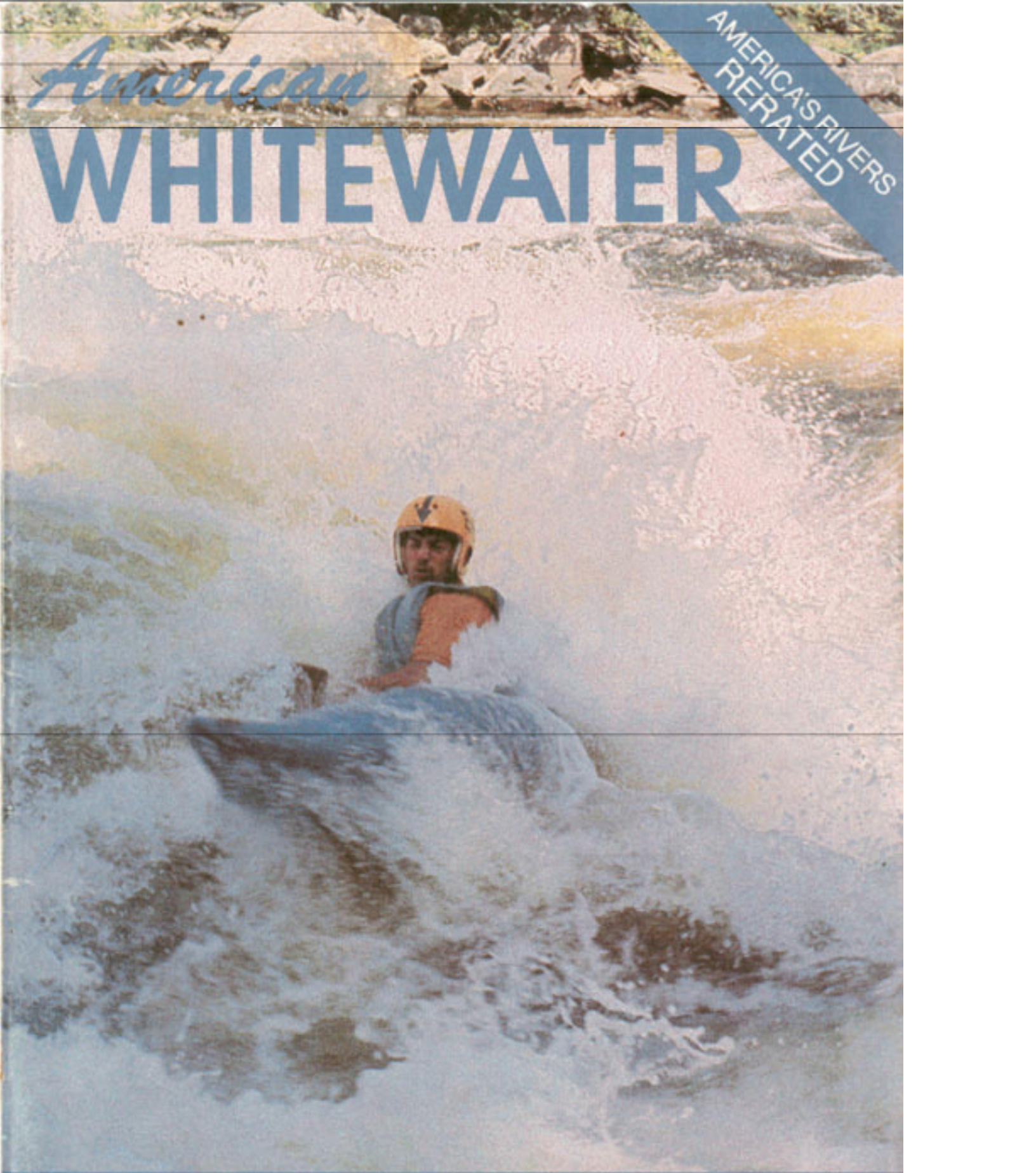


American

WHITEWATER

AMERICA'S RIVERS
PREFERRED



The Journal of the American Whitewater Affiliation

\$1.95

1984



Tom Rogers

Confident and serene, Eric Jackson endures at Magic Falls (4000 cfs) on Maine's Kennebec River. Apparently, as long as the arrow points down, Eric can still find his way.

The American Whitewater Affiliation

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COVER: Eric Jackson finds himself irresistably drawn into the Kennebec's Magic Hole. (Tom Rogers photo)

Editor's Soapbox

The Path Less Traveled

The other night, I was privileged to have as a guest one of paddling's elder statesmen who in his fold boat, both before and after World War II explored and discovered a multitude of Eastern streams, many of which never saw a second boat until two decades later. As we sat after dinner, sipping some amazingly poor wine I had chosen for the occasion, I asked him the obvious question, "After 40 years what are some of the greatest changes you've seen in the sport?"

Immediately what leaps into mind of any veteran so questioned is usually that whole raft of physical changes: incredibly lighter, more maneuverable boats; the advent of efficient safety gear; a dryer ensemble; the sport's booming popularity and increased numbers; and of course the overwhelming evolution in boating techniques that turned yesterday's impossible stream into today's standard run.

My guest, however, mentioned none of these. The primary change in paddlers and paddling he had witnessed, he said, was a change in the sport's purpose, for the majority of boaters anyway. Most early fold boaters, kayakists and canoeists plied their craft seeking new streams and new areas of the country. If they paddled by a confluence with an unknown rivulet they would pause and study it, and exploring that stream would become their next weekend's goal. Regardless of how big the whitewater might be, it was new and thus worth a try.

Today, the goal has shifted to catching the biggest whitewater and working out in it, wherever, or no matter how boringly familiar it might be. Safety agencies expound how any first-time exploration is an unnecessary and foolish risk. Guidebooks for every part of the country describe in detail several rivers in each region where the best and most familiar water is. They even give phone numbers so you can find the

exact level. So in hoardes we pour into the over-crowded water-gyms of the Yough, American, etc. and weekend after weekend work out on the best stuff available.

Actually, I'm not so sure that exploration has died in the sport of whitewater. I hear of first runs and new streams being challenged all over the country. The small cadre of whitewater's originals, who first discovered so many of our now-standard runs, are more than matched by the top level, activecruising corps who bring new, hidden stretches to our attention. But for the main body of cruisers, particularly those who paddle mostly with clubs, familiarity can be an unfortunate trap. Many clubs run the same stretches year and again, changing only the time to fit water levels.

Certainly what and when any paddler runs is his or her own damn business.

I am not going to pompously announce that I or anyone else knows best what rivers you should choose. But today, with so much available, it seems all too easy for the paddler to follow the well worn paths to the best stuff on his level. This, rather sadly I feel, reduces the river to little more than a stage where one does whitewater.

Perhaps there is nothing wrong with this, we get quickly and directly to the best streams and we don't have to run the risk of not finding a put-in on that new rivulet, or even worse, 'wasting our time' on boring flatwater. But as I sat at the table and witnessed my guest's enthusiasm and recalled the fiery tales of first runs told by today's top cruisers (even if it wasn't the harest thing in existence,) it made this boater think. Perhaps we all need to explore a bit more. Risk a few weekends poking around those rills that are embarrassingly close to home, yet somehow are never tried. After all, the hydropower boys are on our tail—why not get there before they do.

Bert Jackson

Letters from Readers:



Write the AWA Editor today at 7 Holland Lane, Cranbury, N.J. 08512. If any or all of your letter is not for publication, please specify.

SAVE THE VIRGIN

Dear Editor,

I am writing this letter overconcern for the Virgin River in southern Utah and northern Arizona. Though a river runner for only three years now, I have had a chance to boat many fine streams in Utah, Idaho and Montana. Without a doubt, I have found the Virgin to be one of my favorites. It runs from near St. George, Utah to Littlefield, Arizona. This is one fine, intermediate (Class III+) spring trip.

Unfortunately, not many people know of this high quality river, and I'm afraid that because it is such an obscure stream, floating may be doomed there. You see, the state of Utah is starting construction of a dam on the Virgin between Zion National Park and St. George. They plan to divert large flows into another dammed lake near St. George. I'm afraid they won't allow adequate flows during the peak runoff (April-May) to run this seasonal stretch. This stretch is in the 'Arizona Strip'—an area specifically set aside for recreation.

Can you do anything? I don't know anything about river saving, but I hoped I could alert people and help save floating on this wonderful river. Please help.

Dan Smith
3798 South 2900 St.
Salt Lake City, UT 84109

You have already taken the first and most important step, Dan, by alerting the paddling community to this problem. We have passed your letter onto

AWA's Conservation Director, Del Du-bois (Box 737, El Prado, NM 87529; 505-776-8667) and he should be contacting you shortly. We have also informed the American Rivers Conservation Council of this situation, as well as two area clubs: Northern Arizona Paddlers Club and Outdoor Dynamics Ltd. (See contacts' addresses in AWA Affiliates List, page 36). These should be able to initiate some action to help save the Virgin. Thanks again for alerting us and we'll keep you and all AWA readers informed.—Ed.

MAN MADE NIGHTMARES

Dear Editor,

I would like to make my fellow members of the AWA aware of an issue which is of great significance to all paddlers and river sports enthusiasts of the Northern Regions.

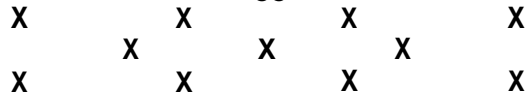
Ice jamming during the early phases of the spring melt poses flooding problems in many northern communities. The town of Hardwick, Vermont spends thousands of dollars annually coping with ice jams and flooding in the Lamoille River, which passes through downtown Hardwick. In desperation, they have turned to the Corps of Engineers Cold Regions Research Lab in Hanover, NH to seek a solution to the problem.

The section of the Lamoille upstream from Hardwick is one of the best Class II-III runs in the state, and is used extensively by paddlers during melt-out.

As a solution to the flooding problem, the Corps has proposed a series of ice retention structures, which would be placed in the river channel. The idea is to keep the ice and debris associated with melt-out from inundating the town all at once. The location is in the heart of the run.

These structures proposed by Hardwick and the Corps are the stuff that paddling nightmares are made of:

1. Two sets of railroad rails, in groups of three rows, on six foot centers, with the middle row staggered:



Chain Link fence would then be strung across each of the rows.

2. Truck tires, strung on a pair of steel cables, hung at water level. The cable passes through the tread surface, so that the tires allow water through the donut hole.

3. A 'fence boom' consisting of a single steel cable, strung just above water level, with two by four pickets, six

feet long, on three-and-a-half-foot centers.

The Northern Vermont Canoe Cruisers, and the Vermont Chapters of the Appalachian Mountain Club and Sierra Club have all petitioned the Army Corps of Engineers to hold a public hearing before issuing the final permit for this project. At issue are safety, erosion and river access rights.

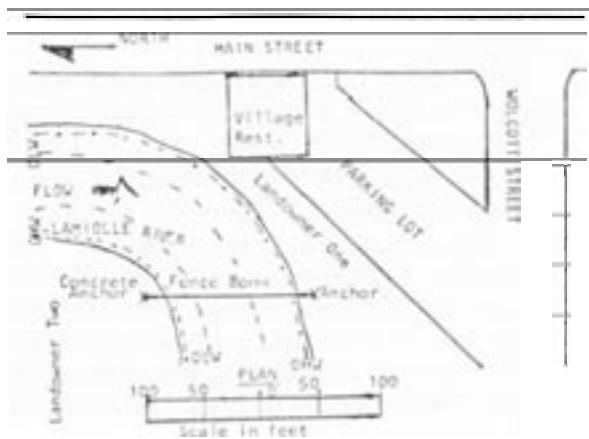
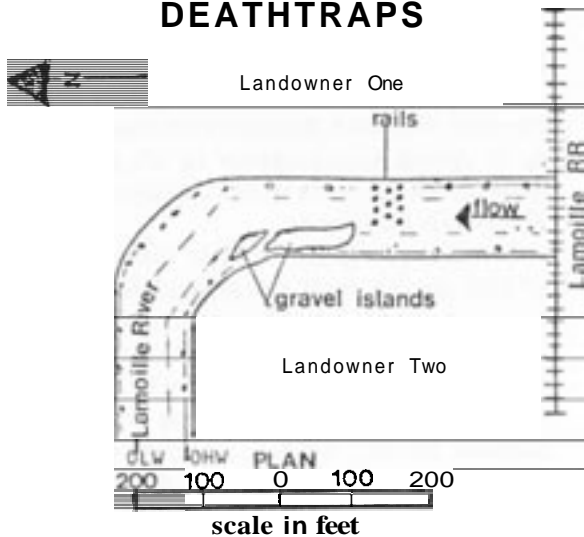
Our Club has sent a letter to the Corps requesting a public hearing. No exact date for the seasonal removal of these deathtraps has been set. One of the tire booms is to be deliberately placed between a sheer-walled canyon, affording no escape for the trapped boater or swimmer. We seek and welcome advice and support on fighting this project.

