

*American*

# WHITEWATER

*The Journal of the American Whitewater Affiliation*



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Vol. XXVI, No. 6

# American WHITEWATER

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## The American Whitewater Affiliation

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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 **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 affiliate/member subscribers this journal. Your contribution of articles, letters, race results and schedules, Photos and drawings are essential for their continued efforts and the timely publication of the American Whitewater Journal.

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**COVER:** Smile and you get a face full of water.  
Phantom paddler emerges from a roll near the  
Gallatin's House Rock in Idaho. (Rob Lesser photo)

# Editor's Soapbox

## COMPETITORS' COLUMN

Racing Editor — The title appears beside my name on page two. And with this appointment comes the space and privilege to do anything I want. (How often does the chance to build your own soapbox present itself?) Yet with all this boggling freedom comes the question: What should I fill this space with? It seems fairly clear that whitewater racing in the U.S. can no longer be covered as in the past. The Journal cannot, nor indeed should it, publish a complete race schedule or list of race results as attempted 10 years ago. The U.S.C.A. publishes a full schedule of open canoe downriver (marathon) races. Decked boat races and results are amply covered by the ACA National Slalom and Wildwater Committee's Newsletter. AWA will try to keep a general national race calendar, but it simply cannot be all-inclusive.

So rather than serving as a reporter, I want to act as an observer and interpreter. I envision a regular column touching on a variety of topics specifically aimed at the racing community, but also of interest to the general paddling world as well. Announcing important upcoming events and reporting on Championships would certainly be in order. Perhaps a special promotional report of some new or unusual event would add an interesting variation. Conversely, it may also be of interest to deal with the history of racing from time to time. Ultimately, the column should be for you, the readers. It should meet your needs and serve your interests.

Rules and proposed changes, personal profiles and interviews, the latest equipment, design innovations, racing technique, reports and announcements on events of national importance are several ideas that immediately come to mind. My own preference is decked boat canoe slalom. Occasionally I race

open canoe slalom as well. However, my wish is not to dominate AWA's racing interests with my own. I welcome suggestions for topics which people would like to read about and especially names of experts I might consult on various topics. I am eager to get contributions (guest columns as it were) and rebuttals or comments on the various subjects as they appear. Let's make this column exciting and worthwhile!

— *Barb McKee*

## ELECTION RESULTS

### AWA Welcomes New Board Members

We were a little disappointed at the voter turnout for the American Whitewater Board of Directors Election—only 122 members took the minimal energy to cast a ballot for the directorship of their own affiliation. However, we were more than pleased with the results. Three new members joined the crew: Marge Cline, Ken Horowitz, and Ron Waters; and old hard-working Board President Peter Skinner was re-elected to his post.

The voting breakdown went as follows:

candidate	votes
<b>Peter Skinner</b>	<b>94</b>
N.Y.S. Law Dept., The Capitol, Albany, N.Y. 12224	
<b>Marge Cline</b>	<b>86</b>
1343 Nort Portage, Palatine, IL 60067	
<b>Ken Horowitz</b>	<b>70</b>
c/o Perception, Inc., Box 686, Liberty, SC 29657	
<b>Ron Watters</b>	<b>59</b>
Idaho State University Box 8118, Pocatello, ID 83209	
<b>Richard Bangs</b>	<b>52</b>
<b>Bob Vanderlin</b>	<b>44</b>
<b>Murray Johnson</b>	<b>33</b>
<b>Tom Minchin</b>	<b>9</b>
<b>Eric Evans</b>	<b>1</b>

The first four of the above candidates will serve for four years from 1982 through 1985. They will be working with current Directors Rob Lesser, O.K. Goodwin, Art Block, Fred Young, and George Larsen. There is a great deal to be done if AWA is to expand its leadership and service in the boating community. We appreciate the volunteer effort of all our directors and staff, and ask all AWA members to help us give you the type of organization and journal you want.

# Letters from Readers:

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

## FERC LOOPHOLE

Dear Bart,

Just read the good articles in the July-August issue entitled "Payette's South Fork" by Todd Graeff and also "The River Rush is On" by Pete Skinner. Both pertain to the FERC (Federal Energy Regulatory Commission), another one of our unbelievable, but true river-killing federal agencies.

Todd gives a good overview of the FERC licensing process, however, he overlooks a new, but crucial step for some situations: where the proposed project lies within a National Forest, the holder of a FERC license must also obtain a Forest Service Permit.

This could be very significant, depending on how much backbone the local Forest Service has. Since this is new, they may not yet be aware of their new protective power. I am enclosing Directive 19 which partially states:

Duration: one year from issuance date unless previously terminated or reissued.

The Federal Land Policy and Management Act of 1976 (FLPMA) requires a right-of-way from the land administering agency as well as a license from FERC... This directive provides policy for authorizing licensee use of NFS lands within projects licensed under FERC authorities.

Chapter 2770.3-Policy

12. Applicants for FERC preliminary permits must also

apply to the Forest Service for projects involving NPS land,

— Holders of a license prior to 10/21/76 don't need the NFS permit

— Holders between 10/21/76 and 7/7/80 must obtain a permit if required.

— Holders of licenses issued after 7/7/80 must obtain a permit.

You should be aware of the interim period between 10/21/76 and 7/7/80, where permits are required only if the licensee is notified by the Forest Service. Since some Forest Service offices deal only rarely with FERC, they may not be fully aware of these requirements. (And it is up to us to point it out to them.) Please pass this info along to Pete and Todd.

Sincerely,  
L.G. "Pete" Lewis

## HUDSON MIXUP

Dear Mr. Jackson,

On Saturday, October 3rd, I had planned to take a guided raft trip with the Hudson River Rafting Co., in North Creek, N.Y. (I had previously phoned to arrange the trip and mailed in a \$50 deposit. Had the directions given me been correct, I would have been there in time for the 8 am departure. They were not.

By 8:10, I was still looking for the departure point of the trip. Unable to locate it I phoned Hudson River Rafting Co. and was informed that I was over an hour away by car from the point that the trip was departing. When I questioned the directions that I was given on Sept. 8, 1981, I was informed that they were the directions for the Hudson River trip (which is the trip I understood I was to be booked on), however, I was told that they were not going to go on the Hudson River that day and



## Letters (continued)

that they were going to take a different river. How I was to automatically know their change of plans without having been informed of them is beyond me. Of course there was no way that I could possibly be at the departure on schedule, so I missed the trip.

Now, I seem to be having trouble securing the return of my deposit. Since I am a member of AWA, I ask your assistance. Thank you sir, in advance.

Sincerely,  
Virginia Chambers  
New Rochelle, NY

AWA has contacted Hudson River Rafting and worked out what we hope is an amicable settlement. We talked to Mr. Pat Cunningham, head of the firm and the individual you talked to on the phone Saturday morning. According to him, he gave you correct directions, waited half an hour at the shop for you, then an hour on the river, and then had to put-in because the water release wouldn't wait. But whatever the *mixup*, Mr. Cunningham apologizes for not answering your letters sooner, and will offer you a raincheck for the river and trip date of your choice. He'll be contacting you forthwith. Hope this is a happy solution for both parties. —Ed.

