

American

WHITE WATER

JOURNAL OF AMERICAN WHITE WATER AFFILIATION

MAY, 1955

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Canoe competition opens season
- ECHO PARK DAM
Is It Needed Now?

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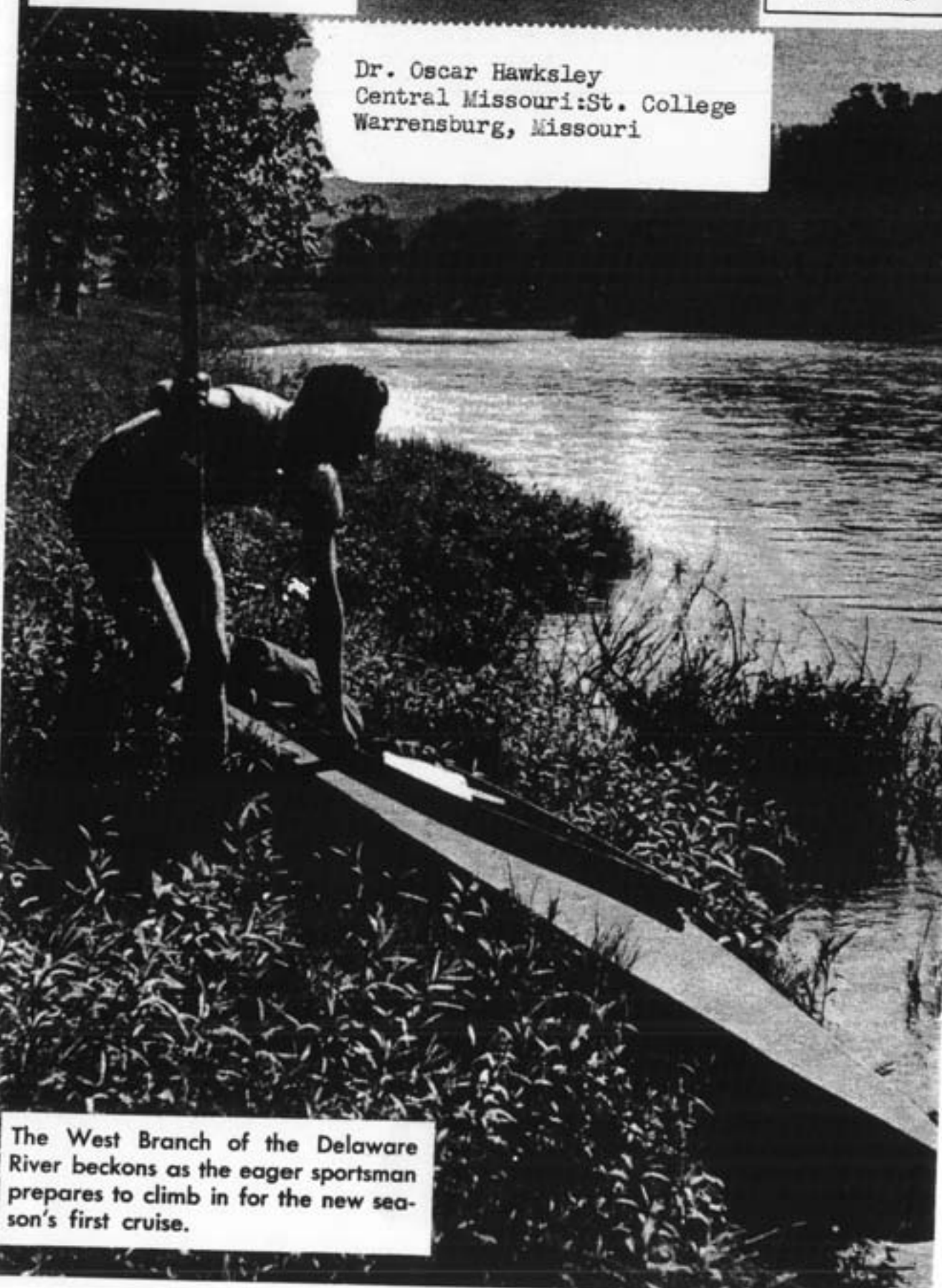
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WHITER WHITE WATER

by Bruce Grant, Secretary of the American White Water Affiliation for 1955

We are observing in many sections of America an almost explosive development of interest in white water sport and in travel on wilderness waterways. Until recently these activities have been restricted to a few hardy individuals who, having discovered the rewarding satisfactions available, have been exploring and pioneering with very little fanfare.

The Canadian or open canoe has played a vital part in the opening of our frontier regions and remains popular today both as a means of transportation into wilderness and as a pleasure craft on lakes and quiet streams. Every spring we find increasing numbers seeking out swollen mountain rivers to run the rapids for sport. With the addition of a spray deck we discover that large waves need no longer be avoided; instead we seek them.

Bateaux and other oar-propelled wooden boats have also participated in the exploration and exploitation of our river regions and we owe much to the knowledge passed down from these river boatmen. With the development of the rubber raft, which is rowed like a boat and can bounce off rocks with ease, we find the commercial river touring business growing spectacularly, and the passengers returning home with their movies and slides to tell excitedly about a "brand new" type of vacation. Small parties are running their own trips—also relying on this wonderful pack animal, the rubber raft.

Foldboats, which are called canoes in several European countries, have enjoyed a popularity almost unnoticed here in North America. Seeking, we discover literature in several languages describing the technique of rapid river running, the sport of slalom, and the pleasures of river touring. There are movies, too, from which we learn that the single foldboat and a skilled paddler seem able to wend their way through boulder-filled streams and to surmount the largest waves with no difficulty.

Rigid kayaks are also playing their part in today's activity. Wooden frame, canvas and dope craft cost very little to build, and, if properly designed, seem able to travel in any company. Others built of fibreglass and plastic withstand heavy punishment on rocks and gravel bottoms.

We can also look to the paddle or surf board artist for suggestions leading to such boating activities as ocean surfing, upstream surfing on haystacks, and surfing on the wakes of large vessels.

Thus, there are many currents flowing into the stream of white water activity, and from each we can learn better ways to pursue our sport safely and for maximum enjoyment. We find serious-minded men studying, writing and teaching in various parts of the country. They have wanted to compare their ideas with those of others—this was the origin of the AWWA under the guidance of Eliot Dubois of the Appalachian Mountain Club. They in turn wanted to share the growing fund of information with others—thus was born American WHITE WATER Magazine edited by Joe Lacy of the Colorado White Water Association.

For many of us who have enjoyed skiing and climbing white water activity suggests that a third dimension has been added to mountaineering.



Bruce Grant has been canoeing and skiing the mountains of New England and California for over 20 years. Born in Palo Alto, California, in 1911, Bruce attended Stanford and graduated in 1933 with a Mechanical Engineering degree. Then he went East to Columbia where he earned his master's degree in 1934, with plenty of canoeing in the Maine streams in between study. In 1952 he organized an informal white water group in San Francisco which became a formal river touring section of the San Francisco Bay chapter of the Sierra Club in 1953. The following year he was named chairman of the Sierra Club River touring sections. In 1955 he was appointed secretary of the American White Water Affiliation. Bruce is Administrative Engineer for the East Bay Municipal Utility District. He and his wife, Bernice, have four boys and a girl ranging in age from four to thirteen. His writings on white water techniques and the sport in general are some of the most published and comprehensive today.



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 Magazine

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American WHITE WATER magazine accepts no re-
 sponsibility for returning contributions of stories or
 photographs unless such return is requested in writing
 and accompanies the contribution.

Sirs:

It shall give me great pleasure in putting
 your name down on the mailing list of both
*International Canoeing and Canoeing in
 Britain*, both of which I have the dubious
 honour to edit . . . I was very glad to learn that
 your plans for the publication of a sort of
 magazine for the American wild-water enthu-
 siasts are making progress . . .

Whenever I write of my contacts in the
 States, I feel compelled to ask them why it is so
 difficult to get regular and up-to-date reports
 on canoeing activities over there. The only
 man who so far ever bothered to answer my
 letters was Bob McNair . . . I asked him
 whether there was any likelihood of American
 canoeists coming to Europe this year to take
 part in the Canoe Slalom World Champion-
 ships in Ljubljana. Bob said that things had
 not progressed so far that it was possible to
 arrange for trials and such things for the selec-
 tion of a team. Well, this may be so, but I feel
 one should not take these formalities so seri-
 ous. If there were some people willing and
 able to come over on their own, the organizers
 of the races would be only too pleased to let
 them compete.

Hein Thelen,
 8 Chesterford Gardens
 London N.W. 3, England

Sirs:

It was a pleasure to hear from you. I am
 happy that you are progressing to the extent
 you describe and am eagerly looking forward
 to my first copy of *American WHITE WATER* . . .

Possibly because I think so much of the
 A.C.A., I am needlessly prejudiced (and/or
 nervous) when a possible rival appears on the
 scene. You and Bruce Grant have both relieved
 me by your friendly and cooperative letters.
 . . . Though you will be a national affiliation,
 I am sure that for a while at least, most of
 your strength will be in the West. Possibly
 after a few months your magazine will catch
 on with A.C.A. people and you can take ad-
 vantage of our organization. . . . There is
 nothing whatever wrong with this and I can
 appreciate that you could be doing us a dis-
 tinct service. . . .

Dusty Rhodes, ACA Commodore
 6103 Kilmer Street
 Cheverly, Maryland

Sirs:

Congratulations on the dispatch with which
 you gave the American White Water Affili-
 ation a new magazine. . . . I am sure you will
 find producing the *American WHITE WATER* a
 rewarding experience; not the least of which
 will be the overwhelming response we all in
 the A.C.A. anticipate for your "Journal."

Doris C. Cousins, Editor
 American CANOEIST
 15 Beacon Ave., New Haven, Conn.

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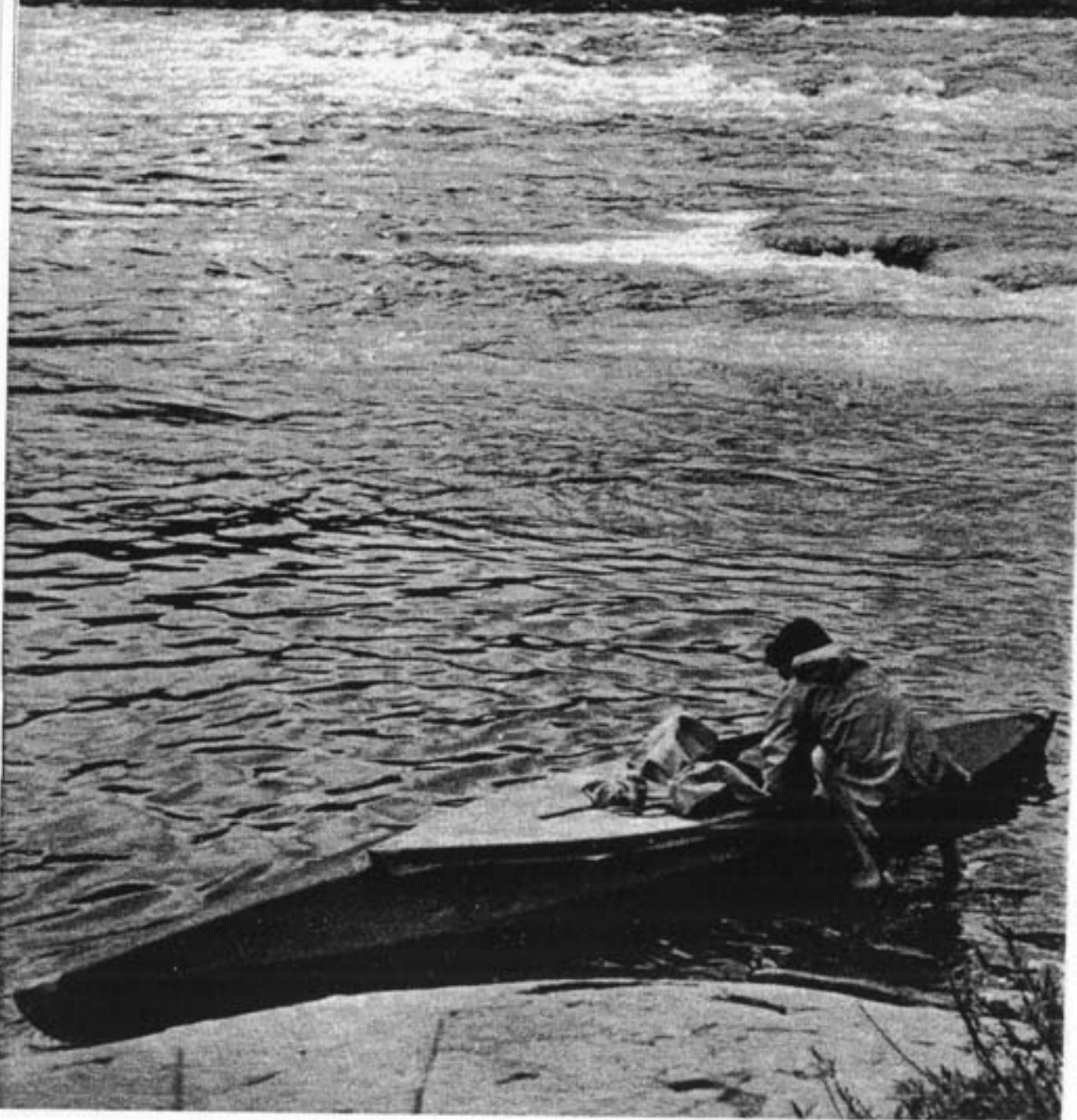
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COVER PHOTO

Roy Kerswill (bow) and Bud Parks of Denver buck
 a haystack in the 1954 Salida race. The pair went
 on to cap second in the amateur division of the
 down river classic. Roy and another hardy canoeist
 traveled 7000 miles retracing the route of Lewis and
 Clark in reverse during the summers of 1948-52.

American WHITE WATER

Adjusting gear . . . a familiar sight along America's rivers for years. Today more people than ever before are taking to the rivers and streams to tour the waterways or to just relax for a few hours of pleasant gliding downstream. Here a foldboater is readying for a ride down a delightful stretch of the Delaware river. (photo by Walter Burmeister).