If the Town of Hardwick is allowed to install these structures, and if the structures do reduce the flooding problem, a precedent will have been established for using these structures elsewhere. The paddling community should not stand idly by and let our river rights and our safety be ignored once again.

For the Northern Vermont Canoe Cruisers:

Timothy L. Marugg
 24 Greenbriar Dr.
 Essex Jct., VT 05452
 (802) 879-0813

THE CORPS' LAMIOLE DEATHTRAPS



FLUVIAL BATTLELOG

Dear AWA,

As a river guide in Dinosaur National Monument, I have become familiar with some of the problems facing our rivers. Recently, I read the "Proceedings before the U.S. Dept. of Interior: Hearing on Dinosaur Nat'l Mon., Echo Park and Split Mountain Dams", to familiarize myself with some of the legal aspects of river development. I chose that case because of its successful impact on future policy decisions regarding rivers and wilderness.

Now, with the prospect of the West Branch of the Penobscott River in Maine facing a dam proposal, I am preparing myself to aid in the fight to save that river. Thus far, I have found a scarce

amount of material available to unofficial folk (such as myself) which would aid them in their battle and the preparation for public hearings.

In an effort to rectify this problem, I would like to compile a compendium of river development hearings which I would make available to AWA, ARCC, and FOR. The compendium could then be furnished to local groups facing river development and conservation conflicts. It would afford them examples of successful and unsuccessful past issues and their causes.

I ask AWA's help in compiling such a list of river hearings and finding sources for locating them. Would such a compendium be of value? What information should be provided to local groups facing a river development problem? Could you provide me with a list of river cases and suggestions as to how I might make the compendium a constructive tool?

J. Wesley P. Jeanblanc
Bar Harbor, ME

First, we laud and admire your willingness to undertake what would surely be a mammoth and very valued task. But before you leap, you might want to make sure your effort won't be redundant. When battling to save some local river, the study of past development hearings more often provides clues to

strategy and method, than facts. The American Rivers Conservation Council (ARCC—Pat Munoz, 323 Pennsylvania Ave. SE, Washington, D.C.; 202-547-6900) has already formed a file, culled from the review of hundreds of river-fight cases, which serves as a river fight guide to local groups seeking to wage war against the river rapers. It is available on request. This may be just the tool you seek.

The conservation case list is endless, but in our view, the classic textbook example of how to win against the big guys was shown in the fight to save West Virginia's Gauley River from the proposed Long Tunnel project. The grassroots Citizens for Gauley River did just about everything right and overcame some incredible opposition. AWA does keep a substantial file on specific river cases but again ARCC probably keeps the most exhaustive list in the U.S., a few of which are publicized monthly in their newsletter.

We in no way mean to quell your ardor. We merely suggest you contact the above groups first and see what's already available. If you have any energy left over from your Penobscott battle, AWA would welcome your assistance in maintaining its river-saving checklist: a slate of streams currently under attack around the country.—Ed.

GET THE

NEW AWA SAFETY CODE

The **1980** revised edition of the AWA Safety Code is now available. This revision includes the new system of universal river signals combined with the excellent text of the past codes and is a **MUST** for all whitewater boaters.

For your **FREE COPY** send a stamped, self-addressed envelope to: AWA SAFETY CODE, Box **1261**, Jefferson City, MO **65102**.

Write for price quotes on quantity purchases of **50 to 5,000** codes. Pre-payment is now required before codes will be shipped.



'''FLUVIAL

NORTH BRANCH POTOMAC

Since last fall, the Canoe Cruisers Association (CCA) under Ed Gertler, the Mason-Dixon Canoe Cruisers, and two other Washington, D.C. area clubs have been negotiating with the Army Corps of Engineers for whitewater releases on the North Branch of the Potomac below Bloomington dam. While the clubs have made some strong progress in gaining weekly releases from this newly built dam, the Corps is still unwilling to commit to weekend flows for '84.

Dave Collins of MDCC claims their reluctance may in part be due to the recent and surprising improvement in water quality, both in the lake and downstream flow. Pollution from upstream mines had previously turned the North Branch into a dead river, totally unuseable for swimming, fishing, boating or any recreation. But now, with the emergence of fish and other life forms, Corps' plans may need changing. With life in the water and growing recreational usage, the idea of draining down the lake to supplement downstream low flows during summer will need re-evaluation.

Four releases were given, however, this past fall, with an average of 750 cfs, rated Class III. For three of these, the Corps gave several weeks advanced notice to the boating community. Currently, all four area clubs are fighting for weekend releases this spring. Should this occur, release times and amounts will be broadcast from the local NOAA weather station several days in advance.

— Thanks to MDCC's 'Paddle'

SPACING OUT

In 1982, three boats colided in an unscheduled hole and one of the paddlers was drowned. More and more the river traffic jam has become a familiar and potentially dangerous occurrence

on our favorite paddling streams. To minimize the inconveniences and hazards often inherent in this, Lee Belknap of Bluff City Canoe Club in Memphis, TN offers the following tips:

- At a hole or play spot where many gather, the ole system of lining up in the eddy(s) below is still the best system. But the current hot dogger should always yield to boats coming downstream.

- On continuous-rapid rivers, split your large trip into sub-groups of three to six boats. On slow water or pool-drop streams, you can move the whole hoard downstream with just a lead and sweep boat, depending on the number of other trips on the river.

- If you find your group is too big or running at different rates (some want to stay behind and play, some don't) split into a buddy system. Trip leaders should also consider such paddling rate differences before everyone puts in.

Have those paddlers familiar with the river's hazards and routes go toward the lead. This will avoid a lot of waiting at the head of the rapids while first time boaters explore their way down.

If you think the rivers are crowded now, remember how they were in '74, and imagine what they'll be like a decade from now. We will all have to cooperate, or we will all loose.

— Thanks to BCCC's 'Currents'

From the Directors

A NOTE OF THANKS

On behalf of the paddlers across our country, we at AWA would like to salute the whitewater equipment manufacturers who have made such outstanding contributions to river conservation over the past several years. We have recently attended many river festivals and watched Perception, Hydra, Extrasport, Wild-

NEWS

What's Flowing in
The Boating Community

WHITEWATER

water Designs and a great many others generously donate time, personnel, and first quality, big ticket items for raffles, auctions and prizes, all of which have generated great interest in these events and their causes.

Without such donated effort and award items, it is doubtful whether the large turnouts so necessary for the success of these events would ever materialize.

The river preservation difficulties facing the boating community are, as everyone knows, monstrous. Such problems as mobilizing paddlers and conservation groups, the public's perception of an electricity shortage, the new small hydro legislation, and the old, old pork-barrel politics are among the problems threatening our rivers which we must address in order to combat the river rush.

Although in the long run, loss of paddling sites will certainly doom the sport and the whitewater businesses dependent on it, it is refreshing to see these whitewater companies willingly contributing substantial money right now. This is the type of far-sighted, public-oriented view that is all too rare in American firms today.

Instead of pious platitudes, the whitewater industry is making very real financial investments in the sport. With friends like the people presently guiding these concerned companies, paddlers just may emerge as a solid, formidable force for preservation. Our thanks to you all. We love you.

—THE AWA DIRECTORS

SAVE THE GAULEY & TUOLUMNE

With a tax free contribution to AWA's River Funds — Claire Gesalman, 6301 Hillcrest Pl., Alexandria, VA 22312.

Need a Slide Show? Call ARCC

The American Rivers Conservation Council has a whole series of slide shows available for club meetings and parties, covering whitewater trips or conservation status of the streams in your area. There is a slight charge for these which goes to help check and fund ARCC's fight. To make arrangements, contact Pat Munoz, ARCC, 323 Pennsylvania Ave. SE, Washington, D.C. 20003; (202) 547-6900.

Conserving Words

"This project is nothing more than a welfare program for engineers."

— David Brown, C.F.G.R. Dir.
Speaking of the Army Corps of Engineers proposed long tunnel on the *Gauley* River.

"Of course this project has environmental benefits: such trans line cuts greatly enhance hunting and wildlife."

— Corps official speaking of the project.

ROBERT C. GUNTON

AWA regrets to announce the death of Robert C. Gunton. A veteran West Coast paddler, Bob was a long time member of AWA and had explored numerous California whitewater streams. He died on September 21, 1983 of a heart attack while participating in a practice sailing race. He is survived by his widow, Valeria, who lives at 6357 Robertson Ave., Newark, CA 94560.

—AWA BOOK REVIEWS—

SOME POSSIBLE ADDITIONS TO YOUR BOATING BOOKSHELF

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

AMC RIVER GUIDE: VERMONT & NEW HAMPSHIRE Editor: Roioli Schweiker

266 pages, 5" x 7", line drawings and maps, 1983, \$8.95.

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

While admittedly, the committee-made horse too often resembles a camel, it should be noted that for many terrains the dromedary is an ideal beastly. Certainly, the Appalachian Mountain Club's cooperatively-created update of their 1965 New England River Guide covers the Vermont and New Hampshire waterfront about as well as anything in existence. Each of the 127 rivers described was run at least once by separate individuals who reported to an editorial committee which in turn standardized the information and assembled the book. (Upcoming books will cover Maine, Massachusetts, Rhode Island, and Connecticut.)

The result was an accurate and thorough volume which avoids most of

the usual prejudices found in single-author guides. Quietwater runs are not scoffingly referred to; Class IV is not quakingly depicted as suicidal; and there is virtually no downgrading of familiar runs. In fact, while the AMC has typically made its rating scale quite conservative, all of the rivers rate very much in tune with the others and allow easy comparisons.

Thus the benefit of this method is that each river is described by the paddler who knows and presumably loves it most. The river's length, class, type of scenery, necessary USGS maps, navigation levels (alas, not the optimum season) all precede a short description. Most of this short description entails directions, which, as virtually all of each writeup, is precise and accurate.

In addition, there is an excellent Introduction and Appendix (even if they do give the wrong address for AWA). Particularly interesting were the Table of Contents chart based on class difficulty and also the old AWA chart which gives criteria for rating individual rapids or whole river segments.

The detriment of this committee-made guide is the writing. It is probably the least interesting and definitely the least enthusiastic book about paddling this reviewer has read in years. Perhaps the authors of this guide actually enjoy boating and sights of sylvan streams, but if so, it is in no way evident here. Data, not descriptions are presented to

WHAT'LL PACK 'EM IN AT CLUB MEETINGS?

50 PAGES — 199 FILMS

That's right. AWA now offers Affiliates, clubs and individuals an expanded list of 199 WHITEWATER BOATING FILMS covering such subject as:

Basic Instruction • Rescue • Expeditions • Race Events

AWA's Bruce Stafford has laboriously researched and compiled with financial help of the Knik Kanoers and Kayakers, Inc., the most exhaustive catalog ever of whitewater films available to the public. Each film listed includes title, a brief review, and how to obtain it. **MANY ARE FREE!**

To get a copy of the AWA WHITEWATER FILM CATALOG, send \$8.00 to Films, c/o Peter Skinner, Box 272, Snyder Road, West Sand Lake, N.Y. 12916.

the reader, with all the thrill of a government pamphlet on home canning. In short, this club has created an ugly, unimaginative, but very serviceable camel that will help paddlers find new rivers.

—Reviewed by Bart Jackson

ALASKA PADDLING GUIDE

by Jack Mosby & David Dapkus

113 pages, 6" x 9", line-drawn maps, 1982, \$7.95.

Available from I & R Enterprises, Box 8264, Anchorage, Alaska 99508.

