ABOVE: The Portage. Lenny Ginsburg demonstrates the simplicity of carrying gear when it is properly loaded. (Lorraine Jackson photo)

COVER: John Barry strokes through the foam on the Moose River. (Edie Sibley photo)
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AWA Club Affiliate List

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A WA INFORMATION

How to Write to AMERICAN WHITETRATER:
- 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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The Kayaker (Poem)

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American Whitewater is mailed to all members of the American Whitewater Affiliation, an affiliation of boating clubs and individuals interested in whitewater paddle sport. Membership is open to interested individuals at $10.00 per year and to clubs at $12.00 per year. Businesses may affiliate at the rate of $20.00 per club. Clubs and business affiliate names will be listed periodically in the Journal. The Staff and Directors listed above are unpaid Whitewater enthusiasts who volunteer their time and efforts to bring affiliate/member subscribers this Journal. Your contribution of articles, letters, race results and schedules, photos and drawings are essential for the continued efforts and the timely publication of the American Whitewater Journal.© 1980 American Whitewater Affiliation. All rights reserved.
Editor's Soapbox

GROWING PAINS

Some time back another paddlers' magazine published an editorial bemoaning whitewater boating's inability to gain the numbers, fame, and funding necessary for it to grow beyond the bounds of a home made sport. Many boaters voiced agreement, claiming that greater numbers of paddlers would bring the fame and funding for such things as major expeditions, racing facilities, and expanded skill levels. Others, with equal vehemence, complained that boating has grown already beyond its home made origins — the sport has so many people in it now that some vital personal element, seen a few years ago, has waned.

There lies a false premise here, assumed by both sides: the sheer number of paddlers does not determine the character, future direction, or enjoyment of whitewater boating. Rather, the nature of our sport springs from the character of its individual participants, blended with their experiences on the river. Frankly, only certain types of people are drawn to whitewater, and the rewards it offers are not truly sought by everybody.

Granted, sheer size does and has tended to influence some aspects of the sport. We have all seen it. Our larger numbers gained over the past few years, have given us some more (though never enough) clout in environmental Battles. You can now tell your non-boating neighbor how you spend your time and more often receive a look of envy than shock. Races draw more contestants, the list of rivers your group cruises all alone, dwindles. And, as the sport grows, for grow it will, these changes will continue.

But it is the character of the individual participants who mold this sport, and because that remains unchanged, I do not foresee any revolution in the whitewater experience due to the larger numbers sharing it. The whitewater boater has been traditionally, and still remains adventurous physically and spiritually, innovative, cheap, and snarlingly independent. The river draws a wide variety of people, but all its devotees hold these traits.

For this reason, I see little danger, or hope, of us becoming an intensely commercialized, "big bucks" sport. Though more equipment is being purchased, one of the best selling boating books remains a guide on how to build your own boat. In AWA and most other paddlers' magazines and newsletters, the most read articles are the "how to" pieces. The majority of equipment manufacturers and retailers remain small, survival shops, with less than a handful making the mythical big money strictly out of their whitewater operations. Yes folks, we are, and will continue to remain a home made sport. Curse or cheer as you wish.

Another aspect unlikely to wane with growth is our amateur aura on all levels of the sport. The true energy of boating comes from the clubs plus a couple of national organizations, which are almost entirely volunteer run. It is the local clubs who plan and run the races, and it is the competitors who judge them. More paddlers may mean more races and perhaps limited entry, but the nature of the competition won't change. And frankly, the advent of the professional racer, or even the suspect semi-pro lies beyond the farthest horizon and poses little immediate worry, or hope.

In addition, it is the local club or volunteer boaters who publish the newsletters, teach the skills of the sport, instruct and publicize safety and rescue techniques, and it is even these club members who promote most of the river-saving efforts made in this country. Even the overall paddlers' skill level is based not so much on a broader base of numbers, but rather increased maturity of this very young sport. So before we scheme and fret about increased numbers (for we are growing), let us remember that more participants bring neither plague or panacea. The nature of whitewater boating and the paddlers have and will remain solidly intact — little effected by however many others join in.
AWA wants to year your comments, complaints, and news. Why not write the AWA Editor today at 7 Holland Lane, Cranbury, N.J. 08512. If any or all of your letter is not for publication, please specify.

DECK COLLAPSE FORUM

Gentlemen,

Just received my July-August (80) issue of the Journal. Read with interest the forum on Mr. Reif's troubles. The forum replies were interesting and informative, except for lack of comment on one item.

In Mr. Reif's second paragraph, he says, "...used my paddle to push out the collapsed part of the deck, and resumed surfing,"! I think this quite well describes his intelligence as a paddler — NONE! He appears to be the type of person who would stick his hand in the fire a second time because he didn't believe the first burn!

Mr. Reif is described as a "long-time kayaker". This may well be, but "long-time" is NOT synonomus with experienced, smart, or knowledgeable! It means no more than he has played with it for some time. Anyone who experiences deck collapse, pushes it out, and goes right back into the same place that caused it in the first place, has got to be low on the "smarts-parade". The fact he was surfing a relatively light-weight racing type kayak in supposedly Class III water without supporting walls is hard for me to believe — if he is a paddler with any real experience. Maybe he hadn't "expected a deck collapse", but he sure should have anticipated it.

I never "expect" to swim or hit my head on rocks, but I sure do wear my PFD and helmet — at all times, I wonder if he even had air bags in the thing! From his letter, I doubt it. An air bag will give some resistance to deck collapse.

Well, just wanted to get it off my chest. Maybe kayak manufacturers should anticipate dummies like this and at least put a large tag on the kayak saying the paddler should put walls, etc. in it if the paddler is going into more than Class II water. Most guys I know prefer to put their own walls in. They have their own personal preferences as to how it should be done — and I agree.

Generally, I agree with, and would back up, most, if not all, of Mr. Walbridge's comments.

Sincerely,
Rodman J. Joblove
Dayton, Ohio

Friendship from Chile

To AWA President
Peter N. Skinner

My esteemed friend,

Once again I want to send a cordial greeting to all the canoeists who were risking (themselves on) the Chilean rivers.

Peter, if only you had the fortune to see the articles that were written by Sergio Gusmon of the Central Apreses-Tshe, in which appeared the route which you traveled in these waters. Really, they were very interesting.

The reason for my writing is the following: I have a great interest in obtaining a subscription to the magazine American Whitewater... my name is Pedro Bertoni Valenzuela. I have been canoeing for many years and I am a great admirer of North American canoeists, since you are the most advanced in the world with regard to kayaks.

At the moment in Chile, we are seeing realized a large race at the national level...
in both singles (kayak) as well as doubles (biplazes). The route is as follows: it covers 110 kilometers and is completed in two stages. The first leg is on September 19 and goes from Talca to Gonzales Bastias (from one town to the other), and the second leg is on September 20, from Gonzales Bastias to Constitucion. At the close of this race, I will send you a report of this Third National Regatta.

I hope to have your answer (to this letter) at once since it is very important to me and I extend to you and other canoeists my friendship until the time you will be able to return to Chile. My address is as follows: 1 Norte #841 Dep-9, Block A-1, 3rd Piso, Talca, Chile.

I appreciate your attention and, hoping for a quick reply, I take my leave.