The Historic **DELAWARE—**



by Walter F. Burmeister (photos by the author)

One of America's foremost river explorers gives us a glimpse into the pages of his forthcoming book *WHITE WATER BOATING*. His careful, standardized study of all the major boatable rivers of the east as well as boat techniques and selections are the most advanced and exact in the United States today.

An ideal cruise in its entirety or a pleasant weekend's ride on any part, best describes the scenic 200-mile trip down the Delaware river along the state borders of New York, Pennsylvania and New Jersey. It is the longest stretch of white water close to the New York City, Newark, Philadelphia area, and with the exception of several steep rapids, is suitable in its entirety for beginners.

April and May are the ideal months for this enjoyable ride through one of the nation's most scenic valleys. Both canoes and foldboats are practical for the trip and in the hands of experienced handlers, can negotiate the four danger points, Skinner Falls, Foul Rift, Lambertville Dam and Scudder's Falls, with little trouble.

From Hancock to Callicoon (30 miles) the clear river winds through a narrow valley; densely forested slopes rise to 800 feet above the swift water. Rapids are easy but interesting. Numerous islands dot the river; many of these are excellent for camping purposes. Several still water stretches require determined paddling. Between Lordville and Long Eddy, rocky palisades follow along the left shore.

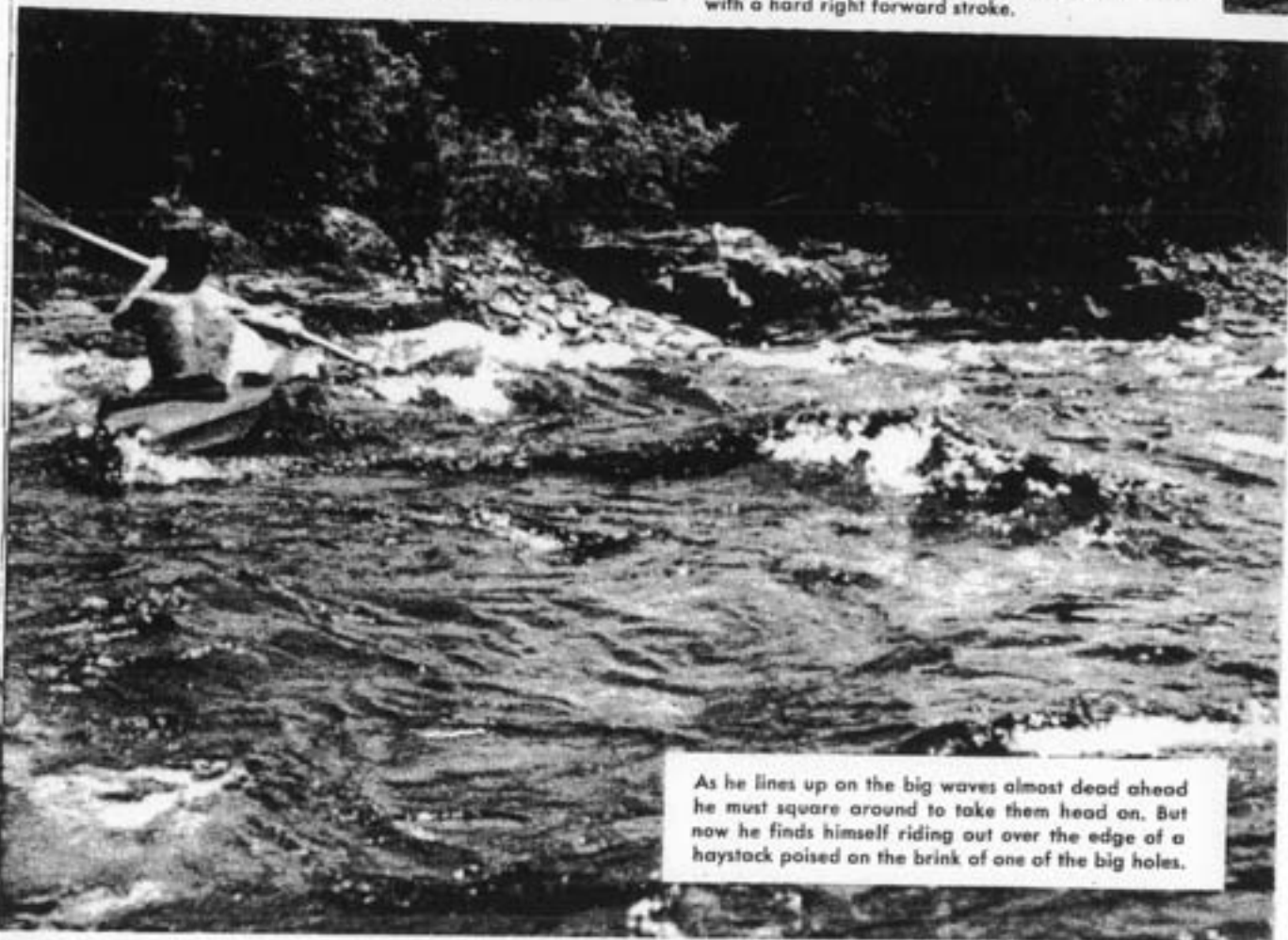
These 500-foot high precipices have been eroded by narrow falls. An occasional small town and a lonely bridge are the only landmarks. An interesting rapid of category III introduces Callicoon. The town is located on the slopes of an extremely picturesque valley. There are excellent accommodations but one can also camp along the right shore about one mile below the town.

From Callicoon to Lackawaxen the rapids are more interesting. Milanville, 8½ miles below Callicoon, introduces Skinner Falls. This is a broad rapid formed by eroded ledges. The center has high standing waves. Passage is best near the right shore. With normal and high water the haystacks are able to swamp an open boat. The left shore has a series of rocky ledges that are interesting with high water. Depending on the water conditions, the river can be run at several points.

The following 6 miles to Narrowsburg are very scenic and the rapids are all easy. Narrowsburg is an attractive town with numerous good accommodations. The river forms a wide pool directly above the town. The right shore has low rocky bluffs with two convenient nat-



Riding Butler Falls of the Delaware, the boatman maneuvers over into the center of the big haystacks with a hard right forward stroke.



As he lines up on the big waves almost dead ahead he must square around to take them head on. But now he finds himself riding out over the edge of a haystack poised on the brink of one of the big holes.



Down he goes, balancing with a light back paddle stroke on the right before trying to square off for the next haystack-hole series.



And now hard forward on the left as he crests on the haystack which serves as a pivot point to bring him around, ready to take the remaining rollers head on. (Series by Walter Burmeister).

is very beautiful. Directly below Port Jervis the Neversink joins the Delaware from the left, forming a peninsula. The point of junction, "Tri-State-Rock," is where New Jersey, New York and Pennsylvania meet. The wide river sweeps in a majestic turn into a lovely, straight valley, bordered by the palisades of the Pocono plateau on the right, and the symmetrical slopes of the Kittatinny Mountains on the left. The Kittatinny Mountains are densely forested and reach their scenic climax in the famous Delaware Water Gap. On the Pennsylvania shore the steep, rocky slopes are about 1/2 mile to one mile from the river. Numerous creeks have worn deep gorges into the precipitous plateau. During spring some of the larger ural shelters. I have slept here putting up a tent, or have escaped an occasional shower. The shelters are overhanging ledges. Approaching Narrowsburg bridge, precipitous walls restrict the river to a narrow channel. The river is said to be one hundred feet deep below the bridge. Obviously, a fall once blocked these narrows.

To Lackawaxen, 13 1/2 miles, the valley is exceptionally picturesque. Rapids are quite thrilling. The narrow valley is enclosed by high, steep slopes. The immediate shores are rocky, consisting largely of smooth ledges. One must be alert for eel traps constructed by local Izaak Waltons. These low V-shaped dams usually have a sluiceway that can be utilized. If not, the boat is simply lifted over the boulders that form the obstruction. Within sight of Lackawaxen bridge, a magnificent panorama unfolds. The wild Lackawaxen joins the Delaware from the right. Swiftly the current brings the paddler to the Lackawaxen bridge. This bridge originally served as the foundation for a canal constructed around 1820. Remnants of the canal that crossed the Delaware at this point are still in evidence.

The Delaware gains momentum after passing under the bridge and in a wide arc changes direction. From Lackawaxen to Port Jervis (24 miles) the river has the steepest gradient, the most interesting rapids, and the most spectacular scenery. The valley grows narrower and deeper with every mile. The high hills are densely covered with a great variety of trees. Ferns and rhododendrons come to the very edge of the swift water. To Barryville the rapids are not difficult. Swift sections are separated by still water. At Barryville bridge the river describes a sharp turn and enters a spectacular canyon-like stretch. The entrance rapid is steep

and has high waves. High cliffs rise above the left shore. Huge boulders are strewn along the shore with the remnants of stonework comprising the old canal. Interesting but easy rapids follow below the canyon to Pond Eddy 8 1/2 miles from Barryville. The Mongaup Rapid, 4 1/2 miles below Pond Eddy, forms the entrance to the most exciting and impressive part of the Delaware.

Precipitous Hawk's Nest Mountain towers 600 feet above the foaming haystacks of Mongaup Rapid. The swift river twists in a magnificent curve around the foot of the mountain, forming an amphitheater of great beauty. Butler Falls, the next rapid, dances furiously at the base of gigantic ledges rising above the left shore. The enormous haystacks can be avoided by selecting a channel near the right shore. With a foldboat one can enjoy the thrill of riding the high standing waves along the rocky left shore.

The swift current continues past Cherry Island, which should be passed on the right channel. This channel has an excellent rapid extended into the turbulent white water directly below the Millrift railroad bridge. Beyond the bridge, along the right shore, an eroded rocky wall known as "Elephant Feet" appears. The rocky right shore is crowned with evergreens and decorated with numerous waterfalls during the early spring. The left shore is low, sandy and is covered with boulders.

The river passes Sparrowbush, makes a sweeping right turn and Port Jervis appears ahead. Along the horizon the Kittatinny Mountains stand out in bold relief. The valley is boxed in by high hills. To the left is Port Jervis, N.Y., and to the right Matamoras, Pa.

Between Port Jervis and Bushkill the river

(continued on page 24)

Skinner Falls provides just about any category of water you want depending on which passage you choose.



WORLD'S TOP SLALOM IN JULY

Plans for the world championship slalom races, July 29-31, at Ljubljana, Yugoslavia, are now being completed. Everything from the running of special press and radio communication lines from the race course to the city to housing of participants, including more than 1,000 hotel beds and two large camping places are being arranged.

The race is to be held on the Sava river at Tacen, about five miles from Ljubljana. You'll find Ljubljana approximately 45 miles northwest of Trieste.

Bill Horsman reports in his *English WHITE WATER* publication that the race course is established on a weir spillway where the water is controlled for a power station. The height of the water can be raised or lowered by means of the power station equipment.

Horsman says, "It is proposed that there will be one or two gates above the sluice, then a

straight run through the sluice (which is not very wide and has a drop of about six feet). There will no doubt be a series of gates below the sluice. After the sluice comes a reasonably quiet stretch—then fast water again. In all, there are about 600 yards of water."

The hotel accommodations are actually quarters in a new student settlement in Ljubljana with two to five beds in each room. The British team plans to stay in the camping places as almost all European boatmen prefer to do.

Cruises before the race are planned for the spectators who are not competing; and following the race the International Canoeing Federation Congress will convene on Aug. 1-2.

Last year the event was held at Macon, France. America was not represented last year nor is an official team scheduled to attend this year.

Utah Rapid-Rider Plans Special Equipment

photos by Al Morton

Leslie A. Jones, 1710 N. 2nd W., Bountiful, Utah, isn't content with conventional boating gear... he's set out to build special rigs for special reasons. At the right is Les' first try at making a camera holder to take pictures of rapids as you ride them, leaving your hands free for more important things. Below, "Honey, the Rapids Queen," is decked out with oars in special locks, a river chart holder and a reinforced aluminum bottom. Les has already ridden the rig down the major rapids of the Colorado and is going on the "big run" from Green River, Wyoming, to Lake Mead this summer.



AMERICA'S INTERNATIONAL RACE

by Eleanore Frye

The world famous Salida race is a full-fledged, sanctioned event this year for the first time...and the entries and water prospects promise the hottest competition yet.

Whitewater boatmen from several European countries will be in friendly competition with Americans in the Seventh Annual Salida-Arkansas River Downriver Race to be held in Salida, Colorado, June 16-19, 1955. The race, sponsored by the FibArk Club, is sanctioned by the American Canoe Association.

Contestants are expected from France, Germany, Austria, Switzerland, and Yugoslavia. Roger Paris of Orleans, France, winner of the 1954 race, expects to compete again, as will Erich Seidel of Munich, Germany, winner in 1953 and runner-up in 1954.

Another entrant will be a Salida businessman, Laurence Campton, who finished third last year, and Campton's teenage son, Benny, who was hot on the stern of his Dad's canoe in the 1954 race.

Provided that transportation can be arranged, France will be sending a team to include Pierre D'Alencon, Roger Paris, Andre Kiene, Claud Neveu, Andre Pean, Mrs. Jeanette Pean, Miss Raymonde Paris, and Mr. and Mrs. Gavinet. All but Kiene and the Gavinets were in Salida for the 1954 race.

Austria's entry will be Rudi Pillwein of Vienna, and Henry Kadrnka expects to come from Yugoslavia via Switzerland, where he has

been living the past few years. Representing Switzerland will be Charles Dusset and Gene Roessinger, canoeists from Geneva.

A large number of American boatmen have indicated that they will enter the race.

Actually, the boat race is divided into two divisions, the slalom race, which will be on Friday and Saturday, and the 26-mile race down the turbulent Arkansas from Salida to Cotopaxi on Sunday.

Rules provide that any type of paddle-powered craft can be used, and in past years boatmen have tried everything except a washtub. Most popular, and most durable, are the canoes and kayaks.

The Boat Race originated over a cup of coffee back in 1949 and in the first years, handsome prizes were given. Unfortunately, Bob Ehrman of Clear Lake Oakes, Calif., winner of the race for three years, finds that accepting the cash prizes put him in the professional ranks, and he will not be eligible to run the Salida race in the future. Ehrman also had won the Wind River race in Wyoming before it was discontinued.