Putting in in Alaska is vastly different from putting in in the lower 48, and here at last is a book that tells you how, why, and where. Designed primarily for the non-resident boater who wants to tour Alaska, and somewhat less so for novice native aiming to enter the sport, the guide maps and details 110 river runs with everything from flying-in instructions to what kind of fish to angle for.

As valuable as the river descriptions themselves, is the strong informative Introduction providing the reader with the solid core of facts needed to boat our largest state. The authors nicely cover the weather and access problems; list two pages of additional advice sources; and include a table of contents chart that gives the difficulty, access method, land managing agency, and general location of each stream. Two other additions struck this reviewer as clever: first was an Alaskan river grading chart which ranked 40 streams against each other and equivalent popular runs in the Lower 48; second was the pre-made float plan form which includes implementing instructions and emergency contacts.

Alphabetically listed, each river receives a page containing an adequate line-drawn map, a list of access points and directions, the necessary topo maps, trip length, and recommended type of watercraft. (Sometimes it is necessary to know whether a raft is too slow or a rigid canoe not easily transported.)

But the real feel of the water is relegated to the too brief Difficulty and

Description paragraphs. While the scenery here is well depicted and every type of danger in all seasons well detailed, this reviewer too seldom found a full, solid picture of the water described. Such facts as the shape of the valley, river breadth and depth, wave height and length of rapids, and technical paddling demands are too often left out.

The authors have stated in the back of this volume that they are already planning to revise and continually update this guide. Let us hope that they maintain the same exuberant writing style, attention to detail, and fine format, but that perhaps next time around they give us a few more lines about the water itself. It is high time someone turned out a thorough guide to Alaskan rivers and here is an excellent first step that gives you a full range of choices and something solid beyond word of mouth.

—Reviewed by Bart Jackson



Let AWA Renew You

As a Member of the American Whitewater Affiliation, dedicated to the sport and adventure of whitewater paddling and to saving wild, free-flowing rivers, I will receive six, bimonthly issues of the **American Whitewater Journal**. My options are checked off below and check or money order enclosed.

- 1 year Individual Membership—\$10 (\$13.50 Foreign)
- Affiliation for our club—\$13 (\$16.50 Foreign)—includes 1 yrs. club listing in AWA Journal
- Specified back issues—\$1.50 each (4 for \$5)
- \$4 donation to American Rivers Conservation Council

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Address _____

Club Name _____

**Detach & mail to American Whitewater,
 Box 1483, Hagentown, MD 21740.**

THE PERFECT RIVER

One Man Found it for Himself—Can You?

by Jeff Rennie

After years of searching, veteran cruiser Jeff Rennie launched his boat into what, for him, was the ultimate river. Not necessarily the toughest, just the cotton-pickin' best. We offer his story here with just a few deletions—nowhere will you find a mention of the river, its name rapids or geographic location. See if you can discern where this popular run is. Hint: It has been written up in AWA within the past five years.

As surely as water flows downstream, put two or more boatmen around a streamside campfire and the discussion will turn to the perfect river. Like the surfer's perfect wave, everyone is searching for it. You can see it in their eyes. Candidates, boast exotic sounding names like 'Bio Bio' and "Omo", as well as the more familiar 'Grand Canyon'.

Listen in on the discussion long enough and you'll hear seemingly ridiculous terms like c.f.s., upstream ferry angle and triple-rig. But, don't be fooled, this is serious business. As the night wears on and the beer flows faster, the conversation heats up. For some, this search becomes an obsession, like the Holy Grail or the Northwest Passage. For others, it is just a convenient excuse to cartop the boats and rig the gear just one more time before the snowflies, then dream and wait out yet another winter.

Whatever the reason, the search brings one to many new and strange places. Perhaps it was the search that brought us to the _____ Falls put-in on the _____ River in the middle of a moonless August night. At least that is the excuse I used to justify the long drive in a car crowded with people and gear, and what I kept repeating to myself as I

stumbled in the dark in search of unoccupied flat ground to lay out an altogether inadequate sleeping bag.

The next morning, however, as you peer over the bank and spy the stream winding its way through canyons and twisting into tiny whirlpools, the current magically begins to massage out all the kinks of the night. The music of the waters soothes out your savage mind and the business of the river is at hand.

Many tests size up a river: whitewater, scenery, access, variety, protective status, history, challenge, water quality, weather, wildlife, solitude and on and on. It's a checklist, good boatmen carry in their heads.

It is a long list and some rivers begin slower than others. But the _____ starts fast. The _____ Falls put-in, although it can be used only until the water drops below late-summer levels, is easily accessible. Proof is in the caravan of hollowed-out old school buses, converted milk trucks, limping trailers and other strange contraptions the river runners use to haul the mountain of gear necessary to run a whitewater river. A campground nearby the river lets users get here a day early, making the launch site look like the arrival of Barnum and Bailey.

But once on the river, crowds vanish. National Forest permits restrict numbers to a safe, scenic level. While permits are not necessarily a perfect river requirement, they are needed on most popular Western rivers and the system is one that most serious boaters support. Regulating the use of a river helps to insure the river runner's sanity and serves to protect many of the other factors which keep a stream ideal.

If permits are not a category, excitement is and here, the _____ is one river which scores very early. It is not



Jeff Rennie

Above. our author blends his energies with his ultimate river.

unusual for a river to be exciting from the moment your boat enters the current, but with the _____ just putting in can be a thrill. Because of the steep banks, the Forest Service has installed a 80-foot wooden slide to the water. The idea is to slide a loaded boat down the line as if it were on an assembly line. At least that is the idea. If, by chance the several hundred pound boat being held on a whisker-thin rope should get away from you, it will be one of the most exciting moments of white-water on the river when the boat careens off the end of the ramp and into the river. (I rate this a Class IV entry.)

Managing the ramp successfully, you are immediately faced with better than five miles of continuous Class II-III rapids, leaving you no time for afloat check of your knots. The five-mile pinball run is capped off by the silent but dangerous _____ Falls. Hidden behind a house-sized boulder at the head of a sharp bend in the river, she cannot be seen or heard from upstream. This sheer, Class IV drop only five-and-a-half miles from the put-in quickly cements your view that this river is indeed exciting.

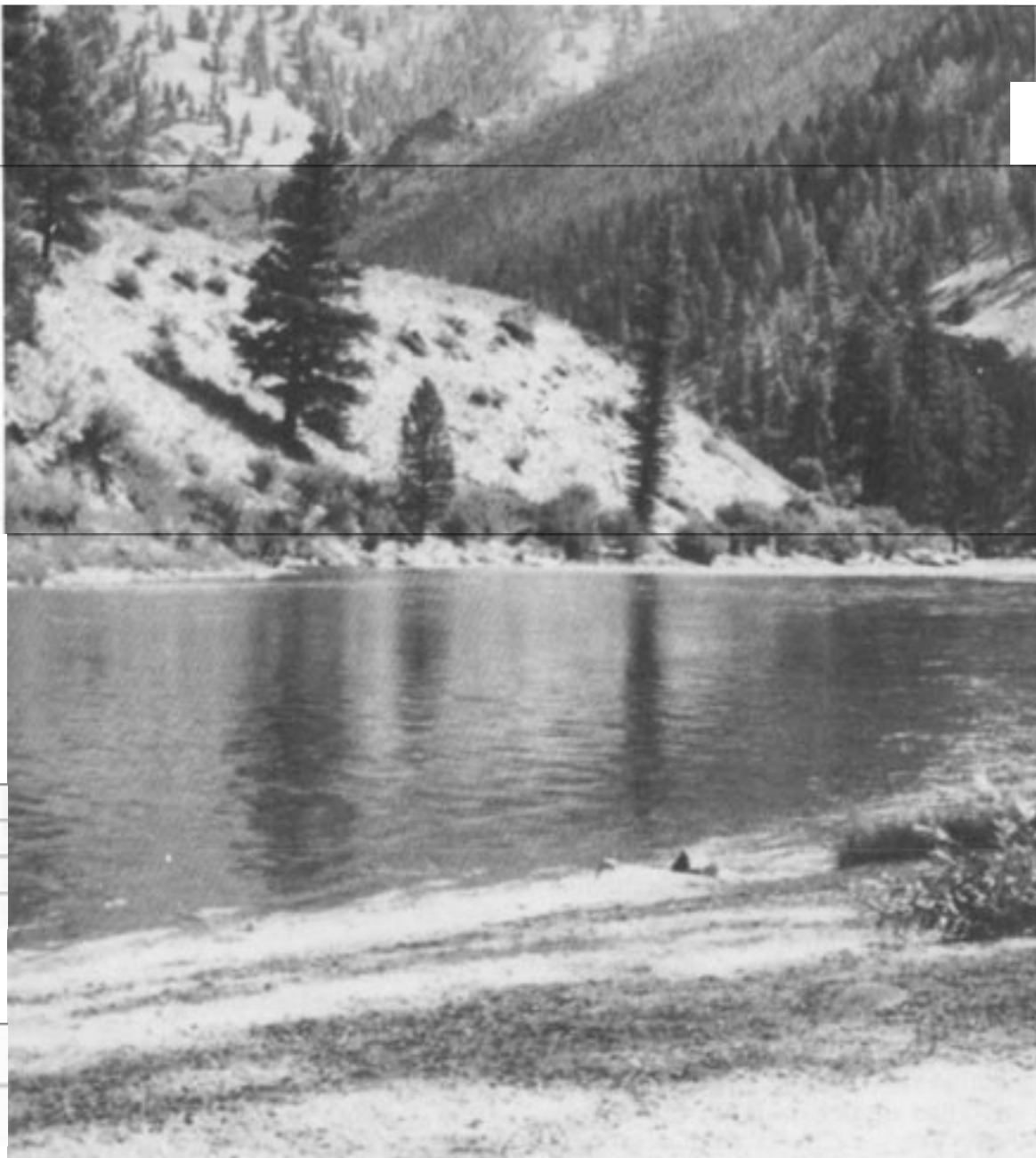
After bailing the fill from the falls you have time to relax and take stock of this beautiful river around you. Born just a few miles upstream from the put-in where the _____ Valley drainage meets _____ Creek, she flows 105

miles, picking up the waters of countless sidestreams. Her more than 40 rated rapids roar through one of the deepest and most beautiful gorges in North America. Its course runs through four national forests and the 2.2 million acre _____ Wilderness. A more wild and pristine setting can hardly be found anywhere in the lower 48.

This beauty does not stop at its banks. The water of the river is cool and clean, the color of river grass. From above, you can look 20 feet into the deep eddy pools and watch the water fade to darkness. Where the water is churned, it is as white as the mountain snows which feed the stream. This clearness is due mostly to the erosion-resistant rocks lining the shore, but you don't think of that, only about the cutthroat trout as big as your forearm that circle in the pools as you drift by.

And there is more. Another kind of water helps to make the _____ a serious candidate for the perfect river. A new category is added to the checklist, and as I ease my body into it, I check it off: hot springs.

The _____ Hot Springs, one of several, are named after an Indian tribe who once wintered here. Later came early settlers, who surrounded it with a wooden hut of which a few logs remain. Now it offers paradise for lucky river runners. The look of the springs has changed a bit from use, but even the





Rennicke

Opposite page, a vignette that makes Jeff's nomination of this stream more understandable. Above, the boaters bare all to the common relief of streamside hotsprings at the end of the day.

hard-barks among the early settlers would recognize the feeling of lowering your tired body into the steaming natural spring water. The good things don't change, they just get better. Ten minutes in it will convince you: every river should have one.

By the sunset of the first day on the river, you can sit on the beach and check off excitement, access, hotsprings, water quality, protective status and whitewater. That's enough for any river, or river runner for one day. We camp on a high, grassy bench with a view and cushions of pine needles at mile 16.2.

Day 2 and the checkoff pace stays quick. There is only one major rapids in our 11 miles today: a dangerous "S" turn rapids holding challenge enough for most boaters. Sweeping into the left wall, one of our rafts is torn on the razor-like rocks and needs repair. Collecting our gear and wits on the beach below, we spend an hour after the repairs are done cliff-diving into the deep pools. Such a thing would not even be thought of on too many other muddy, rocky rivers. Another check for the _____

But, the biggest find today was the fishing. Cutthroat, or redsides in the local tongue, are colorful and spirited, ranging up to 16 inches and packed full of fight. This trip, we will catch 80 or more in the deep, clear pools. The catch-and-release regulation for the main river (not sidestreams) afforded us little food, but the sore forearms and memories were enough.