A Chilean canoeist,
P. Bertoni

Our special thanks to Kathy Kennedy for her excellent translation of this letter.

Also, our sincere thanks to Pedro for his informing us of the Chilean Nationals and for extending his invitation of paddling friendship from his beautiful homeland, way south of the equator.

AWA readers should know that far more than a "Chilean canoeist", Pedro is president of his own club in the city of Talca. So if you are planning a paddling expedition, Pedro and his club would make ideal contacts and perhaps supply you with friendship and expert information, – Ed.

Dear Sir:

My husband and I read your magazine and enjoy the articles very much. I would like to know if it would be possible to share some of these articles with other members of our club, Northern New York Paddlers, through our bi-monthly newsletter. Specifically, we would be interested in summarizing certain articles and possibly using a few short quotes. All summaries and quotes would be fully accredited to your magazine.

We would also encourage our members to join AWA. Northern New York Paddlers is presently an AWA affiliate club.

Linda Cooley
President, Northern New York Paddlers

American Whitewater is happy to share its articles with any individual or paddling club. Please feel free to reprint, Linda. Since your club is an AWA Affiliate, we are glad to see you making every effort to publicize the information from the club issues you receive, we wish more of our Affiliates would follow your lead.

If your newsletter has the space, you might consider printing each issue’s table of contents with subscription address and then pass the magazine around to interested members. It belongs to the whole membership, after all. Thanks for your effort. – Ed.
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Affiliates, send your newsletters to our Editor to help AWA stay current with your club's activities and concerns.

WINTER WATER — ANYWHERE

Just because it's the coldest month of the year, and in bitter Minnesota water stands frozen like iron, is it time to take the boats inside? Not on your quarter-inch wetsuit. St. Paul's Cascaders have discovered a new play place that will last all winter long until the ice goes out on the Mississippi River next spring. The Cascade's new Surfing Wave appears at the Ford dam where the powerplant discharge flows over a fan-shaped ledge. Local paddlers report that it provides a real challenge for beginners, a regular, smooth practice curler for the experienced, and potential frostbite for all.

Our congratulations to this club for their tenacity and cleverness at finding winter-time, near-city whitewater. Just proves it's out there if you look hard enough.

— Special thanks to John Alt and the Cascade's Rapid Review

Milwaukee area boaters have found their own local winter time whitewater in a setting that won't freeze their sterns off. The Walter Schroeder Aquatic Center is now offering beginning paddling classes, that teach rolling and basic strokes complete with whitewater.

A special air compressor, built into the diving area to "soften" the water for high board dives, is being used to give students their first taste of whitewater. A boiling eddy is created by the compressor, and the novices are given a chance to experience their first dump in whitewater and a chance to practice their combat roll in a safe environment.

What a way to build confidence before you hit the river.

— Special thanks to the Chicago White-Water Association's Marge Cline

"WOMEN ONLY" TRIP — MORE SIMILARITIES THAN DIFFERENCES

In AWA May-June, 1980 Upcoming Expeditions, we reported Osprey Trips running of several paddling weekends limited strictly to women. This last Labor Day, Oregon Kayak and Canoe Club ran a Women Only trip which was so successful they plan to make it an annual event.

The main distinction of this three day cruise on the Rogue River was that there were very few distinctions. "We spent three absolutely delightful days, much like any other kayak expedition." said Margaret Jennings. Granted, some loads required an extra pair of hands to heft, and a small step ladder provided the extra inches necessary to load boats atop the van, but these differences were more than made up for by cheese fondue served at night and eggs benedict at dawn.

The reason for an all women's trip was a general feeling that when a mixed group approaches a big hairy rapid, the men tend to take over. So rather than blame just the men, just the women, or both, these Oregon paddlers decided that the solution lay in a trip that would provide a stronger sense of independence — and a
check of a lot of fun at the same time.
- Thanks to Margret Jennings of O.K.&C.C.

RIVER JARGON INTERPRETED
As a service to its new members, the Bluegrass Wildwater Association recently published a long list of "colorful" boating terms, along with definitions for the layman. To help AWA readers distill what they mean from what they say, we offer you some of these terms, with some slightly less regionalized definitions.

"Oh, go run that hole, it's not too bad." means
(It's a big, sucking hole, that'll eat you alive.)

"I think I pulled my head up a little early," or "I just dropped my paddle a little bit." means
(He missed his roll and took a swim.)

"Tie a string to it or you'll lose it." means
(The water is extremely cold.)

"Shuttle Chicky" means
(That invaluable asset to any trip: the girlfriend who runs shuttle.)

"Wait until you see that huge motha hole." "That undercut rock'll slice your head off." "Hey Sucker, you're gonna lose it on this one." means
(normal pre-trip chatter to novices is going as usual)

"It's too far to travel just to paddle." means
(I am not really a true paddler.)

"That rapid was only a Class III." means
(The paddler survived it, no problem.)

"That's a solid Class IV." means
(It's the same rapid, but I flipped in it.)

"Now that is a true Class V piece of water." means
(He flipped, swam, and near lost his boat in it.)

"Boy, that looks like Class VI to me." means
(Me? Attempt that? Not a prayer!)

- Special thanks to Mark Wilson and BWC's Bow Lines

A.C.C.'ers HIT CRUISING MILESTONES
The Allegheny Canoe Club of Northwestern Pennsylvania recently presented United States Canoe Association Cruising Awards to eight of its members for 1980. They went to the following boaters:

Burt Martin - 400 mile award
Walt Pilewski - 200 mile award
Carolyn Banjak
Rich Banjak
Dave Hall
Frank Martin
John Martin
Linda Martin

100 mile awards

AWA applauds not only these individual paddlers, but also the entire idea of keeping personal and club logs and awarding cruisers their due. A.C.C. asks each trip leader to report the trip mileage to the cruise chairman and each participating member to keep his own log. This way the figuring is easy, standardized, and it adds an extra incentive to go out on club trips.

- Thanks to A.C.C.'s Newsletter
LOW WATER WEST – COMIN’ UP

If you are a Colorado – New Mexico paddler, you probably don’t need us to tell you that snowfall out your way this season has been disastrously light. What you may not realize is the extent and its effect on the upcoming boating season. According to Tom Mottl, River Manager for the Bureau of Land Management (BLM), the current snowpack in the upper Rio Grande watershed area is 60% less than the expected average. What this means to boaters is that, baring some unforeseen blizzardous weeks in the mountains, there probably will be no paddleable water on the upper runs of the Rio Grande in Colorado and New Mexico – or at best a very short season. The water level situation for this upper section of the river and all its tributaries, claims Tom, is precarious at best: two percent below the average snow pack on a given year makes most of the streams scratchy or non-runnable.

Thus to the area boaters, AWA wishes luck and low gas prices. For out-of-area paddlers planning summer expeditions anywhere throughout the Colorado – New Mexico area, we suggest that you develop some alternate plans, just in case, and check with either local clubs or the BLM before hitting the road.

– Thanks to Ed Sibert, Denver, Colorado

Using nearby watersheds, it irrigated such lands. But with time, the small farms were gobbled up and now this government-irrigated land is in the hands of a few huge agricultural operations, most of which are owned by international mega-corporations. Thus this water, provided by the Water and Power Service (Bureau of Reclamation) is spending your tax dollars to give these firms a financial bonanza.