Last year both an amateur division and a professional division were run, and Ehrman was the winner in the professional class. The ACA in previous years did not recognize the

(continued on page 27)

Laurence Campton, Salida lumber dealer, takes "Tin Cup" rapid in his stride as he heads for the finish line to become the first American in the amateur division of the 1954 race. Campton received a trophy from the Klepper foldboat manufacturers presented by Dr. Seidel, manager of the Munich Klepper store. Campton's teenage son, Benny gave his dad a close race for the first place honors.



COLORADO RIVER HIGHLIGHTS

Two Stanford graduates are traveling through the Grand Canyon from Lee's Ferry to Lake Mead—without boats! The pair, already once feared lost but found still going in good shape, began the trip on Sunday, April 10 and arrived at Phantom ranch near Bright Angel Trail a week later.

The two, John Daggett, 27, and Bill Beer, 25, both from Hollywood, are using war surplus items such as frogmen's rubber suits and English-type Mae Wests. They are not carrying a boat of any kind and do not plan to use one at any stage of the trip.

An intensive search for the pair was set off when no sign of them could be found a few days after they set out from Lee's Ferry. When they arrived at Phantom ranch the two were unaware that there had been a search for them. They said they had to come out of the water at Phantom because Daggett had ripped his rubberized shirt. They are spending about six hours a day in the river.

TEXANS TAKE SPRING RIDE

Word is already coming in about trips down the mighty Colorado in 1955. Marvin McLarty, Jr., 1305 58th, Lubbock, Texas, and a friend set out March 14 from Moab, Utah, by boat, traveling down to the junction of the Colorado and the Green. They then went on through Cataract Canyon, shooting all of the 61 rapids.

Using a ten-man Navy life raft, they found only ten of the rapids really difficult and "were in serious trouble" only once. The last

of the winter's ice had melted only three days before the journey's start and the water was extra cold.

McLarty said he would recommend fold-boats for the trip to anyone who is planning the same route. The water, according to him, is too rough for open canoes and too slow for the big rafts.

EXPERTS PLAN COLORADO RIDE

Three hardy river men are planning to trace Major John W. Powell's route through all the major canyons of the Colorado River this summer. Don Hatch, 411 E. Second N., Vernal, Utah; Charles Eggert, Barrytown, N.Y.; and Leslie A. Jones, 1710 N. 2nd W., Bountiful, Utah, plan to leave Green River, Wyoming, on June 10. They hope to have eight more experienced boatmen in the party.

Sixty days have been scheduled for the journey to allow ample time for movie-making and the experience of all the other who have made the trip before. Further information on the trip may be had by contacting Eggert in Barrytown, N.Y.

SLALOM RULES AVAILABLE

The international rules for slalom canoe racing are now available for the asking, according to Robert E. McNair, chairman of the National Slalom Committee of the American Canoe Association.

The version is an unofficial translation of the French language rules prepared by members of the Buck Ridge Ski Club in an easy-to-read language style. These rules will govern all international slalom races including the Salida race June 16-19.

McNair stressed the importance of the international rules, saying they would be used as a basis for the United States rules to be drawn up shortly. He points out some serious handicaps for American boatmen under the international rules. For instance, the Grumman 15-foot canoe is one-third inch too short for the C-2 class under the international rules. Rigid kayaks are barred from slalom racing, but many Americans feel that they should be allowed to race, rather than discourage the development of a good white water cruising boat. Gate spacing, penalty values, and the limiting of each entry to only one class are other considerations.

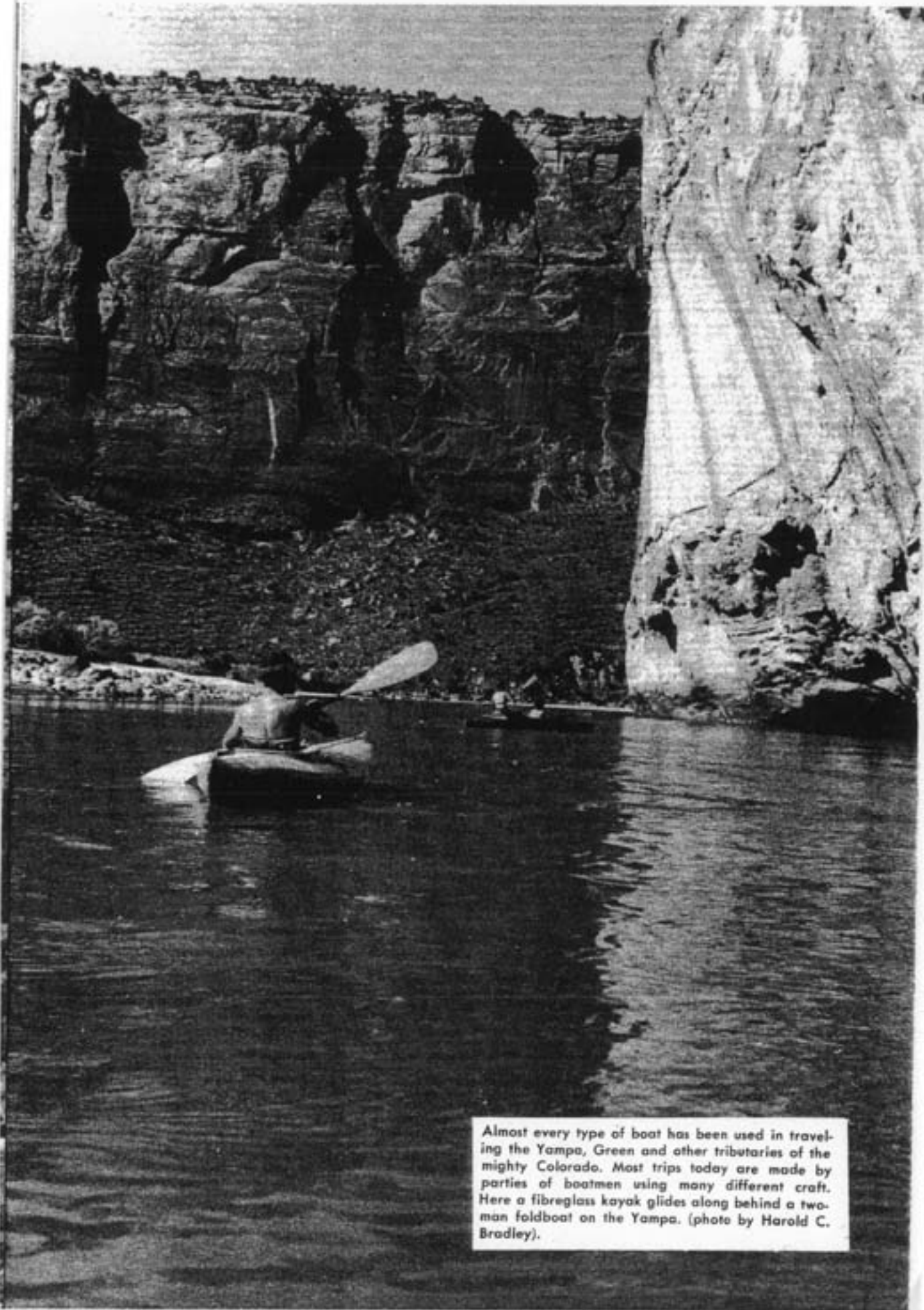
Persons interested in securing a copy of the rules should write to Robert E. McNair, National Slalom Committee, A.C.A., 32 Dartmouth Circle, Swarthmore, Pa.

ARCTIC TRIP PLANNED

An Arctic boating expedition is being planned for July and August of this year by the Larabee and Aleson Western River Tours, of Richfield, Utah.

The tentative itinerary calls for a meeting at Salt Lake City, and a flight via Canadian Pacific Airlines to Edmonton and Whitehorse. There the trip in large boats begins down the Yukon in Canada to Fisherman's Paradise Lakes, followed by a flight to the North Pole if the weather permits.

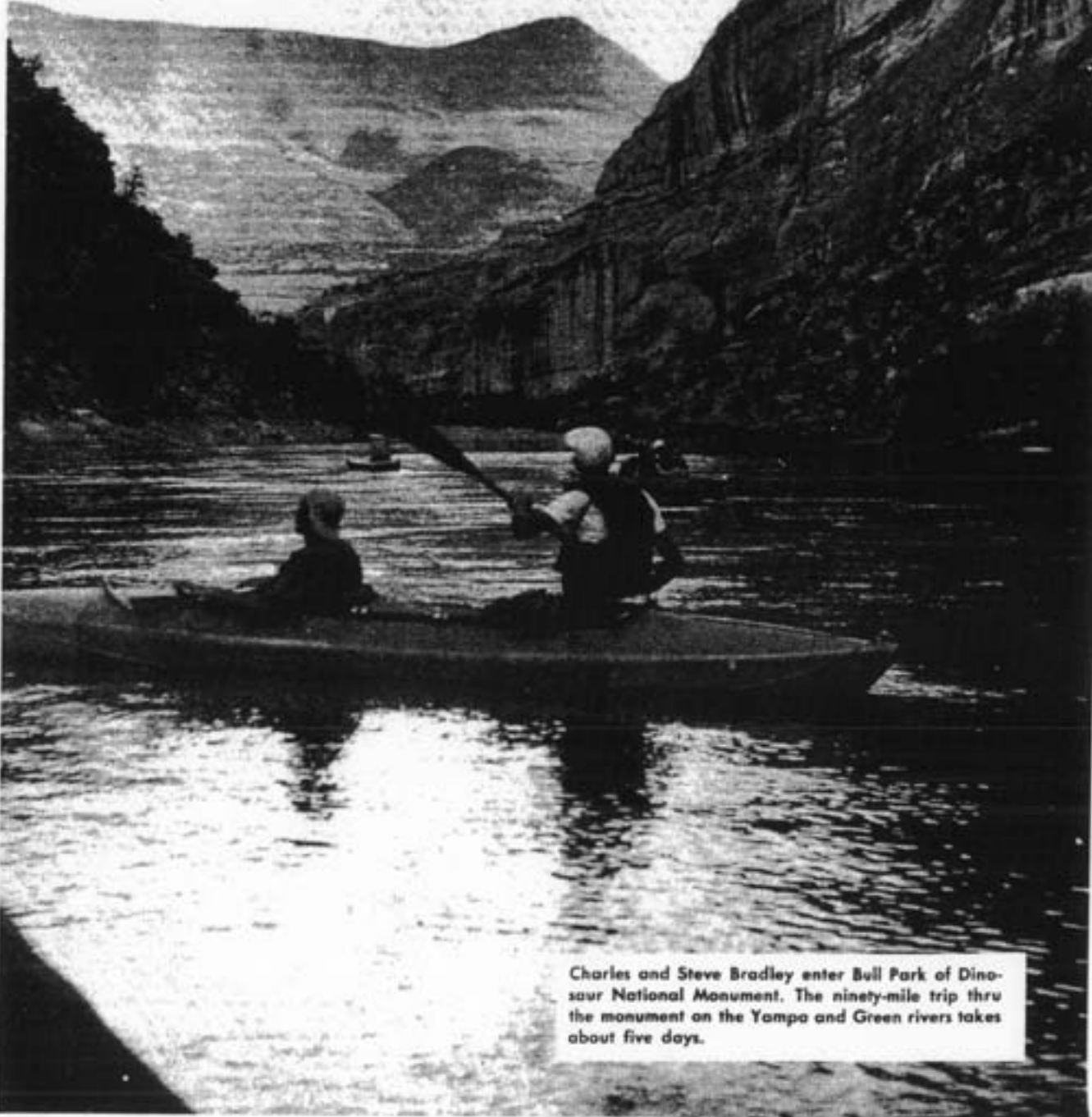
Further information on the first proposed "Dude Flight North to the Pole" can be had by writing Larabee and Aleson, Richfield, Utah.



Almost every type of boat has been used in traveling the Yampa, Green and other tributaries of the mighty Colorado. Most trips today are made by parties of boatmen using many different craft. Here a fiberglass kayak glides along behind a two-man foldboat on the Yampa. (photo by Harold C. Bradley).

ECHO PARK DAM Is It Needed Now?

by Stephen J. Bradley
Pictures by Harold C. Bradley and
Dave Stacey



Charles and Steve Bradley enter Bull Park of Dinosaur National Monument. The ninety-mile trip thru the monument on the Yampa and Green rivers takes about five days.

Emotions have taken over in much of the thinking, pro and con, in the Echo Park dam controversy. Many boatmen would like to see Dinosaur preserved, but hesitate to support the preservation actively for fear of stifling the development of the West. A western boatman who has studied all phases of the question gives you his conclusions.

Subverting the canyons of Dinosaur National Monument to water tanks will result in a loss to its owners impossible to calculate at this time. No trustees will feel the loss more keenly than our expanding group of river enthusiasts, for of all our National Parks none is so perfectly suited for river travel as is Dinosaur. In an area dedicated as a Park because of the unique splendor of its canyon scenery, there is every variety of water to be enjoyed—from the most placid to the most exciting and challenging. It is an area of primitive intimacy: of breath-taking grandeur, of lovely sand beaches, swimming holes, grassy banks, and sheltered groves of box elder and cottonwood trees. Echo Park Dam will destroy these experiences and beauties forever.