## INVENTION OF THE MONTH

Dear Bart:

Here's another whitewater boat idea which works well for me.

Righting an overturned boat is difficult at best in a practice pond even if you are determined and strong. It is practically impossible in a rapid especially if the current is heavy and you are small. Here is a method for righting a boat that is as easy as standing on the centerboard of a Sunfish.

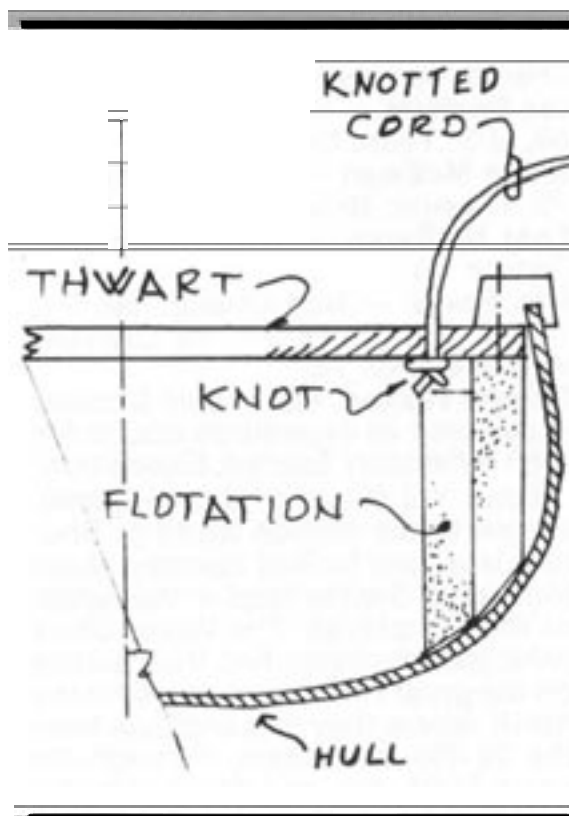
To each end of the center thwart attach a separate three-foot length

of three-eighth-inch (nine mm) cord with a knot in the free end. Then drill a hole in the thwart at each end to hold the cord by means of a simple knot on the underside. Gather up each line and stuff the resulting bundle between the thwart and the flotation leaving the knotted end free and available. If it won't stuff, work out a way of securing each bundle with a heavy rubber band or a piece of eighth-inch bungee cord. Do not let the lines lie loose in the boat.

Upon dumping in the river, go hand-over-hand down the gunwale to the center of the boat, throw yourself over the hull, and reach for your knot on the far side. Pull out the cord, stand on the hull and pull — presto, the boat is right side up. You can do it while holding on to your paddle. In you get and are off to the next eddy to bail.

The method will not work unless the boat has good lateral flotation.

Best,  
Bill Atkinson  
Cambridge, MA



# FLUVIAL

## Affiliate Notes

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

### AMERICAN TEAM CONQUERS HIMALAYAS

After six years of negotiations with the Himalayan Kingdom of Bhutan, the six-man American Himalayan Kayak Descent Team on October 21-31, 1981 became the first group of boaters to paddle within the country of Bhutan. The goal of the expedition was to successfully paddle the Wong Chu River and its tributaries — which they did with first-ever descents of the Thimpu, Paro, Fo, and Amo Rivers.

The Team consisted of:

**Wick Walker** (leader) — U.S. Natl Champ '68, Olympic Team '72.

**Les Bechdel** — natl Champ '66, '67, '69; U.S. Team Coach '75.

**Jamie McEwan** — Natl Champ '72, '75, Olympic Bronze medalist '72.

**Tom McEwan** — Natl downriver Champ '73.

**Eric Evans** — Natl Champ '69, '71, '72, '73, '74, '75, '76, '77, '79; Olympic team member '72.

**Edward Hixson, MD** (Team Doctor) — selected as expedition doctor for 1982 American Everest Expedition.

Druc Yul (Land of the Dragons), known to the outside world as Bhutan, is a land locked country about the size of Switzerland in the center of the Himalayas. The Wong Chu's principal tributaries find their source on the great Himalayan massif in the north, where they join and flow from the 20,000-foot peaks, through the heart of Bhutan and down onto the

Indian plain. Only in 1973 were the first Western visitors allowed to this ancient, isolated land.

The five expert paddlers made day trips on the incredible rivers of Bhutan with a support team of Bhutanese drivers and the doctor. The aim was for the whole group to camp together each night, though the paddlers were prepared to bivouac.

Paddlers from the boating community contributed over \$6000 and over 30 manufacturers contributed another \$8000 worth of equipment. The group has asked AWA to convey their thanks for all this support, to all who contributed. And, as soon as we can get a hold of them, AWA will be bringing readers more detailed features on this amazing expedition.

### DEAD SITE CHOSEN FOR NATL'S

The 1982 Open Boat Downriver and Slalom Nationals will be held on the lower Dead River in northwest Maine. The four day event, running from July 28-31, has scheduled the slalom races on Wednesday and Saturday, with the downriver sandwiched between on Thursday and Friday. This will allow two classes for each downriver contestant — a new feature.

Co-sponsors of the competition are the ever-popular Penobscott Paddle and Chowder Society, along with the Penobscott Water & Ice Company. Interested contestants should contact Bill Stearns, re: Open Boat Nationals, Box 121, Stillwater, ME 04489.

Apparently, there has been some mixup within ACA as to just whom was getting the '82 site bid, which

# NEWS

WHITEWATER

led to some too-previously published sheets. AWA apologizes for any misleading information given in the last "Fluvial News". But current Open Boat National Chairman, Keech LeClair assures us that '82 is set and committees for 1983 and 1984 site selections have been formed, with the idea of keeping theselection one year in advance. "This is such a family competition," Keech states, "that people should be able to plan their vacations around it."

## **EAST RACE ON THE WAY**

It looks as if South Bend is really going to get its very own man-made whitewater course after all. The East Race project, a 1,300 cfs sluice, 2,000 feet long by 35 feet wide, was designed by former Olympic Team coach Jay Evans, and has been in the works for seven long years.

The aim is to turn the St. Joseph river in downtown South Bend into a course that would be "as good or better than Augsburg", site of the 1972 Olympic whitewater course, plus provide a necessary fish ladder. Now the funding is well underway, and the last of the legal hassles have been overcome, officials are looking at a possible completion date of late 1983.

— Thanks to  
St. Joe Valley Canoe & Kayak Club

## **ULTIMATE CANOE CHALLENGE UPDATE**

Verlen Kruger and Steve Landick have now passed the halfway mark on their 28,000-mile paddling odyssey, as they stroke somewhere along the McKenzie River in Saskatchewan. Since winter is coming four weeks early, they may portage over

the Chilkoot pass down to the Pacific Ocean near Skagway.