When paddling or fishing, we scan the wildlife-laden river corridor. Mountain lion, herds of big horn sheep, mountain goats and even black bear stare back at us then return to their feeding unconcerned, as we drift silently by. Check off wildlife.

History. On a bench above the river near _____ Ranch, we huddle around a tee-pee ring left by the local Indians. Now, only a scattering of rocks in a crude circle remain, but even under the warm August sun it is not hard to imagine the family curled beneath their hide blankets as the wind that blew hard 100 autumns ago and rattled in the poles above them. We stand for a moment, wondering, then hike back down to the awaiting boats.

Less than a dozen miles downstream.

*Any of these rapids could (and did)
flip our raft end for end.*

_____ Creek enters the river. All is quiet now but it was on the banks of this stream in 1878 that a group of miners was ambushed and killed, an attack blamed on the peaceful Sheepeater. That accusation and the ensuing war would forever change the existence of these Indians. Private Egan, the only known fatality of the two-year war, is buried nearby. His grave, the tee-pee rings and paragraph in a guidebook are sullen reminders of a life that once was and how it came to an end.

Cave paintings, abandoned cabins, gravestones and ghost stories, even the cabin and belongings of a hermit who legends say did his own dental work and even set his own broken leg fill every bend in the river with its own page of history. Check off history.

Some of the items are obvious and easy to check off, like weather. We have had six cloudless days. Others, like solitude, you don't discover until you sit alone by the river watching the moon reflect on the canyon walls or stare into the glass-like eyes of a herd of bighorn as you climb to watch the sunrise.

Still others are even more subtle than a moonrise, like challenge. The challenge of the water you have paddled through all day—the special feel of accomplishing some new technique—the exploring of seldom-run side creek, so many things here enhance the boater's spirit.

Today, about 8000 people annually boat this stream. But even until the '30s the lower section (below _____ Creek) was deemed 'unnavigable'. Sifting through the tall tales, it is believed that Captain Harry Guleke made the maiden voyage in 1898 on a homemade wooden raft. According to Guleke's journals, he was "sometimes on the raft and sometimes under it..." but he managed to survive to the confluence.

Construction of boats and boating techniques have changed greatly since


1898 and have opened up the once "Impassable Canyon". Still, there is danger and the "sometimes on" and "sometimes under" of the Captain are still true today. In 1952, a man was drowned at five-and-a-half-mile Falls. In 1970, two lives were lost in other rapids. There are others. It is a reality not to be feared but to be respected.

Of the 40 classed rapids, 15 are rated III or higher, of which the final 15 miles claims seven. Any of these can (and in our case did) flip a raft end-for-end. An experienced guide can take a part of the danger out, but nothing can remove excitement.

Our boats, all with experienced boatmen, weave and dodge their way through the swift channels between house-sized boulders which make up the rapids. The water comes fast and the waves come big here, eddies that can spin a 60-foot snag, waves that crash over the front of the boat, excitement that makes your heart pound and your fists clench. Check off challenge.

If you had time to lift your eyes from the water that last 15 miles, you would have noticed the river cutting through a mountain range known as the _____ Craggs, one of the wildest and most rugged in North America. So much for variety and scenery.

At the confluence, where another stream joins, you will have five miles or so to think about it all and go over the list one more time. The river has done well—scenery, wildlife, excitement, variety, and protection are all checked off. There were hot springs and challenges, history at every turn. Cutthroat trout in sparkling water and all under cloudless sky.

By the time the takeout swings into view, I was convinced I'd found my ideal. But then again, isn't the perfect river always the one you are on? 

(For the name of Jeff's Perfect River, see page 35).

RIVER CLASSIFICATION

A New Look at an Old Problem

by Charlie Walbridge

Accurate river information is vital to whitewater paddlers. It means the difference between calculating a prudent risk and committing folly. The International River Classification System which divides rivers into six grades was designed to give paddlers a common vocabulary and to present river information in terms less subjective than 'a delightful run' or 'a real disaster'. Two boaters, each familiar with streams that the other has not run, can accurately compare the two and decide whether the unknown stream is a sensible undertaking.

This works fine until local custom gives 'Class III' a different definition in each part of the country. Since few paddlers travel widely, the regional differences in the 'International' Scale are seldom challenged and the differences grow ever larger. Thus when someone from an overrated area paddles in an underrated locale, the surprises can range from unsettling to dangerous. To prevent such surprises, I began this study.

My goal was to make the interpretation of the International Scale more uniform on a nationwide basis. The method was simple. Experienced paddlers from around the country who were well traveled were asked to compare rivers in difficulty. Their answers were pulled together into a chart which was sent out to a second group of paddlers who had answered a request for help in AWA and Canoe. The charts were then corrected as needed and prepared for your scrutiny. The result is this comparative classification table which should be considered the 'first public draft'. This list is in no way designed as the definitive word. Correction will be an ongoing process and will depend on

your help.

But before you rush off to your typewriter and defend your favorite local stream, allow me to anticipate some of your concerns and explain how the comparisons were made.

First, there is a clear and substantial difference between a Class IV rapid and a Class IV river. The boater who can marginally crash down the former may face serious problems when demands continue without letup. There is also a similar, if lesser, difference between a 'drop-pool' river of a given rating and one with virtually continuous challenges.

Also, while the chart does factor in water level, it cannot deal with the increased danger due to extreme cold, isolation, length of run, etc. Nor does the chart distinguish between 'big water' and 'small, technical rapids' of the same rating. Different regions and water types demand different skills and the vacationing paddler would be advised to start conservatively until he hoans his abilities to deal with the area's unique challenges.

Thirdly, I found that areas containing little 'real' whitewater tend to overrate what they have. Since local boaters lack experience with the full range of river difficulty and outside experts avoid such areas, overrating persists. Texas, Arkansas and many parts of the Midwest suffer from this problem.

Likewise, in the East, many of the Class VI rated drops simply aren't. The 'risk of life' criterion so often used is very misleading. Even for experts, most paddling deaths occur in less than Class IV. A Class VI stream must be seen as one involving a technical difficulty greater than Class V. There are some notorious Eastern Class VI drops (Po-



Ron Watters

A simple drop — what would you rate it?

tomac's Great Falls, Center Chute in Ohio, Pyle Falls, El Horrendo in Bee Creek and others). But no rivers maintain that difficulty for any length of time. (Though the Gauley's Iron Ring is a typically overrated VI, I still think I'll keep on carrying it.)

Out West, most paddlers have been downgrading rivers for the past five years. Most streams, compared with Eastern and European ratings, are one class too low.

The custom of downgrading a Class VI to a V once it has been run, puts downward pressure on all the scale. There is an equal tendency to over look 'exposure'—the potential danger faced by swimmers and rescuers. This also pushes the scale down. Part of this is due to the extraordinary paddling by a small group of California-Idaho boaters who represent the cutting edge of our sport and no longer have the best perspective on the 'standard' run for the average boater.

Along this same line, old-timers typically label as 'crazy' the next generation of expert's running a river they themselves are no longer up to trying. They deliberately overclassify streams to prove them 'too dangerous' to boat. Sounds safe, but woe to the paddler who

has enjoyed an overrated 'Class V' and seeks elsewhere for more of the same.

It is my hope that this listing will help the average AWA reader find rivers of suitable difficulty when traveling. While local paddlers may not know the rivers in your area, they undoubtedly know some of the popular runs listed on the chart and can help you make accurate comparisons. The chart may also aid when informally evaluating the skill of an out-of-area boater who wants to paddle with you. Granted, there is some margin for error here, but it is certainly better than leaving the matter to chance, and I hope it will benefit the paddling community.

Finally, while I've tried to be as accurate as I can, I've run only a fraction of the rivers listed. Of course the possibility of error and noticeable gaps exist. I would be grateful to AWA readers for identifying specific problem areas or just commenting on the concept as a whole. But please do not write me and state that "This river is really a IV, not a V" UNLESS YOU ARE PREPARED TO SUBSTANTIATE YOUR FEELINGS BY COMPARING IT TO OTHER RIVERS LISTED ON THE CHART. Thank you.

Charlie Walbridge
ACA Safety Chairman
Penllyn, PA 19422

	NEW ENGLAND <i>(ME, NH, VT, MA, CT, RI, NY)</i>	MID ATLANTIC <i>(NJ, PA, MD, DE, VA, WVA)</i>
I	SACO R., ME, WALKER'S FALLS, Medium Flows KENNEBEC, Carry Brook to Forks, ME, 4000 cfs	SCHULKILL, PA, ANNE'S ROCK, Medium
I±		PINE CREE, PA, GRAND CANYON, Medium Flows CACAPON, VA, Capon Bridge to Forks
II	ANDROSCOGGIN, NH, 7 ISLANDS, Summer Flows	POTOMAC MD/VA, GORGE, 3.2' YOUGH, PA, Confluence to Ohiopyle SHENENDOAH, VA, STAIRCASE, Low
II+	DELAWARE, NY/PA, SKINNER'S FALLS, Medium QUABOC, MA	POTOMAC, VA, DIFFICULT RUN, 4.0', (Virginia Chute) RAPPAHANOCK, VA, KELLY FORD, Medium Flows
III-	FARMINGTON R., CT, TARRIFVILLE GORGE, Low water ESOPUS CREEK, NY, Below Aqueduct, Medium Flow	DELAWARE, NJ/PA, Lambertville, Medium SHENENDOAH, VA, STAIRCASE, 3' LAUREL HILL CREEK, PA, Medium
III	ANDROSCOGGIN, NH, PONTOOK RAPIDS, Summer Flows SACANDAGA, NY, Above Hudson, Summer PEMI, NH, BRISTOL GORGE, 1000 cfs	LEHIGH, PA; GORGE, 700 cfs NEW, WVA, Prince to Thurmond, 3' CASSELMAN, PA, 3' SLIPPERY ROCK, PA. 1.2'
III±	HUDSON, NY, GORGE, 3' ESOPUS. NY. RAILROAD RAPIDS. Medium	CHEAT, WVA, CANYON, 1.0' YOUGH, PA, Lower, 2.0' LEHIGH, PA, GORGE, 2500 cfs
IV-	SWIFT R., NH, GORGE, Low Water HUDSON, NY, GORGE 5.0' FARMINGTON, MA. NEW BOSTON. Medium	CHEAT, WVA, CANYON, 2.0' YOUGH, PA, Lower, 4.5' GAULEY, Lower, 1200 cfs
IV	FARMINGTON, CT, TARRIFVILLE, High WEST RIVER, VT, DUMPLINGS, 2000 cfs BOREAS R., NY, Medium MOOSE. NY. Lower. 5.0'	NEW R. GORGE, WVA, KEANEYS, 2.5' LEHIGH, PA, GORGE, 5000 cfs LEHIGH. PA. GORGE. 5000 cfs SAVAGE, MD, 1200 cfs
IV±	KENNEBEC, ME, GORGE, 4500 cfs SWIFT, NH, GORGE. Medium MOOSE, NY, Lower, 7.0' HUDSON. NY. GORGE. 7.0'	CHEAT, WVA, CANYON, 4.0' TYGART, WVA, GORGE, 4'-7' NEW R. GORGE, WVA, KEANEYS, 6.0' YOUGH. PA. LOWER. 6.0'
V-	SWIFT, NH, GORGE, High KENNEBEC, GORGE, 6500 cfs BOREAS, NY, High CONTOOKOOK, NH, FREIGHT TRAIN, 9.0'	YOUGH, MD/PA, Upper, 2.0' CHEAT, WVA, CANYON, 5.5' BIG SANDY, WVA. 7.5' GAULEY R., WVA, Lower, 5000 cfs
V	PENOBSCOTT, ME, CRIBWORK, 3500 cfs	YOUGH, MD/PA, Upper, 2.5' GAULEY, WVA, Upper Drops, 2500 cfs CHEAT, WVA, CANYON, 7.0' BLACKWATER, WVA, 1.0'
V+	HOUSATONIC, CT. BULLS RIDGE, Optimum Water SWIFT R., NH. LOWER FALLS, High	YOUGH, MD/PA, Upper, 3.0' MEADOW, WVA, Lower, 1200 cfs RUSSEL FORK, VA/KY, BREAKS, 1300 cfs
VI-	PENOBSCOTT, ME, RIPOGENUS GORGE, 6500 cfs SWIFT NH, UPPER FALLS. High	UPPER YOUGH, MD/PA, 4.0' OHIOPYLE FALLS, PA, 1.5'+ CHEAT. WVA, CANYON. 12'
VI		POTOMAC, MD/VA, GREAT FALLS. Va. Chute, Optimum Water BIG SANDY. WVA. BIG SPLAT. 5.0' MEADOW RUN, PA, Optimum Flow GREAT FALLS. MD/VA. Center Chutes. <i>Optimal</i>