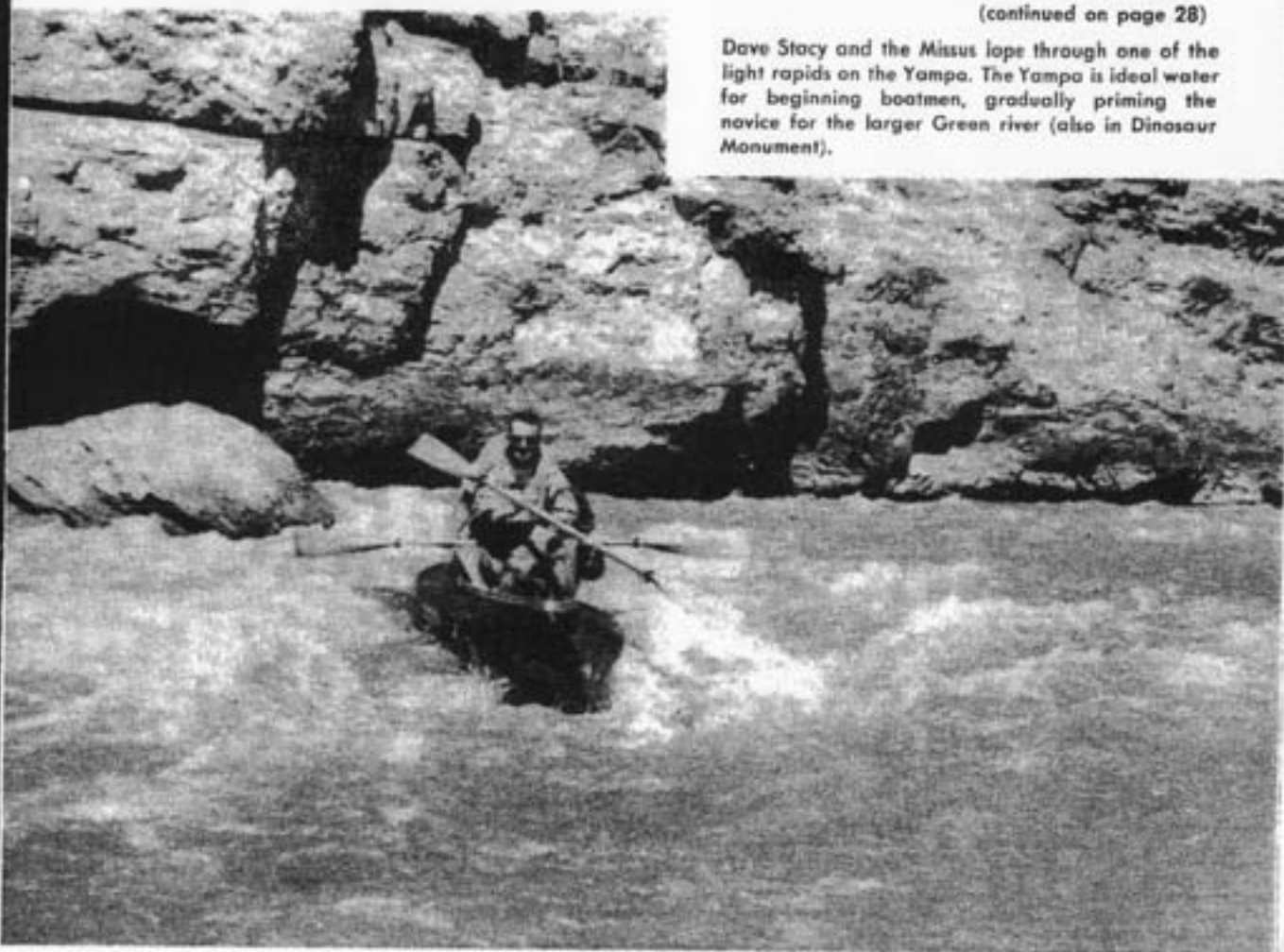
Conceivably, these dedicated regions may have to bow, one by one, to expanding economic pressures. The decision to destroy what we have dedicated by law to perpetual public use, inspiration, and enjoyment rests of course

with Congress. The gravity of the decision cannot be glibly dismissed. Though repeated threats have been made, Congress has not once in the history of the National Park System permitted such an invasion, and for this the public has been grateful. During the inevitable strife in society between the intangible values of existence and the tangible economic values, Congress has been the unflinching protector of our natural areas by thwarting all previous attempts to destroy the intangible values to which the Park System has been dedicated.

To the layman who senses the potential bitterness of the strife, the weighing of the two values—the need for water against the need for inspirational areas—will lead inevitably into a morass of facts, allegations, assertions, assumptions, and estimates, not to mention considerable volume of sheer propaganda. If he takes the pains to look over the area from its most intimate viewpoint—its rivers—and makes an effort to determine the magnitude of

(continued on page 28)

Dave Stacy and the Missus lope through one of the light rapids on the Yampa. The Yampa is ideal water for beginning boatmen, gradually priming the novice for the larger Green river (also in Dinosaur Monument).



THE "UGLY DUCKLINGS"

by Don Hatch

Here's what the big-time river runners think of their big rubber rafts in heavy duty operation.



The "Ugly Ducklings" in the boating world today are the big rubber rafts, originally designed as bridge pontoons or seven and ten-man life rafts. Like the Ugly Duckling, they are rejected mainly because of their appearance and not their performance.

Contrary to popular belief among many armchair boat philosophers the rubber raft has some distinct advantages over other more classy looking boats. Don't be alarmed at this statement until you've had an opportunity to run a rubber boat down such streams as the Middle Fork of the Salmon, Lodore Canyon, and, if you feel up to it, the Grand Canyon.

The key to success in the running of a rubber raft is in the rigging. And of course there must be a good man behind the oars. You can't just grab a paddle, shove off and say you're making a true test of a rubber boat. On the contrary, most rubber boat users carefully rig their boats with oars, sweeps, or motors, or a combination of these. With such rigging they have found that these boats possess many commendable qualities. They handle extremely

Sometimes the Yampa gets too shallow even for the "Ducklings." Bus Hatch and sons give them a hand across the sand bars in late July.

fast. They pivot, side slip, and perform many other antics not usually possible with other boats. An empty ten-man raft with a good set of oars can be made to almost leap out of the water with one good hard stroke. In fast, dangerous water they can skirt from one side of the river to the other at a remarkable speed. They turn and dodge like little water bugs. This is possible because they draw less than three inches of water—loaded! They bounce off rocks like a billiard ball striking the cushion. Most boats when striking rocks with an equal force would in all probability be punched through. Rubber boats are portaged with relative ease because they weigh slightly more than half as much as other boats the same length and width. When they pound through big waves and holes, their low center of gravity helps tremendously to keep them upright.

(continued on page 22)

Could be these folks are riding on the river hotel of the future. The big lumbering giant rafts have proven themselves over and over again in the mighty Colorado and its tributaries.



AMATEUR STATUS?

Bob McNair reports the American Canoe Association Committee on Amateurism, headed by Henry W. Jahn, has arrived at the following provisions for governing the amateur standing of boatmen racing in white water and slalom events in the United States under ACA sanction. The rules were first formulated in New York on Feb. 12, 1955, and since have been revised to the form presented here. The final firm provisions appeared in the ACA annual for 1955 published April, 1955.

The following "Definition of an Amateur" and subsequent numbered explanatory sections are intended for the guidance of amateurs and to aid them in protecting their standing in local, national, international and world championship events, and in the Olympic Games. The definition and rules follow in principle those stated by the following organizations, under whose rules and sanction our amateurs would be required to compete: *International Canoe Federation, United States Olympic Committee, and the International Olympic Committees.*

DEFINITION OF AN AMATEUR:

An amateur canoeist is one whose participation is—and always has been—solely for pleasure and for the physical, mental or social benefit he derives therefrom, and to whom canoeing is nothing more than recreation without material gain of any kind, direct or indirect.

1. A professional canoeist is one who teaches, trains, prepares, participates, or agrees to participate in any canoeing activity (or any closely associated activity) for money or pecuniary reward of any nature. Excepted from the first part of this rule are those whose normal duties as teachers include elementary instruction in physical education or sport, provided that this is not their principal occupation.
2. Anyone who, knowingly, competes with (or against) professional canoeists in a bona fide event will be considered a professional canoeist.
3. Anyone who is declared a professional canoeist may not become an amateur canoeist again. Anyone who is declared a professional in any one branch of canoeing (paddling, sailing, slalom or cruising) automatically becomes a professional in all branches.
4. An amateur canoeist may receive fair and reasonable compensation for traveling expenses (to include fare, lodging and meals) during an accredited athletic trip or tour. On trips to foreign countries—which are made in collaboration with the International Canoe Federation, the Pan-American Union, or the United States or International Olympic committees—the American Canoe Association will abide by the rules of the latter organizations pertaining to trip expenses and other matters.
5. An amateur canoeist may not accept any money for traveling expenses to be paid to a

trainer, massagist, friend or relative. Any traveling expenses paid to the trainer can not be claimed by the trainer to the competitor.

6. An amateur canoeist may not compete in canoeing activities as a representative of a corporation or business in which he is employed, unless he has a minimum of five (5) years of service and the canoeing (or closely allied) activity is purely amateur in nature. Neither may he receive compensation (directly or indirectly) for salary or time losses because of training, assisting, or engaging in canoeing activities. Moreover, he may not, at any time, receive recompense (directly or indirectly) for joining or participating with a club or organization engaged in canoeing activities.
7. An amateur canoeist may not exploit his canoeing fame for money, salary, gifts, gratuities, or other compensation, or, by such acts as taking part in canoeing activities which, in some way, constitute propaganda of a commercial nature, or by presenting himself in the sponsored time of any radio station, etc., that announces or makes propaganda of any commercial nature, or by giving public notice of the use or preference of a commercial product or service.
8. An amateur canoeist may not write or publish articles on canoeing, or engage in artistic endeavor relating to the sport, for money or other pecuniary gain, particularly when it can be assumed that the distribution of his handiwork will be increased, or his compensation enhanced, as a result of the reputation or knowledge he has gained in canoeing activities.
9. An amateur canoeist may not bet or risk money on canoeing events.
10. An amateur canoeist may not compete for a medal or a prize made of precious metal on which it is not possible to engrave or inscribe an inscription commemorating the event.
11. An amateur canoeist may not enter or compete under any name that is not his own, or the one he has taken permanently and is registered and accepted by the American Canoe Association.

In order to compete for a national championship title, or to compete in international or world championship events, the competitor, in addition to satisfying the above rules, must be a citizen of the United States of America (by birth or naturalization), or a bona fide resident of the United States for five (5) years. In order to compete in final Olympic Game tryouts, the competitor must be a citizen of the United States and an amateur in ALL sports.

Members of the committee formulating the ACA rules at the February 12, 1955 meeting were: Henry W. Jahn, Chairman, National Activities Committee; Joseph F. Ryan, National Paddling Committee Chairman; George Wascheck, National Sailing Committee Chairman; Robert McNair, National Slalom Committee Chairman; Daniel K. Bradley, Rep. National Cruising Committee; Walter Haner, Jr., United States Olympic Canoe Chairman; Stephen Lysak, I.C.F. Technical Committee Member.



BUCK RIDGE SLALOM

by Lois A. Walker, pic

Forty-seven canoeists and foldboat enthusiasts from the Atlantic seaboard competed in the second amateur canoe slalom of Philadelphia's Buck Ridge Ski Club on Sunday, April 24.

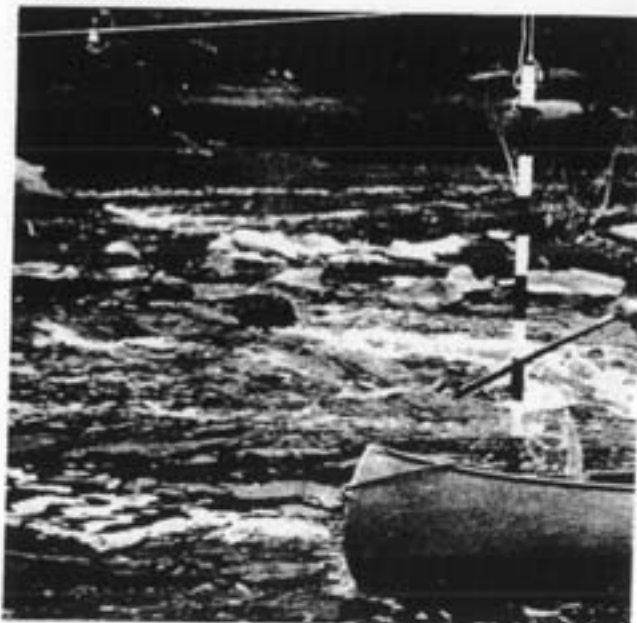
This event was an important one in the busy canoeing schedule of the Philadelphia Club, for it was Buck Ridge who pioneered canoe slalom in the East, little more than one year ago. After a successful "pilot" slalom run among its own paddlers in the fall of '53, Buck Ridge organized and ran its first inter-club slalom under the international rules in April of last year.

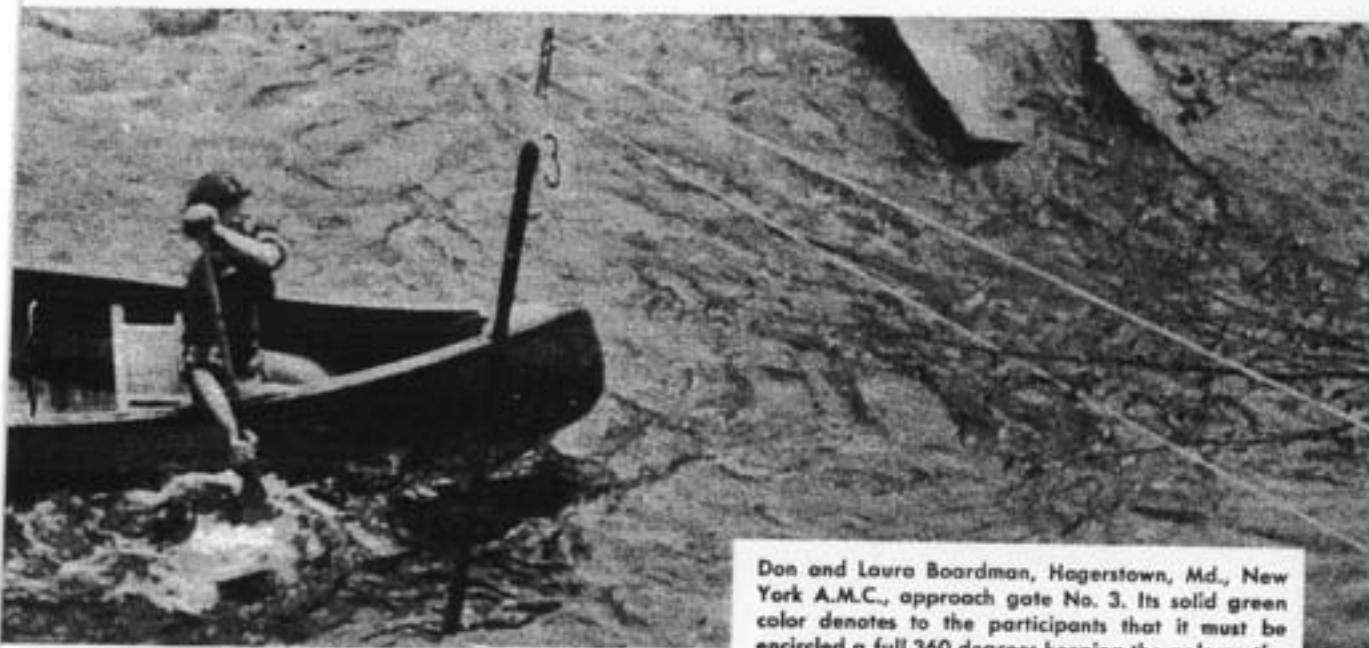
Buck Ridge, a general outing club, is one of the leading proponents of white water canoeing in the East, with over 100 paddlers participating in a full program of spring, summer and fall canoe trips. During the big spring season, Buck Ridge regularly runs at least one trip every weekend, sometimes two simultaneously to accommodate the varying skills and water preferences of its members.

