

American

WHITEWATER

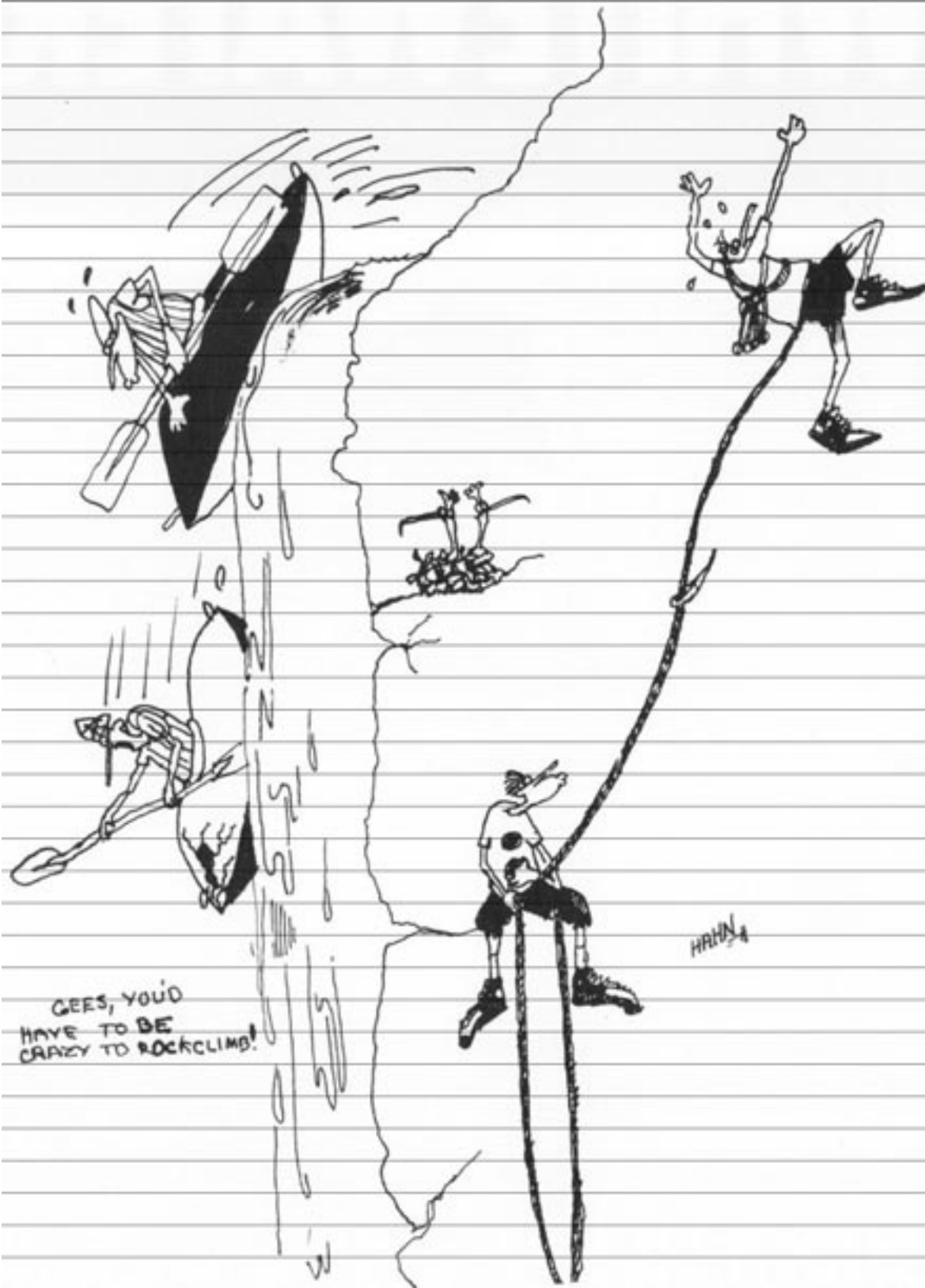
the Journal of the American Whitewater Affiliation



