatory. The particularly steep section in town is easy to scout, and if it is at least barely runnable, the narrower upper part will have plenty of water. At any level, the Falls demands a good group, capable of teamwork in tight eddy situations. Yet all in all, this is one of the friendlier rivers in the L'Anse-Mount Curwood area, and makes a good warmup for the Silver and the smaller, more bizarre runs to the east.

Brunswelier River

Wisconsin

This tiny river meanders placidly through marshes, dense forest, and small lakes until it comes to the small dam forming Beaver Dam Lake. Below this

"Railroad Rapids: 200 yards of steep ledges and holes crammed in a narrow canyon — honest Class IV at most levels."

dam flow two sections of exciting, unique rapids, totaling about 11 miles.

The first section, from the dam to Spring Brook Road, offers the greatest challenge. The most convenient put-in is from a private road into Beaver Dam Lake. Those not wishing to trespass should put in upstream and paddle the few miles of scenic flatwater down to the dam. When portaging the dam, resist the temptation to crank open the manually-operated sluice gate. This is not only illegal but is likely to drain the lake and disturb its ecosystems.

From the dam to Spring Brook Road, about two miles, run nearly continuous Class II, III and IV rapids. There is even one falls that is portaged at most levels. Most of the tougher drops occur in very light, steep-walled, mini-canyons, often not wide enough to turn a boat around in. It's a powerful river of intimate character, giving the paddler ample excitement.

Below Spring Brook Road there are continuous Class I and II rapids, broken by three major Class III-IV drops. After all the drops have been run, several possible takeouts exist, but most parties prefer to continue down to the County C Bridge.

In low to medium water, either section of the Brunswiler can be handled by good Class III paddlers. In higher water all of the upper section becomes quite difficult, as does the lower section drops. Because of the extreme small size of the river, good eddy-hopping technique is a necessity.

Montreal River **Michigan and Wisconsin**

The Montreal River forms the southwest tip of the Michigan-Wisconsin border, at one point passing through the lively former mining towns of Ironwood, Michigan and (howlin') Hurley, Wisconsin. Three

whitewater runs exist on this river, one each on the west, east, and main branches.

Montreal Canyon, located on the lower main branch, is by far the most commonly paddled. It contains continuous easy rapids in a deep, very powerful, conglomerate gorge. In high water (1500 cfs or more) these rapids rate Class II-III and offer many good playing opportunities. Huge waterfalls are located just above the put-in and just below the takeout, adding to the scenic value of the run.

The west branch is considered, by the few who have been able to catch it with water, as one of the most enjoyable intermediate-expert runs in the Midwest. This gush-again-dry-again problem results from the fact that the Gile Flowage Dam holds water for several main branch power-generation dams. Thus when everything else is up, they shut the west branch off; then when levels recede in the feeder streams, a trickle is released. Your only hope is to catch it when the reservoir is full and the dam spilling — a rare, short-lived occurrence. There has been talk of obtaining releases for wildwater races, but this idea has not yet gotten off the ground.

From the put-in near the town of Montreal, Wisconsin there is about a mile of riffles flowing down to the start of the rapids — and what a start it is! Railroad Rapids consists of about 200 yards of steep ledges and holes crammed in a narrow canyon — honest Class IV at most levels. This is the hardest rapids on the run, and is usually scouted. After Railroad come continuous Class II and III boulder gardens and ledges, with two more big, difficult ledge combinations. And when there's enough water to cruise a wildwater boat down this stream without damage, the west branch comes on like a Class IV version of the Savage.

(Continued on page 34)

Ocoee River Festival

Making Conservation Popular



They were 3000 strong, coming from over 20 states, some as far as Colorado. They assembled on the banks of Tennessee's Ocoee River. They sang, feasted, paddled; were entertained by skydivers, country musicians, countless exhibits; and all in all had a wonderful day.

They also did something more. Each individual in this jovial horde, by attending the Ocoee River Festival on August 8th, actively stated his own belief in preserving our natural resources for the future. The



money he spent at the Festival, his letters previously sent to Congressmen, even his very presence were part of a collective campaign to keep the Ocoee's waters flowing downstream, out of the clutches of the TVA.

Though the cause was serious, the day was far from grim. Bands played, balloons floated overhead, and speeches poured over the mike. Paddlers and raft guides from all over met to swap unbelievable and unbelieved lies, viewed a broad array of the latest equipment donated and raffled by manufacturers, and gained their first (or repeated) taste of the Ocoee's waters. Three kayaks were auctioned off:

a Phoenix Ocoee (donated by Phoenix and Nantahala Outdoor Center) and two Perception K-1's donated by that firm. It was a grand, huge paddling party.

When the day was over, the Ocoee River Council had netted \$5000 to fight the good fight. (Commercial outfitter and local business donations had helped trim initial expenses.) Adding to these funds was another \$2100 gained from Perception, Inc's Win-a-Boat-and-Save-The-Ocoee Contest, (see AWA Vol. XXVI, No. 2).

Just prior to the Festival, on August 3rd, the contest drawing had been held. All the entry cards, one for each person

(Continued on page 36)

Energetic SORC Director Dave Brown (top left) announces events while boaters hoardes alternate between Bluegrass on shore and whitewater on the river.



BALA REPORT

By *BARB McKEE*

WHITEWATER

While Jonquiere World Championships in 1979 proved to the paddling world that the U.S. was finally a power to be reckoned with, Bala '81 reconfirmed that fact. Further, it demonstrated that we could beat the long-dominant Europeans on their home waters.

The site of the 1981 Worlds was quintessential Wales — ever misty, cool and exceedingly beautiful. Afon Trywern (River Trywern) flowed fast, narrow, rocky and steep, just outside the Town of Bala. The Trywern exacted a great toll on boats, with the damp, oft rainy weather complicating repair. Boat doctors Dave and Mimi Demaree had little free time during the pre-race training week.

The wildwater competition was dominated overall by the French who obviously take the event very seriously. The U.S. gained medals in C-1 (John Butler, bronze), and C-2 mixed (Mike Hipsher and Bunny Johns, gold), C-1 team (Lyda, Underwood, Butler, silver), K-1W team (Klein, Hearn, Fisher, bronze), and placed our C-2 and K-1 teams fourth. Without a doubt the highlight of the wildwater competition was the stunning victory of Hipsher and Johns which left the rest of the mixed class over a minute behind and would have placed them 13th in the C-2 class. It was a resounding reintroduction of the class after the 1979 hiatus.