Much credit for introducing slalom to Buck Ridge, and in turn to other white water groups in the United States, goes to Bob McNair, dean of Buck Ridge's canoeists and one of the most able paddlers and instructors in the East.

American boatmen are fast catching improving river-boating techniques. The competitive events than in 1954. The B leader in organized canoeing, opens the boatman.

Cornelius King, New York City, N.Y. A.M.C., navigates gate upsets. Canoeists were required to run below the gate on either side and on down the river, pulling either to the right or left of the gate as they have done and others remained with backs to the gate in their tortuous work.





Don and Laura Boardman, Hagerstown, Md., New York A.M.C., approach gate No. 3. Its solid green color denotes to the participants that it must be encircled a full 360 degrees keeping the pole on the right. The Boardmans in a canvas canoe came in third in the mixed canoe class.

OPENS 1955 SEASON

Articles by Georgine Barrie

On to slalom racing as a means of the 1955 season promises even greater luck Ridge Club of Pennsylvania, long a favorite activity with a slalom race to test any

Under the leadership of Jim Calkins, Buck Ridge's Canoeing chairman, the slalom this year was staged on a short stretch of rapids on the historic Brandywine Creek in Wilmington, Delaware; just below the spot on the same stream where last year's slalom was held. Site of the run this year was in a scenic public park in the heart of the city, so that hundreds of passersby, out for a Sunday drive or stroll in the park, stopped to watch the spills and thrills from vantage points along the banks.

The Club set up the slalom course in a scant five hours on the Saturday morning preceding the race by stringing the brightly painted slalom poles (indicating gates and barriers) on ropes suspended across the river. A total of 12 obstacles (gates and barriers) made up this year's course, which was approximately 350 yards in length. Because the course was in a particularly shallow and rocky rapids, canoes were much more suitable than foldboats as indicated by the great number of canoes entered. By the same token, Buck Ridgers using 15-foot canoes generally turned in better performances than the New York City Appalachian Mountain Club contestants, many of whom used the somewhat less maneuverable 17-foot canoes.



Gate No. 2. This was a tough one and the cause of innumerable spills on her side but not through it, back through the gate stern-first and then through the gate but again not through it. Some turned in their seats and some spilled. However it was done the heavy current at this spot made

The slalom was open to five classes of contestants, including C-1, one man in a canoe; C-2, two men in a canoe; C-W, two women in a canoe; C-M, one man and one woman in a canoe; and F-1, one man in a foldboat. The C-M class drew the largest number of contestants, with a total of 13 pairs. Five two-man teams paddled in the C-2 class. Four plucky women paddled the course in two pairs in the C-W class, a new classification in this year's event. Three foldboaters and four solo canoeists completed the roster of entrants. All in all, 27 boats made their way through the hazardous course in two different heats.

Only two upsets occurred during the day in all 54 runs that made up the two heats. Scoring was based on each contestant's best run out of two.

The 47 entrants represented at least five eastern outing clubs. Among them were 30 members of Buck Ridge, ten from the Appalachian Mountain Club, New York City Chapter, three from American Youth Hostels of Philadelphia, two from the Philadelphia Trail Club and one from the White Water Club of New York City.

The fact is significant that both the C-2 and the C-M winners this year were also champions



Art Were, Springfield, Pa. and Charlotte Williams, Drexel Hill, Pa. both of Buck Ridge, met their Waterloo at the second gate, scene of more than one upset. They were disqualified from this heat but their score from the first heat was not erased.



In his uniform as Commodore of the American Canoeing Association, Dusty Rhodes makes the presentation of awards.

last year. In the C-2 class, Buck Ridge's twin brothers, Don and Harry Rupp, of Philadelphia, copped first place with the best score among entries in all classes.

Winners of the C-M event were Bob McNair and his wife Edith, also of Buck Ridge, who completed the course in just one second more than the Rupp's. The importance of teamwork and complete familiarity with the paddling techniques of one's partner was demonstrated in the fact that the four best runs in the C-M class were all scored by man and wife teams like the McNairs.

The C-M class as a field turned in the best scores of the day, easily outperforming even the C-2 class. Sam Moore, a Buck Ridger who hails from Washington, D.C., topped the foldboaters with the third best run of the day. Buck Ridge's Karl Quiring took first place in his solo run for the C-1 class.

In the women's event, Louise Davis and Eleanor Thorp, of the New York City Chapter, Appalachian Mountain Club, bested Georgine Barrie and Pamela Foster of Buck Ridge by 13 seconds to win in their class.

WHERE TO FIND IT

The appearance of a firm's name in this classified section does not necessarily imply indorsement of such firm by American WHITE WATER magazine.

BOAT MANUFACTURERS

- ALUMA CRAFT BOAT CO., 2633 27th Ave., South Minneapolis 6, Minn. (aluminum canoes and boats)
- ANGLO-AMERICAN YACHTS, Rm. 209, 6000 Sunset Blvd., Hollywood, Calif.
- ARKANSAS TRAVELER BOATS, Southwest Mfg. Co., 2059 E. 14th St., Little Rock, Ark. (aluminum boats)
- BANTON CORPORATION, c/o Rolf Godon, 24 California St., San Francisco, Calif. (Hammer Foldboats)
- FOLBOT CORPORATION, Stark Industrial Park, Charleston, S. C. (Folbot, accessories, sailing equipment). (See ad inside back cover).
- FOLDCRAFT, c/o John B. Sibley, R.D. 1, Phoenixville, Pa. (Hart-Sioux Foldboats). (See ad inside front cover).
- FREELAND SONS CO., Sturgis, Mich. (Aluminum Boats)
- FULLER, JOHN T., 210 W. 62, Seattle 7, Wash. (boating agent for Washington foldboat club)
- HEALTHWAYS, 3669 7th Ave., Los Angeles 18, Calif. (Inflatable German Kayak)
- KLEPPER COMPANY, c/o Albert N. Larrington, 1472-80 Broadway, New York, N. Y.
- LAC du NORD KAYAKS, 3135 W. Forest Home Ave., Milwaukee 15, Wis.
- MANTAGUE OAR & PADDLE CO., Box 207, Foxboro, Mass. (Canoe paddles, masts and spars, kayak paddles)
- METAL BOAT CO., c/o Fred W. Berndt, Marathon, New York. (Grumman canoes)
- NORDIC IMPORTS, 286 Ravenna Drive, Long Beach, Calif.
- OLD TOWN CANOE CO., Old Town, Maine. (canoes, wood boats, sail equipment)
- PENN YAN BOATS, INC., Penn Yan, N. Y. (canoes, boats, accessories)
- PETERBOROUGH CANOE CO., LTD., c/o G. W. Birch, Division of Canadian Watercraft, Ltd., Peterborough, Ontario, Can.
- QUETICO-SUPERIOR CANOE OUTFITTERS, c/o Bill Rom, Ely, Minn.
- SKI-HUT, c/o George and Gaba Rudolf, 1615 Univ. Ave., Berkeley, Calif. (Retail Hammer boats). (See ad)
- SKYJET, P.O. Box 115, Garden City, Long Island, N.Y., (12' Kayak Kit)
- SPORTSMAN'S EQUIPMENT CO., c/o Otto Koch, Pennsburg, Pa. (Pioneer Foldboats)
- STAR METAL BOAT CO., Goshen, Indiana (Aluminum boats)
- TOTE-A-BOAT CO., c/o J. J. Maloney, Essex Junction, Vermont
- WHALECRAFT MFG. CO., c/o Martin Geisler, 3223-25 No. Sheffield Ave., Chicago 13, Ill.
- WHITE CANOE CO., Old Town, Maine.

BUILDING & REPAIR ITEMS

- EDMONDSON, CLYDE, Redwood Empire Association, 85 Post St., San Francisco, Calif., (fairprene, nylon fabric coated with neoprene)
- FLEETGLAS PROCESS, Chesley Mfg. Co., 1219 E. Florence, Los Angeles 1, Calif., (Fiberglass surfacing)
- STANFORD'S FIBERGLAS CO., Dept. F-11, 1412 W. Burbank Blvd., Burbank, Calif. (Fiberglass Process)
- THALCO, 765-C S. Harvard Blvd., Los Angeles 5, Calif., (Fiberglass process)

RIVER GUIDES

- ALESAN, HARRY, Larabee & Alesan Western River Tours, Richfield, Utah.
- ANDERSON, L. L., Challis, Idaho. (Middle Fork of Salmon, River of no Return)
- BAR-X VACATION RANCH, Challis, Idaho. (Salmon & Middle Fork), Meyers Cove.
- BRIGGS, ELMER, 719 S. W. Laurel Street, Grants Pass, Oregon. (Rogue River)
- GREENE, ART, Cliff Dwellers Lodge, Cameron, Arizona, (Colorado and San Juan)
- HATCH, DON, Hatch River Expeditions, 411 East Second North, Vernal, Utah, (Yampa and Green). (See ad)
- HARRIS-BRENNAN, 2500 W. 48th Street, Salt Lake City, Utah. (Hell's canyon, Salmon, Green and Yampa)
- HELFRICH, PRINCE E., Vida, Oregon. (McKenzie, Willamette, Deschutes, Metolius, Owyhee, Salmon)
- McKENZIE RIVER GUIDES, Vida, Oregon. (McKenzie)
- MOKI-MAD RIVER EXPEDITIONS, 968 James Court, Salt Lake City, Utah. (Glen Canyon, San Juan, Yampa, Green)
- NELSON, ED, Montrose Colorado, (Gunnison)
- FRUITT, BOB, 120 SW M Street, Grants Pass, Oregon, (Rogue and Salmon)
- PYLE, SID, 2319 Jerome Prairie Road, Grants Pass, Oregon, (Rogue)
- REYNOLDS, ADRIAN, Green River, Wyoming. (Reynolds-Hallacy River Trips)
- ROGUE BOAT SERVICE, Gold Beach, Oregon, (Rogue)
- ROGUE RIVER GUIDES, Vida, Oregon, (Rogue)
- ROSS, KENNETH I., Mancos, Colorado, (Cataract, Grand Canyon and San Juan)
- SMITH, DON L., Box 716, Salmon, Idaho, (Salmon and Middle Fork)
- STRATTON, E. A., Rt. No. 1, Missoula, Montana, (Salmon and Middle Fork)
- STUBBLEFIELD, BLAINE, Weiser, Idaho, (Hell's Canyon of Snake)
- THURSTON, ED, 240 Idaho Street, Bend, Oregon, (McKenzie, Rogue, Salmon and Deschutes)
- WHITE, GEORGIE AND J. R., 737 West 101 St., Los Angeles, California. (Colorado, Snake and Salmon). (See ad)
- WRIGHT, FRANK, Mexican Hat Expeditions, Blanding, Utah. (San Juan, Grand Canyon)
- WOOLDRIDGE, GLENN, 413 West H. Street, Grants Pass, Oregon. (Rogue)

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WHITE WATER

My most FEARFUL EXPERIENCE

by Bob Ehrman

Bob Ehrman, General Delivery
Hopland, California

I was making a training run on the middle fork of the North Fork of the Eel river in Northern California, prior to my second race at Salida in 1952. My parents dropped me off near the Eel River Ranger Station about twenty miles east of Covelo and were to meet me with the car about twenty miles west of Covelo, near Dos Rios, where the road and river again meet after covering about forty miles each. We inquired around Covelo from ranchers and Indians, but no one seemed to know anything about that isolated stretch of river or of any boatmen who had tried it.

I got a late start around noon and made haste for my rendezvous. I was using a two-seater Klepper with the conventional kayak double blade paddle. All went well for the first



half or more of the trip with numerous rapids ... not too rough ... and I enjoyed the beautiful spring scenery and wildlife.

Gradually the river became more difficult and I more tired. I broke my first paddle and shortly afterwards snapped my second and last. From that point on I had to use the larger half of a broken double blade. My maneuverability was greatly hampered and I had to use extreme caution, knowing that if I broke up my boat I'd have a long walk out ... if I could walk. If a rapid sounded pretty loud and I couldn't see too well, I got in the habit of stopping and looking it over before deciding if or how to go through. Once a big slanting curlback tipped me over where the river rushed between two huge staggered boulders, but the water was deep and quiet below and no harm was done.

Well past the three-quarter mark and trav-

eling into a waning sun, I came to a group of rapids in a deep gorge. If this was the gorge I had seen from the road, I knew I was within six or seven miles of my destination. Lining down the last stretch of these rapids from a rock about twenty-five feet above the river, I could see where the river was divided by a round, flat boulder for about fifty yards. The sun was shining off the water but the right side looked fair with perhaps a slight drop-off (I thought).