Several recent court cases have worked to return the Act to its original intent: strengthening enforcement requirements that the "farmer" live on his land and that subsidized water provide for not more than 160 acres. Bill S 14 as passed by the Senate and HR 6520 as reported to the House would eliminate the residency requirement and greatly increase the allowable acreage. One of the worst scandals in government program operations, and its accompanying river destruction will be blessed by Congress if this bill is allowed to continue. Help stop it now: Write your Congressman and urge opposition to Bill HR 6520 or any other Reclamation Reform Bill.

– Thanks to American Rivers Conservation Council

BONNEVILLE POWER – ANOTHER TVA?

Passage of the Northwest Power Bill – S 885 as passed by the Senate, and reported to the House contains basic flaws in proposed financing arrangements, which would undercut any semblance of sound energy planning. Rates for the whole region would be "melded" so that utilities and their customers which conserve energy and stay within the limits of their existing facilities, would pay the same rate and thereby subsidize the utilities demanding new, more costly energy. BPA would also be authorized to purchase "planned" energy facilities, in other words to guarantee new nuclear or major coal-fired plants regardless of how expensive they might turn...
out to be or whether they ever actually produce any power.

The BPA would have even greater powers to promote what the bill calls "small resources" ("50 megawatts or less"). You guessed it. Dams. This bill increases by far the threat to rivers, and especially the vital fishing industry, as well as boaters. To stop this bill, write your Congressman and urge opposition to S 885. Also support of any amendments by Congressmen Lowry, Weaver, or Carr to eliminate price melding and purchase of planned power facilities and to change the definition of "small resource" to five megawatts or less.

– Thanks to American Rivers Conservation Council

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.

BOATING THE Icy Edge of the World

Whitworth College is sponsoring a 22-man paddling expedition through the isolated Arctic and subarctic regions of Northern Canada, for eight weeks, beginning June, 1981. Canoeing this rarely trod wilderness offers a unique opportunity to experience the unscarred beauty of the Arctic Barrens.

The team will spend two weeks in Spokane, Washington, prior to departure, training and learning the whitewater and survival skills needed for this trek. From there the expedition will fly north and put in on the shore of Courageous Lake in the Northwest Territories of Canada. The route descends into McKay Lake then twists north into "The Land of Little Sticks" through numerous interconnecting lakes and rivers to reach Pellatt Lake. From there it extends further north to Contwoyto Lake, across the tundra to Nose Lake, then down the Mara River to join the Burnside River and terminate at Bathurst Inlet in mid-August. The course traverses superb game country and penetrates hundreds of miles into the vast, treeless tundra, granite strata and isolated canyons of The Great Barren Lands.

Previous whitewater expertise is not prerequisite. Expedition members will be selected in order of application. But this is not a guided tour for the timid – it is every inch a participatory trip. College course credits are available in five subjects at graduate and undergraduate levels, for those seeking them.

All food, transportation, and equipment (except for personal gear and sleeping bag) are provided for the registration fee of $1500. If interested in experiencing the Land of the Midnight Sun, write:

James R. Abel, M.D.
Whitworth College Arctic Expeditions
Pine Tree Circle
Pelham, MA 01002

If you are unable to make the trip this year, Whitworth's expeditions to some part of the Arctic are annual events, and there's always next year.

SEE CLASSIFIED ADS ON PAGE 27

FOOD FOR THOUGHT:

We are what the suns and winds and waters make us . . .

– Walter Savage Landor
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.)

THE CANOE AND WHITEWATER

C.E.S. Franks

240 pages, 6" x 8½", $7.95

Available from University of Toronto Press, Toronto; 1977.

Someone in the Canadian government has realized the importance of the canoe to the history and cultural heritage of that country. This realized importance has led to pamphlets describing rivers (e.g. the Wild Rivers series); establishment of parks with the river as a focus (e.g. Ontario's Samuel de Champlain Park astride the Voyageurs Highway); canoe races (the trans-Canada race); and even T.V. programs about the canoe and canoeing. This book would seem to be an outgrowth of the explosion in canoe-awareness that accompanied the Canadian Sesquicentennial a few years ago.

Divided into seven rather broad sections, this book covers several boating topics well. Its forte is history, and the many ancient photos which have been reproduced therein will particularly interest anyone who has paddled any of the rivers which were used as trade routes only a few years ago. The author also builds a convincing case that the art of running whitewater was, in fact, lost only 50 or so years ago, having been developed to a fine form by the professionals, voyageurs, and Indians, many years earlier. There are also sections on paddle technique and reading water which are adequate though not exceptional. Franks also presents information on canoeing trips and legal rights of canoeists which apply to those who float the streams of Ontario.

The style makes for an easy readability and the research has been well done. Indeed, one would not expect less from a Professor at Queen's University, Kingston, Ontario. The photos, added from the author's personal trips, are generally well chosen and add to the point he wants to make. One effective use of photos has been to show several rapids and explain the rating of them. His comments clearly demonstrate that he has learned his river skills through long years of tripping.

In summary, it's a good book. Make no mistake: it is by a Canadian and written for a Canadian readership. It is not the complete canoeing text, but written in a style that would lend itself well to a college class in canoeing. For anyone interested in canoe history, the Voyageur Era, or canoeing in Canada it is well worth purchasing. I consider it a valuable addition to my bookshelf.

Reviewed by Tom McCloud

CANOEING DOWN EVEREST

by Mike Jones

192 pages, 5½" x 8¼", illustrations, $14.50


The ultimate whitewater river? Who knows, but the Dudh Kosi, which begins with glacier melt on the flanks of Mt. Everest and drops at 280 feet per mile for
40 miles must certainly be high on the list. This book is the very personal story of Mike Jones and a group of Britons who traveled to the 17,500 foot put-in, (an odyssey in itself consuming some 80 pages of the book), set a high-altitude kayaking record which will be difficult to surpass, and struggled down some 80 miles of river, demolishing boats frequently and barely surviving some nasty swims in 30°F water. In addition there were the leaches, disentary, injuries, cronic high-altitude sickness, haggling with porters, overspending of funds and underestimating of time that seems almost inevitable on an expedition covering so much time and distance.

In the early part of the book a Cockney interpreter would be very helpful, as there is a certain dialect which is not clearly understood by us primitive colonials. But this fades toward the end. The few color photos go a long way toward convincing the reader of the grandeur that is being described in type, and at the end is a section on sponsors, specs of the boats, medical and other things of interest which might often be omitted.

Aside from being an interesting and enjoyable whitewater book, there is certain feeling conveyed which I am not able to explain — the personal character of the author or maybe of the group that made the trip. It is not there in black and white, but rather, inbetween the lines, and in all probability not everyone will get the same message I found. For the hair paddler, this book is a must. For those with a yearning for travel and far away places this book is a must. If you fit into neither category, it is still interesting reading. I highly recommend it.

— Reviewed by Tom McCloud

"This kayaking altitude record is certainly challenged, if not broken by Cully Erdman and crew's run on the Arun River. See "In the Giant's Shadow", this issue, on page 14. — Ed.