	SOUTHEAST (KY, TN, NC, SC, GA, AL, FL)	MIDWEST (OH, IL, IN, MI, MN, WI, IA, MO, AR, LA, MS, OK, KS, NE, SD, ND)
I		MERRIMAC, MO
I+	HIAWASEEE, NC, Summer Release	CURRENT, MO BUFFALO, AR
II	LITTLE TENNESSEE, NC, At Needmore, Low Flows	
II+	LITTLE TENNESSEE, NC, At Needmore, Medium Flows	MULBERRY, AR, Medium NIOBARA, NE, ROCKY FORD, Medium
III-	BIG SOUTH FORK CUMBERLAND, KY, GORGE, Low Water CHATAHOOCHEE, GA, Below Hwy 115, Medium NANTAHALA, NC, Summer Release	ONTONAGON, MI, Medium
III	HAW, NC, Lower, 1.5'	WOLF R., WI, LANGLADE, 1200 cfs FLAMBEAU, WI, LITTLE FALLS, Medium BAPTISM, MN, Above Ilgin, 2.7' PESHTIGO, WI, ROARING RAPIDS
III+	OBDE, TN, Above Nemo, Low Water CHATOOGA, GA/SC, NARROWS, 1.7' NANTAHALA, NC, "FALLS", Summer Release	ST. FRANCIS, MO, CATSPAW, Medium KETTLE R., MN, Low Levels PESHTIGO, WI, ROARING RAPIDS, 1000 cfs
IV-	FRENCH BROAD, TN, Medium NOLICHUCKY, TN/NC, 1.5' OCOEE, TN, 1350 cfs BIG S.F. CUMBERLAND, KY, GORGE Medium	MENOMONEEE R., WI, Medium PESHTIGO, WI, HORSERACE, Medium KETTLE, MN, Medium (5'+) ST. FRANCIS, MO, CATSPAW, High
IV	LITTLE R., TN, 1000 cfs OBED, TN, Above Nemo, Medium OCOEE, TN, 2500 cfs	WOLF, WI, Reservation, 1200 cfs BRULE, MN, 2.5' PRESQUE ISLE, MI, 7.0' COSSATOT, AR, Falls, 1500 cfs, Medium
IV+	CHATOOGA, GA/SC, BULL SLUCE, 2.0' CHATTOGA, GA, SC, FIVE FALLS, 1.2' WILSON CREEK, NC, GORGE, 2' OCOEE, TN, 8000 cfs	BAPTISM, MN, Above Ilgin, 3.0' PESHTOGO, WI, HORSERACE, High
V-	NOLICHUCKY, TN, 3'+ FRENCH BROAD, TN, FRANK BELL'S RAPID, 2500 cfs N. FK. FRENCH BROAD, NC, Medium	SILVER, MI, 600 cfs COSSATOT, AR, 2000+ cfs (High)
V	CHATOOGA, GA/SC, FIVE FALLS, 2.2' WILSON CREEK, NC, 2' LITTLE, TN, 1500 cfs WAUTAUGA, TN, 800 cfs	BRULE, MN, 3.5' BAPTISM, MN, ABOVE ILGIN, 3.5'
V+	CHATOOGA, GA/SC, FIVE FALLS, 3.5' OVERFLOW CREEK, NC, 2.5-3.0' CHEOAH, NC, LOWER GORGE, High NOLICHUCKY, TN, Over 6'	PRESQUE ISLE, MI, 7.5' BAPTISM, MN, Above Ilgin, 3.5'
VI-	WAUTAUGA, TN/NC, FALLS N. FORK FRENCH BROAD, NC, FALLS	CROSS, MN, Medium BRULE, MN, High
VI	NANTAHALA, NC, UPPER CASCADES, Optimal STEKOAH CREEK, GA, Optimal	DEVIL TRACK, MN, Optimal CASCADE, MN, LOWER, Optimal PRESQUE ISLE, MI, 8.0'

SOUTHWEST (TX, AZ, NM, UT, NV)		COLORADO & WYOMING	
I	SAN MARCOS, TX, 250 cfs SAN JUAN, UT, Below Mexican Hat GREEN RIVER, UT, Green R. to Colo. R. COLORADO, UT, Moab to Green R.		
I+			CRYSTAL R., CO, At Carbondale YAMPA, Co, At Steamboat Springs
II	RIO GRANDE, TX, Below Big Bend GUADALUPE, TX, 500 cfs		SNAKE, WY, Thru Tetons COLORADO, CO, Below State Bridge
II+	CHAMA, NM COLORADO R., UT, Above Moab		
111-	GREEN, UT, DESOLATION CANYON, 20,000 cfs		POUDRE R., CO, Below Diversion, Medium ROARING FORK, CO, Lower, Medium SNAKE, WY, Alpine Canyon, Medium
III	GUADALUPE, TX, 1500 cfs		HOBACK, WY, Low-Medium Flows EAGLE, CO, Lower, Medium Flows BLUE, CO, Lower, Medium Flows
III+			ARKANSAS, CO, Below 1-6, Medium GRANITE CREEK, WY S. PLATTE, CO, Above Waterton Canyon, Medium
IV-			ARKANSAS, CO, GRANITE, Med.-High ARKANSAS, CO, BROWN'S CANYON, Medium Flows
IV	COLORADO RIVER, AZ, GRAND CANYON, 20,000 cfs YAMPA, Warm Springs, Medium COLO R., UT, WESTWATER, High Water		POUDRE, CO, PINEVIEW ROARING FORK, CO, SLAUGHTERHOUSE, Low-Medium (3') ARKANSAS, CO, 1-6
IV+	RIO GRANDE, NM, LOWER BOX, High COLORADO UT, CATARACT CANYON, BIG DROP, Low-Medium UPPER TAOS BOX, NM, Medium Flow		DOLORES, CO, SNAGGLETOOTH, Medium YAMPA, CO, CROSS MTN. CANYON, Low
V-	COLORADO, AZ, GRAND CANYON, LAVA FALLS, 20,000 cfs		ROYAL GORGE OF ARKANSAS, High
V	COLORADO, UT, CATARACT CANYON, BIG DROP, High		POUDRE, CO, MISHAWAKA, Medium CRYSTAL, CO, NARROWS, High ARKANSAS, CO, 1-6, 5'
V+	RIO GRANDE, NM, UPPER TAOS BOX, Medium		COLORADO, CO, GORE CANYON, 1000 cfs ARKANSAS, CO, PINE CR. CANYON, 3' CRYSTAL, CO, NARROWS, High YAMPA, CO, CROSS MTN. CANYON, High
VI-			ARKANSAS, CO, PINE CREEK CANYON, 5'
VI	RIO GRANDE, NM, UPPER TAOS BOX, High		POUDRE, CO, PINEVIEW FALLS CLEAR CREEK, CO, Above Tunnel
			POUDRE, CO, NARROWS COLORADO, CO, GLENWOOD SPRINGS: Dam to Power Plant

IDAHO AND MONTANA

CALIFORNIA

I		STANISLAUS, Below Orange Blossom Bridge, Low
I+	SMITH R., MT	SACRAMENTO, Redding to Red Bluff RUSSIAN, Lower
II		TUOLOMNE, Lower N. AMERICAN, Fair Oaks Run. Summer
II+		RUSSIAN, Below Squaw Rock
III-	PAYETTE, ID, Below Banks GALLATIN, MT, Below House Rock YELLOWSTONE, MT, Below Park	TRINITY, Pidgeon Pt. to Big Flat KLAMATH. Soms Bar to Orleans MOKOLUME, Electra, Summer
III	GALLATIN, MT, HOUSE ROCK, Low BLACKFOOT, MT, Upper	CASCHE CREEK Below Bear Creek KLAMATH, Happy Camp to Ferry Point E. FORK OF THE CARSON, CA/NV
III+	MIDDLE FORK OF SALMON, ID, 2.5' S. FORK/PAYETTE, ID. STAIRCASE. Low BLACKFOOT, MT, ROUNDUP BAR, High MID FORK FLATHEAD, MT.	S. FORK AMERICAN, Low SACRAMENTO, Below Box Canyon, Medium CONSUMES, 800 cfs
IV-	S.F. PAYETTE CANYON, ID, Low SELWAY, ID, 1.5' CLARK FORK, MT, ALBERTON GORGE, Medium HELLS CANYON OF SNAKE, ID/OR, Low	S. FORK AMERICAN, Medium
IV	YANKEE FORK, ID, High LOCHSA, ID, 6000 cfs S.F. PAYETTE, ID, CANYON, Medium MAIN SALMON. ID, 20,000 cfs	N. FORK AMERICAN, COLFAX, Medium KLAMATH, HELLS CORNER GORGE, Medium TOULUMNE, 1200 cfs
IV+	SELWAY, ID, 4' MID FORK SALMON, ID, 5' BRUNEAU/JARBRIDGE, High HELLS CANYON OF SNAKE. ID. Medium	TOULUMNE, 3000 cfs S. AMERICAN, KYBURTZ, Low N. AMERICAN, GIANT GAP, Medium SACRAMENTO, BOX CANYON, 800 cfs
V-	S. FORK SALMON, 4' PAYETTE, ID, S. FORK CANYON, High CLARK FORK, MT, ALBERTON GORGE, High UPPER SELWAY. ID. 5'	TOULUMNE. 5000 cfs S. AMERICAN, KYBURTZ, High Water MERCED, EL PORTAL, Medium TRINITY, BURNT RANCH GORGE, Medium
V	GALLATIN, MT, HOUSE ROCK, High SELWAY, ID, CANYON, 7' N. FORK/PAYETTE, ID, Last 5 Miles, 2000 cfs LITTLE SALMON. ID. High	SALMON, High W. WALKER, High KLAMATH, HELLS CORNER GORGE, 7000 cfs
V+	S. FORK SALMON, ID, 6'	TOULOMNE, 10,000 cfs TOULOMNE, CHERRY CREEK, 1200 cfs
VI-	N. FORK PAYETTE, ID. Above Hounds Tooth, 2000 cfs S. FORK SALMON, ID, Upper, Low SNAKE, ID, Milner Section, 14,000 cfs	TOULUME, CHERRY CREEK, 5000 cfs MID FORK OF FEATHER, Runnable Stretches
VI	S. FORK CLEARWATER, ID, Medium E. FORK S. FORK SALMON. ID. Yellowpine (Upper Section) SESECH. ID. Upper	KLAMATH, ISHI PISHI FALLS