JAN/FEB 1977

Vol. XXII, No. 1

HAHN'S HONCHOS



HOW TO RESCUE A BROACHED CANOE

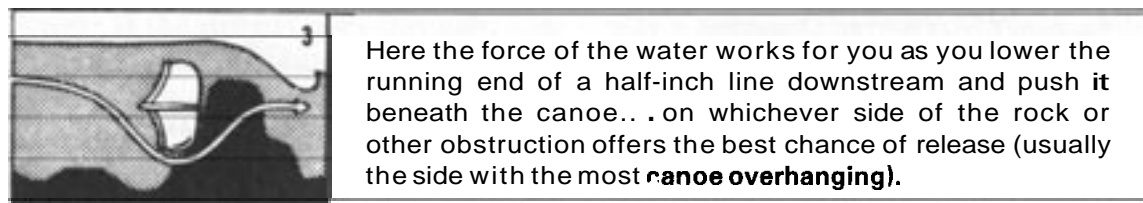
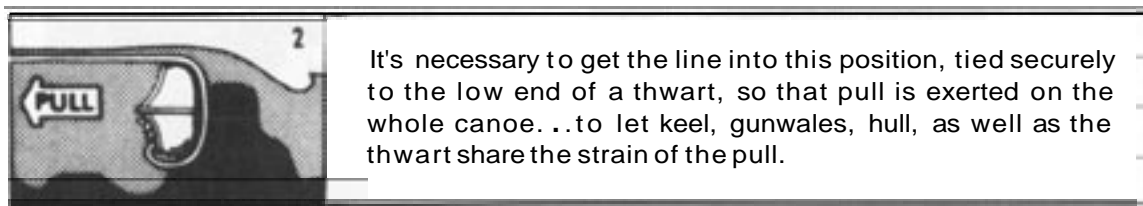
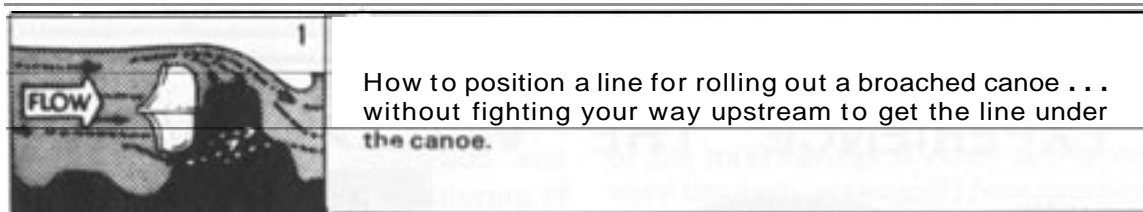
“The Appomattox Rope Trick”

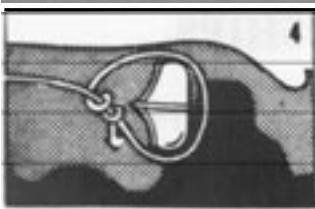
by R. Steve Thomas, illustrations by Les Fry

(The following rescue technique is standard in the repertoire of most of the Coastal Canoeists' experienced open boat paddlers. It is often referred to as the "Steve Thomas Rope Trick" since he is the person who introduced its use to the club, and is considered the system's most experienced practitioner. Steve says the technique has been used hundreds of times by club members, and that it is standard to practice it during lunch stops on club trips. Our thanks to the Coastal Canoeists of Virginia for permission to reprint this information. — Ed.)

Stated simply, the “Appomattox Rope Trick” helps the boat roll, dump itself and come up empty, thus avoiding the necessity of lifting any water. The trick is in getting the line in the proper position to do the most good (and the least damage) most easily. The more quickly rescue can be effected, the better are the chances of success.

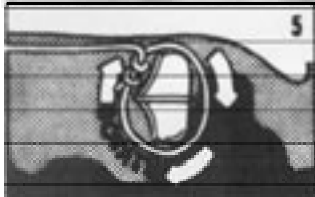
The illustrations below show the boat fully submerged (such luck). This technique, however, is effective in any situation in which the boat is deep enough or the water has force enough to preclude simply lifting the boat out.





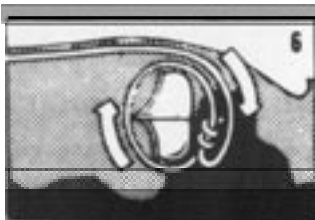
4

Take the running end of the line back upstream over the top of the canoe and tie it to the standing end with 2 1/2 hitches.



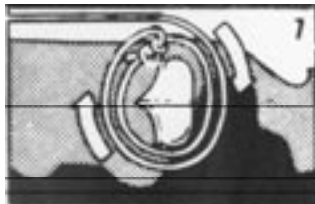
5

Pull running end over the top . . . downstream . . . rotating the loop right around the canoe.



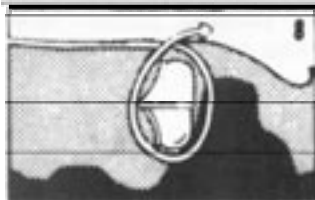
6

Continue rotating . . . right on around . . . and up the upstream (open) side of the canoe.



7

When the hitch reaches the surface on the upstream side, untie it and hold the running end securely.



8

Pull the running end up over the boat and get a few feet of free line.



Illustrated by Tets

Tie the line to the thwart nearest the rock with a clove hitch. Shove it as far down the thwart as possible. . . and PULL! Canoe will barrel roll and pop free. It's well to tie a second line from a substantial tree or rock to the end of the canoe most likely to be the upstream end when released.

1976 OPEN CANOE CHAMPIONSHIPS

(Because of space limitations we are publishing the results of only those classes consisting of five or more boats.)