With the coming of the slalom, the question on everyone's mind was, "Can we match or better Jonquiere?" We all hoped for good luck and good weather. But only the former seemed to hold. After a week of fairly dry weather, North Wales dished up a more typical couple days of torrential rain which turned the site into a sea of mud.

Two big ledge drops, and a screaming, right angle bend dominated the slalom site. In between the drops, extremely fast current, big waves, and small center eddies provided more than enough for imaginative and difficult moves. The course was difficult to run clean. Several gates presented split-second differences between penalties of 50 and five.

In K-1, results were rather disappointing. Pre-race favorite Chris McCormick who had placed fifth for the U.S. at Jonquiere fell victim to one of the capricious 50's and placed far down. Although our top boat, Dan Isbister, managed one of only 10 clean runs posted (all by K-1s) his comparatively slow time left him 13th place.

Later that day there was plenty to celebrate when eight years of training paid off. Our premier men's doubles team, Steve and Mike Garvis became the new World Champions. It was quite a sight to see the entire U.S. entourage of coaches, parents, competitors and friends join in a muddy and emotional celebration with the happy German second place team (Welsink and Czupryna). To then share the platform with countrymen Paul Grabow and Jef Huey (bronze) sweetened the victory even more.

The second slalom day brought eight more clean runs, this time all by C-1s including a remarkable two by defending Champion Jon Luggbill who captured his second consecutive title. Dave Hearn repeated as silver medalist with a mere four-tenths second separating "... these two American C-1s, in a class of their own..." as the British announcer put it. And a whopping 12 seconds separated second and third (Jean Sennelier of France)! Fifth and sixth place taken by Ron Luggbill and Kent Ford respectively, rounded out another strong showing by the American C-1s.

High penalties were common in women's kayak. Ulrike Deppe of Germany was able to win with two touches. In spite of a last minute substitution which put Cathy Hearn on the wildwater team and cost her a week of training slalom on site, the defending Champ won the silver, only five seconds off the winner. She accomplished this even though a loop for a missed gate cost her at least 10 seconds in time. Yuri Kusuda was pleased and perhaps somewhat surprised by her fourth place finish. American Linda Harrison, no stranger to the World Championships awards platform, was plagued by unfortunate 50's and ended up 16th.

The conclusion of the slalom saw the U.S. go 1-2-3 in C-2M (Hayman/Haller, McKee/Sweet,

Marte/Sorensen) against four rather weak European entries. The U.S. had been spearheading a drive to reestablish C-2M in the Championships after its exclusion in 1979. The main stumbling block has been a lack of participation in the class by many Europeans, particularly of communist countries.

The final day of the 1981 World Championships dawned dry, and while slalom team races were not as successful as expected for the U.S., the mud got no worse. The favored U.S. K-1W and C-2 teams had to settle for third places amid considerable grumbling, a few protests, and some hard

feelings about the judging. Our K-1s were shut out. But as expected, the U.S. C-1s were untouchable. In winning their class by over 40 seconds, they posted the second fastest team score of the day, coming within 4.5 seconds of the quick British K-1s. After first runs, while our C-2s lead the British K-1s, a normally unflappable English coach was heard to gasp, "They're beating our kayaks! Our kayaks are defending World Champions, and they're beating them!"

1981

WORLD CHAMPIONSHIP RESULTS

Bala, Wales — July 15-24

SLALOM

	Nation	Best Run
K-1 (77 competitors)		
1st	Richard Fox GRB	211.9
2nd	Lubos Hilgert TCH	214.4
3rd	Yean Yves Prigent FRA	219.6
13th	Dan Isbister USA	226.8
23rd	Hank Thorburn USA	232.9
56th	Chris McCormick USA	286.3
60th	Doug Gordon USA	288.1
Teams:	1st GBR	246.6
	2nd SUI	251.6
	3rd FRA	252.3
	8th USA	346.9

K-1W (35 competitors)

1st	Ulrike Deppe BRD	257.7
2nd	Cathy Hearn USA	262.8
3rd	Jocelyne Ruopioz FRA	270.1
4th	Yuri Kusuda USA	274.5
16th	Linda Harrison USA	320.4
18th	Susan Norman USA	330.7
Teams:	1st BRD	303.1
	2nd GBR	326.8
	3rd USA	333.7

C-1 (34 competitors)

1st	Jon Lugbill USA	234.6
2nd	Dave Hearn USA	234.9
3rd	Jean Sennelier FRA	246.3
5th	Ron Lugbill USA	248.3
6th	Kent Ford USA	252.2
Teams:	1st USA	251.0
	2nd FRA	292.7
	3rd BRD	333.4

C-2 (29 competitors)

1st	Steve Garvis USA	264.2
	Mike Garvis	
2nd	Dieter Welsink BRD	271.7
	Peter Czupryna	
3rd	Paul Grabow USA	272.7
	Jefry Huey	

C-2 (cont.)

11th	Carl Outshick USA	292.1
	Paul Flack	
19th	George Strickland USA	299.1
	Rich Hill	
Teams:	1st GBR	338.1
	2nd POL	356.3
	3rd USA	395.1

C-2M (7 competitors)

1st	Liz Hayman USA	355.1
	Fritz Haller	
2nd	Barb McKee USA	442.6
	John Sweet	
3rd	Karen Marte USA	464.4
	Brett Sorensen	

WILDWATER

	Nation	Best Run
K-1 (61 competitors)		
1st	Claude Benezit FRA	26.18.0
2nd	Marco Previde ITA	26.26.5
3rd	Bernard Morin FRA	26.31.2
15th	Dan Schnurrenberger USA	27.30.0
18th	Bobby Alexander USA	27.31.2
19th	Terry White USA	27.31.3
25th	Daniel Johnson USA	27.38.4
Teams:	1st FRA	26.39.5
	2nd GBR	26.57.2
	3rd BRD	27.12.7
	4th USA	27.36.8

K-1W (33 competitors)

1st	Dominique Gardette FRA	28.58.8
2nd	Gisela Grothaus BRD	29.00.9
3rd	Anne Plant GBR	29.26.2
10th	Carol Fisher USA	30.12.9
15th	Leslie Klien USA	30.29.9
19th	Cathy Hearn USA	30.58.4
23rd	Jean Campbell USA	31.57.5
Team:	1st BRD	29.54.7
	2nd SUI	30.29.9
	3rd USA	30.49.7

WORLD CHAMPIONSHIP

Wildwater (cont.)