WASHINGTON AND OREGON		ALASKA
I	GREEN R., WA, YO-YO SKYKOMISH, WA, Above Monroe	
I+		NOTAK R.
II	UPPER GREEN R., WA WENACHEE, WA, Lake to Hwy 2 JOHN DAY, OR, 7000 cfs	KENAI R. COPPER R.
II+	SKYKOMISH, WA, Gold Bar to Sultan SAUK, WA, Clear Creek to Darrington GRANDE RONDE, OR, 7000 cfs	
III-	N. SANTIAM, OR, Medium Flow	
III	WENACHEE, WA, Below Tumwater SAUK, WA, 5000 cfs	KULSULANA-CHITINA MINERAL CREEK EAGLE RIVER NELCHINA-TAZLINA
III+	ROGUE, OR, 1000 cfs DESCHUTES, OR, Below Shearer's Falls CLACKAMAS, OR, Above Riverbend N. UMPAQUA, OR, Medium Flows	KLUTINA
IV-	SKAGIT, OR, Medium Flows SKYKOMISH, WA, Medium GREEN, WA, Gorge, 3000 cfs	LOWE RIVER, High Flow GULKANA TONSINA WILLOW CREEK
IV	SULTAN, WA, Low ROGUE, OR, Blossom Bar, 3000 cfs	NENANA, Low Flow TSAINA, Lower Canyon
IV+	SKYKOMISH, WA, BOULDER DROP Medium SULTAN, WA, Medium	NENANA RIVER, High TAKKEETNA RIVER CARIBOU CREEK, Lion's Head Run
V-	ILLINOIS, OR, GREEN WALL, 1500 cfs SKYKOMISH, WA, BOULDER DROP, 15,000 cfs	LOWE RIVER, HEIDEN CANYON LITTLE SUSITNA SIX MILE: Middle and Upper Canyons
V	OWYEE, OR, WIDOWMAKER, 7000 cfs ILLINOIS, OR, 3000 cfs	SIX MILE, Lower Canyon
V+	WENATCHEE, WA, TUMWATER CANYON, Medium SULTAN, WA, High	TSAINA, Medium
VI-	WENATCHEE, WA, TUMWATER, THE WALL, Medium	KOSITNA RIVER ALSEK RIVER, Turnback Canyon
VI	DESCHUTES, OR, SHEARER'S FALLS WENTACHEE, WA, TUMWATER, High	SUSITNA, Devil's Canyon, 12,000
		SUSITNA, DEVIL'S CANYON, 26,000+ (Rob Lesser feels that the Grand Canyon of the Stekine, in British Columbia, Canada, is one grade more difficult than the Susitna at 26,000+)

ERRORS IN SPRING

How do you Stop Tragedy in a Sport that Everyone Loves and No one's Afraid of?

by The Wild Bear of the North Woods

It was a beautiful day in May. The kind of day where the warm Wisconsin sun stayed high long enough to allow a good hour of playing on the Oconto before supper. So Kris Jorgensen and his buddy decided to take advantage. Bringing their open aluminum canoe down to the Oconto River's Stiles dam, they put in just below the spillway. Recent spring rain had raised the level giving the boys the option of cruising all the way out into Lake Michigan or heading upstream toward the dam.

They looked upstream at the strong tongue shooting out from the foot of the dam. It seemed unusually wild. That was the way to go—where the fun was. "Why the hell not?" Kris thought. He played varsity ball at high school, wrestled, and was a strong, experienced swimmer. Same for his friend. Besides, this was only the Oconto—nothing more than a warm, forgiving little stream where local fishermen pulled in Coho salmon and brown trout.

They charged upstream, paddles flailing, more than overcoming technique's lack with abundant energy. Arriving at the base of the dam, they performed the novices' peel out: sitting tight, hands on gunnels, and waiting until the current magically caught the bow and whirled them around, flushing them on a downstream sleigh ride.

After a couple of loops, the boys worked up quite a sweat and doffed their lifevests, and employing them as kneepads. Growing more confident, they worked their way ever further up, between the concrete walls which funneled the initial part of the tongue jetting out from the dam. They sat tight and

waited for the peel out to take over, but this time the water worked differently. Instead of sharply swinging downstream, Kris, seated in the bow, felt them shoot over toward the far concrete wall, which they slammed into, then scrapped along down. In an instant, the boat flipped Kris' head into the concrete wall of the spillway. Later, during the recovery, we would find the marks from boat and body along this spillway wall.

You know what comes next. It's tough enough to stay afloat knocked out, in a chute when you have your life jacket on. Kris' friend managed to hang onto the boat, ride it into quiet water, then swim ashore. For a few minutes he watched his partner's bobbing form in the water, then lost sight of him. The companion then ran for help.

Closing the Barn Door

From this point on, the local towns did everything right. From Oconto Falls and Oconto County came representatives of the sheriffs, fire, and police departments. They were joined by the DNR, CB-search unit, many local divers and friends, and even the local TV station's helicopter crew. I got a call late in the afternoon because I am an Associate Deputy up in the Northwoods here. I always keep my throwbag in my truck along with other survival gear all year long. It's a handy tool for pulling people out of holes made by their heavy little bodies when trodding on too-thin ice. When I arrived, I had the only line there.

The canoe was soon found about a mile downstream from the dam and the following day about noon, searchers discovered Kris' life jacket. The body



North Bear

The body recovery team sets up a search grid by Stiles dam.

recovery (it had long since changed from a rescue operation) took nearly two days and involved over 50 people. A lot happened in that time and the feelings were impossible to explain. One police officer whom I didn't even know offered to loan me his scuba tanks. (I declined the dive, fearing the snagging maze of fish lures along the river bottom.) Friends warmed and sheltered the searchers working the 10-hour shifts. A local restaurant supplied everyone with food.

At last, Kris' body was recovered.

When you see someone that young and in such good physical condition, but DEAD, get put into a black plastic bag.... I thought and kept thinking, I don't think either boy knew how to surf, paddle brace, etc. No one had ever explained to them, I'm sure, that dams like Stiles are good places to stay out of. If I had only had a chance to talk to those kids for just 10 minutes before they had put in.

An interesting footnote sums up this story. About one week prior, Jane McBridge, Sport Editor for the Shawano Evening Leader, stopped over and I gave her a copy of our AWA Safety Code and some general info for an article on river safety she was preparing. Her hope was that it would be read by some of the folks living near Wisconsin's Wolf and Red rivers. Two weeks later, I met with another reporter — this one from the Oconto Times Herald, seeking some answers about Kris. Ironically, Jane's story, "Healthy respect for river, healthy long life" had just come out. But for these two paddlers, it was a week too late.



THE IDEAL UPSTREAM

by **Bill Endicott**
U.S. Team Coach

This issue, we steal a page—several, in fact— from Bill's latest book, **The Ultimate Run** and work you step by step through a maneuver that tortures the best of racers and cruisers alike. (Cruisers may view this as an eddy turn with immediate peel out.) Unfortunately, space prohibited us from including the entire section verbatim, so if you want to get the whole lowdown on this move and every other conceivable aspect of paddling, you can purchase the book from Bill by sending him a check for \$21.50 pp. to Bill Endicott, The Ultimate Run, 6537 Broad St., Bethesda, MD 20816.



The sources for this segment have come from years of analyzing our nation's and others' experts. The Richard Fox referred to is a British World Champion kayaker whose daily written training anthology is a source unparalleled. But before you plunge in, readers unfamiliar with my previous *To Win the Worlds*, may want to first check the definitions at the end of this article.

I. The Approach

Richard Fox lists four primal considerations in running any upstream gate:

- Get as high into the gate as possible **WITHOUT LETTING THE BOAT SLOW DOWN**. Always try to keep the boat moving upstream.
- Keep the ends of the boat out of the water as much as possible.
- Get a fast exit.
- Always be aware of the position of the next gate. If it requires a hard cross, you'll want a pretty controlled entry to the upstream gate. If it's an 'ideal upstream' you'll want to get behind the gate more and cut closer to the inside pole on the way out. Go in wide and come out fast.

Proper approach path is crucial: get that cross-current drive. Make sure the boat gets sideways enough in the current upstream of the gate so you can be driving across the current into the eddy.

The whole key is to convert downstream momentum into cross-current momentum and finally into upstream momentum when actually in the gate. Thus, the more speed while making the proper turn into the gate, the better. For this reason, the boater should strive always to keep up momentum on the approach path and avoid slowdown strokes such as backstroke and reverse sweeps.

Four options will achieve the proper approach path. Indeed, sometimes by combining these four, you can convert a less than ideal approach into one that will redeem the rest of the sequence. In order of preference, the options are:

- 1) Be on the proper approach path already—no corrective strokes are needed. This allows you to simply

The boater who leans back on the entry and negotiation of the gate is losing all his momentum.

paddle hard on the proper path. (This entails studying the course so well that you know what the proper path is.)

If you have to correct, incorporate one of the last three options into the forward stroke.

2) Duffek Stroke. On the side closest to the upstream gate, start a forward stroke with a Duffek stroke. Sometimes it's even more effective to slide the Duffek forward quickly, thus turning the boat even faster.

3) Sweep. On the farthest from the upstream side, start a forward stroke with a sweep.

4) Stern Draw. On the side farthest from the upstream gate, make a forward stroke with a stern draw.

Note that the sweep option can be converted into a stern draw for an even more powerful combination. This is done routinely in C-1 and C-2 (by the sternman) and can be used in K-1 as well. Ken Langford, however, argues against this maintaining that in the kayak, less buoyant than the C-1, any stroke done behind the body tends to pull the stern down, which is bad.

Also, if the paddler's elbow goes behind the body line, it delays getting the next stroke on the opposite side while the paddle is brought forward again. The stern draw's effect is better achieved by a fast Duffek on the upstream side, followed by a forward stroke on the inside turn.

II. Upstream Entry

On the ideal upstream entry, Fox:

1) Aims for the pocket, (he calls it 'going wide'), getting a good angle in the gate for the exit.

2) Watches the outside pole and tries to put his bow just inside it.

3) Makes a strong, sharp sweep stroke on the side away from the gate. This is a very important stroke because it hurls the boat into the eddy with a lot of momentum.

4) Goes on the Duffek farther from

the gate than most people, leans way forward with his body, and places the Duffek up towards the bow.

5) Keeps a fairly closed angle on the Duffek stroke so it slices the water with a minimum of braking action on the boat.

Also, Leaning forward is important since it enables the boat to go around a gradual arc through the gate, not stop and pivot around its mid point. The forward lean lets the eddy grab the boat earlier and help turn it for you. Placing the Duffek up toward the bow speeds the turn also, but without having to open the blade angle and lose the upstream momentum to achieve the turn. Good chines — this is, a U-shaped cross section of the hull starting about three feet from the bow — helps a lot in this.

To assure a turn high into the upstream gate, convert the entry Duffek into a forward stroke so you pull yourself up towards the gate line. The key here is to make the entry Duffek in an extended position, as far forward as you can comfortably reach, so there is enough room to pull back on a decisive forward stroke. If the arm is not extended straight, the forward stroke will be too short and weak, losing that high turn.

Ken Langford warns this may be difficult for women. The entry Duffek in an extended position is very strenuous. The critical factor is that when the paddler converts from the Duffek to a forward stroke, the arm should be straight. Consequently, one can often extend the bottom arm gradually while in the Duffek and use the early part of that stroke to initiate the turn, and apply the brakes if necessary. Then, by reaching forward, you're in good position for a good forward stroke.

Sometimes, in a big, pulsating eddy with tremendous current differential, it's impossible to stay forward very long. In this case, just let the body come back naturally, while keeping the Duffek stroke close to the bow by pulling back with the top hand.

A forward lean lets the eddy grab the boat earlier.

If the boater leans back on the entry and negotiation of the gate, he shifts the boat's balance point backwards and causes it to stall out and pivot a little aft of its mid point, thereby loosing all the momentum. The telltale sign of this is the bow rising up in the air as the stern briefly sinks underwater. There are indeed times (usually a bad approach) that demand this, but it is slow and should be avoided.

Fox Entry Modifications. After the entry sweep, if Richard Fox sees an immediate entry Duffek will bring the turn into the gate too tight, he goes into the Duffek position, but momentarily opens the blade angle and does not fully insert it into the water. Then, after a slight pause in this position, he closes the angle and buries the blade at precisely the right time.

After the entry sweep, if he sees an immediate entry Duffek will not make the turn quite tight enough, Fox goes into the Duffek position, but dips the back face of the paddle into the water a little bit, giving a slight braking action which tightens the turn. Immediately, he follows with a normal Duffek.

Sometimes, Fox does a Duffek, converts it into a forward stroke and feathers it back into a Duffek. Or, he may find that a complete forward stroke done on the same side where he will next do the entry Duffek will throw off the Duffek's timing. So instead, he takes a very short forward stroke with a flip of the wrist and then goes back for the Duffek.

III. Upstream Exit

After achieving the severe angle in the upstream gate sequence, Richard Fox:

1) Starts a sweep on the upstream side BEFORE HIS BODY REACHES THE GATE LINE. He begins it not very far in front of him, and looks over the DOWNSTREAM shoulder, not the upstream.

2) Thrusts his shoulder through the gate.

3) Makes a lightning-quick transfer from the exit sweep to a Duffek on the

downstream side.

4) Sometimes, he quickly feathers this Duffek forward to turn the boat around a little more.