ACA NATIONAL AMATEUR OPEN CANOE SLALOM CHAMPIONSHIPS

Hoback River, Jackson Hole, Wyoming
September 2, 1976

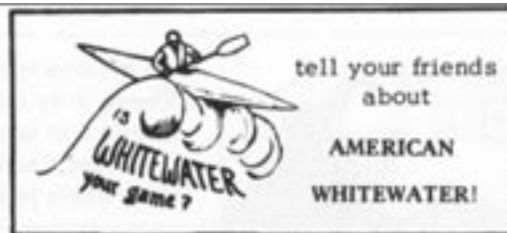
OC-2 (11 boats)	Time	Pen	Score
1. D. Emory/T. Johnson	278.15	10	288.15
2. P. Kennedy/Marshal	286.13	10	296.13
3. H. Baxter/D. Baxter	298.17	0	298.17

OC-2M (12 boats)	Time	Pen	Score
1. G. West/P. Kennedy	322.52	10	332.52
2. B. Johns/E. Weatherby	307.31	30	337.31
3. S. Tingey/D. Emory	305.15	50	355.15

OC-1 (15 boats)	Time	Pen	Score
1. Mike Rainey	307.92	20	327.92
2. Rick Rigg	287.33	50	337.33
3. Robert Harrison	292.89	50	342.89



Open Canoe Slalom Championships, 1976.
ABOVE: Photo by Bob Woodall, Jackson Hole Guide.
AT LEFT: Photo by Richard Murphy, Jackson Hole News.





ABOVE: Off and running. Photo by Steve Beedle, Jackson Hole Guide. **AT LEFT: Quick switch of paddling sides.** Photo by Bob Woodall.



**ACA NATIONAL AMATEUR
OPEN CANOE WILDWATER
CHAMPIONSHIPS
Snake River, Jackson Hole, WY
(Wilson Bridge to West Table Creek.
33 miles)
September 3, 1976**

OC-2 Med. (12 boats)

	Time
1. Crozier/Treibold	2:43:42
2. Block/David	2:46:52
3. Waddle/Waddle	2:47:55

OC-2 Short (7 boats)

1. Walsh/Mendes	2:55:25
2. Hornbeck/McNett	2:57:49
3. Williams/Kennedy	3:04:41

OC-2M (17 boats)

1. Rademaker/Rademaker	2:47:24
2. Stasz/Stasz	2:49:47
3. Schleuter/Schleuter	2:49:57

OC-2W (5 boats)

1. Phillips/Shelton	3:11:18
2. West/Johns	3:11:56
3. Johnson/Pealer	3:26:33

OC-1 (9 boats)

1. Tracy	2:55:32
2. Vincent	3:00:08
3. Hunter	3:00:52

**WYOMING GOVERNOR'S
CHALLENGE CUP**
*(Same course as Wildwater
Championships)*
September 4, 1976

The Governor's Cup race was limited to three canoes from each state, chosen by the governor of that state. The governor sponsoring the winning team had his name engraved on the traveling trophy.

Fifteen states competed for a total of 39 boats and 37 places (two ties).

Each boat received points equal to the place it earned (#9 got 9 points, etc.), the scores of the three boats from each state were totaled, and the lowest score won. Teams with fewer than three boats received 38 points for each non-existent boat.

State	Points
1. Wisconsin (Trebold/Crozier, Block/David, Schleuter/Schleuter)	8
2. Wyoming (Baxter/Baxter, Tschetter/Jensen, Birr/Dixon)	29
3. Montana	35 (total time 8:09:51)
4. Oregon	35 (total time 8:09:52)
5. Texas	44
6. Nebraska	56
7. Washington	59
8. Utah	78
9. N. Carolina	80
10. Florida	86
11. Vermont	89
12. Colorado	94
13. N. Dakota	95
14. Kansas	109
15. New Jersey	115

NATION'S WHITEWATER CLASSIC
Snake River Canyon, Jackson Hole, WY
*(West Table Creek to Alpine Jct.,
12 miles)*
September 5, 1976

Classic (9boats)	Time
1. H. Baxter/D. Baxter	1:08:06
2. M. Fennimore/S. Adams	1:10:50
3. J. Martin/D. Pearce	1:11:09
OC-2 (7 boats)	
1. Kennedy/Marshall	1:12:21
2. East/Roundtree	1:13:17
3. Sullins/Webster	1:14:15