C-1 (26 competitors)

1st	Gilles Zok	FRA	30.15.7
2nd	Luc Verger	FRA	30.37.9
3rd	John Butler	USA	31.21.8
6th	Chuck Lyda	USA	31.50.3
13th	Jim Underwood	USA	32.43.8
19th	John Evans	USA	33.36.2
Team:	1st	FRA	31.12.6
	2nd	USA	32.12.1
	3rd	BRD	32.54.3

C-2 (35 competitors)

1st	Jean-Jacques Hayne	FRA	29.21.3
	Jacquet Daniel		
2nd	Michel Doux	FRA	29.36.9
	Patrick Bunichon		
3rd	Jean-Luc Rigaut	FRA	29.49.5
	Bernard Gilles		

C-2 (cont.)

13th	Andy Bridge	USA	31.13.1
	Howard Foer		
22nd	Dave Jones	USA	32.05.8
	Tom Popp		
25th	Bob Bofinger	USA	32.20.2
	Rustan Hill		
26th	Bern Collius	USA	32.46.8
	Stan Janas		
Team:	1st	FRA	29.65.7
	2nd	BRD	31.12.2
	3rd	SUI	31.32.2
	4th	USA	31.52.0

C-2M (10 competitors)

1st	Michael Hipsher	USA	31.01.9
	Liz Johns		
2nd	Germinal Peiro	FRA	31.16.4
	Claudine Peiro		
3rd	Petra Berghausen	FRA	32.54.8
	Eduard Berghausen		

1981

NATIONAL CHAMPIONSHIP RESULTS

Wausau, Wisconsin - August 22-23

K-1 (58 competitors)

1st	Tom McGowan	211.4
2nd	Hank Thornburn	223.6
3rd	Doug Gordon	225.1
4th	R. Craig Law	228.3

K-1W (18 competitors)

1st	Linda Harrison	246.1
2nd	Wendy Stone	273.6
3rd	Dana Chladek	311.0
4th	Jennifer Stone	330.6

C-1 (32 competitors)

1st	Davey Hearn	215.7
2nd	James McEwan	252.8
3rd	Brett Sorensen	322.4
4th	Ken Stone	332.8

C-1W (7 competitors)

1st	Wendy Stone	453.3
2nd	Jamee Peters	515.5
3rd	Sandra Nelson	560.8
4th	Barb McKee	807.6

C-2 (11 competitors)

1st	Paul Grabow/Davey Hearn	270.8
2nd	John Harris/Charles Harris	295.2
3rd	Alan Blanehard/Dave Paton	312.9
4th	Tom Blue/Will Summers	357.2

C-2W (3 competitors)

1st	Karen Marte/Brenda Sorensen	517.6
2nd	Lorene Vedder/Kris Frish	539.8
3rd	Jill Steinberg/Meg Galloway	647.5

C-2M (9 competitors)

1st	Linda Harrison/Paul Grabow	301.8
2nd	Karen Marte/Brett Sorensen	373.3
3rd	Barb McKee/John Sweet	400.2
4th	Pat Kingman/Ray McLain	514.6

JUNIORS

K-1 JR (12 competitors)

1st	Norman Bellingham	239.1
2nd	Vince Hayes	274.0
3rd	Jim Verner	290.2
4th	Dave Aspinwall	292.5

K-1W JR (4 competitors)

1st	Molly Carr	298.5
2nd	Jennifer Stone	316.4
3rd	Anne Jensen	484.0
4th	Sherri Stone	705.6

C-1 JR (3 competitors)

1st	Jed Prentice	309.0
2nd	Bill McKinney	366.2
3rd	Bob Friedman	DNF

MASTERS

K-1 Mas. (6 competitors)

1st	Clive Lister	292.8
2nd	Ray McLain	300.0
3rd	Bruce Fishburn	316.8
4th	Don Sorensen	326.6

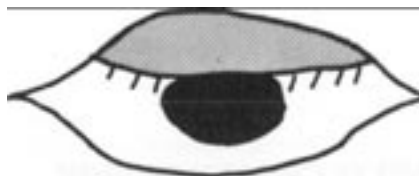
C-1 Mas. (4 competitors)

1st	John Sweet	283.9
2nd	Ray McLain	335.5
3rd	Don Sorensen	442.2
4th	George Steed	659.3

C-2 Mas. (4 competitors)

1st	Don Sorensen/John Connet	398.7
2nd	Pat Kingman/Ray McLain	404.2
3rd	Stuart Sziklas/Jim Verner	428.3
4th	Ray McLain/George Steed	498.3

Coach's Eye



U.S. Team Coach Bill Endicott Shares his Reflections on Bala and What it Took to Get There

For me, Bala was the culmination of a two-phased program to put the U.S. on top in slalom. At Jonquiere we proved we could win at home; but at Bala, we proved we could win abroad. This was my personal ultimate goal, dating back 10 years when I first competed in the 1971 World Championships in Merano, Italy.

Reflecting on Bala and our slalom successes over the last few years, the following thoughts come to mind:

1. To an outsider, the amount of work that goes into winning is incredible. Training once or twice a day, sometimes more, almost every day, year round, year after year, is what it takes. Few people can appreciate exactly what this means. Most people view training as a short, few-month preparation period, when in reality it takes half a decade or more. Yet the winners cannot view it as work, but more as fun. Training has to become his lifestyle, for at least a few years.

2. There's such a thing as wanting to win too much. Often, this creates too much self-pressure — and leads to self-defeat. Instead, to be a winner, at least in slalom, you must be fascinated by training and racing, as opposed to narrowly focusing on "the win" as the make-or-break goal.