Upon hitting the ocean, they will be making a mid-winter voyage down the Northwest coast. They plan to modify their Loon Canoes with special fiberglass decks and spray covers. With luck, they will arrive in northern California by August, 1982. George Larsen of the Sierra Club's Bay chapter River Touring Section is planning to hail the conquering heroes with a true paddlers welcome, if you are interested in joining in, contact George at Box 584, San Bruno, CA 94066.

— Thanks to  
S.F. Bay River Touring Section

## **NORWEGIAN SEEKS GRAND RUNNING MATES**

Norwegian kayaker, Torkel Falch, will be touring the U.S. this winter and is interested in joining a non-commercial party that has a permit to run the Colorado through the Grand Canyon. Torkel is an excellent kayaker and fully capable of the challenge. He has all his own equipment and is willing to pay his share of the trip. He is also willing to reciprocate and show interested American boaters some of the exquisite whitewater available in Norway.

If you have a permit or know of a group that would have room on their trip for one more kayaker, please contact: Ron Watters, Box 9024 ISU, Pocatello, ID 83209, (208) 232-6857.

## **KERN THREATENED ON ALL FRONTS**

The Olcese Water district has applied for a Federal Energy Regu-  
(continued on page 24)

# 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.)

### FORGEY'S WILDERNESS MEDICINE

by William W. Forgey, M.D.

126 pages, 6" x 8", illustrations, \$5.95.

Available from Indiana Camp Supply, Box 344 Pittsboro, IN 46167; 1979.

The author, Dr. Forgey, a wilderness traveler of some experience, has assembled here a small volume explaining treatments for a lot of the problems which might come up on wilderness trips. Condensed into short topics and listed in a comprehensive index, he lists diagnosis and treatment for a wide range of ailments, from 'high altitude sickness to hypothermia to tendonitis. Suggestions for both a prescription and non-prescription medical kit are given. The drugs listed are some of the most recent ones and were almost certainly chosen because of Dr. Forgey's personal experience in finding them to be effective.

Make no mistake: this is not just another rehash first aid book, but is designed to aid in treatment on extended wilderness trips where no professional medical help can be obtained. Many of the topics discussed do not represent life-threatening conditions, for example, ingrown nails, which can nonetheless

be very unpleasant and partially debilitating if not attended to. Other books contain better discussions of many first-aid topics, such as setting broken bones or reducing an arm out of joint, but they were designed for an altogether different situation.

This volume can be recommended for two situations: first and prime, as a reference for treatment in a wilderness setting (although Medicine for Mountaineering would be a good addition to your kit). Secondly, for treatment of minor problems not really requiring a physician's attention. This is not the book to take on a one day cruise as part of your emergency kit.

The prepared paddler, under any situation will only need three or four medical-first aid books. Forgey's Wilderness Medicine should be one of them.

— Reviewed by Tom McCloud

### WHITEWATER HOME COMPANION

Vol. 1 — Southeastern Rivers

by William Nealy

156 pages, 8¼" x 11", paperback, handdrawn maps and cartoons, \$7.95.

Available from Dolly Ridge Press, 3000 Third Ave. South, Birmingham, AL 35233; 1981.

William Nealy, of river map fame, has written a) a very good book on paddling terms and techniques, b) an excellent guide to Southeast whitewater rivers, c) a very funny comic book all about paddling. Three books for the cost of one.

The glossary alone is worth the price of the book. Every imaginable paddling term is defined accurately and completely — including appro-



priate safety tips to such terms as "hydraulic". While these definitions are not meant for humor, the illustrations with them are often very funny, e.g. "entrapment" which shows "foot", "boat" and "legal" types of entrapment. The illustration comparing the beginner and expert kayakers should be enlarged for framing — it is perfect.

Once you wipe the tears of laughter from your eyes, it will dawn that the river section is as accurate and helpful a guide as you will ever see. Thirteen rivers are covered, including such popular runs as the Cheat, New, Ocoee, and "Yock". All have the great cartoon style that we've all grown to look for and love from Nealy.

I'm looking forward to his future volumes on other regions. It will be a great challenge for him to make the midwestern whitewater rivers as interesting as he has those of the Southeast. It's nice to see some paddling books being produced that include style and humor along with information. Could you imagine Nealy getting together with Whit Deschner (Does the *Wet Suit* You?)? That would be a real side-splitter book.

If you ever plan to run a river in the Southeast, or if you enjoy good paddling humor, buy this book. I guarantee with the honor of Dr. CWA that you'll love it.

— Reviewed by Dr. CWA

## CANOE CAMPING

by Joann M. Johnson, PhD

75 pages, 5½" x 8½", b&w photos, \$3.25.

Available from Wm. C. Brown Co., Publishers, Dubuque, IW; 1978.

Introducing the author as a professor of physical education at the University of Minnesota, Duluth, and the book as one of the Physical Education Activities series of the

publisher, one might expect a scholarly, textbook approach to the topic. Not quite. Divided into five sections covering equipment, canoeing strokes, portaging and camping, the treatment of each is rather superficial, as it must of necessity be in so few pages.

In the section about paddle strokes, she recommends sitting in the boat, ("Kneeling over an extended period of time brings extreme discomfort."); describes the pry but calls it a pushaway; and introduces a "new stroke" called the Half Sweep in which "only the 90° from the paddler to his end of the canoe is used". Seems like a contradiction, since half a circle is 180°, so why isn't a paddle stroke which traverses 90° called a quarter sweep, as it is in the Basic Red Cross Canoeing book?

Not that the book is generally inaccurate or misleading, it's just that there is so much more to be said. The information contained is mostly good — there's just not enough of it. If "Readers Digest" ever gets around to condensing, Paddle, Pole and Portage, I suspect it would read about like this little volume. It is readable and suitable as an introduction for youngsters or limited-aim beginners. The photos depicting paddle strokes, are sharp and generally appropriate to the purpose. But if you've already learned how to paddle and have spent 10 days camping out of a canoe sometime during your life, you have already surpassed anything in this book.

There are certainly worse additions that could be made to your canoeists bookshelf than Canoe Camping, but also several better which cover the same topics.

— Reviewed by Tom McCloud

**MOVING?  
LET US KNOW!**

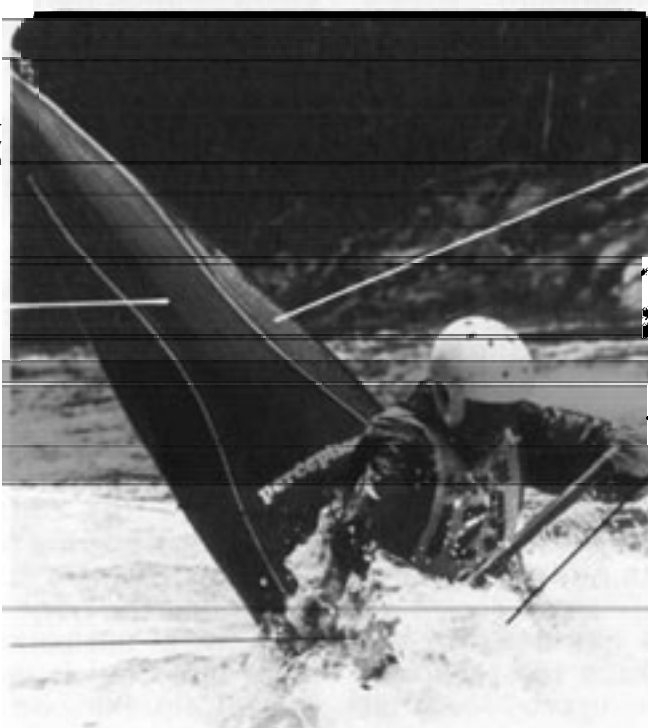
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Kathy **Blau**, **Whitewater** Rodeo, Stanley, Idaho, June **15**, 1980.