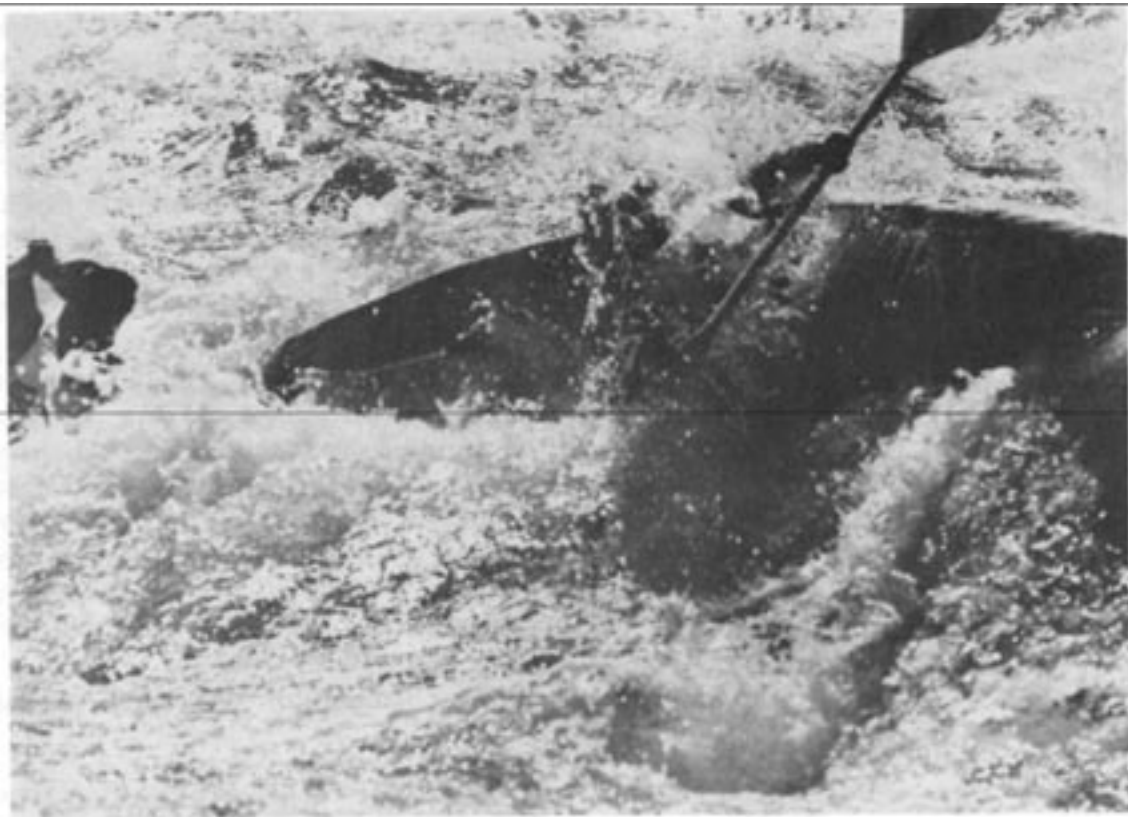
Individual overall point scores (points awarded to place finishers in all events in all four days of competition)

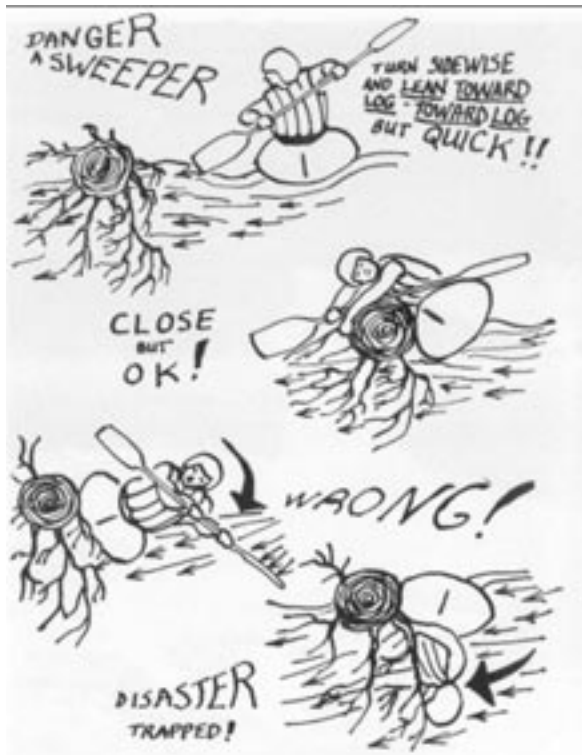
1st = 5 pts., 2nd = 3 pts., 3rd = 1 pt.

Men (28 total)	Points
1. D. Emory	19
2. Tom Johnson	15
3. P. Kennedy	14

BELOW: Product of racing evolution in Governor's Cup race: AT RIGHT TOP: The bow-person has more fun (Whitewater Classic). BOTTOM: Classic upstream flip in whitewater classic. Photos by Bob Woodall, Jackson Hole Guide.
(Sorry, no participants' names accompanied the photos. If you know these folks, let us know!)







STRAINERS & SWEEPERS

These terms are used variously in different areas of the country to refer to a **log** or **tree** sticking out into the current, posing the threat of entrapment to passing boaters (or swimmers). Most boating instruction (we hope!) includes strong warnings to stay well away from these river hazards. But at times even the best boaters may find themselves inescapably confronting a **sweeper/strainer**.

The Washington Kayak Club, which has always been very safety-conscious, last summer published sketches on what to do if approaching a sweeper a) in the boat and b) swimming. We reprint the sketches here with permission from the WKC Safety Chairperson, Dave Hamilton.