3. You must honestly believe you can win. Last December I was invited to give a series of clinics in Australia. Seeing the Aussies, I realized I was looking at myself and the whole U.S. slalom scene of 10 years ago. These competitors didn't think they could win, and therefore didn't train hard (and wisely) enough to win. That was exactly the U.S. attitude until Jamie McEwan won a bronze medal at the '72 Olympics. Just before he went out to receive his medal I asked how he felt and he said, "... disappointed, I thought I was going to win."

In recent years most of our paddlers have had confidence they could win. However, in any given race, there are only four

or five people who have honestly believed this.

4. I have always been more interested in a system that consistently produces high finishes than in one isolated individual who wins once. I was first attracted to this theme by watching the East Germans dominate slalom in the 70's when I was a competitor. From the coach's point of view, it is a far greater challenge to develop a system that turns out high performance over a long period than to push forth one winner, once.

One of the measures of our current status in slalom is that we have been able to win four of the five slalom classes over the last two world championships, and that in every case where we won a gold we also won other medals — a real broad-based showing.

5. The key to winning is preparation: mental and physical. The key to good preparation in slalom is timed and scored whitewater gate workouts **against competition**. Essentially, simulate race conditions as closely as you can. Timed work in the gates for the bulk (though not all) of the workout has, in my mind, no substitute.

6. Winning is worth the effort — even though it usually takes more than you thought. The value comes from the satisfaction of setting a very difficult goal and then attaining it. The quest will force you to rearrange your life, but that's also good, because it forces you to determine just what is important in life.

7. I personally believe in the amateur ideal and the idea that a person can **excel** at many things in a life time. It has been a great source of satisfaction to me that, unlike every other major country we compete against, all our top athletes do something else besides paddling. I hope that American competitors will be able to transfer to their careers and lives the lessons of how to succeed that they have learned on the slalom course.

SPRAY SKIRTS

IF YOU WANT THE BEST, YOU STILL HAVE TO MAKE IT YOURSELF

Jim Sindelar

Jim Sindelar, veteran whitewater paddler, long-time Executive Director of AWA, and now Chairman of the Save The Pontoon Fund of which AWA is a legal petitioner, has worked for years to support and enhance all aspects of boating. This time he has developed an improved design for the nylaprene spray skirt; the nicest advantage of which is that it doesn't take a new skirt — you can just refit your old one. Charles Sindelar drew the illustrations.

The usual way to make spray skirts of eighth-inch wetsuit material involves first making the skirt, leaving an inch or two extra of material at the bottom, then folding this extra up over a bungee cord and glueing it in place. The method is easy and can usually be done right on the boat as opposed to making a separate wooden form.

However the resulting skirt will have lots of little wrinkles around the bottom due to the extra material which is left when the bungee cord is put under tension. Because of this extra material, the skirt often has too much bulk to fit well, re-

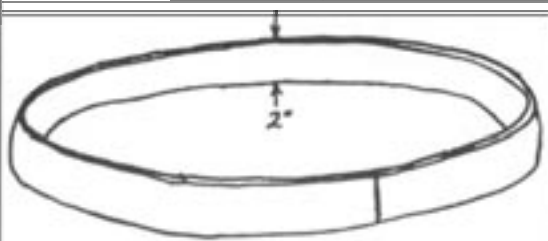
quiring extra tension on the bungee cord to keep it in place. Additionally, the small wrinkles, the bungee cord, and the grab loop knot all form high points which contribute even more to premature wear than would the extra tension by itself. Finally, when you take it off, the skirt doubles itself into a shapeless bundle which must be decoded and straightened before it can be put on again.

For some time I have been using a design which **eliminates the extra material and the bungee cord** as well, producing neat, wrinkle-free skirts which wear longer, look nicer, and stay on better with less tension than any I have seen. The trick is to use a separate, prestretched nylaprene rim band as the tension member around the bottom. It involves very little extra work.

MAKING IT

The upper part of the skirt is made as usual, using the design of your choice. (A Wildwater Designs sprayskirt kit from Charlie Walbridge makes an excellent starting point.) When the skirt is finished except for the bottom edge, make the

Figure 1.

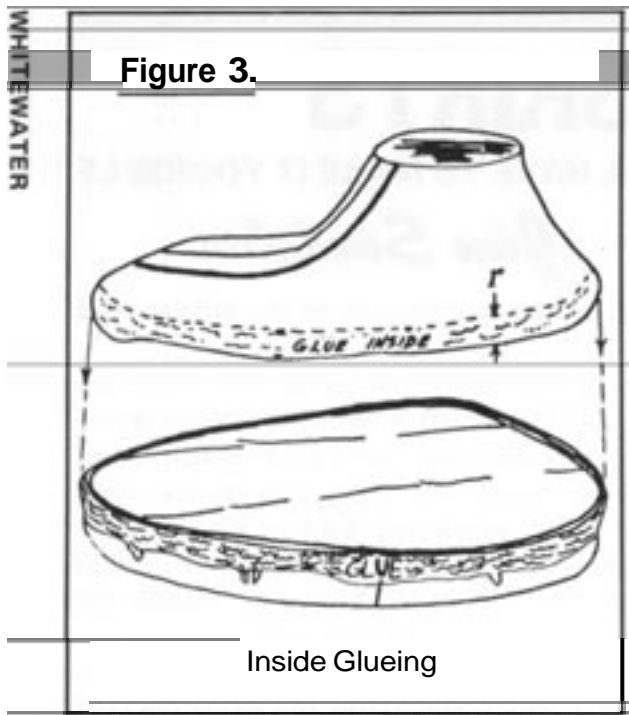


The Prestretched Rim Band

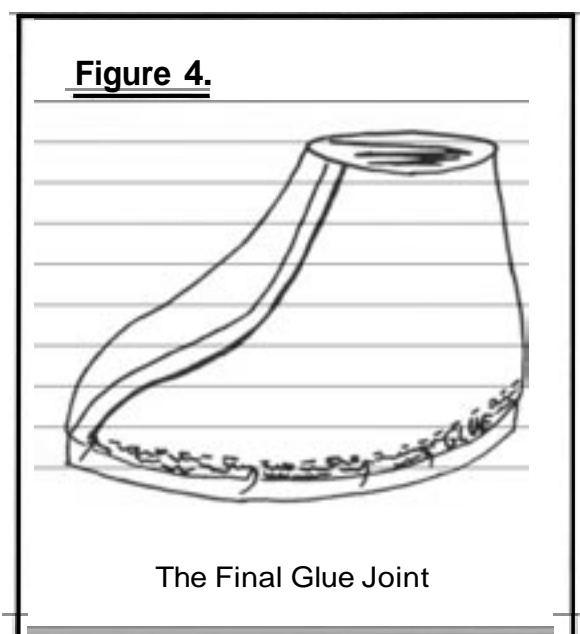
Figure 2.