KAYAKS DOWN THE NILE

by John M. Goddard

318 pages, 6" x 9", b&w photos, $7.95


Upon seeing the title of this book I thought maybe there would be some interesting reading about the cataracts of the upper reaches, some tremendously difficult BIG whitewater which has only been successfully paddled in recent years. This expectation was soon squelched by the picture on page 7 of folbots being assembled.

The only real whitewater even attempted caused upsets of two of the three participants, and the damage of one boat, necessitating the ordering of replacement parts from France and paddling a dugout canoe in the interim. One must wonder if the great adventurers had ever heard of whittling, since certainly an acceptable substitute part could have been handcrafted sooner than the six weeks it took to obtain a replacement piece.

Nontheless, they persevere and paddle some 4,145 miles from Uganda to the Mediterranean, recounting their adventures in a style which would have done proud the great white bwanas of a hundred years earlier. After awhile the reader is likely to lose interest in the number of crocodiles bumped into or the score of hippos which charged the paddlers. Descriptions of places and people tend to become repetitive in style and content. A person interested in simple travel information, in anthropology, or tribal customs will find the book worthwhile reading, but it contains little to draw the interest of the paddler.

Though there is no indication that this is a reprint, the trip was taken in the early 1950's and reflects those times. The au- (continued on page 28)
What's it like to
don a Class VI wilderness
river you've never seen — for the
camera? This author knows!

by CULLY ERDMAN

In part I, ABC Television's American Sportsman Expedition to the Arun River gets underway. Despite initial transport delays, author Cully Erdman, Tom Ruwich, and Dr. Phil Freedman landed in Tumlingtar, Nepal and began the long trek up the Arun River valley. Scouting as best they could from narrow trails 3000 feet above the river and using vague, inaccurate maps, the boys selected a thirty-mile stretch for their initial, exploratory run.

The kayaks, which two teams of porters had struggled to this 20,000-foot high put-in, were loaded with two days' supplies. The paddlers pushed off, planning to meet the camera crew in a couple of days for the film session. But unfortunately almost continuous Class V-VI rapids, long portages with loaded boats over remote, tortuous terrain, and a bad case of dysentery for Tom Ruwitch forced the boys to take out a little more than half way along the run. As we return to them, they have just discovered a narrow, riverside footpath and, after hiring several Nepalese locals as porters, have begun to trek downstream toward the ABC support and camera crews.

Day three began early to beat the heat. After a quick breakfast, we walked half a mile and our porters went on strike. But the power of a pay raise and a re-shuffling of loads resolved the dilemma and we set off again. From then on they kept an amazing pace, despite mammoth loads.

We followed the river, which had not let up in gradient or intensity. We gaped at many more Class VI rapids of increasing volume as we trooped downstream. It was hot going, but we were satisfied we'd made the right choice. The narrow path was steep but well-kept and we made good time. A swapping of rice for candy bars kept the porters in good spirits and all of us well-fueled.

Day four began early once again; after a morning of hiking through some gorgeous terrain, we were met by scouts of the main party at the mouth of the canyon. Director Roger Brown and the ABC film crew had arrived two days previously, and they were already progressing up the ridge, towards us. We reached them that evening after a long day of uphill hiking. We were two days late and Roger had been worried. But the local grapevine had told...
his scout we were safe, and they had proceeded upstream to find us.

With the crew, we met up with John Wasson to complete the kayaking party. Phil Freedman had a large enough taste of Himalayan boating and was forced to leave us at this point for the call of business back home. So we remained the boaters three. Our initial run, though unfinished, had gained us the knowledge of the few runnable stretches and where the paths ran. Now began the real work.

Filming Begins.

We soon left the crowd of curious locals behind, and labored up the ridge once again. Because of the known difficulties upstream, we dropped down off the ridge in a different direction and met the river lower down. The expedition, now numbering around fifty, totally bottlenecked at a one-plank wide bridge. Our porters, unable to swim, terrified of water, refused to carry loads across the bridge and would only cross themselves very slowly. However, this swaying blank bridge was a luxury compared with the more typical vine-through-the-loop device, where one crossed hand over hand upside down.

That evening we camped on the only available flat land — a rice paddy. And around midnight we were hit with our first taste of the monsoon. It rained like I had never seen and soon our tents were floating in the swampy pools. Everyone awoke and in the ensuing struggle to stay dry all the paddy dams were excavated to drain the pools. This of course served only to further flood the people camped in the lower levels, beneath the dams.

The next morning, we did our first river action filming; and as John, Tom and I paddled, the camera crew began its long bushwack down the banks to keep up with the boaters' progress. Class VI rapids soon became frequent, but this time our porters did the portaging — what a luxury!

A swaying plank bridge was a luxury compared to the more typical vine-through-the-loop device, where one crossed hand over hand upside down. (J. Suchowiejko photo)
Playing on a side stream. (J. Suchowiejko photo)

We continued this way for several days: in the hot daylight hours we shot the runnable stretches on new rapids and portaged the impossible. At night we camped where we could and collapsed. Often as not we were assaulted by the nocturnal monsoon and would awake to find our already wet gear floating in a half-foot of water. Cursing and drenched, we would drag our gear up onto another slope and repitch camp in the dark.

Our progress was constantly impeded. One morning, Roger decided he didn’t want the equipment crossing the side stream on a vine, so we halted while our porters constructed a bridge providing a much safer crossing for all. By now, many of the crew members were suffering from injuries and sickness, which refused to heal in the jungle climate: a mosquito bite turned into an infection, a cut that would not heal, dysentery — were only a few of the problems. Fortunately everyone could still walk.

The third day out we arrived at a village where a beautiful side stream entered the Arun. The swimming was fantastic and here the tributary created a magnificent rapid with excellent filming prospects. Thus, to take advantage of it all we pitched camp and stayed an extra day. Curious as ever, a large crowd of locals soon swarmed down from the village, and we entertained each other with swimming and kayaking. Native children took to these strange boats with great energy and little instruction. They loved it — especially when one or two of their buddies dumped and half drowned. Interestingly, it was the first time we saw local Nepalese swimming and jumping into the water.

Downstream and Home

Once again we moved out, our party stringing out for several miles along the path. We three boaters continued on the river, where the rapids had calmed down to a reasonably scary size. We paddled down and camped that evening at a ferry
On the deck or in the cockpit, native children took to these strange boats with great energy and little instruction. (J. Suchowiejko photo)

crossing a few miles above the Tumlingtar airstrip. Our biggest excitement of the day was accidentally coming upon a riverside cremation service. Our intrusion as we pulled into their eddy caused an event of mutual surprise, but luckily no anger.

Fortunately, now that we were nearing the end of the foothills, the nightly rains abated. A foot infection had recently hobbled John Wasson, we laid over a day in a nearby town. Upon arriving back at the Tumlingtar Airstrip a few of the expedition took a two day paddle out onto the plains while the bulk of our crew explored the town. At last we all caught a plane to Katmandu, and from there to various destinations in the U.S. We left the boats in Katmandu with Mountain Travel; any boaters planning a trip to Nepal should consider contacting them to arrange for their use.

As with any exotic overseas adventure, events had overwhelmed our senses, and only after arriving home did the whole experience have a chance to sink in. It is a rare opportunity to participate in an expedition to run an unknown river in such an awesome and remote area. There are certainly many more rivers in the world waiting to be explored, but with the recent surge of interest in such trips there will soon be few.