Ironically, shortly after the sketches were published, Dave's best friend, Jack Tucker, was fatally trapped by an underwater log, part of a log jam on a relatively shallow (but very swift) section of the Snoqualmie R.* Those present theorized that Jack had tipped, had possibly hit the bottom and been momentarily stunned (since he didn't even attempt to roll), came up downstream of his boat and was immediately wrapped around the log with the boat subsequently crushing him against it. The force of water and boat apparently asphyxiated Jack even though his face was above water for some time. In spite of prompt and knowledgeable help from his companions, his body was so securely pinned that they could not budge him; it took a diver, three other men and a 150-foot, 1/2" line to recover the body the next day. (The log ~~has~~ since been removed.)

Steve Thomas of Virginia's Coastal



*The ~~full~~ account of this tragedy was published in the Washington Kayak Club newsletter.

Canoeists was luckier. Though an expert canoeist, he came upon a **strainer/sweeper** (big, ugly, branchy tree) with no time to maneuver away from it.** The canoe broached and the bow caught the bank, locking the boat in the broach position—otherwise it would probably have pivoted off the tree. The boat was pinned almost upside down, and the impact had knocked Steve's leg under a thwart, where it hung up and trapped him in the canoe. Steve was barely able to hold his head above water and could find no means of improving his situation. Worse yet, the trip had become somewhat strung out and he knew that it would be virtually impossible for anyone to *see* that he was pinned in the boat. Larry Gross, the sweep, arrived and saved the day (and Steve) by immediately asking other boaters where the paddler -of the broached boat was, then finding out for himself and organizing an instant rescue effort. Steve was rushed to the hospital for treatment of shock and torn knee cartilage. He considers himself fortunate that that was all the damage he incurred, but would like to share the following thoughts with the paddling community.

"This was a **flukey** accident. People seldom get caught in open boats, and the "lever lock" broach was unusual. Yet, we can improve water safety as a result of this mishap. I recommend the following:

"1)**Limit group size** to six to ten boats on heavy-water rivers. The lead should know the river, but the most skilled paddlers should sweep. Use two sweeps. If a boat broaches and the group is not large enough to rescue it,

**Steve's own detailed account appears in the *Coastal Canoeists'* Nov. 1976 CaNEWS, a superlative newsletter edited and illustrated by Les Fry; and also in the *Canoe Cruisers Assoc. (of Washington, DC) Cruiser*. Dec. 1976.

leave it and come back later.

"The lead should **stop** at least once each mile, group up and account for all hands. Paddlers within the group must not only try to keep the boat behind in sight, but be prepared and alert to rescue the paddler just ahead. All hands should stop at any broach or gather to the whistle indicating a spill and ask, as Larry did, 'Where is the paddler?'

"2) **Wear a highly visible life jacket** and helmet. I was wearing a black wet suit but had a safety orange jacket. Larry's spotting my jacket **helped** save me.

"3) **Wear a whistle** and blow it when a rescue is needed. I had one around my neck, but didn't think to blow it to attract attention.

"4) **Wear snag-proof footwear**. I later examined my right tennis shoe and am convinced that I was caught by the rubber toe cap at the base of the tongue. Henceforth, on heavy water I will either wear toe-capless tennis shoes or (wet suit) booties which have no caps."

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FRIENDS

There is a place where I often go,
to share with friends that you might know.
To the "put in" drive our dedicated band,
We go to the river with boats and paddles in hand,
dressed individually but always with pride,
to once more begin our joyful and perilous ride.

The call of the river is a powerful thing.
It makes my mind and body sing.
It is a personal experience which touches my soul.
The river cleanses my body and renews my spirit as well.
As anybody who has joined me there can tell,
that "running" rivers makes the heart swell.

To dance and play upon the waves,
to go forward, backward, and sideways,
and sometimes even upside down in awkward ways,
to dump and roll again and again, I feel,
brings me closer to that endless circle in life,
in my struggles and in my strife,
to touch the river of life, to be renewed again.

I don't remember how many times I've dumped and swum,
before I learned to roll at the skill level where I am.
To charge out of an eddy in three foot waves,
is still a thrill in many waves.
To ferry across to the other side,
provides a most exhilarating and rewarding ride.
To surf in a hole and do "pop ups" is great fun,
and "enders" I have sometimes done.

To maneuver in rock gardens does take some skill,
to negotiate drops makes the heart stand still.
They call forth acute awareness to avoid a spill.
To brace in holes is a challenging thing,
especially when friends are looking on with a grin.
Sweepers I always approach with dread,
they force the cobwebs from my head.

The river is often white with foam,
with high-peaked waves and strong eddy currents roam.
There are headwalls and boils in high water too,
and potential danger lurks there for me and you.

The lunch spot is always a popular place,
where those who are tired can rest with grace,
and where friends can share stories of the day,
past, present, and future in their own special way.

My paddle is the most important thing to bring,
besides my skill and courage in the Spring.
When rivers are high or when they are low,
down to the river I must go.
My boat is important of course, I couldn't use a horse.

When the "take out" is in sight,
I paddle with all my might,
and when I stumble from my boat in pain,
I feel renewed in spirit, even in the rain.