## Rotationally Molded Kayaks

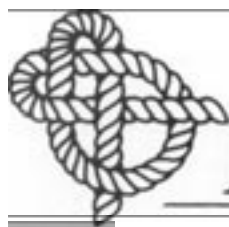
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# Tangleproof RESCUE ROPE



3H HEWATER

by MORELY HEWENS

Anyone who has ever drifted slowly past a rescue victim while cursing and emeshed in a mass of rescue line, will appreciate Morely *Hewens* simple solution. This rope rig is the open boater's answer to the *throwbag* and has the advantage of being easier to recoil, plus the ability to be untied and thrown without taking your eyes from the victim. *Hewens* is the head instructor at the Clinton Canoe School, Warren, Michigan.

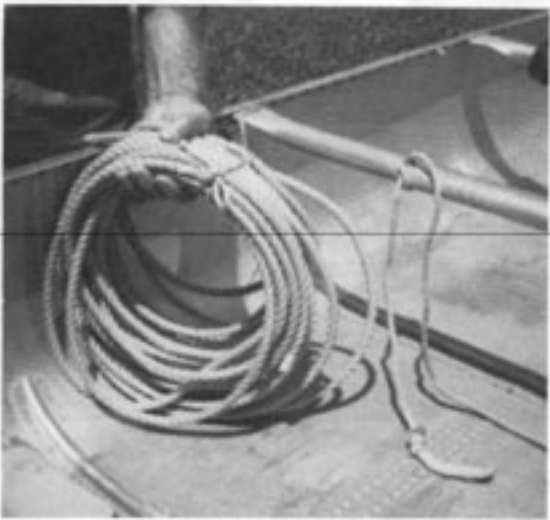
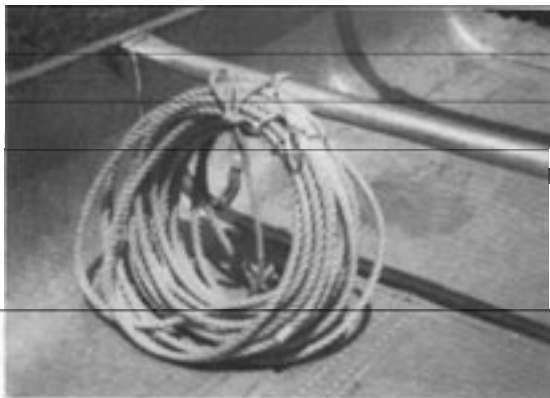
## Equipment Needed:

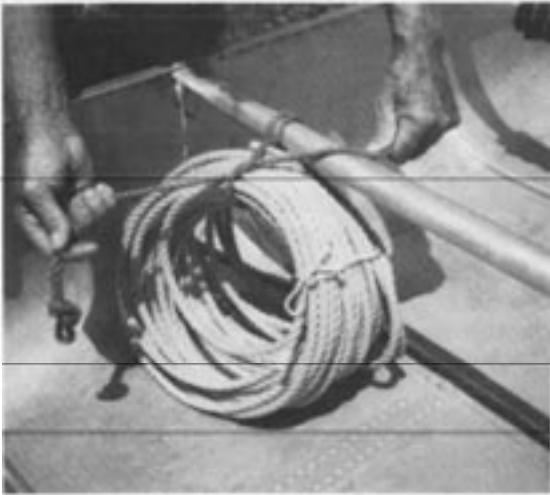
- 75-100 feet of three-eighth-inch brightly colored polypropylene line
- Four feet of quarter-inch canoe tie line (one end knotted)
- Three feet of eighth-inch safety line tie-in line (one end knotted)
- Six inches of half-inch duct tape

**Insert** eighth-inch tie in line one half way through the strands of the three-eighth polypropylene line approximately twelve inches from one end of the safety line. Attach securely, using the six inches of half-inch duct tape.

**Divide** the safety line into thirds. Use the eighth-inch line to separate each third of the safety line by criss-crossing the thirds. Finish off with a single bow knot. Make sure the loop of the bow knot has the knotted end.

**Using a clove hitch**, tie the quarter-inch tie-in line to the thwart in front of you, slightly to the left of the canoe's center.





**Using the same** quarter-inch tie-in line, tie the safety line to the thwart using the single bow knot. (Again, make sure that the loop on the bow knot has the knotted end.) The one-eighth-inch line on the safety line should be to the right.



**When ready to use,** line should look like this.

For quick release of the safety line, simply pull the knotted end of the tie-in line with the right hand and pull the entire safety line away from the thwart with the left hand. There is no need to ever remove your eyes from the victim — just feel for the line with knot on the end.



**Using the right** hand again, pull the knotted end of the rope tie line and loosen the thirds of the safety line.



**Drop the end** of the safety line (the third with the eighth-inch tie line attached) to the ground — step on it with the left foot.

The center third should be in the left hand. The other third should be in the right hand.



**Using both hands**, throw both thirds of the safety line at the same time towards your victim.



**Keep your** left foot on the remaining third.



# OCEAN KAYAKING

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by Werner Furrer

*Earlier, in issue #2 — 1981, Werner Furrer gave us a brief taste of the saltwater kayaking experience. Since then, we've received dozens of letters asking for more. So in response, Werner has outlined a core of specifics to get you started in this totally different aspect of whitewater — maritime paddling.*

Blasting through a series of eight-foot haystacks on a fast river is undeniably a thrill and challenge for any boater. But take away the subtle comfort of those solid river banks and replace it with a watery vastness that stretches to the whole of vision's edge, and those swells take on an entirely different perspective.

Kayaking in the ocean adds dimensions both physical and spiritual to the sport we love. You can take yourself to far offshore isles or visit areas of coastline otherwise inaccessible. Florida's tip, Maine, the Pacific northwest each offer hundreds of uninhabited islands just a few hours or a week's paddle from the coast. New Jersey, Gulf states, and the Southeast hold estuary and coast shores you'll never see by foot or motor. The paddling itself demands a whole different pattern of predictability. Horizontal rain wind like you've never found on a landlocked stream, and white walls of fog can all combine to make the endless swells and waves unrhythmic and constantly challenging.