Nepal was a fantastic experience, leaving impressions of its culture, its scale, and its rivers that I will not soon forget. We cannot say that we successfully ran 100% of the river, but we can say that we were the first explorers of our kind in the valley. Certainly, though, we are not the last. The Himalayas are gaining increasing popularity in the boating world, especially among Europeans. Hopefully more Americans will join them after reading this account of the fantastic adventure awaiting them. As a last word I say GO!
AT LAST, A RESCUE DEVICE THAT GETS A HEAVY ROPE TO THE RIGHT PLACE ON A PINNED CANOE

Have you ever watched or helped someone struggle to get a stout line on a totally submerged canoe, only to succeed in destroying the boat by ripping out thwarts and seats and tearing up the gunwales?

How often have you realized that the hauling line ideally should have been passed around the end impossibly buried under a huge log or roller — rather than on the one wrong end you could barely get to?

What if it were your boat that faced being either pulled apart by well meaning but sorely hampered rescuers — or claimed forever by the river — all for the want of a sturdy line in the right place?

To free a pinned canoe, the rescuer needs some ever ready means of fixing a hauling line to a place that may be hard to reach, in a way that won’t rip the boat apart. The following device answers just that need for ABS or fiberglass open canoes: if you can lay hands on the boat, you can get a good line on it with this device. It consists of a large reinforced eye in each end of the canoe, and a continuous loop of light line, running through each eye and around the outside, tucked just under the gunwales. It stays there, ready, all the time. (See Figure One.)

Upon reaching the sunken boat the light line is untied or cut wherever it can be reached, and one end affixed to the end of the hauling line. (Don’t let the other end of the line get away from you, here.) Then, pulling on the light line, the hauling line can be drawn, even far under heavy water, through the eye and back, then made fast to itself for the rescue.

Figure 1

(The line, though permanently affixed to the boat stays out of the paddler’s way.)
Installing this system yourself will cost you a day's labor and about $10. It will also add about two pounds to your craft, but may just end up saving it.

The eyes must be large. Buy a six-inch long, one and three-eighth inch outside diameter piece of aluminum tubing. (That's ample for both eyes.) The tube wall should be a sturdy one-eighth inch thick.

Holes must be cut in the bow and stern to take the eyes with a snug fit. See Figures Two and Three for location. Each hole is, of course, two holes: one in each surface of the boat. A hole saw attachment for an electric drill is ideal for the job. Cut the holes on the axis of the eye (perpendicular to the keel line), rather than at right angles to the surface of the hull: see Figure Two. The eyes should be set low enough to become structurally integrated with the hull (i.e., not close to its edge) but high enough so that the cord between them will hug the gunwales when taut.

Insert the tubing in the hole and mark it at the hull for cutting with a hacksaw. In cutting, leave a little extra to be filed off neatly later. Drill a three-eighth inch hole through the center of each eye parallel to the keel line of the boat. These holes will serve to key the eye into the resin against working out. The two holes in each eye are taped inside just before applying the resin. (See Figure Two.)

Top View

Side View

Reinforcing rod. In order that the new eye not be torn out of the hull by a heavy forward yank, some internal reinforcing is needed to spread the stress into the hull material. A three-eighth inch diameter threaded rod about 12 inches long will do the job. Bend it to conform to the curve of the hull as shown in Figure three. The threads will bind it into the resin matrix.

Fiberglassing the eyes and rods requires one pint of resin and appropriate hardener, plus four square feet of glass cloth – two feet per end. (The actual cloth may have to be bigger since some strips will be bias cut. For each end cut 16 two-inch strips: 8-twelve-inch long (straight) and 8- eight inch long (bias cut).
Now the hard part. The canoe must be stood on end in order to enlist the aid of gravity in laying up the resin and cloth. This is difficult enough to arrange securely outdoors, wind being a problem, and is all but impossible indoors unless you have a barn or a tall garage. (a 17 foot canoe on end is a sobering sight.)

Reach down into the bow and thoroughly sandpaper the areas to be contacted by the resin in the narrow space. Mix up one cup of resin and hardener and start the layup.

Along the groove of the end lay a 12 inch strip of cloth soaked in resin. Coat the threaded rod, lay it in, and follow it with three more strips. Insert the eye and align it. Next lay in the eight inch bias strips parallel to the axis of the eye and fanned out as shown in Figure four. Pour the remaining resin into pools on either side of the eye and lay in the final four 12 inch strips over all making sure that the glass soaks up the liquid.

When the epoxy sets, turn the boat over and do the other end. To finish, file the eyes flush to the hull and round the edges to a generous radius as possible so that line and knots can be drawn smoothly through the eye.

Fixing the cord. Thread a 20 foot length of parachute cord or other light strong line through each eye and connect the ends at the center of the boat. Use a bow-line loop in one end and a rolling (tautline) hitch in the other so that the tautness can be played with. Make the connections with the line flipped over the gunwale then, when you stretch them out to the sides to tuck them below the gunwales they will stay snug until you need them and can be easily loosened when the crunch comes.

Editor's note: Bill Atkinson's boat rescuing system is definitely one of the best boat-hauling improvements to come along in a long time. We have shown his plans to many open boat experts and all agree it is a solid step forward and a great advantage in canoe retrieval. However, several of these experts added this word of caution which we pass along to you: No device can be pulled on indefinitely without some potential boat damage. The hydraulic power that pins a canoe to a rock can not be battled with effectiveness or impunity. Your best bet is to get the proper angle of pull and work as much with the current as possible.
NEAR MISS ON THE KERN

ALBEIT LESS DRAMATIC, THERE ARE SURER WAYS TO FREE A PINNED KAYAKER THAN VIA HELICOPTER.

– A Report with Commentary by Charlie Walbridge

On May 18, 1980 experienced kayaker Louis Niklas, making a first-of-the-season run on California’s Kern River, broached his boat on a rock and became trapped. Two and a half hours later he was airlifted from the river by a Navy helicopter.

Above Bakersfield, the Kern is powerful, with rapids from Class I – VI. But the accident happened on a Class II part of that run: Mourners’ Corner – a long S-turn characterized by many submerged rocks and small, shooppy waves. At 3000 cfs, the level was medium-high, but safe. Both Louis and his companion were veteran, well-trained boaters who had run more difficult sections of this river before.

Louis and his partner were a third of the way down the rapid, when Louis unexpectedly broached on a rock. Correctly, he tried to brace into the rock and pivot off. Instead, the boat stuck fast and quickly folded. There was no time to exit. The victim was essentially sitting sideways against the rock, with his head upstream. Struggling, he kept his mouth above water by leaning towards the surface and gripping the sides of his kayak.

The victim screamed for help and two shoreside bystanders attempted to assist. Their 75 foot rope came up short, whereupon they phoned the sheriff’s office. Meanwhile, the victim’s paddling partner waited patiently at the bottom of the rapid, assuming his friend had capsized and was emptying his boat. After a 30-40 minute wait, he heard sirens and realized his friend might be in danger.

The deputy sheriff arrived promptly and decided that rescue from shore was "too dangerous." At 4:25 pm, he requested a helicopter from the Naval Weapons Station at China Lake. The deputy thought it would take "about 15 minutes" for the chopper to arrive. What he did not know was that this 15 minute flight involved 25 more minutes to get the necessary clearances, plus 35 to scramble a crew. Further, the chopper's radio, being on a military frequency, could not directly contact the deputy and warn of this delay.