Good companions all, we have shared this day,
and tested our skills in no small way.
The mighty river flows still along,
singing its own ageless song.
that we all hear in different ways.
It lures us to return again on sunny days,
and in the rain, and sleet and snow,
the river always seems to know,
that we are sometimes afraid but still we go.

One of my friends the other night,
While "running" the river within my sight,
gave his all in his personal fight.
He touched the earth and sky by day and night.
He flew with the eagles in the sky,
and flowed with the river in days gone bye.

He was filled with laughter to the very end,
before he rounded that last river bend.
He lived with courage and died the same.
He was my best friend by any name.

And so my friends as you can see,
to the river again we go with glee,
and sing and dance upon the waves,
and share our stories of bye gone days.
To catch the spray in our face,
and sponge the water from that special place,
to paddle hard in the drop,
and hope we will be able to stay on top.
To hear the roar of the rapid below,
and see the blue herring and the winter's snow,

and the ducklings in the awakening Spring,
and to feel Summer's sun that comforts everything.
All these things make my heart sing.

During the drive back home we might agree,
that the river humbles both you and me,
and reminds us of our limited mortality.
To be alive is a precious gift I say,
and I do try in my own way,
to live each day as if it were my last,
to throw off the ghosts of the past,
to fly with the eagles in the sky,
and boat with my friends until the day I die.

by: Dave Hamilton
Wash. Kayak Club-Seattle

(Written in memory of Jack Tucker, for his infant daughter)

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AMERICAN WHITEWATER (AWA) also offers you: AWA embroidered shoulder patches, \$1.20 each; AWA Decals, 2 for \$1.00; Back Issues: Vol. 17, 4 issues of 1972, **\$3.50**; Vol. 18, 4 issues of 1973, **\$3.50**; Vol. 19, 6 issues of 1974, \$5.00; Vol. 20, 5 issues of 1975, **\$4.50**. Mail your check to: AWA, Box 1584, San Bruno, CA 94066.

WHAT DO YOU SAY, JOHN MUIR?

Would You Have Wanted to Pay A Commercial Guide In Order to Walk the High Sierra?

Dear Citizen:

Sound a bit far fetched? Perhaps. But if he were alive today, John Muir would walk with less freedom through his beloved mountains, to "get their good tidings." Times are fast changing. Public preserves are in danger of recreational overuse in different parts of the nation. Already, big corporations have moved in on food, lodging and other franchises in our National Parks. Now, as much-needed use ceilings are established for fragile places, there is the threat that packaged and programmed guide services will come to dominate a wide range of activities. Free access may be in jeopardy for such outdoor experiences as **canoeing on the Quetico-Superior Boundary Waters**, backpacking on the Appalachian and Cascade Crest Trails, climbing in the Tetons, ski-touring in New England, **hunting** in the Rockies, bird-watching in the Okefenokee and, yes, even fishing or camping in the High Sierra.

Consider a real example. In 1972, to protect the environment, it was necessary and proper for the National Park Service to impose overall use ceilings on the Colorado River in its white water run through the vast Grand Canyon. But the Park Service allocated 92 percent of all user-days to commercial companies who provide (for a fee and at a profit) a guide service for tourists wishing to visit this unique scenic wonder. **Only 8 percent** was reserved for qualified non-commercial persons seeking to explore and enjoy these public lands quite independent of guided-tour commercial organizations. These allocations have been maintained since 1972 in spite of a dramatic increase in the numbers of qualified **non-commercial** applicants—now eight times the 8 percent allocation.

These applications are submitted by non-profit, share-the-expense groups

that comply with all regulations as to safe equipment, expertise, sanitation and environmental protection. River rafts and equipment that once were scarce are now widely sold. Whitewater skills are now practiced safely by an ever-increasing number of persons. Schools and universities are forming a variety of outing groups to cooperate in capital costs and share in the expenses of a wide range of activities across the country, from river-running to **ski-touring**. Many people want to join with their friends to share expertise and cut costs in outdoor vacations, whether it be backpacking in Alaska or canoeing the St. John River in Maine.

Yet a glimpse of the future may be seen in National Park Service figures **revealing** that, for the 1976 season, at least **4,000** qualified persons wanting to participate in non-commercial Colorado River float trips through Grand Canyon already have been denied free access. These same persons can go as often as they want with commercial concessioners—at about twice the per day cost.

Some 17,000 persons now pay fares for a four million dollar gross business in the heavily advertised commercial guide services on this one river each year. Since the 92/8 percent system went into effect, no changes have been made in the commercial allocations even though, as a group, the outfitters are not using all the spaces available to them.

Park Service Act Of 1916

"... no natural curiosities, wonders or objects of interest shall be leased, rented or granted to anyone on such terms as to interfere with free access to them by the public. . . ."

(16 USC Sec.3)

The National Park Service's continuing enforcement of the arbitrary and discriminatory 92/8 percent allocation of user-days contravenes existing public law and deprives you of a legislative right.