Anyway, I decided I'd take a chance. I pushed off trying to keep to the right, but somehow the current insisted on taking me to the left of the boulder. By the time I realized what was happening it was too late; I had to take the left side. I had loosened the spray cover previously, and so I stood up to better see what I was in for. By that time I was within 20 feet of the boulder and I didn't like what I saw. What I had taken for a "slight drop off" was actually about ten or twelve feet—not clean cut, but with zigzags caused by rocks. I don't know what made me do it, for I'll have to admit it was just plain stupid, but as I neared the boulder I leaped out of the boat, making a desperate grab for that isolated rock.

If I had made it, I would have been worse off than ever ... so it was just as well that my clutching hands slipped off the edge of the rock. I went down the first and greatest "zig of zags" belly down and backwards. I turned or was turned over and remember trying to miss some of the many rocks veiled in foam. I remember sort of leaping over a mound of foam directly in my path which I felt sure was a lot harder inside. Still face down, but now head first in quiet water. I remember being surprised to find myself in one piece and except for a few bruises, unharmed.

The kayak was floating serenely right side up. It had gone down ahead of me and I hadn't seen it 'til then. I often wonder how I would have fared had I stayed with my boat.

The few remaining miles except for turning over unexpectedly, were uneventful. It was past seven when I spotted my parents, and they were relieved to see their tired, hungry, nerve-racked and much wiser son round that last bend into view.

AMC READIES MONTH-LONG TRIP SERIES IN WEST

The Appalachian Mountain Club is planning a consecutive series of trips this summer down western rivers, July 8 to August 7. The excursion may be the last chance for many to see the Yampa, Lodore and Split Mountain canyons in Dinosaur National Monument. The Senate has already passed the Colorado River Storage and Power Project, including the Echo Park and Split Mountain dams, and unless it is stopped in the House, construction will probably begin next year.

This trip is an opportunity for photographers and painters to record the beauties which may disappear forever. (See March "Ford Times.") It is a leisurely and rewarding trip for reasonably active people. Most will travel in inflated rubber boats and one need not be an expert canoeist. Canoeists may bring boats on the Yampa and Green, as auxiliaries to the big boats. Each person will bring his own sleeping bag, air mattress and tent. Food and other equipment will be furnished by the Hatch River Expeditions.

The trips are arranged so that one can come according to his time, for one, two, three or four weeks. Boat trips can fit in with plans members may have for seeing other parts of the west.

Trips are scheduled as follows:

July 8-15—Yampa Canyon, Echo Park, Whirlpool and Split Mountain Canyons to Dinosaur Headquarters at Vernal, Utah.

July 16-23—Green River through Desolation and Gray Canyons to Green River, Utah. Bus Hatch says these canyons are misnamed.

July 24-30—Lodore Canyon, Echo Park, Whirlpool and Split Mountain Canyons to Dinosaur Headquarters.

July 31-August 7—Salmon River, Idaho. (More strenuous than the earlier trips).

Depending on water conditions, the A.M.C. will run the Middle Fork of the Salmon, which is narrow and rocky with a fall of fifty feet to the mile and in some places as much as seventy feet. This can be done by foldboat (see Appalachia, Dec. 1940. Alexander Grant, "River Rats Return"). Rubber boats will be used primarily. The scenery is very wild and unspoiled.

If water conditions do not permit the Middle Fork run, we will go on the main Salmon River to Riggins, Idaho. This river is also wild and scenic. (See Nat'l Geographic, July 1936). It is suitable for qualified canoeists as well as foldboats and rubber boats. This trip will be run on a co-operative basis and the cost will depend on the number going. It should cost about the same as the other river trips if we have some private cars to avoid using the Hatch buses.

Mr. Alexander Grant, mentioned above, is now associated with the House of Travel, and will book our transportation and reservations for individual or group expeditions to the neighboring ranches or National Parks. These possibilities are Zion, Bryce and Grand Canyons, the Colorado Rockies, Sawtooth Mountains in Idaho or the Tetons in Wyoming.

We now have a considerable list of interested persons. Write for further information, giving your preference as to trips, dates and transportation, and canoeing experience to Helen M. Fair, 77 Irving Place, New York 3, N.Y., telephone GRammercy 5-7717.

HATCH RIVER EXPEDITIONS

Licensed Concessioner

Prices Approved U.S. Park Service

We are proud to announce that now the general public can see the canyon wonders of Dinosaur National Monument at a very reasonable price. The trip provides spectacular scenery and adventure with a maximum of safety to person and equipment. Trips from one to six days on the Green and Yampa in Dinosaur are regularly available from May 1 to Sept. 15. Write for details on these and many other trips.

"Vacation in Dinosaur this summer"

411 East Second North
Vernal, Utah

("DUCKLINGS" continued from page 14)

I've also found that rubber boats operate like an accordion playing the "Twelfth Street Rag" when they drop into a deep hole. They fold up almost in a knot when they strike a vertical wall of water. (You know the kind where the waves box you in with 10-foot walls and then collapse on top of you). I sat in the bottom of one such hole in Lodore Canyon and, at the time, wondered whether any other boat would perform any better than my ten man in the same situation.

A well taken point against rubber boats is that they are too light to "hold their own" with huge waves, and because of this, they are more easily over-turned. This may or may not be



Don

Don Hatch, 411 E. Second N., Vernal, Utah, and his famous father, Bus, operate one of the biggest commercial boat firms in the west. From the day when he had to swim ashore from his first raft at age eight, Don has been learning the trade and now is a full partner with his dad. Don, now 27, was married five years ago and has two children.



Bus

so, but I have watched two chips floating down the town ditch, both with equal outside dimensions but with unequal weights, the heavier of the two seems to tip over just about as quickly as the lighter one. Also the average number of upsets were almost equal. The old town ditch can serve the boat designer in the same way a wind tunnel might serve the airplane designer.

Obviously I'm pretty well sold on the old "Ducklings." I plan to add boats of other types to my fleet just for the variety however. Then I can proceed to make the big rafts vertiable floating hotels. How soft can rapid-riding get?

Let me wish all of you white water boatmen the kind of a wonderful season I hope to have, whether you operate a canoe, foldboat, Gallo-way boat, cataract boat or just a plain old rubber "Ugly Duckling."

Meet the Challenge of White Water

with skill developed by experts.

READ—A Primer, White Water Canoeing
25c per copy plus 3c postage

Notes For Experts—White Water Canoeing
\$1.00 plus 6c postage

Douglas Brown, Box 664, Meriden, Conn.

OREGON WHITE WATER

Richard Chambers, Acorn Lane, Salem, Ore., writes an open letter to all boatmen who have been wondering how boating in Oregon might be.

"Oregon is a veritable paradise for paddle sports. Plenty of water in all directions, only some of which has ever been 'done' in boats of any type, and only a little of which is not fold-boatable.

"At one time or another I have had the boat in all of the famous white water in the state (except the Snake), but I have by no means gone to the limits of paddle navigation on any of these streams. The greatest possibilities I have found are on the smaller unknown or locally famous streams that perhaps carry boatable water only six or eight months of the year.

"My boat is a 1946 Folbot double, much modified. A growing family and a number of climbing expeditions during the seasons have kept me from logging more than about seven hundred and fifty miles in 'SLIM, the pregnant pencil.'

"The fun to be had, the excitement, and the sport you and I are familiar with is virtually without limit on these Oregon streams. Believe me... and I hope you don't believe me and will come to Oregon to let me prove it.

"Solo or single-boat foldboating, along with solo or two-man mountain climbing in any circumstance is not really the best thing for anyone—let alone one with as many income tax deductions as I have. Yet I have been guilty of both on many occasions and probably will continue to be guilty in the future.

"It is simply that there are few boats in Oregon and even fewer active owners. Funny thing, the Californians and Washingtonians are well-organized and have a lot of training, indoctrination and active interest. This would be fine for Oregon, but I am too much of a wildcat to do the work, the propagandizing, writing, telephoning and general organizing. I would rather spend the time actually riding the water.

"So much for the Oregon report. The point of this testament is this... I would like to offer my knowledge of Oregon waters to any or all comers. It is an area not to be taken lightly... one no paddlehound should miss."



Blaine Stubblefield's CHIEF ALOKUT lumbers through Squaw Creek rapids 11 miles below Homestead, Ore., on the Snake River. Dan Cole is on the tiller handling the 25 h.p. motor. The CHIEF formerly served as one of Uncle Sam's Corps of Engineers bridge pontoons. (photo by Clark Neeley)

(DELAWARE continued from page 7)

streams form magnificent waterfalls.

The Delaware flows through this magnificent valley in an almost straight line. The current is moderate and there are numerous still water stretches between shallow riffles. Delightful islands divide the river into many interesting channels and invite camping. Milford, 8 miles below Port Jervis, is the first town. It is difficult to spot from the river. Paddlers who plan to stay here overnight should watch for the boathouse along the right shore. Land at the boathouse and take the boat out. Beyond the boathouse and a river bend, the Milford highway bridge is passed. The river is wide and impressive and flows toward numerous islands. Extensive gravel beds form shallow riffles. Several of the larger islands once were important Lanni Lanape Indian centers. Minisink Island, four miles below Milford, was the nucleus of Indian culture along the Delaware River. An

kill Creek the river follows with a swift, narrow stretch known as "Wallpack Bend." This is a unique canyon-like course $3\frac{1}{2}$ miles long. At the terminus of the bend dances a steep rapid with high standing waves. The rocky shores, the steep slopes densely covered with evergreens and the magnificent white water combine to form a scene of impressive beauty. Directly below the rapid the valley widens. A high powerline crosses the river and islands appear in the distance. The paddler enters an aquatic paradise amidst a myriad of lovely islands. This area is one of the most attractive along the entire river. The scenery becomes increasingly spectacular and reaches its climax in the Delaware Water Gap.

Passing Broadhead Creek, the paddler enters an immense gorge. Precipitous walls rise to 1,200 feet above the river. For two miles the placid Delaware twists through solid rock, par-



ELEPHANT FEET typifies the picturesque scenery on the Delaware. Numerous waterfalls spilling down the green walls liven the scene during the early spring.

important Indian trail led to Minisink Island from Shrewsbury Inlet on the Atlantic Ocean (New Jersey).

Passages through the islands are idyllic. The boat glides between steep banks and along unique and varying channels, permitting occasional views of the Kittatinny Mountains rising above the river. Boating along this part of the river is possible till early summer. Along the Pennsylvania shore are several summer-camps in picturesque locations. The New Jersey shore is wilder. If an overnight stay in Bushkill is contemplated, stop about one mile above the town. Take the boat out where the highway swings away from the river. Paddlers who plan to camp overnight can continue past Bushkill, through Wallpack Bend, and select the first suitable spot along the Pennsylvania shore, or on one of the numerous islands downstream.

Immediately beyond the junction with Bush-

particularly impressive from the perspective at water level. With the end of the Water Gap the mountains suddenly recede. The gigantic portals are left behind and rapids begin almost immediately. However, none of these are difficult. Of the numerous bridges along the stretch the old covered bridge at Portland is the most interesting.

On the river, in the narrow trough of the valley, one is not aware of being close to highways. Although the scenery is not spectacular, it is interesting. Belvidere bridge appears and one and a half mile below, the grumbling of the "Foul Rift" warns the paddler. This is a difficult rapid consisting of two parts. The wide river bed is broken up by eroded boulders, ledges, and strata running parallel to the current. The first part should be run near the right shore and the second part near the left shore. The shores are very picturesque and

particularly wild along the Pennsylvania side. Between Foul Rift and Easton are several excellent but easy rapids. A few industrial plants near Easton detract somewhat from the beauty of the stream, and with the approach of Easton pollution becomes noticeable. The Easton-Phillipsburg bridges appear and the swift current brings the paddler within view of the two cities. The Lehigh drops over an old dam and into the Delaware along the right shore.

Below Easton, the river is broad and powerful. An old canal parallels the course of the river; it is usable for small craft. The paddler will glide swiftly through the attractive valley past numerous islands, through narrow channels, and over excellent rapids. Some of the larger islands have camps. However, there are many uninhabited islands ideally suited for overnight camping. Most of the towns along the route are small and are normally noticed only because of the occasional highway bridge. Riegelsville and Point Pleasant are very charming and attractive towns.

Below Point Pleasant the river forms extensive still water stretches. One and a half miles below the town, directly above Lumberville bridge, the paddler must be alert for a small dam. With ordinary care it can be easily run. Several minor rapids and an extensive still

water section bring the paddler to Lambertville bridge, $8\frac{1}{2}$ miles below Point Pleasant. 1,300 yards beyond the bridge, a low retaining dam runs diagonally across the river. A sluiceway in the dam, close to the New Jersey shore, permits passage with a foldboat.

Because the drop is tricky; paddlers who decide to run the dam must land along the N.J. shore above the dam and study the approach and correct channel. The drop, as well as the rapid in its wake, are known as Wells Rapid. With high water the drop is not too difficult but the immense haystacks directly below will swamp any open boat and carry it into large boulders downstream. With low water a canoe can be used to run this section of the river.

The current continues swiftly past Washington Crossing Park and Scudder Falls. Scudder Falls, a rapid formed by low ledges, needs special attention only with low water. Paddlers may have to do some wading then. With medium-high and high water the water sluices over the ledges and forms an enjoyable run. Over swift water and small rapids the paddler quickly approaches Trenton, New Jersey. Most paddlers terminate the trip here. There is no white water below Trenton, and the boat can be taken out almost anywhere below the city.

HAMMER FOLDBOATS

The pleasures of this sport run the gamut from sunny loafing on a lazy lake to the wonderful thrill of white water. Foldboats, as the name implies, are completely demountable—and when dismantled fold into two canvas carrying packs, each equipped with shoulder straps. The well-seasoned frame requires no tools or screws for assembly. In America, Hammer foldboats have been used on many of our rivers—among them the Yampa, Tuolumne, Snake, Mokelumne, Russian, American, Stanislaus and many others.



WRITE FOR OUR 1955
"TRAILWISE" Catalog
—which contains more
information and prices.

Several different models are carried in stock:

Double Wandering

Two seater. Hull made of "Hammerite" a plastic fabric that is tough, resistant to acid, oil and sun. Easy to repair. Has low friction and long life. Deck is made of heavy duty canvas—royal blue. Wood ribs mounted with brass ferrules are easy to assemble, to repair. This model is 17' 1" long and 32" wide. Wt. 65lbs.