A few minutes after the chopper request, Gary Peebles arrived, leading a commercial rafting party. Seeing many rescuers, ropes, yet no rescue attempt; Gary sought out the deputy in charge and offered his services. The deputy responded that if he attempted and failed to rescue, Gary would be legally responsible; that a chopper was due "at any minute"; and that if Gary "interfered with his rescue", the deputy would revoke his commercial rafting permit.

However, Gary was frustrated, realizing the victim was in serious trouble from cold and fatigue, and yet dozens of people stood on the bank idle. He began organizing a rescue, firing one of his employees who, as a private citizen, swam out to the victim, held his head above water and gave him hope. Soon, another kayaker joined
them, and encouraged the victim, telling him how he had survived an hour's pinning the previous year. These actions saved the life of the victim, who had nearly lost hope and considered drowning to end the agony.

Another private raft group arrived. While they debated, the helicopter arrived. It was 6 pm: two and a half hours after the accident, one and a half hours after the deputy's request. They lowered a rescue collar to the victim, who donned it with the aid of the two men holding him. (The chopper pilot had no concept of how much lift was needed to raise a kayak full of water, much less if they could do it without killing the victim.) Bystanders watched as the helicopter lifted both victim and boat clear of the rock—lost lift—then dropped the kayak back in the river. For one awful minute a crash seemed imminent as the current started to pull on the chopper. Finally, the helicopter regained lift and brought the victim to shore, where he was removed from his kayak.

On shore, incompetence continued. The victim was placed in the back of an open pickup and driven to the chopper landing area. He remained uncovered and not rewarmed, despite efforts of boaters on the scene to do so. The helicopter took the victim to the hospital where he was rewarmed and found to have no broken bones. Amazingly, no X-rays were taken. The hospital attitude seemed to be "anyone crazy enough to be on that river, deserves what he gets".

**COMMENTS**

I. The Second Paddler of the party was unprepared to assist. Anyone who "waits patiently" for over a half hour at the bottom of a drop, simply isn't keeping the kind of close tabs required of a two-man group. In a two-man party, partners should not be out of sight for more than a few seconds. Had he been more alert and readily assisted the passer-by who sounded the alarm, the victim might have been made more comfortable and possibly rescued then.

II. Ropes are not carried by many western boaters and not mentioned in this party's gear. If rescuers are not alert and trained, ropes do no good. But this incident truly underscores their importance. Combined with the assistance from bystanders, two ropes and three people under competent leadership should have been enough.

III. The Deputy's Action is understandable. He felt the helicopter's arrival was imminent and was too unfamiliar with the river to organize a shore-based rescue. This does not, however, excuse him. In river rescues, time works against you and a helicopter is, at best, backup. The deputy was untrained, did not know where competent help lay (e.g., Tom Johnson of Kernville, a former Olympic coach who has worked as a fire fighter), and yet he felt competent to discourage professional river guides from assisting him. This kind of ignorance is both unprofessional and inexcusable.

IV. Jurisdiction, Communication, and group cooperation problems are not unique to whitewater. This accident points out the need for pre-planning as well as passage of Good Samaritan Laws to protect rescuers from lawsuits. Immediately

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This article is a condensed version of one written by the author for the River Safety Task Force Newsletter. Materials for it were supplied by Tom Johnson and another anonymous gentleman. Any reader possessing more facts about the accident or opinions on how rescue might have been better effected, should send them to the Journal Editor for publication.
The best approach . . . is to cut the victim from the kayak. The TECHNA diving/survival knife is excellent, but any one-piece knife will do.

following this accident, Tom Johnson began a rescue training program for non-boating locals and the sheriff's department men. This plan will not only help eliminate hostility, but save lives.

V. The Boat Folded behind the seat, ahead of the rear foam wall, compressing the cockpit area, entrapping the victim. The boat was properly braced, there was no slippage or wall failure. As roto-molded kayaks increase in whitewater, entrapment becomes a real problem. A fiberglass boat would have probably, because of its rigidity, pivoted free or broken in half. Roto-molded plastic boats: more flexible, almost unbreakable, fold more readily. Manufacturer research is needed here to prevent further accidents.

VI. Freeing a Pinned Victim is done by pulling the boat. Ropes to the body should be used only in desperate situations, to keep the victim's head above water – even then, the pull force should be on the boat. One rescuer should be stationed with the victim to coordinate onshore activities and free him from the boat when it is pulled free. The shore party should pull the boat quickly. The rescuer should have a rope cutting knife ready.

VII. The Best Approach to this Accident is to cut the victim from the kayak. If, once the boat is pulled free, this will avoid danger to the victim if injured and unable to get out. In this case, an axe (obtained from firefighters onshore) could have cut off the back of the kayak, the boat would have come free, and the victim towed to shore. The best way to tow him would have been a rescuer tied to a rope with a quick release harness. As the boat comes free, he grabs the victim and protects him while those on shore pull cautiously helping both rescuer and victim ashore. Inner tubes and other flotation can be placed around the victim. A rescue squad can get people and equipment to the victim using the two-line technique described in the Ohio Rescue Manual or the River Safety Task Force Newsletter. Briefly; a large inner tube is attached to two lines, one for each shore. It is then moved to whatever position needed.

Roto-molded boat paddlers should carry a heavy-duty, sharp knife for boat cutting. The TECHNA diving/survival knife is excellent, but any one-piece knife will do.

This incident points out the sorry state of many units charged with river rescue. Unless the desperately needed training gets to them, tragic deaths of courageous men and continued hostility are sure to follow. It also shows that every boating party must be alert and able to perform its own rescues independently, since competent help in many areas just does not exist.

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Phil Vogel
AWA Circulation Mgr.
P.O. Box 1483
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Once upon a time there was, a man so brave and bold
That Robin shook within his hood each time the tales were told,
Of bravery, the deeds he'd done and those still yet to do
I'll tell you here a famous one that you shall know it too.
His glory was to kayak and with that thing in mind
He went to run the only course that he could 'round here find.

It started in the mountains, ran down through the vales
Over boulder drop, past eddyline, on and on it trailed.
Until at last it came to the one drop that we all know
The only one to be so feared, where none of us would go.
I needn't describe more you see, it takes much more than balls.
The drop of which I speak is the... KILLER DEATH FANG FALLS!

Some said he'd met his match that day, others 'round him cheered
He left the starting line OK, the Molson Lady leered.
It was stroke out of the starting line, ferry across that wave,
Down behind the eddyline and through a reverse gate
Across to the other side he went, through gates three and four
He snuck the one below the bridge and headed down for more.

The river turned just past gate ten and he floated out of sight
I wondered if we'd meet again before the fall of night.
The end is just conjecture, no one knows the rest
Pieces found below the falls and a witness do attest
To the glory of his passion, the daring of his run
And the fact that he, just as we,
Had bitten the

Great
Big
One.

– Jill Renfrew
To rescue a dumped, floating kayak, all you do is take hold of the grab loop in one hand, then paddle it to shore with the other two.