A deeply concerned group has established the Wilderness Public Rights Fund, a non-profit corporation, chartered for the purpose of giving strength and substance to the argument that, in sustaining its 92/8 percent allocation of user-days, the National Park Service has discriminated unfairly and illegally against those qualified users of public lands who do not need concessioner services. WPRF believes that the Park Service's 92/8 percent policy in Grand Canyon, if not challenged, will set a dangerous precedent adversely affecting public participation on public recreational areas throughout the nation. After denial of a legal Petition asking for a revision of use-allocation policy, WPRF, in order to protect a public right, has taken its case against the Department of the Interior to the U.S. District Court in San Francisco (Case No. C76-187). The suit asks the Court, on Constitutional grounds, to direct N.P.S. to immediately revise its permit allocations under limited capacity river management policies.

It is WPRF's contention that, when commercial and non-commercial user groups are required because of government edict to compete for the same public space, the qualified **non-commercial** category must be given priority.

It is not WPRF's objective to eliminate commercial outfitters on land and on water and thus abridge the rights of that portion of the public that has neither the time, inclination, or capability to organize and participate in a non-commercial wilderness trip. But once a capacity ceiling is placed on the use of public preserves because of excessive demand by the combined commercial and non-commercial users, then priorities must be established and choices made between the two sectors. We feel that concessioners, profiting by use of public lands as their major capital re-

source, are legally obligated to be the first to prove how, when, and where their services are unique or essential. (For example, of the public demand they claim to serve, how much is in part artificially created by widespread, colorful advertising and intensive promotion?)

The law permitting concessioner services clearly limits those services to those that are **necessary and appropriate** (16 USC Sec. 20). Concessioners obviously are not necessary for that portion of the use-allocation for which qualified non-commercial parties have made timely application. So the government finds itself in the position of forcing a person to pay fees and profits to a private business entity in order to use public lands, when that person is ready and capable, safely and with full environmental protection, of using those lands without paying fees and profits. As we see it, this is simply and patently against the law.

The Wilderness Public Rights Fund is composed of numerous individual contributing members from all sections of the United States. Even though newly formed we already have the support of the American Canoe Association, the American Whitewater Affiliation and some of their member groups such as the Colorado White Water Association, and others, in the effort to secure the right to a more equitable allocation share for the non-commercial river user. WPRF is not in any way engaged in the organizing or operation of river trips or any other kind of guide services.

WPRF fully understands and accepts the establishment of use ceilings to **protect** special natural environments from overuse. We favor the limited use of fragile areas so that wilderness can support itself on its own terms, and we believe that man should enter and enjoy himself in these areas **only** if he accepts those terms. We endorse with full conviction the highest ecological and safety standards. *We seek only an equitable use-allocation of precious outdoor recreational resources.*

The substance and strength required of WPRF in bringing its case before government must be drawn not only from river-floating enthusiasts, but from you, the wilderness-loving general public. WPRF needs your help and it needs it urgently to raise funds to support this expensive action. That is why we hope you will join with us and send us your contribution of \$25.00 or of any sum prompted by your own concern, judgment, and generosity.

Yours very truly,
 Richard Saltonstall, Jr.
 President, WPRF

Wilderness Public Rights Fund
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MISSOURI WHITEWATER CHAMPIONSHIPS

The 10th annual Missouri White-water Championships will be held March 19 & 20, 1977 on the St. Francis River at Silvermines Campground in the Mark Twain Nat'l. Forest. Information: Elaine Centofanti, 512 Clark, Webster Groves, MO 63119.

CORRECTION: The 1976 National Slalom Championships were held on the *Kern River*, Calif.; and Steve and Sue Chamberlin won in C-2M, with Ganz and Ganz second. These were incorrect in the SEP/OCT 1976 issue.

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Recapping Neoprene Sprayskirts

When a neoprene spraycover gets old, it starts to fray where the rubber is stretched around the lip of the cockpit rim. Small tears can be carefully patched, but after a while it becomes a losing battle. Now you CAN throw the whole thing away, but with neoprene sprayskirts selling at close to thirty dollars and the top part, chances are, in good shape, it may be worth attempting some minor surgery.

To "recap" a neoprene sprayskirt, you'll need about 10' of 40" wide, 1/8" nylon backed material, which will cost about five bucks. A can of glue and some shock cord (if the old cord is frayed) completes the list. For tools, all you'll want is a piece of chalk and a pair of scissors. Here's what to do:

1. Cut the neoprene strip into two 5' x 40" strips.

2. Butt-join the ends of the two strips to make one 5' x 80" strip.

3. Swab the outside 2" on each side of the strip with wet suit glue, leaving a 1" wide dry strip down the center. HINT: In case you didn't already know this, sand the skin side lightly before applying the glue. This makes for better adhesion. Don't try to apply the glue to the nylon side; it just won't hold as well.

4. If you are installing a new shock cord, check length and tension on your cockpit rim and trim if needed. A sprayskirt should fit tight, and it is very hard to draw the cord too tight. If you have a choice, 1/4" nylon-wrapped shock cord is best. Smaller diameters and cotton-wraps don't last as well, and may snap at an inconvenient time!