But with this new environment is sure to come a unique inner experience which is why I am addicted to saltwater boating. First, this is not

the quick-in, quick-out of a river trip. The style is more like expeditioning. Of course trips can be for one day as well as two weeks. But when the shorelines disappear, and the sky meets water on all 360° of the horizon, there quickly comes an aura of a journey into the far away. Initially, one tastes the fear of being bereft, even in calm water. But after the feeling of helplessness and vulnerability fade, there comes a pride in your own independence at surviving the loneliness and hostility of the ocean. Of course, you always travel in small groups, six is ideal, and paddle on the buddy system, but there is a joyous solitude out here, not to be found anywhere else.

## SKILLS & KNOWLEDGE

Water is water, and kayaking is kayaking and most of the techniques necessary for surviving on saltwater are already conquered by a competent Class II-III river paddler. But the ocean demands some unique skills not necessarily held by even the best river runners.

1. Navigation. It is absolutely essential that each group member have knowledge of land and on-board navigation, declination, and be able to read nautical charts, plus tide and current tables. A good mountain navigation course will teach you most of this information.

2. Swimming. Be able to swim at least 450 meters in a pool and 50m in full gear.

3. Limbering. Ocean paddling is a constant fight against stiffness. I take daily yoga exercises to stretch and relax.



4. Rolls and wet exits should be practiced until you would trust your life with their dependability.

5. Self-rescue. This should be practiced alone and with assistance. You should be able to right your craft, climb back in, and empty it with a bailer or pump. Remember, there is no shore to help you.

6. Mental preparation for long trips is terribly important. Being out on the water, far from sight of land can often engender involuntary panic. This is the sort of mental freeze you can't "tough out", but rather must train yourself, on shorter trips, to avoid.

7. Be a competent Class II-III paddler, able to paddle five km nonstop and 15-20km a day.

## THE BOAT

Somewhere atrophying behind museum glass lies an original model of the ideal ocean-going K-1, designed by the Aleut eskimo. Materials today are less organic, but hull shape and design have seen little evolution. In fact, to design the WT-530, a saltwater K-1 which we've made commercially available, my eldest son and I sojourned to Alaska and obtained two eskimo boats to serve as basic models, one of which I still paddle.

As with any craft, the design is dictated by its needs. Any ocean-going K-1 must have:

- Maximum comfort. There's no place to get our and stretch.

- Ample room for camping gear plus emergency survival pack for extended trips.

- Slender hull for good speed and slight "V" shape for easy parting of the waves, good tracking, and stability.

- Low profile to reduce effects of wind.

- Steerable, retractable rudder; arrangements for compass, thermos, binoculars, charts.

- All the good whitewater qualities: responsive, durable, easy to heft, watertight.

Out of these needs came the *Seagull* (WT-530), built by my son and myself. It is a vynlester, vacuum-molded layup, easily patched with resin and glass. It runs 530cm long, and only 62cm wide. The cockpit is 87 by 40cm. We have also designed and made a saltwater K-2, the WK-2-560, which we have paddled very happily and comfortably throughout Alaska.

Both these crafts are easy on the eyes, sleek, will roll with surprising ease, and are very fast. Recently in my K-1, fully loaded, I cruised 18km in two hours and 10 minutes (8.2km per hour). Eddy Line in Mukilteo, Washington sells the WT-530 for \$8-900, bringing the getting-started bill to approx. \$1000 for saltwater kayaking.

## EQUIPMENT

I share with you my definition of efficient equipment: When you've

**Werner Jr. works on the plug of the Furrer-designed WT-530 (Furrer photo)**



paddled to where you're going, have taken your girlfriend with you, set up your tent and camp, eaten dinner, and still have enough energy left to make love. *then you have efficient equipment.*

Much of what you take is the same as for any canoe-camping trip. Your general camping gear, all waterproofed, should serve. However, remember a windswept ocean isle probably provides more fierce weather than the woods, so much of your equipment needs be heavier. A sturdy standing-room tent becomes almost a necessity since the wind will often keep you inside. Also, if you are used to paddle-camping in an open canoe, you will encounter far greater space and weight limitations, so make it light and pack it tight.

It is advisable to pack your gear in waterproof, color-coded sacks. There is no greater pain than to search through your entire mountain of stuff for a well-hidden, much-needed match. Finally, remember that comfort and survival are inexorably linked in the ocean. Being "just a little cold" is a dangerous hazard you can't just suffer through. And the slightest mistake in your outfittings can bring unmitigated

pain that can destroy your paddling ability.

So in general, bring what your common sense dictates and try it all out on a few day trips first. A few things you'll want not to forget are:

- Food AND WATER. Depending on temperature and climate, you can almost always get by on less than a gallon a day. A few trial overnights will tell you how much less.

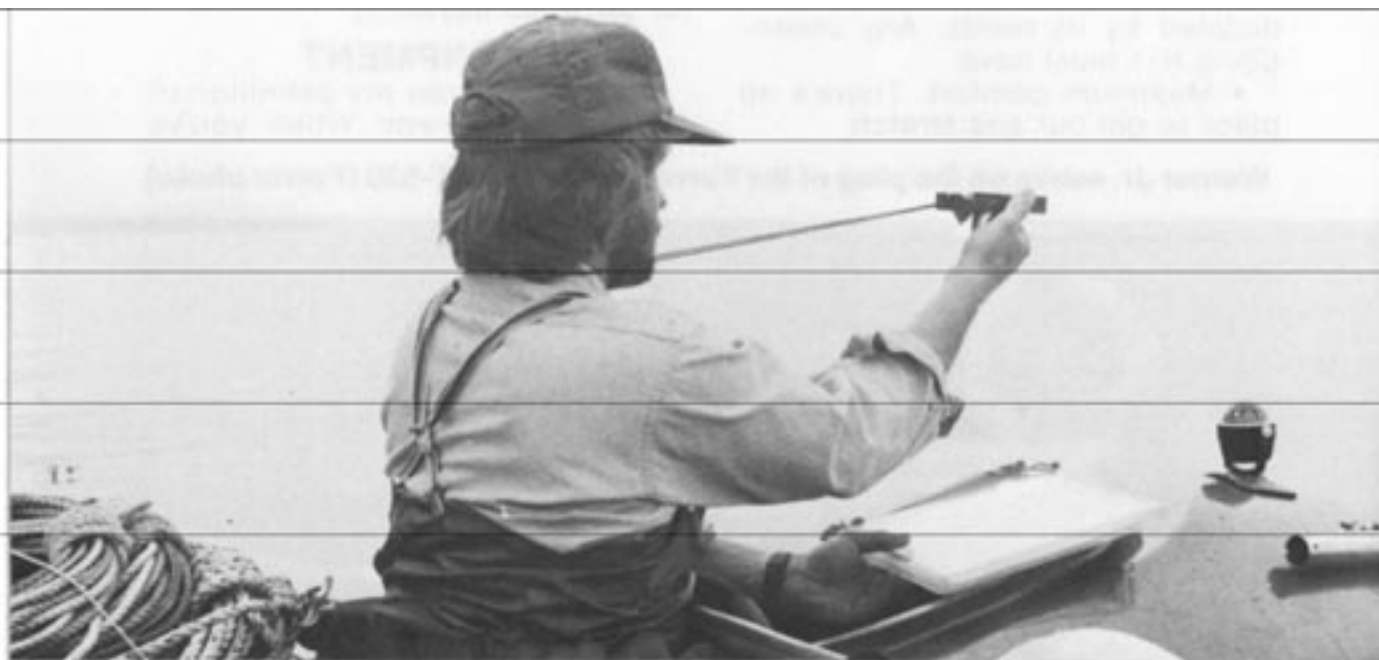
- A Survival Kit. Even for day trips it is wise to have a compact kit with first aid supplies, a space blanket, signal device, and a few extra rations.