This method is a bit risky, you might hit the downstream gate on the way out, but it is the fastest way, even on flat-water. An important factor, however, is to be able to exert a powerful Duffek/forward stroke from the awkward starting position of lunging through the upstream gate with the shoulder. Many people simply hang on the Duffek too long, almost resting.

The quick transfer from exit sweep to downstream Duffek is made possible by looking straight ahead or even a bit downstream on the sweep, and not allowing the head to follow the sweep back, thus looking upstream. Also, with the head looking downstream, less weight has to be shifted to the downstream side.

IV. Mistakes

1) Failing to achieve the proper approach path and coming down too straight on the upstream. This causes the boater to stop and try to pivot on the mid point rather than glide around in a more gradual arc, up and out of the gate.

2) Failing to sweep on the side farthest from the upstream to start the boat heading for the gate before you insert the Duffek.

3) Leaning way back in an effort to make the boat turn around into the gate faster. This may be the only way to salvage a bad approach, but it doesn't make the fastest sequence because the boat stops dead in the water while it spins around. Leaning back also makes it more likely that the bow will hit the gate.

4) Making a slow transfer from the upstream side sweep on the exit to the downstream Duffek. This quick switch is the key to accelerating out of the gate.

5) Being slow to start the exit sweep on the upstream side and not leaning through the gate.

6) Not really exerting power on the downstream Duffek/forward stroke.

Flatwater Upstreams

On flat or easy moving water, a number of differences make up the ideal upstream. Below is the 'Fox method' for an upstream gate on easy water with no defined eddy.

First, place the paddle closer to the gate before inserting the entry Duffek stroke. Since there is little eddy to help snap the boat around the turn, the boater has to provide it by paddling closer to the gate.

When inserting the Duffek, put it out to the side much more than in good white-

water. This causes a braking action on the boat and snaps the turn. Leaning the body out over the boat enables Fox to get the Duffek out to his side. But when doing this, he still keeps the boat itself absolutely level. When the Duffek goes into the water, the lower arm is bent quite a lot, the top arm is pulled back so it is just in front of his forehead, and he is leaning back just a bit to keep the bow up. Since there is no eddy, having the bow down should impede the turn.

The boat remains dead level all the way around the turn. A boat on edge,

Definitions

Inside Pole—The slalom pole encountered on the inside of the turn. Usually refers to upstream gates or offset gates.

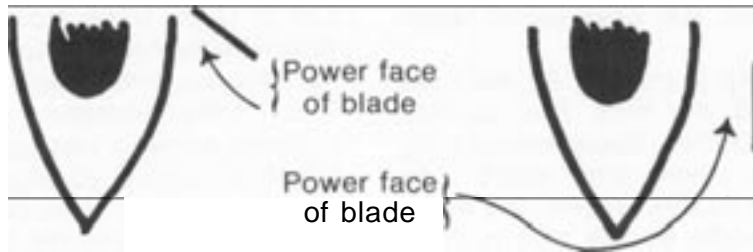
Outside Pole—Pole on the outside of a turn.

Pocket—My own conception, invented to convey the idea of paddling deeper into the eddy on certain upstream gates (as opposed to wrapping the boat around the inside pole on the entry). It affords a better exit angle.

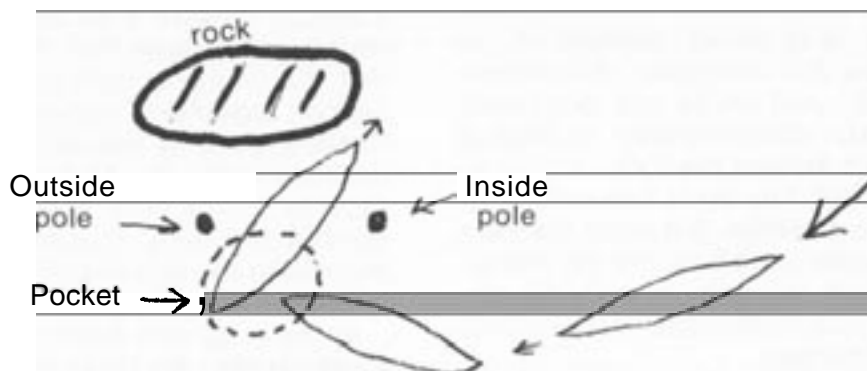
Open Angle, Closed Angle—the two angles for the angles of the Duffek or drawstrokes in the water:

OPEN ANGLE:

CLOSED ANGLE:



Ideal Upstream—is set up with the following characteristics: the previous gate permits a good approach angle, is high above the upstream gate and not on the same shore; is situated in a large, deep, stable eddy; is close, but not on top of a well defined eddy line; and precedes a gate well downstream in the center of the current.





Spinning into the pocket on a cross draw.

with no eddy help, plows water and this slows the turn. In a good eddy, it doesn't matter that the boat is leaned on edge because the eddy water pulls the boat upstream. Also, the boat spins faster when level.

The next step is crucial. As the boat comes around the turn, Fox quickly feathers the Duffek blade forward by extending the lower arm, which was bent when the Duffek entered the water initially. As soon as his arm is fully extended, he pulls back on a forward stroke, which pulls his body up to the gate line and maintains glide, even though there is no eddy to help out.


As soon as he finishes pulling on the forward stroke, Fox does his exit sweep. Here, don't keep the Duffek in the water long (the drag slows momentum, no matter how thin the blade), and perform the feather, pull stroke and exit sweep very quickly, albeit smoothly, to keep up momentum around the turn.

On the exit, Fox leans forward on the downstream Duffek. But since the stern is under water a bit from the exit sweep, even though the body is quite far forward, the bow is still up in the air until the stern re-emerges.

Wide Approach Method: when, in easy water, you must come down on the gate fairly straight on, insert the Duffek way out to the side, opposite the thigh bone. Let it slide back from there to just opposite the hip. The lower arm is bent a lot, the top arm is bent back to just in front of the forehead.

Blade angle is very open. That is, the blade is about a 90 degree angle to the axis of the boat. This causes a braking action which turns the boat abruptly.

Lean away from the Duffek and back slightly to get a small pivot turn. But precisely as the bow starts to fall out of the pivot, close the blade angle, feather it forward and take a short forward stroke. As the boat falls out of the pivot, it shoots forward a bit and the forward stroke accelerates this. It is important that the timing is right so that the two happen together. Feathering the blade forward is not as awkward as it sounds because while the blade is initially 90 degrees to the boat axis, as it comes around the turn, it is only about 30 degrees to the axis when the time comes to feather it forward.

As soon as you finish the short forward stroke, go right into your exit sweep. 

THE MAKING OF A CLUB

The How & Why of Gettin' it All Together

by Bart Jackson

Their numbers are thumbtacked beside your phone. Their calls no longer ask "Do you want to this weekend?" but rather "What river this Saturday?" These are your boating buddies. A few seasons back, you were all teetering turkeys, but now some of the gang are handling some really advanced stuff with style. More and more of the group are even dragging their friends along.

Now last Sunday, over a takeout beer, the idea was put forth that this bunch of phone numbers be transformed into a club. Immediately, a raft of shouts suggested club names ranging from crazy to obscene. Then pondering it on the drive home, it seemed there might be some real advantages to organizing these clowns into a bona fide club. For one thing, it might keep some of those poor newcomers from swimming three times a weekend by forcing us to give 'em some solid instruction and getting them on rivers more their speed. As for our top paddlers, it might connect them with some better local boaters, and for all of us, it sure would be nice to know where we're going before frantically phoning on Thursday night.

Obviously, it is sometimes better to find an old club than start a new one. Organizing into an enclave all those neighbors seeking to learn whitewater is a little like starting a secretarial school to learn how to type. But for a group such as that profiled above, the metamorphosis from boating buddies to official club can be just the ticket to feed their mania and expand their skills.

Why a Club?

The first noted advantage comes in logistics. Setting up scheduled trips at definite times with designated leaders

makes the whole show run a lot smoother. Also, paddlers end up paddling more, on less crowded trips, because it is a far easier matter for a club to arrange two or three trips a weekend.

Instruction and communication also takes giant leaps forward with clubhood. Once you set out a banner, local boaters of all levels will tend to rally round much faster. Not only will your old group start teaching those new novices coming out, but they will find themselves picking up techniques from more advanced paddlers who begin to show up on your trips. For a club, communication is an obligation, not a convenience. Being a member of an organization targets you not only for inter-club events, but for news and happenings all over the boating community. This can really help when you want to battle for local conservation issues. You'll just be more involved in the sport.

Finally, a club will better the paddling friendships you already have and add some new ones. You'll be seeing these folks more often: meetings, club parties, special club projects, and the commitment will be stronger. The common bonds are bound to grow. And that, frankly, is the best reason for organizing I can think of.

Taking the Plunge

The first step toward forming a paddling club is deciding if all of your buddies really want to be one. Maybe instead of being a full-fledged club, they would rather just have a slightly more organized M.O. of trip running. Whatever the choice, let it be part of a celebration. Call the gang together for a pot luck supper, night of slides, and lost equip-

*Appointing as an officer the one sucker who
doesn't show up is neither **wise** nor kind.*

ment exchange. Invite the families. Choose a house near the put-in and have it the night before a paddle, or hold it a weekend after season's end.

One of the best lures for both the meeting and to inspire organizing is to show a hair boating film. Available from AWA Products for a minimum fee is a list of nearly 200 films which are either free or low-priced rentals.

When you finally hunker down to decide what kind of a club, if any, you want, be realistic about the consensus and the individual commitment. The outline that follows is for the group that wants to go all the way. Running a club takes work and for many, a much less formalized set up will answer their boating needs just fine, thank you.

Once enthusiasm reigns and your club has selected a name they can live with in public, you'll need some good officers to guide you through the initial push. A president and v-p (or just a single chairperson for a small group), a secretary-treasurer, and a newsletter editor should do it. Before any selection is made it should be stated loudly that officers are not the sole heirs to the club's work. Also, a one-year time limit with a second year renewal option should make the chore seem less formidable.

For this first time, the offices may be more easily filled with an open forum of nominations-cum-volunteering, rather than by an election. Also, there is a tendency to choose the best boaters as officers. Often, they are indeed the people most committed to your group. But sometimes, they are more mavericks than organizers. Try looking to the people who have given the most to the group in the past—or the gal who suggested you become a club in the first place. Whomever you select, make it a person present who really wants the job. Appointing the one sucker who doesn't show up is neither wise or kind. If no one at the meeting seems willing to chair the

club and take on the initial duties, perhaps your group isn't ready to organize yet. If not, set the idea aside. Test the climate at next year's party. Don't hustle yourselves into some regimen that will ruin paddling for all of you.

After finding your club's name and a couple of souls willing to lead it, the next chore is to define the membership and to create a little working capital, i.e. collect dues. No amount of boating brotherhood can assure one's commitment to membership as solidly as dropping a ten-spot in the pot. Somehow even the most insignificant bit of cash put toward the common cause inspires a sense of belonging and will to work.

The treasurer, more than just walking off with a wad that night to put in an interest-bearing checking account, must set up a system for collecting these annual dues, say, every quarter so newcomers get a full year's membership. She will also need some method of contacting folks when it's renewal time. Some clubs, seeking caution over convenience, require two signatures for fund withdrawal. It's up to you.

With the collection of dues comes a million suggestions for spending it. Don't go overboard. You will need some money to start a monthly newsletter and to distribute it along with a membership list. Another excellent initial investment is commonly owned safety equipment: a survival kit and/or some throwropes to be taken on each trip. Stationery and warmup suits can wait.

About this point, before enthusiasm pledges you all to more work than you're ready for, it's a good idea to schedule the next official club meeting (say, a month away) and a slate of trips for the week-ends in between, then let it go at that. Make up an agenda for then, if you want, but for now get back to the beer and slides and toast your future success.

At the end of the evening, there may still be a few holdouts who really don't want all this official hoopla about a club

Employ the minimum of formality to get the job done — let official bylaws wait til much later.

and do not want to join anything. Make a deliberate point of telling these friends that they are always welcome to paddle with you. I have seen club members tell others they cannot paddle on the same water at the same time as a club trip. This is no one's right—besides, it's being a jerk.