5. Lay the shock cord down the "dry" center strip on the neoprene. Fold the neoprene widthwise over the shock cord so that the edges match up. HINT: The shock cord will be a good bit shorter

than the neoprene strip. As you finish one end, pull on the cord, and continue up the strip. The cord would be sticking out BOTH ends when you're ONE

6. Put your old ratty spraycover on your boat. With the chalk, mark the INSIDE of the cockpit rim (not the edge). Remove the sprayskirt and cut along this line. Go slowly so as to leave a clean, unfrayed edge.

7. Coat the edge of the spraycover, and the edge(s) of the folded neoprene, with glue. Two to three coats will do. Start at the center of the back, and butt-join these two pieces. Work your way around to the front, and on to the back.

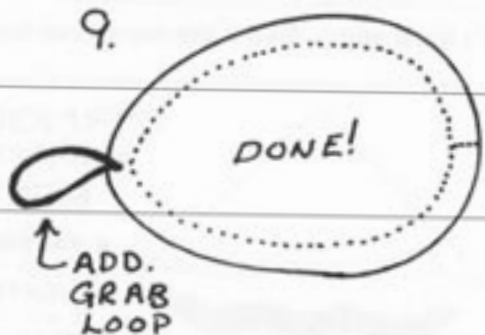
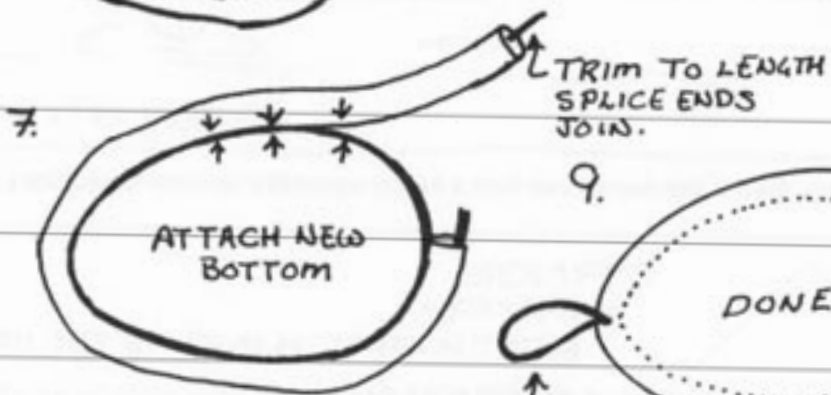
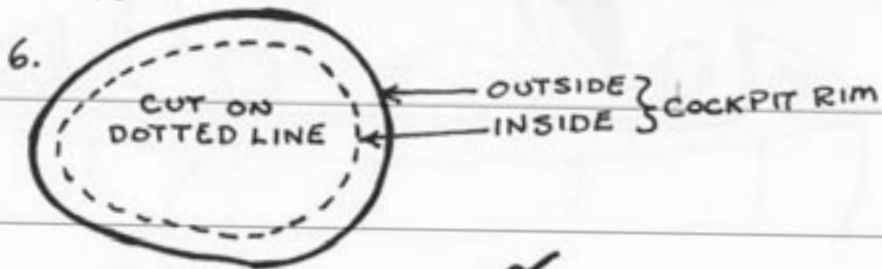
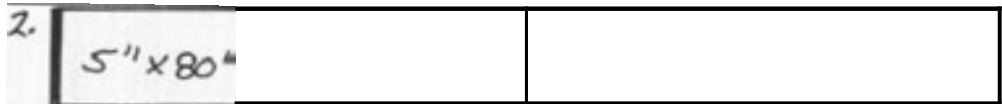
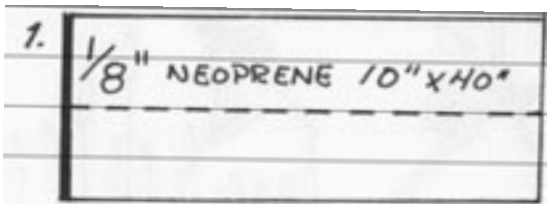
8. Chances are there's some neoprene which will have to be cut back for the new sprayskirt bottom to fit. Trim away with scissors. Join the two ends together by sewing, or with stainless steel clips. Allow a minimum of 1" overlap.

9. Push the overlap into one end or the other of the new bottom. Coat these edges with wet sut glue and join when dry. Add a grab loop at the front by threading parachute cord through the tip of the spraycover, around the shock cord, and tie securely. This arrangement will need to be periodically re-glued unless you can sew the seam (cotton thread), but it will give you many more outings with the same old spraycover.

EXTRA HINT: *Knead* (press together and work) all seams from both sides. Go over every inch carefully for added strength.

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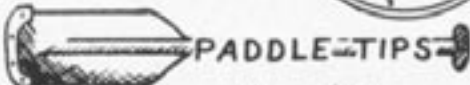
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