- Whistle

- Nautical Charts, tide and current tables, maps, compass.

- A Camera Rig for keeping your camera on deck and dry.

Your normal river paddle will serve just as admirably here. One last thing not to leave behind is your sense of beauty. To watch all Nature at work as you paddle toward the sun, billowy clouds, a dark far off isle; to take pleasure from the aloneness, and your own abilities are all joys obtained in a kayak, on the ocean, and part of this unique paddling experience.



# **THE INSIDE TOUCH:**



## **Observations of the Racing Scene**

*by Barbara McKee*

Having just completed a fun-filled fall circuit attending novice slaloms with some young people I've been coaching, I have been thinking about how whitewater slalom might receive a boost on this level which would promote the sport all the way to the top. Within the last decade, we have seen rapid development in slalom: more races are being offered, equipment and techniques are more refined, and our top racers are among the best in the world. Having developed racers of world championship caliber, we should not lose sight of the fact that this growth depends on maintenance of a broad base. Several ideas as to how to accomplish this occur to me.

First, there is nothing wrong with an easy course. There was a time in the recent past, when every race designer, even at Class I slaloms, felt a personal obligation to include at least one "gut buster" move. This intimidates and discourages many first time competitors. We who have been paddling a long time forget when it was a challenge to simply make the boat track straight. When hanging a course, don't forget the level of paddler for which you are designing.

Secondly, beginners of any age enjoy taking home an award. More divisions make more prizes, and if nearly all go home with something, so much the better. It is an achievement just to improve as one is bound to do at a novice slalom where plenty of opportunity for open practice is allowed. After one or two novice attempts earning a ribbon for

being second of three, the beginner with potential and increasing skills, will hunger for more meaningful achievements and stiffer challenges.

Thirdly, a race catering to novices is able to promote the less active classes. Women's canoe classes (C-1W and C-2W), non-existent at international races, have become very popular at U.S. novice and intermediate contests, resulting in their reinstatement after almost 20 years at the 1981 National Slalom Championships.

At beginning levels recruiting is often necessary as well as desirable. Frequently a novice will work out on gates, but never consider entering an actual race unless prodded... then when bitten by the bug will continue racing on his own.

That first and hardest step: a novice race provides that initial taste of the sport or a chance to try a new class.

Flexibility in establishing classes and accepting a broad range of entries is ideal for such a race. Last minute class changes and late entries, though organizational nightmares, often benefit new racers. Sponsors should bend over backwards to make up as many different categories as possible. ACA sanctioning requires a separate category if three boats enter and prizes if three boats start. Such three-boat classes encourage and give attention to beginners.

To simplify the task of providing awards on a race-day-entry situation, order unmarked awards which can be labeled even at the cere-

mony. Awards need not be elaborate or expensive, and a standard design can be reused the next year.

Finally, advanced paddlers should attend beginner races as coaches and examples, but never as rival competitors. If time allows, exhibition classes with no awards for experts can be run. This gives beginners a chance to see what to strive for without feeling they must beat the expert.

If the U.S. Whitewater Slalom Team is to retain its dominance internationally, the sport must continue to thrive at home on local levels. We have come a long way toward providing the type of novice slalom which can enhance our sport's growth. When I began racing in 1973, there were only one or two Northeast races rated class II or below. Now there are at least four in the fall, and about as many in the spring all easier by a full class than my first race (Petersburg).

While I competed in K-1W against several women just back from the 1972 Olympics, today a beginner can challenge people at his own skill level and expect to do comparatively

well immediately. This positive reinforcement is a great benefit. If we lose our broad base, there will be less support for our top paddlers.

In addition to the up-and-coming champions who get started on local levels, we rely on hundreds of volunteers — parents, friends, club members, whose participation in national events, through service, if not competition, makes U.S. racing possible.

It has been my experience that the local, club-sponsored, all-family novice events produce the strongest feelings of accomplishment, enthusiasm and sharing among beginning racers and organizers. The atmosphere is one of friendly cooperation. Lacking the overwhelming pressure to win which accompanies national events, competitors encourage and cheer each other on, and willingly help with the actual running of the event. From this broad base we can continue to draw future world champions and organizational leaders who will keep the U.S. dominant in the sport.

*—Barb McKee*

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# KENNEBECKONING

by *Andy Kipnis & Mark Lough*

WHITewater

Right now, the season in New England seems to call for setting skis to slope or curling up in a tight cabin with lots of whiskey. But Yankees are a hardy breed who soon will be dipping their paddles in rocky streams that are just barely filled with icicle melt. Kayakists Andy Kipnis and Mark Lough give us their version of an old Maine favorite — the Kennebec, a river blessed with not only a surprising width for New England, but a happily long runnable season.

New England beckons to kayakers in the spring. Many who answer this call complain of the cold weather that one must endure in order to reap the fruits of the spring thaw. To the uniformed, New England's kayak season ends with the approach of warm weather. Yet, those who know, realize that some of New England's best rivers run well into the summer.

A prime example is the Kennebec — one of the finest and least-paddled rivers in New England. Its scenery is unparalleled, and its whitewater is big and continuous. Best of all, the marvelous Kennebec runs all summer.

She is a large, long river, draining most of Southern Maine. However, only the first ten miles will interest whitewater enthusiasts. Springing from Indian Pond below Moosehead Lake, the Kennebec enters a deep, isolated gorge hedged by nearly vertical walls. After the first bend the waves begin, and continue to belt you for three miles. Reaching heights of up to seven feet, these waves are queened by a set known as the Three Sisters. These three large breaking waves can stop almost any type of river craft, but they can easily be avoided on the left by the conservative.

We experienced these waves when

the gorge was running 6000 cfs. At 4500 cfs, the waves drop to a little more than half that height, but a roll is still needed due to the river's width and current speed.

Along this three-mile stretch, there is a new ender wave every few hundred yards, yet despite numerous play spots, there are no large holes, undercut rocks, or other danger spots when the level is high. Thus, for those with a good roll, these rapids become a giant playground.