Unfortunately, severe physical limitations prevent most paddlers from enacting this simple (minded) solution. But for the paddler in a C-1 or K-1, rescuing a loose boat remains a serious, oft impossible task. Usually, ineffective nudging is all you can do. To aid the solo-paddling rescuer, both Bruce Mason and Walt Pilewski have each developed a cheap, lightweight boat-towing sling. We present both versions to you so you can take your choice. Both have worked effectively in rescues.

Walt's Rescue Sling

Walt first designed his sling for kayakers only, but it has since been used successfully in various rescues. To make it, take approximately three and a-half feet of broad nylon strapping (at least two inches wide), and loop one end through a sturdy, brass or galvanized "D" ring. Attach the two ends of the webbing, preferably by sewing them or by a fisherman's knot.

To the other end of the "D" ring tie a quarter-inch diameter line. The length of this line is your choice; it must be long enough to reach back over your stern with a foot or two room to play, but not so long as to invite entanglement on river obstructions. To the other end of the line, tie a plastic "E-Z On Tie-down" bumper hook.

To use it simply slip the nylon strap over your shoulder, hook the hook onto the runaway boat's grab loop and you're in business. Just remember, you're going to need it in a hurry. So instead of tangling it up inside your wet pack, try taping it to your deck, inside the boat.

Bruce's Rescue Belt

Bruce's slightly more complex tow-belt combines some earlier designs with his own innovations for speed and safety. The total cost should be about eight dollars.

To make it, take about four feet of two-inch seat belt webbing and sew each end with one and-a-half inches of velcro. This makes the belt to fit your waist. Then take about an eight-foot length of half-inch nylon webbing and tie one end to a carabiner. Loop the other end loosely around the belt, and sew it back on itself.

The key to the design is the small pouch sewn to the webbing about a foot away from the main belt. This pouch holds the carabiner and the half inch webbing securely, and is held to the front of the belt with more velcro and a heavy duty snap. The pouch is held closed by yet more velcro.

To use it, just remove the carabiner from the pouch and clip it onto the runaway boat's grab loop. The webbing automatically deploys from the pouch and swings around behind the paddler. Then paddle away. If you need to abandon the boat-in-tow just unfasten the belt and you're free. Both boat and belt can be retrieved later.
Rescue Sling

- Runaway Boat
- Rescue Sling
- Nylon Strapping
- "D" Ring
- ¼" Dia. Line
- Plastic "E-Z On Tie Down" Bumper Hook

Rescue Belt

- 2" Webbing
- Velcro
- Pouch with Carabiner & Webbing
- Runaway Kayak
- Carabiner
- Velcro
COMPARISON
AWA's Own Evaluation

RESCUE SLING:
Lighter, and more compact, Walt Pilewski's sling seems a simple tool for a simple need. Because the sling is sewed or tied together through the "D" ring, it does not depend on a velcro hitch to hold it together. However, the idea of pulling a boat full of water through strong current via a strap hitched to your shoulder joint, is less than entralling. It would also be interesting to know if the strap tends to slip off the shoulder as the kayaker lowers that shoulder for a stroke. Otherwise, it is an excellent innovation that is highly recommended for all solo paddlers—kayak or C-1.

RESCUE BELT:
Bruce obviously put a lot of thought and clever innovation into his design. The idea of towing a boat from the waist as opposed to the shoulder is a great safety advantage. The carrying pouch, located right at your side, makes for faster operation.

However, assuming that this belt is to be continuously worn outside the spray skirt, it does add one more cumbersome piece of equipment. Also, velcro fatigues with time and it seems questionable whether the belt could endure many hefty tugs bonded with just one and-a-half inches of hooks and catches.

Yet, this too is a very helpful piece of equipment. If you don’t mind the inconvenience, and if the fastening system really does work, this seems the superior model. The choice is totally yours. But AWA recommends the solo boater choose, make, and carry one.

CLASSIFIED

Stolen Paddle. A right control, all wood, Mitchell kayak paddle was stolen (lost) at the Youghiogheny River put-in, in southwestern Pennsylvania. Though stolen last August, there are hopes that it might still be around. Anyone with information please contact:
Glen Ganta
Scranton Kayak Club
RD #3, Box 451A 34
Lake Arial, Pa. 18436

AWA gladly offers free classified space to help boaters recover lost or stolen equipment. If you have had an item taken, just send AWA its description, area and approximate time taken, along with your name and address and we will put a notice in the Fluvial News. — Ed

FOR SALE — MOVIE CAMERA
Virtually brand new, a Eumig Nautilus Super 8mm, all-weather, underwater movie camera, totally self-contained and waterproof. Ideal for getting those in-boat shots. Just $300. If interested, contact:
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(206) 839-3573

FOR SALE — HOLLOWFORM K-1
Switching back to C-2 has left available this minimally used yellow, plastic kayak. Sturdy, foam seat and walls, adjustable toe braces, paddles also available. Price negotiable. If interested, contact:
Joady Jackson
1310 Prospect St.
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KAYAKS DOWN THE NILE

The author, a professional explorer, is concerned only with completing a list of 127 goals, of which paddling the Nile is #1 and writing a book is #106. This reminds one of a "merit badge collector", a person who has no interest in the projects he is doing, but only in the medallion obtained through doing it. That attitude is not difficult to discern in the book. This is not a book which will ever become popular with the canoeing public and I seriously doubt that it will entertain any audience at all.

Reviewed by Tom McCloud

THE BIG WILDERNESS CANOE MANUAL

By Bob Cary

180 pages, 6" x 9"., illustrations, $4.95

"A veteran guide and outfitter tells you all about camping, paddling and voyaging in the new outdoor ethic" reads the cover of this book. From the credentials given its author and the way the book reads, Mr. Cary is most certainly qualified to write a book about canoeing. One soon gets the impression that the author is a man who is not afraid to state his opinions, e.g. "Alumacraft probably is the best-performing aluminum hull around. It would be even better if the manufacturers would hacksaw a couple inches off the unnecessary high bow and stem." And somewhat to the surprise of readers who might expect a professional outfitter to have little sympathy for the new wilderness ethic, he straightforwardly supports the concept of the "invisible canoeist", who is someone who can pass along throughout the country without even leaving the proverbial footprints.

The style of the book could be likened to a grandfather giving instruction and advice to a youngster. We can't fault its content, but, like so many canoeing books, the scope is so broad that no one topic is treated exhaustively, nor in a particularly outstanding fashion. The information contained therein is good and mostly accurate, undoubtedly learned from that best of all teachers, experience.

For a person of middle age just starting out, or a youngster trying to learn, this book contains a lot of hard facts well worth remembering. Yet I found nothing truly unique, nothing avant garde, nor outstanding, no new ideas or insights about canoe sport. The author is not a white-water paddler, so there is virtually no mention of running rapids.

So if you fit into the category of rank amateur, you'll learn some good stuff by reading The Big Wilderness Canoe Manual. Otherwise, you will likely have trouble staying awake.