Down to Business

Whether it's a dinner meeting with a film show, or just short, sweet business, make it monthly and at a consistent time so members know that every second Tuesday belongs to the club. To make this first official gathering at least seem smooth, the new officers will have to do some preliminary planning. The president may complete all meeting arrangements not fixed at the previous dinner, inform those unaware, and arrive with a flexible agenda. The vice-president, if in charge of scheduling, should arrive with a calendar of trips for which he can find leaders at the meeting. The secretary-treasurer having deposited the dues and set up a simple bookkeeping system, can be prepared to take a few notes. The editor, ideally, will want to be forewarned along with the newsletter so it can be mailed shortly after including this meeting's news.

Agenda. For the first few meetings, the whole goal is just to unite yourselves into an organized paddling club, not to erect an overnight institution. Worry first about your boating. Below are some of orders of business that may concern your first gatherings.

1. **Scheduling.** This is the time to hash out the club trip calendar for the upcoming season, so the river, time, and trip leader can be listed in the next newsletter. At this point, the duties of a trip leader will have to be outlined: is he just a contact you phone for date and put-in directions or is he a formal trip registrar who sends an information sheet to each paddler, arranges for camping, transportation, even food, and

assumes responsibility for everyone's river safety. This role must be sharply defined.

2. **River Running Policies.** Who can go on what level water? How far can the club and individuals go in preventing an unprepared paddler from putting in? What rate should a driver charge a rider? Does a 9 am put-in mean we don't wait for stragglers? And dozens of others. Some are serious, some nit-picking, but having these as common knowledge beforehand adds a little lubrication and a lot of safety to the trip.

3. **Money.** From the beginning, the newsletter editor and perhaps the president will need some cash and a financial report will have to be given.

4. **Club Growth.** Sometime early on, your group will have to decide whom you want as members and how to go about expanding. (Some methods on expanding are given below.)

5. **Pool Session.** Assuming you do not have a climate that allows year-round roll-temperature training, locating an indoor pool and setting up a weekly training session with gates, is an excellent first club project. It will not only better your skill, but make you visible and attract new members. It's usually a slow process, but worth it.

Notice there was not mention of a constitution and official bylaws at this stage. Your safest bet is to employ the minimum of formality to get the job done. The same solidarity might better be achieved through a special project, e.g. hosting a local paddling show.

The Newsletter

No matter how small, you've gotta have one. Even if it's just a folded, mimeoed sheet published monthly on-season and bi-monthly off-season, it is the lifeline of your club. Getting it started is the toughest part, thought not always that expensive. Odds are, someone in the group has access to a mimeograph, so postage will be your largest

*It is not bigotted or un-American to limit
your club to the size you want.*

expense. (Bulk rate does not apply for under 200' pieces.)

For even the smallest club, writing, stenciling, running off, folding, stapling, addressing, and mailing is a boggling job for only one person. Try to get as many people writing pieces and doing the grunt work as possible. Make sure the editor's name, address and phone are listed and when articles must be in for the next issue.

One hint: many an editor gets lured in over his head. All you absolutely must include are the basic results of the previous club meeting (not the full minutes), the schedule of upcoming trips and contacts, and announcements of the next meeting and other events. An annual club directory should go in first issue and be periodically updated.

Any more is gravy, and will be readily lapped up by the club members. Trip reports and any race results always add life. Lost and Found and For Sale notices along general gossip and technique hints provide service and interest. It is also remarkably easy to get paid advertisements from local outfitters to help defray costs and fill space. In addition to uniting your club, your newsletter can also serve as a communications link twixt your's and other clubs.

Start a newsletter swap with other clubs in your area and some of the larger, more active clubs across the country. Not only will this give you a more national view of the paddling scene and contacts when your members travel, but the humorous articles, tips and techniques you glean and pass on in your own bulletin will really help spice it up. Also, make sure AWA is on your subscription list so we can learn of and broadcast your news.

After the first couple of issues, a routine will present itself. You'll learn who promises—who delivers, and the whole job will gain momentum. Two tips:

★ Institute the tradition of having some-

one on every trip and event (scheduled or not) write a trip report or anecdote about it.

The editor becomes the repository for massive wads of paper. This will greatly help in building an editorial backlogue, but from the very start you'll need a good, self-updating file system to keep from being inundated.

Growing Strong

It is an American assumption that bigger is better and that every club should constantly gain more members. Truly, the larger club can sponsor big races, set up more trips and instruction programs, throw more weight around the conservation arena, etc., but there are some sacrifices. When your tight little bunch grows from a dozen to 30, or from 30 to 200, the wholegroup relationship changes irretrievably. So just how aggressively you seek new members is your own decision. (Some few clubs have even limited membership to a set number. This is not un-American or bigotted, it's merely how they want to paddle.)

For the club that wants to grow bigger quickly, a myriad of methods lie open. To initially spread the word that your club exists, you might try to:

1. Sponsor a Film Night at the Public Library. Libraries are always seeking free programs and will often help with the publicity. In addition to the obvious places, make sure your flyers reach local colleges and high schools, scouts, ski and other outdoor clubs. You can rent a film but make sure to show some slides of your people. Make it safety oriented and have a handout, e.g. the AWA Safety Code and a club sign up sheet. Scattering some boats and equipment around the hall also helps.

2. Throw a Pool Show. Basically a variation of the film show, with the talk, handouts and signup sheet, but instead of a film, club members stroke their stuff before a poolside crowd while a narrator blithers.

The Boat Shop

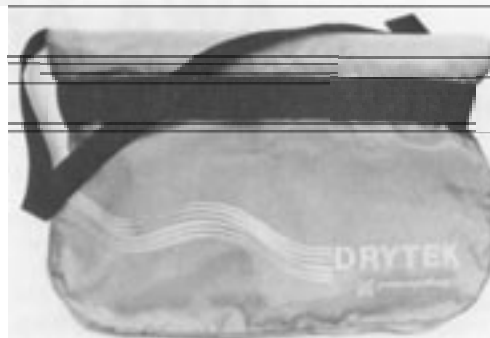
3. Become an AWA Affiliate. Having your club listed with the AWA Affiliates usually attracts a more seasoned paddler than the above two methods. Just make sure club contact address is kept up to date.

4. Run a Novice Slalom. Even if you're a strict cruising outfit, an annual slalom is fun. Choose a slow-moving, nearby stretch, hang an easy course with wide gates and make it a party event with innumerable classes and ribbons. Publicize it everywhere and have a space where folks can try out different boats. If seeking a more advanced level paddler, hold it on a familiar cruising stream and invite all area clubs. Warning: any slalom is a lot of work. Don't try to be too professional the first time out. If the job seems too overwhelming, just run a straight downriver race.

Attracting new people is lovely, but most clubs then fail on the followup and loose them within a year. However you do it, your club should set up a new member system that includes: informing the treasurer so she can collect dues, and the newsletter editor so the new member is added to the directory and the bulletin subscription list. Someone has to take the responsibility of inviting her to the next club meeting (where she is officially voted in), then inviting her on the next club trip and providing the necessary information, e.g. who can carpool and where a wetsuit can be rented, etc.

Once you have staggered through a season or two as a club, a whole range of options and benefits become available: group equipment purchasing, starting a boat shop or boat repair weekend, instruction programs with safety and rescue weekends, sponsoring races, expeditions, joining the river protection fight, and so on. All of these are projects that will not only enhance your own paddling experience, but will make whitewater boating a better sport.

Perhaps though, the greatest benefit is the joie de vivre of stroking your own boat downriver, your own way, and then sharing the experience with someone who understands what the hell you're talking about. Whatever the reasons, my club has made it a lot more fun for this paddler than boating it alone ever could.



STUFFING WITH STYLE

The trouble with most of the dry bags available to paddlers today is that they look like something that should be crammed into the bow of a decked boat and best kept hidden from view. Oh sure, most of them keep your lunch dry, but beyond function, what have you got? Some rubbery, billowy oval with a strange-looking inflate tube? Or perhaps the old U.S. Army cube pack that comes in lovely beat-up black? Perception thinks this is not enough.

For the fashion conscious boater, the Drytek bag is now available in earthtone rust and sky blue with silver and black trim. This 15 by 11-inch bag has the carrying capacity of a small day pack and is made of tear resistant nylon with reinforced vinyl bladders. The wrap-around, velcro closure system should keep your things dry, even through a long swim.

But Drytek's unique benefit is that it adds a touch of class to gear-toting. After a trip on the river, you can grab the woven shoulder strap, yank it out the bowels of your K-1, brush it off, and take it on your next yachting excursion — with pride. Sound far fetched? There was once a time when one wore running shoes (then called sneakers) only for running. Drytek retails for \$24.95 through any Perception dealer or direct from Perception, Inc., Box 686, Liberty, SC 29657.

The Perfect River
described on page 16?
Idaho's Salmon, of course.

AWA AFFILIATES

LISTED ACCORDING TO REGION

NORTHWEST

(AK, OR, WA)

Boeing Employees Whitewater & Touring Club
c/o Pat Hendricks
15804 47th Ave. So.
Seattle, WA 98188

Keystone Raft & Kayak Adventures
Box 1486
Valdez, AK 98686

Lower Columbia Canoe Club
Box 40210
Portland, OR 97240

Outdoor Recreation Centre
c/o Dixon Centre
Oregon State University
Corvallis, Oregon 97331

Valdez Alpine Club
c/o Andrew Embick, M.D.
Box 1889
Valdez, AK 99686

Washington Kayak Club
P.O. Box 24264
Seattle, WA 98124

Whitewater Rafting Expeditions
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Box 711
Condon, OR 97823

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Canoe Club
P.O. Box 1062
Corvallis, OR 97331

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Orange, CA 92667

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North Hollywood, CA 91605

Paddler's News Bulletin
Sierra Club
Box 584
San Bruno, CA 94066

Sierra Club, **Loma Prieta**
Chapter
c/o David Kim
3309 Oxford Lane
San Jose, CA 95117

Voyageur Canoe & Kayak
c/o Leon Hannah
12814 Arminta St.
N. Hollywood, CA 91605

Western Mountaineering
550 S. First St.
San Jose, CA

WESTERN STATES

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4260 E. Evans Ave.
Denver, CO 80222

Eastern Montana College
Recreational Activities
Box 570
Billings, MT 59101

Idaho Alpine Club
Whitewater Coordinator
Box 2885
Idaho Falls, ID 83201

Idaho State University
Outdoor Program
c/o Ron Watters
P.O. Box 8118, ISU
Pocatello, ID 83209

Northern Arizona
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c/o James Rolf
P.O. Box 1224
Flagstaff, AZ 86002

Outdoor Dynamics, Ltd.
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Tempe, AZ 85282

Telluride Navy
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Telluride, CO 81435

U.M. Outdoor Program
University of Montana
Missoula, MT 59812

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Antioch Kayak Club
c/o Karl Mahle
PE Dept. Antioch College
Yellow Springs, OH 45387

Belleville Whitewater Club
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3 Oakland
Belleville, IL 62223

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2961 Hemingway Ave.
St. Paul, MN 55119

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Minneapolis, MN 55405

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Pekin, IL 61554

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Marge Cline
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Palatine, IL 60067

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7360 Aracoma Forest Dr.
Cincinnati, OH 45237

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c/o Morely Hewins
23705 Audrey
Warren, MI 48091

Columbus Council A.Y.H.
c/o Douglas C. Miller
1300 Presidential Dr. #207
Columbus, OH 43212

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Box T
Mantua, OH 44255

Farmington Hills P&R
Canoe & Kayak Club
c/o David Justus
31555 Eleven Mile Rd.
Farmington Hills, MI 48018

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1510 Lombard Ave.
Berwin, IL 60402

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P.O. Box 30094
Middleburg Heights, OH 44130

Kekoinga Voyageurs
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1818 Kensington Blvd.
Fort Wayne, IN 46805

Minnesota Canoe Association,
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Minneapolis, MN 55414

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2845 Liberty Ellerton Rd.
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6320 N. Hermitage Ave.
Chicago, IL 60660

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Texas Whitewater Association
Box 5429

Austin, TX 78763

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New York. NY 10023

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South Charleston. WVA 25303

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Asheville, NC 28801

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352 Church Ave. S.W.
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Norris, TN 37828

Tennessee Valley Canoe Club
Box 11125
Chattanooga. TN 37401

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216 Blue Ridge Rd.
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Boone, NC 28607

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2048

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