For the next mile the river eases up a little becoming tamer, with one perfect surfing wave and no major difficulties. But don't be lulled, this section is the calm before the storm. The storm is named Magic—a rapid containing two large holes: one on the top, river left, and the other further down to the right. Those who fail to avoid these hydraulics will get a good glimpse at the beautiful Maine sky, as back enders are a common occurrence here. After Magic, the river eases into a class 11+ nature cruise for a few miles and then slows down to flatwater for the remainder of the run to West Forks.

The Kennebec's isolation necessitates caution. Rescue, though generally possible, is made incredibly difficult by the steep canyon walls. Yet despite the dangers, this river harbors great natural beauty. The steep canyon walls both prevent walking into the gorge and provide the rugged beauty of steep cliffs topped with thick, coniferous forests. The wildlife is also spectacular. On our first voyage down this stream, we came within ten feet of a moose who had swum across the top of Magic as we scouted it from shore.

One interesting note of error: The Appalachian Mountain Club's Guide to New England Canoeing (both old

and current versions) call this run dangerous or impossible. This is just plain wrong.

To reach the Kennebec, drive north on Maine route 201 until you arrive in West Forks. The shuttle is simple; one road parallels the east side of the river from the bridge at West Forks north to the dam at the top of the run. There is an alternate take out about five miles above West Forks, which eliminates the flat-water but this requires some treacherous hiking on a very steep trail.

Several rafting companies run trips on the Kennebec and can often finagle special releases. John Abbot's Kennebecs Dorries located in West Forks provides water level information to kayakers and shuttles for a modest fee.

Unfortunately, on an average summer weekend, the river will be turned off at the dam, so your runs must be made during the weekdays. A small sacrifice for such a white-water gem.

The Kennebec beckons you. Why not answer her call?



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# Harold H. Leich

*"I am drugged and bewitched by a roaring, golden river  
2,000 miles away, that I have never seen."*



On September 9, 1981, outdoorsman, conservationist, and mainstay of the paddling community Harold Herbert Leich died of a brain tumor near his home in Washington, D.C. He was 72.

Today, when paddlers boat streams judged just a decade ago to be unrunnable, it is difficult to imagine the daring of those rare few, like Hal Leich, who ran the Grand and Yellowstone in the early thirties. By the time whitewater paddling had dawned on the horizon as an outdoor sport, Leich was found to be already an expert, experienced old timer.

His lifelong love of rivers came partially from his boyhood along the Ohio in Evansville, Indiana where he knew the "glamour and glory" of the end of the riverboat era. The love affair grew with his days at Dartmouth in the outting club where he became a proficient mountain climber and skier when America was just becoming aware of these sports.

A year after graduation, in 1930, Hal felt it was time to "be on my way, down to the sea or the splendid wild regions of forests and mountains." He had been swinging on an axe in an Oregon lumber camp and one day stopped in at the Portland Pub-

lic Library. He read Lewis R. Freeman's *Down the Yellowstone* and decided immediately this was for him. By August, just a few months later, Hal had built himself a narrow, flatbottomed, square-ended punt and was putting it on the Yellowstone River in Montana—challenging a land and river he had never seen.

Later that year, another title in the library caught his eye: *Down the World's Most Dangerous River* by Clyde Eddy. As he later wrote, "I sat right down, read the **book** in a couple of hours, and knew when I finished that someday I would try the heavy rapids of the Colorado Canyons." In 1933 he was there. It was a wild, gut-wrenching, oft touch-and-go voyage on a massive river decades before the dam came in. He viewed the Canyon as had few others and described it all in his book *Shipwrecked in Cataract Canyon*, which is due for publication in 1982 by Western Recreational Publications, San Diego. It was with this lunge-and-go enthusiasm that Hal Leich attacked whitewater rivers for the next three and a half decades.

In 1935, he moved to Washington, D.C. where, except for service in

World War II, he spent his entire career, until 1972, working for the U.S. Civil Service Commission. All the while, Hal traveled the Southeast exploring new and seldom run rivers. In 1951, he authored the first canoeing guide to the Potomac River, later incorporated in Potomac Playlands, the vacationing guide of the Interstate Commission on the Potomac River Basin, which he chaired. He was active in, and served as President for the Washington area's Canoe Cruiser's Association (CCA). In addition, Hal was an officer in the Potomac Appalachian Trail Club and the Ski Club of Washington, D.C.

More than just a user, Harold Leich was an avid protector of the outdoors. He was a member of the task force that organized the Environmental Protection Agency and was chief of its policy division until his retirement in 1972. Upon retirement, he became a full time, hard-

writing conservationist. Hal was elected chairman of the workshop on protection ground waters, rivers, lakes and estuaries at the U.N. '72 Environmental Conference in Stockholm. He became an associate editor for *BioCycle* Magazine and developed a plan for a "sewerless society".

Some paddlers will leave a legacy of the hundreds who were touched by their lifetime of teaching. Others will be remembered for forgoing new levels of expertise and enhancing the state of boating art in their time. But Harold Leich has left boaters something, I think, at least as important, for his is the legacy of an adventurous spirit. He was a man enthralled by Nature who rushed with a vengeance to feel its forces. As paddlers we were lucky to have him in our ranks, for he represented a spirit of which every boater holds a spark.

by Bart Jackson

Many years later, during long night watches in the Pacific as Deck Officer on the USS Thornhill, Hal wrote this poem about his Yellowstone run.

## TO THE YELLOWSTONE

Green in the sunlight your waters were leaping  
And white was the crest of each tumbling wave;  
River of youth, in the strength of my morning  
What wild exultation your swift current gave!

The sky of Montana arose like an archway  
From rimrock to rimrock in sparkling blue.  
Down through the canyons of yellow and scarlet  
I rode through your rapids with song and halloo.

River of morning, swift son of the mountains,  
Your snow-melted waters must flow to the sea  
Mingled with silt and the sewage of cities  
Where vast sluggish currents engulf you, once free.

Waters of crystal that surged in the sunlight,  
We measured our moment for ecstasy's fee;  
How can we grieve then the fates that befall us  
**As** we flow through the lowlands to go to the sea?

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# FLUVIAL NEWS

(continued from page 7)

latory Commission preliminary permit to build a dam and diversion pipeline (or canal) at Rio Bravo on California's Kern River. This would divert 1,000 cfs from near the canyon mouth, down to the Ranchiera Road power station. The old 1980 Decked Boat Nationals site would be vastly impacted.

Nancy Dagle, in the name of Sierra Club's San Francisco Bay River Touring Section; The Kern-Kaweh Chapter; and Tom Johnson of ACA have all filed petitions to prevent licensing and construction. A long fight is now beginning.

But that is not the Kern's sole threat. Royal Flush, the Kern's most challenging and exciting rapid is now under attack for the sheer reason that it is too difficult. The Forest Service seeks to make this Class V-VI "more runnable" by dynamiting a channel and humbling it to a Class III run. The goal is to make the river less troublesome for the raft companies and allow them to shuffle cash-spending tourists in greater speeds and thus greater numbers.