Single Wandering

Single seater. Materials same as double. 14 $\frac{1}{2}$ ' long by 27 $\frac{1}{2}$ " wide. Wt. 63lbs. Both of these models are also available in 7-ply rubber hull material. Boats come equipped with paddles, carrying cases and repair kits. Among the accessories available are double-edged paddles, plastic blade protectors, drip rings, back cushions, keel strips and others.

The SKI Hut 1615 University Avenue Berkeley 3, California

Distributor for Hammer Foldboats—The Banton Corporation, 24 California St., San Francisco, Calif.

THE WEST'S LADY OF THE RIVER

Georgie White, 737 West 101 St. Street, Los Angeles, California, is starting her eleventh year on the rivers of the Southwest. A police-woman during the winter months, Georgie spends four months every year riding the Colorado and its tributaries... with or without a boat.

It all began when she and Harry Aleson swam sixty miles down the Colorado, beginning below Lee's Ferry and "riding" to Boulder City. The object was to test the feasibility of swimming down the river if a boat was lost. It can be done, and has been twice by Georgie—the second time in 1946 when she rode 125 miles, ending again at Boulder City.

To date the West's river lady has successfully traveled the canyons of the Colorado ten times. Considering that only 225 people have ever made the trip without serious mishap, her record is no mean accomplishment. Now she and her husband, Whitney, operate a share-the-expense-excursion-plan that is becoming more popular every year. They use ten-man Navy neoprene rafts with eight separately-inflated compartments. Georgie prefers the rubber boats to the large wooden cataract boats because "they bounce off the rocks better."

For personal wearing apparel, Georgie finds that nylon Air Force coveralls are hard to beat. "They are light, dry just about as fast as they get wet, do not cling and protect against sunburn," she explained.

There are two requirements that Georgie insists upon with her passengers on the long Colorado trip... that they know how to swim and that they are easy to get along with. "One sourpuss on the trip like that," she says, "and the whole thing is spoiled."

In 1954 Georgie took a party down the big

Georgie White checks the gear in one of her boats before setting out on a run down the Colorado River in Spring, 1954. Elgin Pierce, a member of the California Sierra Club, is the smiling passenger looking forward to the event. (photo by William Belknap, Jr.)



river when most other scheduled trips had been cancelled because of low water. The trip was made without trouble, partly due to floodwaters that swelled the silt-laden Colorado for short periods, aiding the boatmen.

As usual when the trip was over, Georgie shrugged it off as just another trip down the river, but her passengers told of the fascinating journey. "Georgie is too modest," exclaimed Ed and Alice Lawrence who made the trip for the first time that year. "It was a tremendous undertaking. There is nothing else like it in the world."

Georgie says that men exaggerate the dangers of the trip. However, her attitude toward the river should not be mistaken for one of contempt or overconfidence. Her respect for the mighty Colorado is one of the factors that has made Georgie one of the leading Colorado guides.

As you might have imagined, the adventurous Georgie has been bitten by the uranium bug, and so spends much of her summer searching through the canyons of the Southwest. Perhaps she will be the first to lead huge rafts full of uranium ore through the Colorado's canyons.

MORE BOATING ARTICLES

"Are You for or Against Echo Park Dam?"—COLLIERS, Feb. 18, 1955.

"Thrills and White Water"—Farley Mowat, ARGOSY, April, 1955.

"The Brandywine in Spring"—SATURDAY EVENING POST, April 23, 1955.

"Death Shoots the Rapids"—CHALLENGE, May, 1955.

"Foldboats Are A-Comin'"—BLUEBOOK, May, 1955.

"Kayaks Down the Nile" and "Grand Canyon: Nature's Story of Creation"—NATIONAL GEOGRAPHIC, May, 1955.

THIS IS DINOSAUR—book published by A. A. Knoph, New York, 1955 (\$5.00). A very excellent presentation of the national park's story told in vivid color photographs and factual information pleasantly written.

(A complete listing of all information on canoeing articles may be obtained by sending \$1.00 to Arthur Bodin, 3215 Netherland Avenue, New York 63, N. Y. His compilation, titled BIBLIOGRAPHY OF CANOEING contains 1388 items subject indexed and partially annotated.)

(SALIDA RACE continued from page 9)

Salida race, but in 1954 the amateur division had the sanction of that association. The race this year and in the future will be strictly under the ACA mandates.

Since the ACA took a dim view of the Salida Chamber of Commerce sponsoring the race, holding that it was a publicity stunt rather than a sporting event, a group of Salida sportsmen organized FibArk, and this organization now is the sponsor of the race. FibArk is the abbreviated form of First in Boating Arkansas River Club.

The establishment of a Rocky Mountain division of the ACA enabled the race to have close ACA scrutiny, insuring strict adherence to Association rules. Since the race is the roughest of America's down river races and a pioneer in that type of racing, the ACA is watching it closely to formulate future rules. The Arkansas current moves at an average of more than 10 miles an hour over the race course. The 26-mile course usually is run in about two hours—varying with the water level.

The slalom was introduced in 1953 at the suggestion of Erich Seidel and Theo Bock, German contestants. Seidel, a personable young fellow, won the 1953 Boat Race and took the slalom honors in both 1953 and 1954. Bock, a man in his forties, is the owner of a chain of sporting goods stores in Germany. He accompanied Seidel over to the United States in 1953 and at the last minute, decided to enter the race himself. He finished second.

The slalom is run on much the same principle as a ski slalom, with gates and poles being set up in the rough waters at the north edge of Salida. The race is run on a time basis with hitting a pole or missing a gate counting against the contestant. The race is run on two days with the winner being given the benefit of the best time on the two days. Seidel was the 1954 winner with 5 minutes and 17 seconds.

The international phase of the race has an interesting history. When the word got around of the first race back in 1949, and the story was put on the United Press wire, two young Swiss, Romer and Riis, heard about it. They were touring the United States, had brought boats along, and came to Salida. They won the race, which went clear down through the Royal Gorge to Canon City. Upon their recommendation, the succeeding races terminated at Cotopaxi, above the treacherous Gorge waters.

European boating clubs are more common than in the United States, and when Riis and Romer returned to the Continent, they passed the word about the Salida race on to their friends. Frenchmen have been entering the race since 1952, and if it is possible for him to make the trip, this will be Andri Pean's fourth successive year as a contestant in the Salida race. The films taken of the previous Boat Races have been shown to the boating



Eric Seidel of Munich, Germany, slices through gate 14 in winning the slalom event for the second consecutive year. He placed first in the high water 1953 race and second in the low water of 1954.

clubs all over Europe.

The race is becoming more popular among the American spectators. Highway 50 runs parallel with the river almost the entire distance of the course. The past few years, a crowd estimated at 25,000 watched the race, and thrilled as the contestants came bounding through such places as Bear Creek rapids, Tin Cup rapids and the treacherous Cottonwood rapids. Last year, Bob Ehrman finished the race in two hours, 52 minutes, three and five-tenths seconds, and Roger Paris had the best time in the amateur race, with 2:53:4.1—just six seconds slower than Ehrman.

Sportsmanship is supreme. Fans still recall how two years ago Theo Bock helped an overturned Frenchman right his boat, even though it added seconds to Bock's time.

One of the German fans last year was Dr. Hans Seidel, who came with Erich and endeared himself to the hearts of the Salidans. The two Seidels are not related. Dr. Seidel brought along a trophy from the Klepper Company, to be awarded to the first American to cross the finish line in the amateur race. Laurence Campton, a Salida lumber dealer, won that cherished trophy.

The race itself is free to the public, although the FibArk Club charges a nominal fee of \$1 for a button which is admission to the slalom race and to several other non-boating events which are part of the weekend celebration.



Loading up for the first day's run on the Green. The Green (coming in from the left out of Ladore canyon) meets the Yampa here in Dinosaur. The highest mountain in this picture would be a tiny island if the Echo Park Dam is built.

(ECHO PARK continued from page 13)

the sacrifice that must be weighed against the needs for water, he will be doing what few in Congress have taken the trouble to do. He most certainly will wonder whether the gravity of the decision can be sensed accurately without such a visit.

In checking the record, he will find that during all the months spent listening to expert witness testimony and studying reams of compelling logic seemingly in favor of the economic advantages, only two Congressmen have bothered to take four days off to see the Monument from its only accessible vantage point. From this he may conclude that the full terms of the sacrifice are not very clearly felt, but to anyone who has drifted through the remarkable corridors of the Yampa Canyon, the full impact of the seriousness of this dispute is inescapable.

If you are willing to study the Upper Colorado Basin Storage Project in any detail, you have set for yourself a task of monumental proportions. Beginning with the Bureau of Reclamation's 1950 report, you will be forced to proceed through all of its corrections and amendments in the Congressional Record of witness testimony. Having succumbed to complete exhaustion from this experience, you will wonder how anyone can sensibly arbitrate the dispute.

Then, as the huge mounds of material become digested, a few fundamental pictures will form, and they may become your most valu-

able guide. You will discover, for example, that the Upper Colorado Basin Project is immense, and that Echo Park Dam is but one unit of the whole scheme. So immense is the Project—with ten big storage units on the Colorado and its tributaries and 45 or so participating irrigation and diversion projects—that it becomes immediately clear that Congress could never authorize and appropriate enough monies to complete the whole scheme all at once. It also becomes clear that this Project, the largest ever conceived by Reclamation, will have to proceed on a stage-by-stage basis, and that completion of all construction stages may, as the Reclamation Report indicates, take as long as 75 years.

Suddenly, the flame and smoke of controversy begin to lift, and you may see for the first time the fundamental character of the issue. In its true light, Echo Park Dam is neither the only dam in the project, nor even one of the biggest ones. It is simply one of many proposed units. When you realize that the construction period will be long, and that many of us alive today will not live to see its completion and that the bills before Congress are simply bills asking for authorization of the first of many stages of the Project, you will begin to ask: *Why have they insisted that Echo Park Dam must appear in the very first stage? What facts*

Famous Steamboat Rock serves as the junction sign post where the Yampa and Green meet in Echo Park. Its top will only be an island for the next generation to see if the dam becomes a reality.



are available which prove conclusively that it cannot be postponed even to the second or third, or fourth, or even the last stage... two generations hence?

Should you dare to ask that question, you will find you have struck directly to the heart of the issue. Immediately your conscience will demand that a clear distinction be made between all facts and estimates which conclusively prove that Echo Park Dam must be the first on the list and those that merely indicate a strong possibility of ultimate need later. A chasm of difference separates the two. And as you re-examine all the data in this light, being careful to keep the fanciful prose of promotion in its proper place, you will discover what opponents and proponents have known all along: *that Echo Park Dam cannot be justified on the basis of proven and absolute need at this early stage of the game.*

This is a matter of great concern to the proponents. They know that absolute need for Echo Park Dam cannot be proven now, and they are justifiably worried over the fact that if they cannot get Echo Park Dam now—before the true value of this park is known to the public—they may never get it. This may be just another way of admitting that absolute proof of need may be difficult to provide at any time.

Must the proof be conclusive? I should think so. We have never permitted such an invasion of a Park before. We know from the public record that there are at least fifteen known dams planned for other National Parks. A toe-hold in Dinosaur may open the flood gates into the others. In the end we may lose a whole concept we have been developing for a century. Certainly it is serious. The very least we can do when weighing our water needs against our need for parks is to insist that the proof of the need must be absolute before we trigger what may well become an avalanche.

Remembering that as a storage dam it is less than a quarter the size of Glen Canyon Dam to the south; that as a power producer it cannot be a profitable investment; that for the regulation of water downstream it cannot do anything that other units re-scheduled to precede it could not do as well; and that the full performance of the whole scheme cannot be accurately determined until the Project begins to near completion; you may well conclude that postponing Echo Park Dam until the last will not in any way seriously jeopardize the 50- or 75-year construction period. And if during that period, with its ample time for more detailed study, facts determine that a sound project may be had without invading a National Park, who would say we were not wise in suggesting the postponement of this one dam? With that as a slim but definite possibility, how wasteful and tragic it would be to throw away a park in haste—only to discover that it need not have been done. This is exactly what Congress is being asked to do now, and may yet do, if we somehow fail to stand firmly for the postponement of Echo Park until absolute proof of this need can be provided.

FOLDBOATS AID HUNT

Wolf Bauer, president of the Washington Foldboat club, and his son, Rocky, became the first foldboaters to ever use their craft in aiding the search for a missing person last summer when James E. Stolberg was feared drowned in the Snoqualmie river in Washington. Bauer and his son combed otherwise inaccessible sections of the river for the missing man helping in the hunt. The missing man turned up alive a week later on another fork of the river.



SHARE THE EXPENSE RIVER TRIPS

San Juan, Glen Canyon, Cataract
Grand Canyon of the Colorado River
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Take your choice of marvelous river trips by sharing the expense with others enjoying a relaxing vacation in nature's wilderness. Write now for information on the following trips:

Glen Canyon..... June 18-July 2

This is Boy's Special—Must be 14 years or over under Boy Scout supervision.

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See Indian Pow Wow at Flagstaff, Ariz on July 4. Come for one, two or three weeks.

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Movies by request to groups or individuals.

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Los Angeles 61, California



Club Activities



APPALACHIAN MOUNTAIN CLUB

Doug Brown, Jr. of the Appalachian Mountain Club has been posting club members of sectional cruises during the spring. The summer schedule was not available by deadline time for this issue, but interested persons may write Douglas M. Brown, Jr., 55 Plaske Road, Schenectady, New York, for desired details.

SACRAMENTO WHITE WATER CLUB

William J. Cameron, 315 Alhambra Blvd., Sacramento, California, tells how the Sacramento White Water Kayak Club began. Perhaps those of you who are contemplating an informal group organization will take heart from Bill's remarks...boating club organization really is very simple and loads of fun.

Bill writes, "As director of Safety Services for the Red Cross in Sacramento, I was interested in promoting small craft use on the 1900 miles of waterways in the Sacramento Valley. We had three canoes available and I encouraged my water safety instructors to use them on their weekends for the experience. We started running the rivers with the canoes, and then tried kayaks and foldboats.