Wooden Cockpit Form (2 inches thick)



prestretched rim band by cutting a strip of material about two inches wide and as long as 60 to 80% of the circumference of your boat's cockpit rim. Use wetsuit glue to fasten the ends together so it forms a continuous loop as shown in Figure 1.



My own kayak skirt has a length of 50 inches and I have found it to work well on all kayaks I've encountered. For younger boaters, 56 inches makes a good, easy-to-put-on skirt, which still stays in place when rolling a Lettman Mark V.

FITTING THE RIM BAND

To fasten on the rim band, a wooden cockpit form is needed. I made this by glueing together some short pieces of two-inch plank and then cut it to the shape of my boat cockpit with a saber saw. (See Figure 2). After the glue joint in the rim band is thoroughly dry, stretch it onto the wooden cockpit form with the nylon side toward the wood. Coat the upper one inch of the band and the lower *inside* one inch of the skirt with glue (two or three coats) as shown in Figure 3 and let dry. Then carefully line up the two parts and press the skirt onto the rim band. Extra hands, kraft paper, clothes pins, etc. will be needed to prevent premature sticking and insure proper alignment. The final step is to apply two or three coats of glue to the bottom half of the rim band and the lower one inch of the *outside* of the skirt. Let it dry, then fold the rim band up and glue it in place as shown in Figure 4. The cutaway view of Figure 5 shows how the prestretched rim band wraps around the bottom of the finished skirt.

GRAB LOOP

The second improvement involves the grab loop, which I have been making by simply glueing a loop of flat, one-inch nylon strap, 12-18 inches long, on the inside of the skirt using contact cement or wetsuit glue. This design as shown in Figures 5 and 6 give a sure release without stressing the skirt and serves to reinforce the wear point at the front of the cockpit rather than make it worse as a knot would.

I have used both improvements on kayak and canoe skirts of various designs with very good results. I also used it on a commercial skirt that had never worked

well — I cut and ripped apart the bottom, removed the **bungee** cord, and glued on a prestretched rim band, making a fine skirt out of one which had been essentially **un-useable**. The most satisfactory effort to date was based on a Wildwater designs kit. (Wildwater Designs Kits, Penllyn Pike and Morris Road, Penllyn, Pa. 19422.)


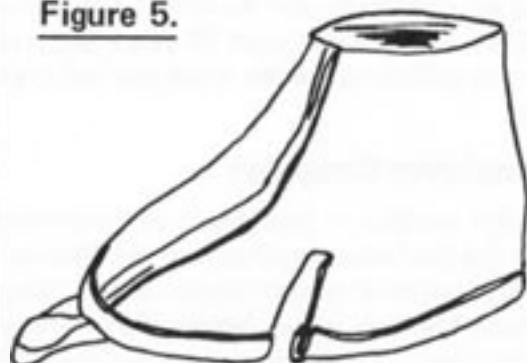
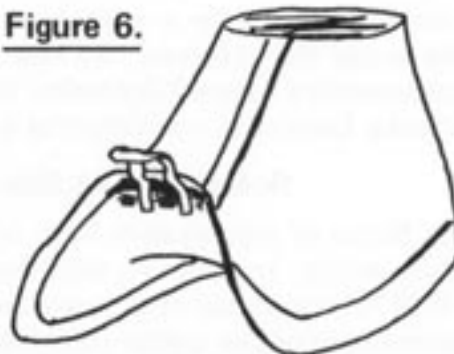
I simply followed all the instructions up to the glueing of the **bungee** cord at the bottom, and then finished the bottom edge as described above. The kit I had (bought several years ago) contained plenty of extra material for the rim band and the only thing extra needed was the flat nylon strap for the grab loop. 

Figure 5.



Cutaway View Plus Grab Loop

Figure 6.



Grab loop detail. Strap ends are 2-3 inches long, glued to inside of rim band and up the underside of skirt.

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Stanislaus Initiative Campaign

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People have chained themselves to rocks, written letters, lobbied, initiated suits, and collectively donated hundreds of thousands of hours to save California's Stanislaus River. This summer there was a slight reprieve. The New Melones Dam did back up waters for about a mile above Parrotts Ferry, but it was temporary and eight of the nine miles remained inviolate.

But the Strangling Attempt Goes on

The Federal Government plans to drown the unique and magnificent Stanislaus River Canyon and sell the stored water to farmers. If left to stand on its own profitability, this water would be too expensive. Experts are confident that no farmer would be willing to pay this projected free market price for water for at least 10 years. What is the government's answer? **Subsidize!** Use your tax dollars to fix the price and sell it to a few lucky farmers. It is as simple as it is illegal.

Solution? The Stanislaus Initiative Campaign

The forces of conservation have one powerful weapon — that takes an enormous effort to launch: an initiative, which would put the Stanislaus question on the November 1982 California ballot as a referendum. This initiative would require the Federal Government to obtain signed contracts from New Melones water **before** the reservoir can be filled. (In other words, government must obey its own law that users pay the true cost of water.) It would also lower the base pool for storage, keeping water below Parrotts Ferry except in crucial flood years.

To put this referendum on the ballot, 500,000 signatures of California residents must be obtained within five months, starting this fall. Who is going to gather these 3334 signatures a day? YOU. And tens of thousands of others. Starting September we must initiate mail campaigns, hand-to-hand pushes at the river banks, restaurants, on the job, shopping centers, everywhere in California. It is a mammoth task and every California boater owes it to his sport and himself to join the effort. Here's what you do:

Get those Signatures

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To finance the campaign, **every** paddler should join in buying and selling tickets (\$2 each) for the Grand Stanislaus Drawing with \$30,000 worth of fabulous prizes, donated by over 30 manufacturers, including:

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To Beat The Devil

THEY MAY HAVE RUSTLED WATER FROM THE LARAMIE
BUT YOU CAN STILL CRUISE IT

By JIM RADA

Most kayakists come across them sooner or later — dams. They drown some of the country's finest whitewater and some of her most beautiful canyons. I've felt this to be very sad because rivers are the true, natural inhabitants that give any region its flavor. They are like mountains. Their canyons hold peculiarities, displaying beauties from easy view.