In its natural state, Royal Flush is runnable for top paddlers up to 2500 cfs — a rarely reached level. (If the goal is to eliminate challenge, they might better dynamite the rafting companies.) But dumb or not, the idea is a very real threat. To fight it, make your voice heard by contacting Norm Arseneault, Recreation Staff Officer, Sequoia Natl Forest, 900 Grand Ave., Porterville, CA 93257.

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# AWA AFFILIATES

## FISTED ACCORDING TO REGION

### SOUTH CENTRAL

(AR, MO, TX)

Arnold Whitewater Association  
P.O. Box 11434,  
St. Louis, MO 63105

Central Missouri State Univ.  
Outing Club

c/o Dr. David Bowling  
WCM 204

Warrensburg, MO 64703

Dallas Downriver Club, Inc.  
Charles Hummer

3125 Flakland Rd.

Carrollton, TX 75007

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 63206

**Ozark** Widerness Waterways  
Club

P.O. Box 16032

Kansas City, MO 64112

Permian Basin Whitewater Assoc.

Ronald D. Rains

501 E. 56th St.

Odessa, TX 79762

Texas Whitewater Assoc.

P.O. Drawer 5429

Austin, TX 78763

### NORTHEAST

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

Adirondack Mt. Club

**Genesee** Valley Chapter

John A. Robertson, Jr.

581 Lake Rd.

Webster, NY 14580

Adirondack Mt. Club

Schenectady

c/o Robert Williams

2917 Rosendale Rd.

Schenectady, NY 12309

Appalachian Mt. Club

Boston Chapter

5 Joy St.

Boston, MA 02108

Appalachian Mt. Club

Connecticut Chapter

c/o Tom Provencher

276 Weatherly Tr.

Guilford, CT 06437

Appalachian Mt. Club

New York Chapter

23 High St.

Katonah, NY 10536

Experiment with Travel

281 Franklin St.

Springfield, MA 01101

Hampshire College

Kayak Program

c/o Carol Fisher

Amherst, MA 01002

Hibernia Canoe & Kayak Assn.

Masten Rd.

Pleasant Valley, NY 12538

KCCNY

c/o Maria Scott

167 N. Taylor Ave.

Norwalk, CT 06854

Merrimack Valley Paddlers

c/o David Maloney

40 Dracut Rd.

Hudson, NH 03051

Metropolitan Canoe &

Kayak Club

c/o Mel Silvernman, S.S.A.R.C.

150 Amsterdam Ave.

New York, NY 10023

Northern New York Paddlers

8 Boyle Rd.

Scotia, NY 12302

Northern Vermont Canoe

Cruisers

Melinda Dodds

RD 1

Fairfield, VT 05455

**Penobscott** Paddle & Chowder

Society

Wm. F. Stearns

Box 121

Stillwater, ME 04489

Rhode Island Canoe Assoc.

64 Eleventh St.

Providence, RI 02906

Champaign Canoeing, Ltd.

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

Appalachian Trail Outfitters

Main & Oakland Ave.

Doylestown, PA 18901

Bottoms Up Canoe Club

c/o Doug Gibson

RD #2, Box 266

Pittsfield, PA 16340

Buck Ridge Ski Club

c/o Jay E. Bradbury

1034 Carolyn Drive

West Chester, PA 19380

Keystone River Runners

c/o Ron H. Hutchins

1785 Water St.

Indiana, PA 15701

Lehigh Valley Canoe Club

P.O. Box 877

Easton, PA 18042

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

Canoe Division

8 I.M. Building

University Park, PA 16802

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



# AWA AFFILIATES

## LISTED ACCORDING TO REGION

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

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

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

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

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

### SOUTHEAST (AL, GA, FL, KN, NC, SC, TN, VA)

Arkansas Canoe Club  
c/o Carla Freund  
1408 Rockwood Tr.  
Fayetteville, AR 72701

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

Canoe Cruisers Association of  
Greater Washington, D.C., Inc.  
P.O. Box 572  
Arlington, VA 22216

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

**Coweta** County Canoe Club  
P.O. Box 1218  
Newman, GA 30264

East Tennessee  
Whitewater Club  
c/o Gunnar E. Liepins  
816 Embarcadero Rd.  
Knoxville, TN 37923

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

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

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

Outdoor Expeditions  
P.O. Box 396  
Tellico Plains, TN 37385

Polivalues, Inc.  
101 Maplewood Ave.  
Clearwater, FL 33515

Raleigh Ski & Outing Club  
c/o Bill Perkins  
5117 Melborne Rd.  
Raleigh, NC 27606

Roanoke Valley Chapter  
American Red Cross  
c/o Ernie Rille  
352 Church Ave. S.W.  
Roanoke, VA 24018

**Sewanee Outing Club**  
c/o Carrie Ashton, Soc. Dir.  
University of the South  
Sewanee, TN 37375

~~Tennessee Valley Authority~~  
Forestry Library

Norris, TN 37828  
Tennessee Valley Canoe Club  
Box 11125  
Chattanooga, TN 37401

### INTERNATIONAL

Camp **Ecole** Keno  
c/o Marc d Roger Landry  
2315 Chemin St. Louis  
Sillery, Quebec, Canada  
GIT-IR5

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

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

Canoe Ontario  
160 Vanderhoof Ave.  
Toronto, Ont., Canada  
M4G 4B8

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

Kuiva Granspaddlare  
c/o Toolanen  
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

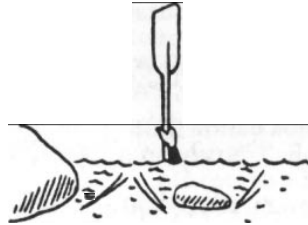
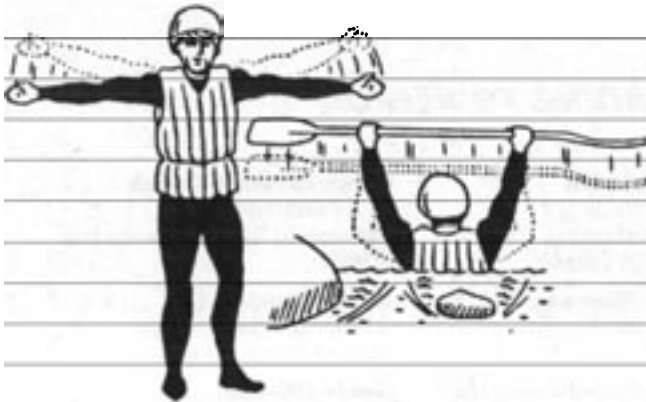
**Sports Resource Info. Center**  
333 River Road  
Ottawa, Canada K1L 839  
Tumble Home Canoe Club  
c/o Ted Weyman  
4 Acacia Grove Ct.  
Frederkton, N.B., Canada  
E3B 1YZ

**Wascana** Institute  
4635 Wascana Pkwy.  
c/o Dental Div.  
Regina, Sask., Canada  
S4P 3A3  
Whitewater Nova Scotia  
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if there is no good land left to put it on?"

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