"Others became interested and purchased or built their own boats. (One weekend we cut out and assembled five boats). I soon accumulated four boats of my own and invited others to come along for the ride. One trip was generally enough to convince them that this was the "King of Sports"...so they too joined our group.

"We established an annual canoe and kayak race of nine miles from Folsom to Fair Oaks, California, and found that this did much to interest new people.

"To date we have about 20 boats in this area and the sport is growing rapidly. We have no formal group and no dues, but we do have a tee-shirt with letters and a design. With all of the enthusiasm it is no trouble to get a group together. We have a well-rounded plan of activities with long overnight cruises, racing, lake paddling, quiet rivers and rivers with plenty of drop and rocks. We stress safety and skill. We know our limitations and do not take unnecessary chances. Our gear is constantly changed and improved to stress lightness.

"Alike all other groups we have advanced and beginners groups. There are six "cowboys" who like to hit the rough water fast and furious, and then we have the more conservative groups who take it easy. We start cruising in late December and run through September, then generally cool off for a while and catch up on home chores or skiing."

BUCK RIDGE CLUB

Buck Ridge boatmen got the season off to a flying start with their very fine slalom event in April (see story this issue)

The club's schedule for the remainder of the season is as follows:

June 4-5: LEHIGH RIVER...Advanced white water instruction trip for intermediate and skilled boatmen. Leader—Jack Heckelman, 743 E. Rittenhouse St., Philadelphia 44, Pa.

June: RED CROSS BASIC CANOEING COURSE—watch for announcement from Buck Ridge.

July 17: NEW JERSEY cedar water cruise.
July: RED CROSS SENIOR LIFE SAVING COURSE—watch for announcement from Buck Ridge.

Sept.: RED CROSS BASIC CANOEING COURSE—watch for announcement from Buck Ridge.

Oct. 15-16: FALL COLORS canoe trip.

Oct. 23: BRANDYWINE canoeing ride.

Nov. 19-20: LAST FLING at white water.

SIERRA CLUB

The boating division of the Sierra Club has planned five trips down the Yampa and Green rivers this year through Dinosaur National Monument. Three of the trips are through only the Yampa and Green in the Echo Park area. They are scheduled to begin June 20, June 28, and July 6.

Two trips through the turbulent Lodore canyon on the Green are slated for July 14 and 22. Interested persons may contact Bruce Grant, 6255 Chabot road, Oakland 18, Calif.

COLO. WHITE WATER ASS'N

Colorado White Water Association members have planned a big 1955 schedule, according to President Larry Zuk, 4072 S. Washington, Englewood. It is as follows:

June 5: POUUDRE near Ft. Collins. Leader—Clyde Jones, 2565 Popular, Denver.

June 11-12: ARKANSAS practice for race. Leader—Roy Kerswill, 1760 Magnolia, Denver.

June 18-19: ARKANSAS Salida slalom and down-river race.

June 26: POUUDRE near Ft. Collins. Leader—Steve Bradley, 604 Kalmia, Boulder.

July 3: CLEAR CREEK slalom (tentative). Leaders—Steve Bradley and Willy Schaeffler, 3456 S. Ash, Denver.

July 16-17: BLUE RIVER in the mountains. Leader—Harry Shade, 2516 Kendall, Denver.

July 30-31: EAGLE RIVER in the mountains. Leader—Dave Stacey, 601 Baseline road, Boulder.

Aug. 13-14: GUNNISON between Gunnison and Sapinero. Leader—Dick Stratton, 1328 Walnut, Boulder.

Sept. 3 to 5: COLORADO RIVER at Glenwood Springs. Leader—Larry Zuk, 4072 S. Washington, Englewood.



Film Fun



TYPE OF FILM

Si _____ silent
 Os _____ optical sound
 Ms _____ magnetic sound
 T _____ titles
 B&W _____ black and white
 C _____ color

RESTRICTED TO GROUPS

Ag _____ any group
 ACA _____ ACA connected groups
 AWWA _____ AWWA connected groups

TYPE OF WATER

Sw _____ still water
 Ww _____ white water
 R _____ racing
 S _____ slalom
 Sa _____ sailing
 Cr _____ cruising
 Ca _____ camping
 Sc _____ scenic
 Te _____ technique

TYPE OF BOAT

Cc _____ Canadian canoe
 K _____ kayak
 F _____ foldboats
 Rr _____ rubber rafts
 Cb _____ cataraft boats
 Oc _____ other craft

COST OF USE

Fr _____ free for cost of postage
 R\$ _____ rental cost
 Exs _____ exchange showings

✓ **BRANDYWINE SLALOM**, 16 mm, 15 min, Si, Cc, S.
 Robert McNair, Baltimore Pike & Riverview Rd.
 Swarthmore, Pa., (Fr) ACA, AWWA

CANOEABLE COLORADO, 16 mm, 15 min, Si, C, T,
 F, Cc, Ww, Cr.
 Roland Palmedo
 1185 Park Ave.
 New York, N. Y.

CANOEING FOR BEGINNERS, ENGLAND, in three parts,
 16 mm, 950', 41 min, Si, B & W, T, Sw, Te.

1. River Touring Section, Sierra Club
 6255 Chabot Rd., Oakland 18, Calif.
 Fr, ACA, AWWA.

2. Can be purchased from British Canoe Union*

CANOEING IN COLORADO, 16 mm, 44 min, Si, T, C,
 Ww, Cc, F.
 Lawrence Zuk
 4072 S. Washington, Englewood, Colo.

THE ESKIMO AND HIS KAYAK, 16 mm, 425', 18 min,
 Si, B & W, T, K, Sw, Te.

1. River Touring Section, Sierra Club,
 6255 Chabot Rd., Oakland 18, Calif.
 Fr, ACA, AWWA.

2. Can be purchased from British Canoe Union*

FOLDBOATING ON WASHINGTON RIVERS, 16 mm,
 600', 25 min, Si, C, Sw, Ww, S, Sa, Cr, Se, Te.
 Washington Foldboat Club, c/o Wolf Bauer
 5213-11th N.E., Seattle 5, Wash., (Fr) Ag

HOW TO BUILD A CANOE, 32, 35 mm slides,
 C, B & W, Te.

Sierra Club, River Touring Section
 6255 Chabot Road, Oakland 18, Calif.

HURON RIVER CANOEING, 16 mm, 20 min, Si, C,
 Sw, Ww.

Geraldine Metzger
 American Youth Hostels
 4864 Woodward, Detroit, Mich.

KAYAKING ON THE SOUTH COAST, ENGLAND, 16 mm
 325', 14 min, B & W, T, K, Surfing

1. River Touring Section, Sierra Club
 6255 Chabot Rd., Oakland 18, Calif.
 Fr, ACA, AWWA

2. Can be purchased from British Canoe Union*

ORIGINAL WHITE WATER CANOEING MOVIES, 16 mm,
 Si, B & W

Neil Douglas
 Box 664, Meriden, Conn.
 For sale @ 10c per ft.

✓ **PADDLE A SAFE CANOE**, Os, C, Cc,
 Public Education Dept.

Aetna Life Affil. Co.
 Hartford 15, Conn., or Mills Bldg.
 San Francisco, Calif., (Fr) Ag.

✓ **QUIET AND WILDWATER, FOLDBOATING IN GER-**
MANY & USA, 16 mm, 1600', 46 min, Si, C, B & W,
 F, Sw, Ww, R, S, Sa, Cr.

Klepper Co., 1472 Broadway
 New York 36, N. Y., (Fr) Ag.

✓ **ROCKY MOUNTAIN RIVER THRILLS**, 16 mm, 400',
 14 min, Cc, Rr, Cb, Oc, Ww, R.

Chamber of Commerce
 Salida, Colo., (Fr) Ag.

✓ **RUNNING GREEN RIVER IN CATARACT BOATS**, 16 mm,
 Cb, Sw, Ww, Sc.

Motion Picture Bureau
 Union Pacific Railroad
 1416 Dodge St., Omaha, Nebr.

SCHOOL OF SLALOM, GERMANY, 8 mm, 200', 15 min,
 Si, B & W, T (in German), F, Sw, Ww, S, Te.

The Banton Corp.
 c/o Mr. R. Godon, 24 Calif. St.
 San Francisco, Calif., (Fr) Ag.

SLALOM MEISTERSCHFT, etc., Germany & Europe,
 16 mm, 400', 17 min, Si, C, B & W, F, Ww, R, S.

Klepper Co.
 1472 Broadway, New York 36, N. Y., (Fr) Ag.

SONG OF ALGONQUIN, CANADA, 16 mm, 20 min,
 Os, Cc, Sw, Se.

Canadian National Railways, 210 Post St.
 San Francisco, Calif.

Canadian National Railways, 355 5th Ave.
 Pittsburg, Penna., (Fr) Ag.

WHITE WATER, AMMONOOSUC RIVER IN NEW
HAMPSHIRE, 16 mm, 15 min, Si, C, Ww.

J. B. Watson, Dartmouth College Films,
 Baker Library
 Hanover, New Hampshire, \$1 rental.

WHITE WATER IN THE EAST, 16 mm, 15 min, Si, C,
 T, F, C, Ww, Cr.

Roland Palmedo
 1185 Park Ave., New York, N. Y.

WILDERNESS CANOE TRIP, QUETICO SUPERIOR
WILDERNESS, 16 mm, 1600', 44 min, Os, C,
 Cc, Sw, Cr, Ca, Se.

The Sierra Club
 1050 Mills Tower
 San Francisco 4, Calif., (Fr) Ag. X

WILDERNESS RIVER TRAIL, DINOSAUR NATIONAL
MONUMENT, 16 mm, 1000', 28 min, Os, C, F, Rr,
 Ww, Cr, Cc.

1. The Sierra Club, 1050 Mills Tower,
 San Francisco 4, Calif., (Fr) Ag.

2. Appalachian Mt. Club, 5 Joy St. X

Boston, Mass.

3. Izaak Walton League, 31 N. State St.

Chicago, Ill.

4. Izaak Walton League, Mining Exchange Bldg.,

Denver, Colo.

5. Wasatch Mt. Club, 1528 S. 10th St.,

Salt Lake City, Utah

WILDWATER CANOEING IN THE FRENCH ALPS,
 16 mm, 375', 14 min, Si, B & W, K, Ww.

1. Robert McNair, Baltimore Pike & Riverview Rd.

Swarthmore, Pa., (Fr) ACA, AWA

2. Can be purchased from British Canoe Union*

*These are additional films that can be purchased
 from:

British Canoe Union

33, The Avenue, Radlett, Herts, England

The cost of B & W is about 1.65 pence/foot

and 7d/foot for color, plus about 5/- for postage.

CRITERIUM DE RIVIERE SPORTIVE, 16 mm, 400',
 16 min, Si, B & W, Cc, Ww, R.

Also can be borrowed from Sierra Club

THE OLYMPIC GAMES & CHAMPIONSHIPS OF 1948
 16 mm, 800', Si, C.

SAILING CANOE RACING, 16 mm, 300', Si, B & W,
 Sa, R

THE TENTH INTERNATIONAL CRITERIUM DE LA
RIVIERE SPORTIVE, 16 mm, 300', Si, C, Cc, R, Ww.

The American White Water Affiliation

PURPOSE

To encourage exploration and enjoyment of wilderness waterways; to foster research, study and teaching of improved techniques and equipment designs for safely negotiating white water; to protect the wilderness character of our waterways for the growing number of those who are discovering the rewards awaiting the river tourist.

PUBLICATIONS

All members receive the AWWA magazine "American WHITE WATER" which is a voice for all America's boatmen and canoeists. Members are urged to contribute articles and photographs. Technical bulletins and handbooks will be published as material can be developed. Guides to major river trips may also be undertaken as the interest and need appear.

WHAT IS THE AFFILIATION?

It is many individual members who wish to support and keep informed about wilderness waterways and the ways of white water.

It is an affiliation of groups and clubs, professional and amateur alike, who share a common interest in the AWWA purposes. The representatives from these groups, who have participated in developing the ways (know how) for their own organizations, are the local sources from which flow the main currents that are tributary to our developing sport. Thus, the Affiliation is a channel for bringing together ideas, procedures and experiences.

BRUCE GRANT, secretary
6255 Chabot Road
Oakland 18, California

Every boating enthusiast is a potential contributor to this magazine. It is published by and for boatmen who are interested in the constructive promotion of the great river-riding sport. All of us have had experience with almost every one of the following topics, and we are all eager to share each other's adventures in the boating world. Please write about your:

Cruising trips
Boating techniques
Movies available for exchange, rent or sale
Competitive events
Retail companies selling boating equipment
Articles in other magazines

Boat Club activities
Cartoons and humorous stories
Boating news from abroad
Boat trip requirements and special information
Exciting experiences
Reading water hints

All copy should be typewritten double-spaced. Deadline is the 15th of the month preceding the publication month. Pictures and manuscript will be returned if requested when submitted. Contribution to American WHITE WATER does not jeopard any boatman's amateur standing.

When submitting your material, please include a picture of yourself with biographical information as to age, occupation, family names and ages, boating background, etc., for use with your articles. There are some pretty interesting people in this business.

In A Word

by Joe Lacy

You are reading the first issue of America's only magazine dedicated to the furthering of the River Riding sport in the United States and Canada.

The people who started this movement, Bruce Grant, Eliot DuBois, Bob McNair, Clyde Jones and others, have spent hundreds of hours writing and answering letters to get the ball rolling for the magazine. Everyone concerned has contributed his time, knowledge, and even a good deal of money to make this magazine a reality.

It remains now for all of us to keep up the enormous amount of interest shown in this venture by urging everyone interested in boating to join the American White Water Affiliation. Through the AWWA we hope to bring this exciting, healthful international recreation to all who love life and adventure out-of-doors.

Material of all types has been pouring into the AWWA headquarters for publication in the magazine, and at least a part of every bit of it will see the light of print eventually. Perhaps you think you have some rather odd or radical ideas on the subject of traveling down a river... let me assure you that someone else in this far-flung network of "river-rats" is thinking the same thing or looking for the idea you have. Please contribute everything you have on the subject of boating so that we all may share the things you have learned about the rivers themselves or the craft you use in traveling them.