It is odd to think of a river drowning — dying from too much water, but it has happened and the tragic threat continues increasingly. Now the Denver Water Board is working to bury one of the "Original Coloradans": Waterton Canyon of the South Platte. There are some people who claim that dams are useful to boaters, but I, I'm afraid, am a reactionary: in the long run it always turns out that the dam is no good. Still, there are occasions when it's possible to tweak the nose of the dam-o-maniacs — and such is my story.

Bluegrass Creek lies in southeast Wyoming, about 40 miles north of Laramie, 60 or so north of Cheyenne. It flows through the arid stark terrain on the east slope of the ancient Laramie Mountains (about a billion years old) and has a length of about 25 miles.

According to all natural patterns, this stream might be runnable for a short time in June, at the peak of snowmelt, but something very unnatural is going on here. Bluegrass Creek chances to approach to within a mile of the huge Laramie River, which drains over 1000 square miles by the time it approaches Wheatland, Wy-

oming. Carving its way through the same Laramie range, the Laramie drops 1000 feet in about 10-11 miles with a fairly even gradient.

These figures intrigued me, as did the ~~topo~~ maps which showed the Laramie to have a deep isolated canyon, running miles from any roads. "What a run!" I thought. "A wild canyon on a big river, with a great possibility of exciting rapids!" Then I looked through USGS water flow records and my heart sank. For some reason no more than about 100 cfs (cubic feet per second) ever emerged downstream of the canyon. What was wrong? Closer examination of maps and records showed the wound; water was diverted immediately above the canyon to nearby Bluegrass Creek via a tunnel stabbed one half mile through the ridge separating the two streams. The Laramie had died of thirst.

Crushed, I looked at the records of the Bluegrass and found a ray of hope. Through August she normally held a 400-500 cfs flow, apparently for irrigation use downstream. Now 500 cfs can make for a good run on a small river and it looked like it had enough gradient to be fun: 65 feet overall average, getting steeper in later stretches; maybe a good Class II-III boulder bed. For awhile I let the matter lay.

Then one day I got a call from Tom Schellberg, a river rat who worked for Social Security. He had decided to shuck the bureaucratic life and do some paddling in August. When we decided on going to Colorado, I suggested that maybe we

could check out Bluegrass. As we drove closer, I grew more anxious. Would it be a bust? The country looked dry and harsh. Sure enough the Laramie below the canyon was a trickle, and then we saw Bluegrass . . . bubbling with clear cool water **and boatable!** We camped at the put-in that night under the dark, dry sky of Wyoming, stars staring down brightly and serenely, livened by a host of meteors (the Perseid meteor shower occurs annually in early August).

We didn't get on at the crack of dawn, we slept late after the long drive and made preparations to run. Tom drove down the bumpy dirt road to drop the bike off at the takeout while I carried the boats a half mile downhill to where water gushed out of the tunnel. It soon became apparent that there were really two different runs here: the Bluegrass and Tunnel Creek. Water poured out of the tunnel into a ravine and then dropped about 140 feet in just over a half mile! Tom looked over Tunnel Creek and began portaging, looking like a neoprene-clad mountain goat as he climbed the steep narrow path.

I was of a mind (perhaps slightly deranged) to run some of Tunnel Creek. I portaged the first two drops, both of which were wicked but doable, and put in where a sticker patch met the almost eddyless creek. Swept downstream, I was impressed by the concentrated power of this little demon, its waves and holes. (Who says big water only comes with big rivers?)

I portaged one rocky falls, a six foot jagged drop, and scouted up ahead. The rest of the creek was a beauty: waves, holes, and freight train current, until the water slammed into a sharp, looping turn plunging over two successive drops. Following these two violent chutes, the river immediately swung to the left, the water piled up against the outside of the turn, where a huge block-faced boulder split the current and together with several smaller

boulders set up a nasty rockpile, with several apparent pinning possibilities. This rapid seemed a definite V to me, compared with the Class IV lead-in. The trick was to plunge through the chutes and then deftly, without hesitation, cut to the inside of the turn. I had my doubts about being able to pull off that cute move but tried it anyway. I shot down the chutes, did some hard stroking and CRUNCH! The back half of my boat pinned against the big boulder's face. Fortunately, I'd gotten most of my boat to the left of the rock and managed to wriggle off and so finished tumultuous Tunnel Creek.

Tom and I then settled down to the Bluegrass itself, mile after mile of interesting, usually straightforward, bouldery rapids. There was plenty of water, the sun was shining, and the creek had a remoteness broken only rarely by a fence stretching over the water, usually with ample room to paddle under. We were enjoying ourselves now, playing games of catching eddies, surfing small waves and ferrying from boulder to boulder. We were pleased to find a little rapids with a couple of big, midstream boulders which made a slightly tricky rapid followed by an interesting surfing wave. So it went for a long time, sometimes flattening out, sometimes picking up when pushing across the thick, tilted strata of black rock that intersected the river. Quite easy — a good warmup for Colorado, we thought.

Passing under our first bridge we met some boys and their father who told us that there were some wicked falls that we might want to walk around about five miles downstream. I expected an increased gradient towards the end from the maps, but skeptic that I am, figured the locals don't usually know a falls from a steep stretch of boulders.

It was now late afternoon and pretty hard to tell how many miles were left so we picked up the pace, playing less and going more directly downstream. Soon we

came to a small backwater, and then a sloping concrete dam of recent construction that was too shallow and grungy to be worth running. Below the dam the rapids picked up gradually, getting steeper, heavier and more fun. Then the river entered a canyon with walls built out of curious, streaked rock and mammoth boulders. For the first time I questioned the assumption that the Bluegrass was just a fun run, beneath scouting. We knew, I reminded myself, of no other attempts to run it. So we slowed down as the rapids became more boulder-clogged and constricted, eddy hopping with craning necks, running ever more difficult drops. I was enjoying this action immensely. Tom was doing well except for one short swim.