Reviewed by Tom McCloud

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1343 N. Portage Place
Chicago, IL 60607

Clinton River Canoe School
C/O Morley Hewins
23705 Audrey
Warren, MI 48101

Hoosier Canoe Club
C/O W.G. Lawless
4027 Winding Way
Indianapolis, IN 46220

Kekionga Voyageurs
Heinz Wahl
1818 Kensington Blvd.
Fort Wayne, IN 46805

Maumw Whitewater Club
C/O Richard M. Johnston
9962 Diebolo Road
Fort Wayne, IN 46825

SOUTH CENTRAL
(AR, MO, TX)

Arnold Whitewater Assn.
C/O Pete Shaw, Pres.
P.O. Box 11434
St. Louis, MO 63105

Central Missouri State Univ.
Outing Club
C/O Dr. David Bowling
WCM 204
Warrensburg, MO 64073

Down Hill Yacht Club
C/O Kent G. Ashenfeller
12802 La Quinta
San Antonio, TX 78233

Meramec River Canoe Club
Earl C. Biffle
26 Lake Road
Fenton, MO 63026

Ozark Wilderness Waterways Club
P.O. Box 16032
Kansas City, MO 64112

Texas Whitewater Assoc.
Tom B. Cowden
P.O. Box 5264
Austin, TX 78763

Vol. XXV No. 6
AWA AFFILIATES
LISTED ACCORDING TO REGION

NORTHEAST
(CT, MA, ME, NH, NY, RI, VT)

- Adirondack Mt. Club
  Schenectady
  c/o Ken E. Robbins
  29 Callaghan Blvd.
  Ballston Lake, NY 12019

- Appalachian Mt. Club
  New York Chapter
  23 High St.
  Katonah, NY 10536

- Becket Academy
  c/o Dr. John Walter
  River Road
  East Haddam, CT 06423

- Brattleboro Outing Club
  15 Linden St.
  Brattleboro, VT 05301

- Brown Outing Club
  S.A.O. #3
  Brown University
  Providence, RI 02912

- Hibernia Canoe & Kayak Assn.
  Masten Rd.
  Pleasant Valley, NY 12538

- KCCNY
  c/o Maria Scott
  167 N. Taylor Ave.
  Norwalk, CT 06854

- Ledyard Canoe Club
  Robinson Hall, Dartmouth
  Hanover, NH 03755

- Merrimack Valley Paddlers
  Paul Malenfant
  24 Fox Meadow Rd.
  Nashua, NH 03060

- Niagara Gorge Kayak Club
  Douglas Bushnell
  527 West Ferry
  Buffalo, NY 14222

- Northern New York Paddlers
  8 Boyle Rd.
  Scotia, NY 12302

- Northern Vermont Canoe Cruisers
  Melinda Dodds
  RD 1
  Fairfield, VT 05455

- Penobscot Paddle & Chowder Society
  Wm. F. Stearns
  Box 121
  Stillwater, ME 04489

- Rhode Island Canoe Assoc.
  64 Eleventh St.
  Providence, RI 02906

- Sport Rites Club Inc.
  c/o Le Clair
  Brayton Park
  Ossining, NY 10562

- W.I.M.P.S.
  c/o Bill Wang
  4671 W. Ridge Road
  Rochester, NY 14626

MID-ATLANTIC
(MD, NJ, PA, WV)

- Allegheny Canoe Club
  c/o Walt Pilewski
  755 W. Spring St.
  Titusville, PA 16354

- Appalachian Mtn. Club
  Delaware Valley Chapter
  c/o Fred Cox
  476 Kerr La.
  Springfield, PA 19064

- Buck Ridge Ski Club
  c/o Jay E. Bradley
  1034 Carolyn Drive
  West Chester, PA 19380

- Lehigh Valley Canoe Club
  Yuletree Farm Mill Rd.
  Box 763
  Coopersburg, PA 18036

- Mason-Dixon Canoe Cruisers
  c/o Ron Shanholtz
  222 Pheasant Trail
  Hagerstown, MD 21740

- Monocacy Canoe Club
  Box 1083
  Frederick, MD 21701

- Penn State Outing Club
  John Sweet
  118 So. Buckhout St.
  State College, PA 16801

- Pennsylvania Paddle Packers
  c/o Bill M. Snelling
  Box 346
  Secane, PA 19018

- Philadelphia Canoe Club
  4900 Ridge Avenue
  Philadelphia, PA 19128

- Rutgers University Outdoor Club
  P.O. Box 231,
  c/o Robert Markley
  New Brunswick, NJ 08903

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

- Slippery Rock State College Cooperative Activities Committee, SGA
  Slippery Rock, PA 16057

- Wanda Canoe Club
  c/o F. Trautmann
  15 Beveridge Rd.
  Mahwah, NJ 07430

- Allegheny Canoe Club
  c/o Walt Pilewski
  755 W. Spring St.
  Titusville, PA 16354

- Ohio Canoe Club
  c/o Maria Scott
  167 N. Taylor Ave.
  Norwalk, CT 06854

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**Canoe Cruisers Association of Greater Washington, D.C., Inc.**
P.O. Box 572
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**Carolina Canoe Club**
Box 9011
Greensboro, NC 27408

**Coastal Canoeists, Inc.**
P.O. Box 566
Richmond, VA 23204

**Coweta Country Canoe Club**
P.O. Box 1218
Newnan, GA 30264

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

**Georgia Canoeing Assoc., Inc.**
P.O. Box 7023
Atlanta, GA 30309

**Haw River Runner’s Emporium**
211 E. Main Street
Carrboro, NC 27510

**James River Runners, Inc.**
Rt. 1 Box 106
Scottsville, VA 24590

**Nolichucky Expeditions, Inc.**
c/o Rick Murray
Box 484
Erwin, TN 37650

**Polivalues, Inc.**
101 Maplewood Ave.
Clearwater, FL 33751

**Raleigh Ski & Outing Club**
c/o Bill Perkins
Rt. 1, Box 106
Fuquay-Varina, NC 27526

**Rome Y.M.C.A. W.W. Club**
c/o Mike King
P.O. Box 727
Rome, GA 30161

**Tennessee Scenic Rivers Association**
Box 3104
Nashville, TN 37219

**Tennessee Valley Authority Forestry Library**
Norris, TN 37828

**Troop 230 Canoe Club**
311 W. Wendover Ave.
Greensboro, NC 27408

**Watauga Whitewater Club**
Richard Furman, M.D.
State Farm Rd.
Boone, N.C. 28607

**INTERNATIONAL**

**Canoe & Paddle Centre**
212 Parramatta Rd.
Stanmore, Sydney, Australia 2048

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

**Club Canoas Santiago S.A.**
c/o Rodrigo Vasquez Caballero
Antonio Bellet #309
Santiago, Chile, S.A.

**Kuiva Granspaddlare**
c/o Tooolanen
Box 2074
950-94
Overtornea, Sweden

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

**Ontario Voyageurs Kayak Club**
J.G. Shragge
166 St. Germain Ave.
Toronto, Ontario
Canada MSM1W1

**Sports Resource Info. Center**
333 River Rd.
Ottawa, Canada K1L 839

**Wascana Institute**
4635 Wascana Pkwy.
c/o Dental Div.
Regina, Sask., Canada S4P 3A3

**Whitewater Nova Scotia**
Box 1180
Middleton, NS, Canada B0S 1PO

**Willamette Kayak and Canoe Club**
P.O. Box 1062
Corvallis, PR 97331

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*Nature’s peace will flow into you as sunshine flows into trees.*

*The winds will blow their own freshness into you, and the storms their energy, while cares will drop off like autumn leaves.*

— John Muir
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