Finally, we got out and scouted one particularly obstructed drop. Tom decided to portage while I ran a course banking off some pillowed boulders. We'd been in a bit of a hurry, as the sky clouded over and the sun got lower, but now as I waited for Tom to finish that

Ah! — The Bluegrass sweeps into the final, small canyon as day dims.

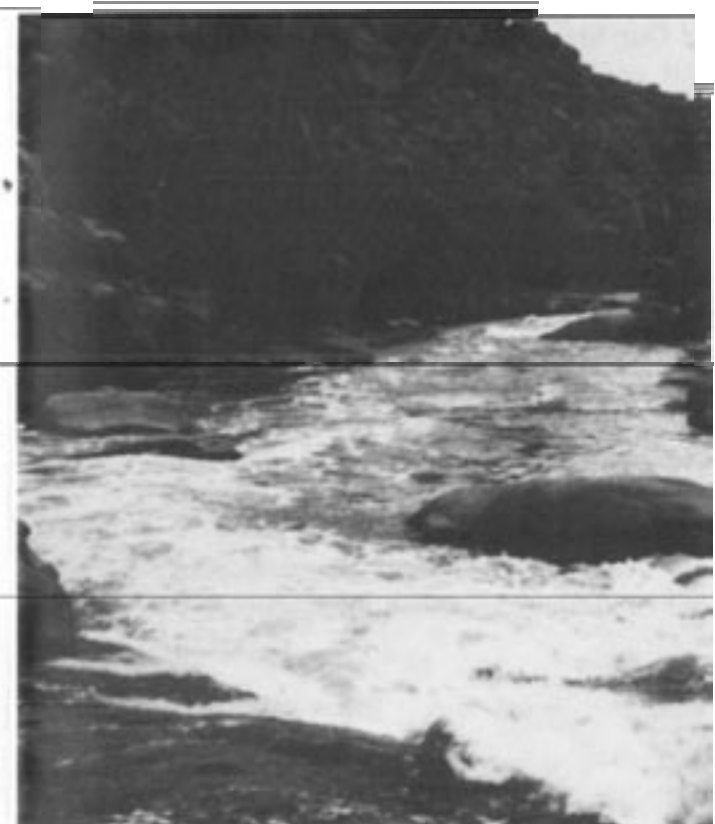


With the better part of valor, we portaged this falls which signaled the end of the main canyon. (Jim Rada photo)

ugly portage, I sat on a boulder and let the beauty of the canyon sink in. It was a miniature of some of the immense canyons of the big western rivers, and seemingly light years from civilization, home of many deer who bounded gracefully up the banks as we surprised them.

A couple of photos and we were back on the river, which continued to come at us with interesting boulder drops and, a real oddity for the West: ledges formed by sheets of smooth, water-sculpted rock crossing the river. These later rapids had some fine play spot's most of which we passed up as time grew short. This increase in difficulty had been building for several miles and we were at a loss to estimate how far we'd come. Tom was beginning to talk about maybe walking out so as not to get caught in the dark. I encouraged him to keep going, knowing, but not saying, that I'd checked out about only the first 12 miles on the maps and just assumed the river didn't change much over the last three or four.

Finally, we came to a drop we both portaged where the river twisted and



"It is odd to think of a river drowning – dying from too much water, but it has happened and the tragic threat continues increasingly."

squirted between several large boulders. It looked hard to choose a course that would snake through (although I think there was a way). Shortly thereafter the river dropped out of sight and necked down. Scouting revealed a Class V-VI sluiceway followed by a thundering ledge dropping seven feet into a very regular-looking hole. These two drops were very unlike the others on the river and reminded me of some of the big ledges back home in Minnesota. (This time we portaged, but who knows, maybe next time we'll look a little closer.)

At this point the creek abruptly exited the little canyon, and became once more a swift-flowing boulder bed with a characteristic flank of trees hugging each bank. The last two or so miles to the takeout were easy, with only fences across the river to be portaged or snuck under.

At last the takeout appeared, Wyoming State Highway 34. Rain poured down and half an hour of dim twilight remained. Tom mounted the bike for the 14-mile shuttle back to the car along the desolate rutted road. I was to walk behind and carry the camera. Soon it was dark, too dark to ride on this rugged road.

While we plodded, I calculated finishing the shuttle at 2 am. But fortunately, a rancher's wife picked us up and gave us a ride about four or five miles. She proudly told us that the Wheatland Reservoir and diversion was one of the first in the country; the tunnel dug by hand. Trying not to seem too abrasive for a hitchhiker, I let her know that I hated dams.

Soon we werewalking again with about seven miles to go. Now and then a hole in the clouds let us see a few stars, even a meteor or two. Otherwise try to imagine the darkness of a Wyoming night – overcast, no people for miles, only the restless flicker of distant lightning. We trudged along the road by sight and feel, taking breaks to rest. Sometime after midnight we came down to the trickle that is the present day Laramie below the diversion, and climbed to the car. The glaring dome light from the open door seemed like an almost sinful intrusion into the night. We were both tired but happy, on a Bluegrass-induced high.

Our first drip down Bluegrass was over. But we'll be back. Maybe we'll use the small dirt road following the bottom part of the creek to run the shorter more intense lower stretch at a more leisurely pace. Maybe we'll catch it at high water (debris shows that it gets a foot or two higher). Maybe we'll do it from the top again, to try Tunnel Creek a second time, and see if we can miss destroying our boats. The devil dammed the Laramie, but made Bluegrass Creek a good reliable run in August, with something for any paddler. I hope Kris Kristofferson doesn't mind my saying this, but . . .

"... I'm not saying I beat the devil, but I ran Bluegrass Creek for nothin'."

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BEST OF THE SOUTH SHORE

(Continued from page 17)

The east branch is seldom paddled because of its proximity to other truly excellent rivers and the amount of brush on the run. But it does boast a large (15-feet-plus) runnable falls and plenty of Class II and III rapids.

Rock River Upper Peninsula, Michigan

This river is a very new discovery, and is already finding its way onto peoples' "favorite river" lists. The Rock is a tributary of the mighty Sturgeon, and because it does not flow off the Lakeshore escarpments, its character is very different from the other area rivers. Instead of ledges, falls, and canyons it has steep boulder gardens with low, densely forested banks. The rapids of the Rock resemble those of the rivers of the Smokies (particularly the Straight Fork and Upper Oconoluftee) much more than those of its south shore cousins.

The first part of the run, from Vermilac Lake to a highway bridge, goes at a steady 50 feet-per-mile and is suitable for Class II paddlers who can catch the eddies and avoid a few deadfalls. After the bridge, the river meanders through dense forest and fallen trees in preparation for the three miles of 100 feet-per-mile drops down to the Sturgeon. The gradient in these last miles is divided between short easy stretches and long, steep, open, rip-roaring Class III-IV boulder gardens that are pure delight for the experienced boater.

From the mouth of the Rock to the takeout, there is a three-mile paddle through the Sturgeon's flat bottomlands. (You may want to consider running Tibet's Falls just below the takeout, but the rest of the Sturgeon tends to be either flat or Class VI.)

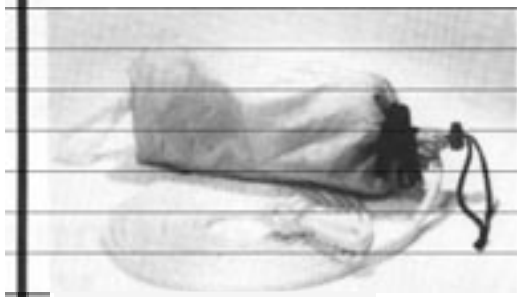
The Rock has a good-sized drainage area that includes several lakes, so it boasts a longer season and stays up longer after off-season rains than most of its

L'Anse area buddies. Our spring run at about 600 cfs gave a nice medium level, but 1000 would have been even better. Perhaps this run will find its deserved popularity if someone discovers or makes a gauge, but none are known at this time.

Well, that's just a few of the upper Midwest's best and I hope to convince some of the paddlers out in other parts of the country that we really have some rivers up our way. There are a lot more hidden away in the South Shore woods, something scenic and challenging for boaters of any skill level. If you don't believe it, come on up our way and give us a try.

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FLUVIAL NEWS

WHITEWATER

(Continued from page 11)

one of their main sources of necessary cash. So if you're going paddling on these dates anyway, why not boat with ARCC and aid the good fight at the same time.

October 18 – New River

West Virginia. Rafting with North American River Runners. Class III-V. \$46. Avoid the pre-Labor Day hoardes, see beautiful

scenery, and experience great rapids. Minimum age 14.

October 31-November 6

Rio Grande (Lower Canyons)

Texas. Canoeing with Rough Run Outfitters. Class I-III \$375. Paddle 100 miles in seven days, see wild horses, mountain lions, falcons, and no one except for a few Mexican cowboys. Minimum age 16.

November 28-29 – Suwannee

Georgia/Florida. Canoeing with Ogeechee Canoe Outpost. Flatwater, \$15. A leisurely 18-miler suitable for novices and families. No minimum age. Price includes canoe and Saturday supper.

January 9-12, 1982 – Everglades

Florida. Canoeing with Everglades Canoe Outfitters. Flatwater. \$280. Paddle through the mangroves and see egrets, alligators, and dolphins. Minimum age 13.

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BOOK REVIEW – Trail Food

(Continued from page 13)

As any current camper knows, an increasing amount and variety of dried foods suitable for long trips are now available in the grocery store. But this book lists none of them, and thus claims limited utility. As for myself, I find freeze dried a poor diet over a long time and prefer a liberal mix of the much cheaper grocery store staples with, for example, a freeze dried steak. The tables listing such items as rice, powdered milk, raisins along with their nutritional content will be of some assistance in formulating a "mixed menu", but these tables are not comprehensive.

So, you'll just have to decide for yourself if you think a complete listing of commercial freeze dried products is worth having on your bookshelf.

– Reviewed by Tom McCloud

THE FLUVIAL NEWS

(Continued from page 35)

each trip member plus a deposit check made out to ARCC for 50% of the trip to The American Rivers Conservation Council, 323 Pennsylvania Ave. SE, Washington, D.C. 20003. (You can also charge the trip fee to Visa, Master Charge, or American Express; just include account number, expiration date, and signature for charge.)



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OCOEE RIVER FESTIVAL

(Continued from page 18)

who had donated five dollars to the Ocoee River Council, and an additional card for every letter the entrant had written to a politician or group in the overall effort, were shuffled in a huge box. Petie Carlson from Appalachian Trail Outfitters stirred her hand around and pulled out the card of Corb Bayless of Titusville, Pennsylvania. Corb, a K-1 paddler who competes in marathon races, won himself the brand new Sage kayak donated by Perception. There was another winner to this contest, – you. For stimulated by this contest came nearly 2000 letters written to officials and groups. All of these came from individuals and had to be answered.

But probably the greatest benefit of the Ocoee Contest and Festival was awareness. National publicity has now been focused on saving this regional river. For one of the first and few times, it has actually become popular to fight the TVA. They, not those handful of wierd, outsider conservationists, are the bad guys in the local eye. And finally, there came an awareness from within our own ranks of just how numerous and potentially powerful we are.

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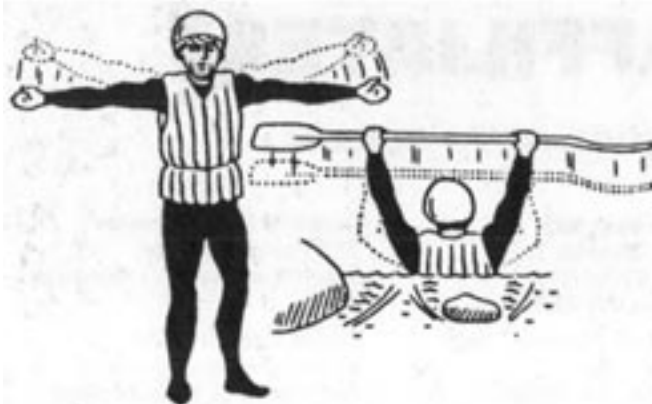
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